



Ministry of
Transportation
and Infrastructure

Fraser Valley Highway 1 Corridor Improvement Program Public Engagement

June 1 – July 6, 2021

Discussion Guide and Feedback Form



*This program is on the Traditional Territory of the Coast Salish Peoples;
including the Kwantlen, Matsqui, and Sto:lo Nations.*

We want to hear from you about the future of transportation in the Fraser Valley.

The Ministry of Transportation and Infrastructure is planning for future transportation investments along the Highway 1 corridor through the Fraser Valley. We are seeking your input regarding draft objectives and potential program elements for the Fraser Valley Highway 1 Corridor Improvement Program.

This early phase of engagement focuses on potential improvements on and near Highway 1 between Langley and Abbotsford, with a goal of improving sustainable transportation choices, fostering livable communities, getting people to work and goods to market, and making life more affordable for people using the corridor. We want to hear about what is most important to you as we determine the scope of investments to make, and want your feedback on some ideas we are currently exploring.

This discussion guide provides you with information about the purpose of the engagement process and how you can get involved.



Participate in Public Engagement – June 1 to July 6, 2021

Engaging with First Nations communities, community members, transportation users, local and regional governments, goods movers, and other stakeholders is important as we determine how to provide enhanced transportation choices and improve connections, safety, sustainability, corridor capacity, and reliability.

We want to hear from people who live, work, play, or commute through this area.

There are several ways you can participate:

- Read this discussion guide and complete the online feedback form at gov.bc.ca/264toWhatcom
- Send us an email at HWY1FV@gov.bc.ca
- Mail a completed feedback form to:
 - > Mail to: Ministry of Transportation and Infrastructure, 310-1500 Woolridge, Coquitlam, BC, V3K 0B8, Attention: Fraser Valley Highway 1 Corridor Improvement Program

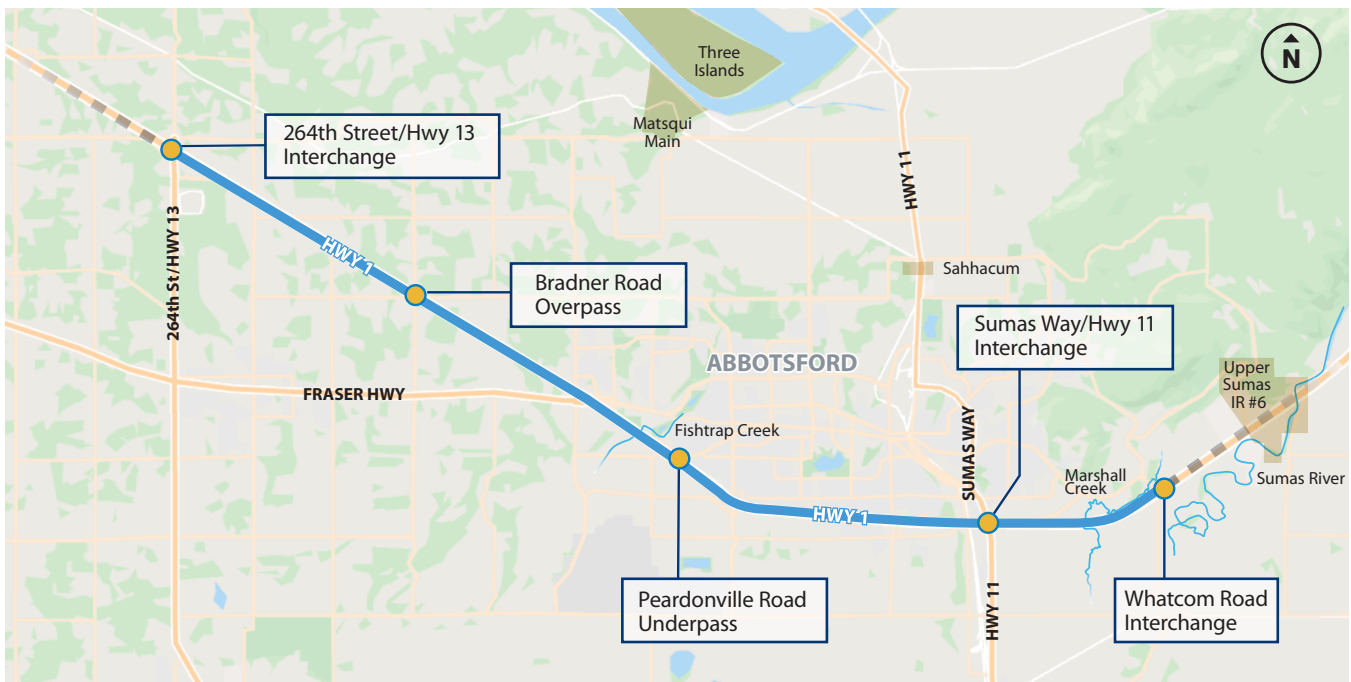
About the Fraser Valley Highway 1 Corridor Improvement Program

In accordance with the Minister of State for Infrastructure's **Mandate Letter**, the Province has announced a commitment to invest in integrated transportation improvements along Highway 1 through the Fraser Valley to improve travel time and reliability, with a goal of completing improvements as far east as Whatcom Road by 2026.

Through the Fraser Valley Highway 1 Corridor Improvement Program, we are working closely with First Nations, municipal, regional, and governments, transportation agencies, and active transportation and goods movement stakeholders to plan for the future of transportation for all users through and across the corridor.

This phase of engagement will focus on making improvements along the Highway 1 corridor between the 264th Street Interchange and Whatcom Interchange, and could include:

- Improving access and infrastructure for affordable and environmentally-beneficial modes of transportation such as active transportation (walking, biking, and rolling), transit, electric vehicles and car sharing
- Facilitating efficient goods movement through improvements such as truck climbing lanes, and truck staging and parking areas
- Reconfiguring or replacing existing interchanges at 264th Street, Highway 11, and Whatcom Road
- Reconfiguring or replacing the Peardonville Road and Bradner Road underpasses
- Adding high occupancy vehicle (HOV) capacity in each direction



Study Area



We want to hear from you

We will be determining the scope and nature of improvements to be included in the Fraser Valley Highway 1 Corridor Improvement Program over the coming months. During this engagement, we want to hear from you about draft objectives and potential program elements to help shape what we include in the Program.

Background: The current state of transportation along the Highway 1 Corridor

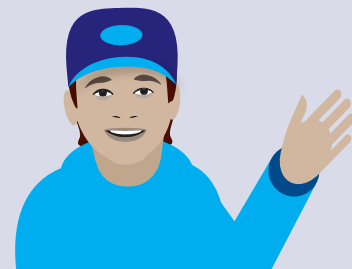
More than 80,000 motorists use the Highway 1 Corridor between Langley and Abbotsford every day. Traffic volumes have grown by 11% in the last 5 years, and are expected to continue to grow as the population from Langley through the Fraser Valley increases in the decades to come.

In addition to serving local residents, Highway 1 also serves as a vital corridor for regional trade and goods movement. Truck traffic accounts for approximately 16 percent of daily volumes along the corridor, or approximately 12,500 trucks per day. By 2035, it is anticipated that truck demand could increase by 24 to 33 percent.

Highway 1 in the Fraser Valley experiences collisions at rates up to 10 percent higher than the provincial average for similar roadways. Collision rates are highest at the interchanges between 264th and Whatcom Road, with rates over four times provincial average at some locations. Unfortunately, over 40 percent of collisions along this segment result in injuries.

Existing infrastructure does not sufficiently incentivize sustainable forms of transportation, with only 2% of all trips along the Highway 1 Fraser Valley Corridor taking place on transit. There are opportunities along the corridor to upgrade infrastructure to help encourage other affordable and environmentally-beneficial modes of transportation such as car sharing, electric vehicles, public transportation, and active transportation.

Parts of the network are operating at capacity. High traffic volumes along the corridor result in operating speeds as low as 20 kilometres per hour during peak periods, resulting in increased air pollution and reduced economic opportunity and quality of life. That's why we are proposing a cost-efficient plan to expand the highway, adding capacity while helping to facilitate multi-modal travel options.



Commuter Profile: Sam, Age 45

I drive a transport truck hauling agricultural produce from the Fraser Valley into Metro Vancouver through Highway 1 on a regular basis. In addition to congestion on the highway, my trips are made even longer waiting in traffic at crowded interchanges. I wish there were options to make it easier for me to do my job.

Planning Considerations

There are a number of factors that we are considering as we develop the program, including the following:



Population, trade and economic growth

The Fraser Valley Regional District is one of the fastest growing regions in British Columbia. By 2051, the Fraser Valley is anticipated to see a 61 percent increase over its 2016 population (an additional 190,000 residents). Increasingly, Highway 1 is also seen as a vital facilitator of regional trade, connecting employment, residential, industrial and commercial centres throughout the Lower Mainland and beyond. As the primary transportation connection between the Fraser Valley and Metro Vancouver, Highway 1's capacity is expected to be under increased pressure in future decades in response to expected regional population growth and corresponding increased demand for goods and services.



Climate change

Transportation methods—including increasing use of transit and active transportation—are evolving in response to the urgent reality of climate change. The Province's CleanBC plan has set targets for an 80 percent reduction in provincial greenhouse gas (GHG) emissions from 2007 levels by 2050. This means taking action to speed up the switch to cleaner fuels, incentivize car sharing, promoting the use of public transit, and building communities around active transportation.



New technology

Technological advancements are changing the face of transportation. Through the CleanBC plan, 100 percent of new cars sold in British Columbia will be zero-emission vehicles (ZEVs) by 2040. Further, increasingly enhanced driver assistance systems are leading the way towards a fully automated future. The reality of electric and automated vehicles has significant implications for the future of transportation systems across BC, including Highway 1.

About CleanBC

CleanBC is British Columbia's pathway to a more prosperous, balanced, and sustainable future. The full scope of actions envisioned in CleanBC will accomplish BC's 2030 GHG reduction goals to reduce emissions by 40 percent compared to 2007 levels. Under CleanBC, our Province is on the path to achieve an 80 percent reduction in GHG emissions by 2050. CleanBC includes plans to support cleaner transportation through a shift to cleaner fuels, cleaner vehicles, and more support for measures that get people out of their cars.

For more information, please visit cleanbc.gov.bc.ca

¹ Fraser Valley Regional District, *Fraser Valley Future 2050: Regional Growth Strategy*, August, 2020.

Building on Recent and Planned Investments

Improvements from 264th to Whatcom Road will build on recent and planned investments completed under the Fraser Valley Highway 1 Corridor Improvement Program.

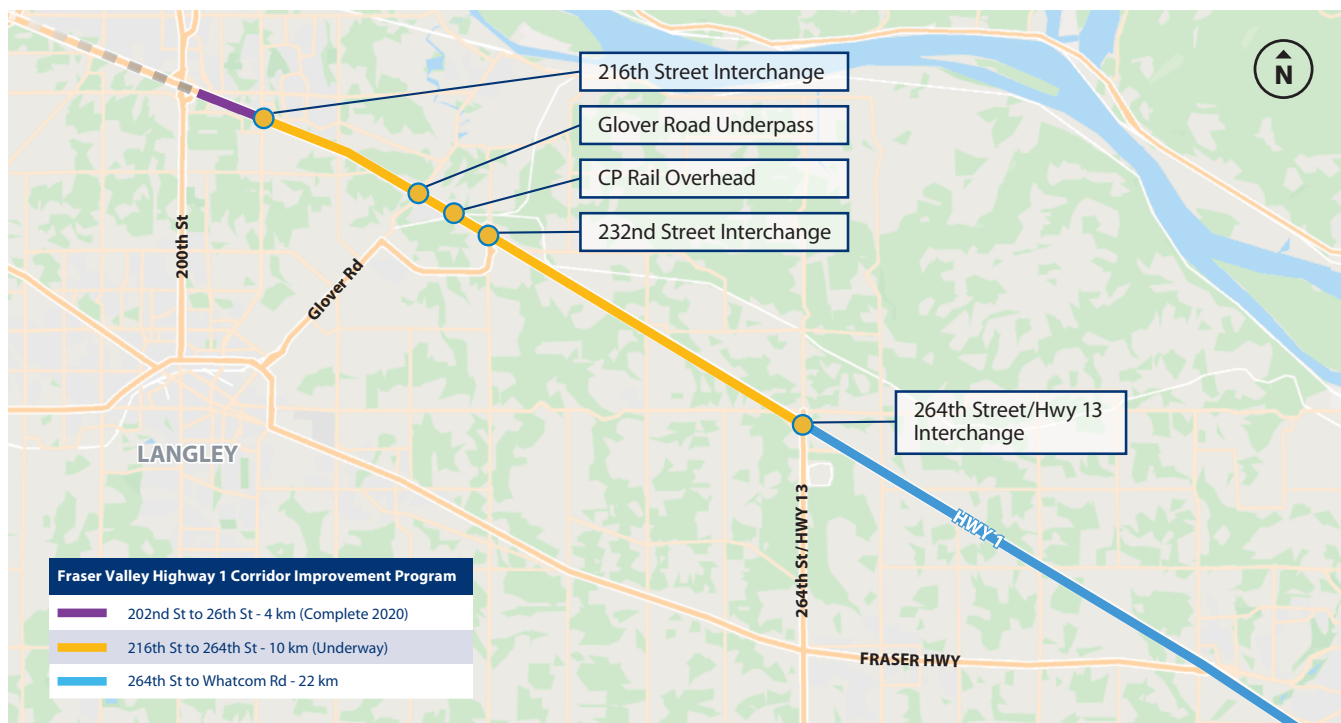
200th Street to 216th Street – Complete

The **Highway 1 and 216th Interchange project** was completed in 2020 and included:

- A new interchange at the intersection of Highway 1 and 216th Street
- New pedestrian and cycling access across the 216th Street Interchange overpass
- Extension of HOV ramps to/from 202nd Street
- 4 kilometres of highway widening between 202nd Street and the new 216th Street Interchange

216th Street to 264th Street – Underway

The Province recently completed public engagement regarding the **Highway 1 – 216 to 264th Widening** project in February and March 2021. Finalization of scope is underway with detailed design about to commence. Anticipated work includes upgrades to select highway underpasses, overpasses, and interchanges, as well as highway widening to accommodate new eastbound and westbound HOV lanes. Advance works are underway including tree cleaning, pre-load and test pile installation. Construction is anticipated to begin in 2022 and be completed in 2025.





Taking an integrated approach to transportation and land use

The Provincial government is developing an Integrated Transportation and Development Strategy to ensure greater alignment between transportation and land-use planning. The Strategy is aimed at integrating future transportation investments with local and regional development plans, to improve travel times and promote liveable communities that provide the amenities and quality of life that British Columbians value.

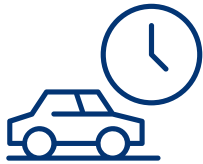
An integrated systems approach to planning is required to focus government policy, coordinate with municipal and regional economic development and land-use planning initiatives, and prioritize transportation investments that contribute to an efficient and accessible multi-modal transportation network that moves people and goods while connecting communities, regions and global markets.

The Strategy represents a data-driven, province-wide strategy that defines principles and opportunities for integrated planning to ensure greater alignment between transportation and land-use planning that will improve the seamless movement of people and goods, enable trade, prepare for future growth, and encourage the development of diverse, affordable, resilient, and connected communities.

Engagement Topic 1: Draft Program Objectives

In line with an integrated approach to transportation and land use planning, the Ministry of Transportation and Infrastructure has developed a series of draft objectives for the Fraser Valley Highway 1 Corridor Improvement Program.

We want to hear how important each of these objectives are to you, and if there is anything else you think we should include.



Move people faster

Program measures aimed to improve capacity and incentivize modal shift can help commuters, truck drivers, and goods and service providers get to their destinations faster. As a result, travel times along the corridor can become more predictable.



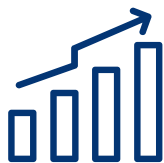
Improving safety

By making targeted improvements that address existing traffic issues, reduce congestion and incentivize public transit use, the Program can reduce vehicle collisions along the Highway 1 Corridor, improving motorist safety.



Facilitating goods movement

Traffic along the Highway 1 Corridor, particularly during peak hours, slows the movement of goods, reducing economic productivity. Improvements through the Program can facilitate the movement of goods and spur economic activity within the Fraser Valley and across the Lower Mainland.



Supporting economic recovery and job creation for British Columbians

The Province's **StrongerBC** plan prioritizes investment in new infrastructure to build cleaner and stronger cities, bolster employment, and spur British Columbia's economic recovery. New investments in critical transportation infrastructure through the Program can create valuable jobs and help improve the efficiency of goods movement and service delivery in Langley and Abbotsford and throughout the Lower Mainland.



Reducing emissions along the corridor

The Province's **CleanBC** plan articulates a vision to reduce 80 percent of greenhouse gas (GHG) emissions from 2007 levels by 2050. To help achieve this goal, the Program can help to improve air quality by incentivizing transit use, carpooling, and the adoption of electric vehicles (EVs).



Facilitating active transportation

Through the **Active Transportation Strategy**, the Province has set a goal to double the number of trips taken with active transportation by 2030. The Program can support active transportation through collaboration with local municipalities on interchange upgrades that support walking, rolling, cycling, and transit use across and along the corridor.



Planning for future community growth

Working with local communities in the development and implementation of the Program, the Province can plan for highway and interchange upgrades that respect and integrate with local land use plans, helping prepare the region for future population growth.



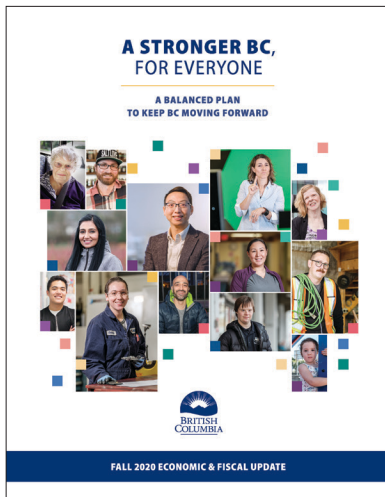
Improving community connections across Highway 1

Targeted interchange improvements as part of the Program can improve north-south connections along the corridor, re-connecting communities and making it easier to walk, cycle, or take transit within and between existing neighbourhoods.



Adapting to technology and innovation

Future investments made through the Program must take into account changing trends and advances in technology, including the emergence of electric and autonomous vehicles, and the introduction of new Intelligent Transportation Systems.



Stronger BC for Everyone

BC's Economic Recovery Plan includes measures to get people back to work, support businesses, and help communities recover. The plan identifies recovery strategies aimed to build economic momentum by supporting employment and restoring business and consumer confidence. StrongerBC also includes a continued focus on Community Benefit Agreements (CBAs), which create good-paying jobs, better training and apprenticeships, and more trades opportunities for Indigenous people, women, youth, and others who are traditionally underrepresented in skilled trades. The plan supports families who need it most, including Indigenous communities, young people, women and new Canadians.

For more information, please visit strongerbc.gov.bc.ca.



Commuter Profile: Julie, Age 33

Every day I ride my bike from my home on George Ferguson Way to my job on Sumas Way. As a commuter cyclist, I want a route that doesn't have too many hills or intersections so I can get to work quickly and without too much trouble. Improved bike facilities would help me feel safer on my daily rides.

Engagement Topic 2: Potential Program Elements

We are currently studying potential program elements to be included in the Fraser Valley Highway 1 Corridor Improvement Program.

The proposed work for this segment of the Fraser Valley Highway 1 Corridor Improvement Program will focus on completing highway improvements between 264th Street and Whatcom Road, including:

- Reconfiguration or replacement of existing interchanges at 264th Street, Highway 11, and Whatcom Road, including the structures, ramps, and adjacent intersections
- Reconfiguration or replacement of the Peardonville Road underpass and Bradner Road overpasses

In addition, we are interested in your level of agreement with us further pursuing the following potential investments identified in each of these areas, and if you have any specific ideas for us to consider.

Potential Program Area

Our Opportunity

HOV/Electric Vehicle priority lanes



A key objective for the Program is to encourage emissions reductions by incentivizing cleaner modes of transportation. This can be achieved by prioritizing car sharing and incentivizing the transition towards electric vehicles through new HOV/EV priority lanes.

Potential program elements:

- Extension of HOV/EV priority lanes from 264th Street to Whatcom Road

Transit priority measures



Consistent with CleanBC, an objective of the Program is the prioritization of public transit as an alternative to single occupancy vehicles. Dedicated bus infrastructure can help increase the speed of public transit, incentivizing greater transit use.

Potential program elements:

- Additional bus loops, transit stops, and park and ride facilities, integrated with municipal land use plans
- Shared transit/HOV/EV lanes between 264th and Whatcom Road or dedicated bus on shoulder lanes (similar to Highway 99)



Commuter Profile: Bal, Age 52

I farm two properties on either side of Highway 1. Efficient movement of farm equipment across the highway is vital for the success of my business.

Active transportation



The Provincial government is working with First Nations, municipal, and regional governments to ensure greater alignment between transportation and land-use planning. An integrated approach means the Province will prioritize transportation investments that contribute to the development of efficient and accessible multi-modal transportation that connects communities across our highway corridors.

Potential program elements:

- Improved walking, biking and rolling connections at improved interchanges to improve north/south connectivity
- Identification and completion of parallel multi-use paths or neighbourhood walking, biking, rolling routes along or adjacent to Highway 1

Mobility hubs



As part of the Program, we are considering new hubs to connect and facilitate sustainable modes of transportation along the corridor. They would incentivize more efficient transportation options, complementing potential new HOV lanes and dedicated bus infrastructure, and ultimately lead to fewer GHG emissions.

Potential program elements:

- Park and ride facilities, developed in partnership with municipalities, TransLink, and BC Transit
- Park and pool stations, to help connect car poolers looking to utilize HOV lanes throughout the corridor

Goods movement



The Program will include measures to maintain or enhance goods movement across the corridor, working with municipalities and the BC Trucking Association.

Potential program elements:

- Structure clearance improvements to accommodate larger vehicles along the corridor
- Overnight truck parking and staging facilities
- Intelligent Transportation System (ITS) infrastructure to integrated emerging technologies and future automated movements (e.g, bridge and border crossing information, variable speed limits, automated road enforcement, or smart road sensors)



Commuter Profile: Manpreet, Age 39

My co-worker and I live in the same neighbourhood. If we had access to an HOV lane, we could car-pool together and save time and money on our daily commute.

Timeline

Following the conclusion of this public engagement period, a summary report of what we heard will be developed and shared. Input will be considered as we continue to plan for future transportation improvements as part of the Program.

We will continue to engage with First Nations, local and regional governments, and stakeholders throughout all stages of the Program. We anticipate that there will be future opportunities for the public to provide feedback as the Program is developed.

We are here



Feedback Form

We want to hear from you.

After reviewing the discussion guide, please answer the following questions to have your say on the draft objectives and potential elements for this segment of the Fraser Valley Highway 1 Corridor Improvement Program.

This form can also be completed online at gov.bc.ca/264toWhatcom

Engagement Topic 1: Draft Program Objectives

Please review details of the potential draft objectives on pages 7-8 of the discussion guide. We want to hear how important each of these objectives are you to, and if there is anything you think we should include.

1. How important are each of these objectives to you as we define the scope of the program?

	Very important	Somewhat important	Neither important nor unimportant	Somewhat unimportant	Not at all important
Move people faster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilitating goods movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supporting economic recovery and job creation for British Columbians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing emissions along the corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilitating active transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning for future community growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving community connections across Highway 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Adapting to technology and innovation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Are there any additional objectives you would like us to consider?

3. Please rate your level of agreement with the following outcome-based statements:

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
I would like to spend less time in my car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to have a safe and reliable travel experience on the Highway 1 Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I want more safe options for myself and my family to travel for work, school, and play	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I want a cost-effective plan that respects the use of taxpayer dollars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would like to see better management of congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I want to have efficient and affordable options that allow me to leave my car at home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I want to be able to walk more within my community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Engagement Topic 2: Potential Program Elements

The Ministry of Transportation and Infrastructure is proposing five elements for this segment of Fraser Valley Highway 1 Corridor Improvement Program. Please review these elements on pages 9-10 of the discussion guide. We want to hear your level of agreement with the potential elements, and if there is anything you think we should include.

4. Please rate your level of agreement with us pursuing each of these potential elements as part of the Program.

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
HOV/Electric Vehicle priority lanes					
Extension of HOV/EV priority lanes from 264 th Street to Whatcom Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit priority measures					
Additional bus loops and transit stops integrated with municipal land use plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shared transit/HOV/EV lanes between 264 th and Whatcom Road or dedicated bus on shoulder lanes (similar to Highway 99)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Active transportation					
Improved walking, biking and rolling connections at new and improved interchanges to improve north/south connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Identification and completion of parallel multi-use paths or neighbourhood walking, biking, rolling routes along or adjacent to Highway 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree
Mobility hubs					
Park and ride facilities, developed in partnership with municipalities, TransLink, and BC Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and pool stations, to help connect car poolers looking to utilize HOV lanes throughout the corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Goods movement					
Structure clearance improvements to accommodate larger vehicles along the corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overnight truck parking and staging facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intelligent Transportation System (ITS) infrastructure to integrated emerging technologies and future automated movements (e.g, bridge and border crossing information, variable speed limits, automated road enforcement, or smart road sensors)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Are there any other transportation- or land-use-related elements you would like us to consider?

6. Is there anything else you would like us to know as we develop the Fraser Valley Highway 1 Corridor Improvement Program?

About You

7. Prior to 2020, how often did you travel along or across the Highway 1 corridor between Langley and Abbotsford?

	Along Highway 1	Across Highway 1
Daily	<input type="checkbox"/>	<input type="checkbox"/>
At least once or twice a week	<input type="checkbox"/>	<input type="checkbox"/>
1-3 times per month	<input type="checkbox"/>	<input type="checkbox"/>
Infrequently throughout the year	<input type="checkbox"/>	<input type="checkbox"/>
Almost never	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>

8. Prior to 2020, what forms of transportation did you use along or across the Highway 1 corridor?

	Primary (select one)	Secondary (check all that apply)
Car/truck as driver	<input type="checkbox"/>	<input type="checkbox"/>
Car/truck as passenger	<input type="checkbox"/>	<input type="checkbox"/>
Goods movement (courier, regional, inter-regional, or international trade)	<input type="checkbox"/>	<input type="checkbox"/>
Transit	<input type="checkbox"/>	<input type="checkbox"/>
Biking	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>

9. What, if any, are the barriers to you using the Highway 1 corridor more often? Select all that apply.

Travel delays and unreliability	<input type="checkbox"/>
Lack of public transit options	<input type="checkbox"/>
Lack of HOV lanes	<input type="checkbox"/>
Lack of mobility hubs	<input type="checkbox"/>
Lack of active transportation connections	<input type="checkbox"/>

Contact information (optional)

Name: _____

Organization (if applicable): _____

Phone: _____ Email: _____

First three digits of your postal code: _____

Collection Notice: Personal information is collected by the Ministry of Citizens' Services on behalf of Ministry of Transportation and Infrastructure under the authority of section 26(c) and 26(e) of the Freedom of Information and Protection of Privacy Act, for the Highway 1 264th - Whatcom engagement. If you have any questions about the collection, use and disclosure of your personal information, please contact: Director, Citizen Engagement, PO Box 9484, STN PROV GOVT Victoria BC, V8W 9W6, ph: 250-208-3591, citizenengagement@gov.bc.ca.

Please do not include any personally identifiable information about yourself or others in your responses.