



Highway 1 Four-Laning

Hoffman's Bluff to Chase Creek Road
Chase Creek Road to Chase West
Chase West to Jade Mountain



Ministry of
Transportation
and Infrastructure

Community Engagement Summary

November 22 – December 10, 2017

EXECUTIVE SUMMARY

This report summarizes the feedback received during the community engagement period for the Highway 1 Four-Laning, Hoffman's Bluff to Jade Mountain Open House held on November 22, 2017.

The feedback analysis in this report reflects the opinions of those who chose to participate in the consultation process.

The ministry is committed to addressing the required safety and mobility improvements between Hoffman's Bluff to Jade Mountain. This work requires the continued full engagement of the Village of Chase, local First Nations communities and the general public to find solutions that address these safety and mobility issues. Solutions must address the need for a four-lane highway and respect the environmental, cultural and archaeological significance of the area.

The next steps for this project include additional focused stakeholder participation. A community advisory committee will be formed to ensure the ideas and concerns of the community are incorporated and considered through the design phase of the project. The Village of Chase, local business and community members will play a key role on this committee. The ministry will be working with the Village to identify potential members and set up some meetings in the spring to move the consultation forward.

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1. PROJECT BACKGROUND

The Ministry of Transportation and Infrastructure (MoTI) is advancing design and construction of three Highway 1 Four-Laning projects in the Chase Area, as part of the Highway 1 Kamloops to Alberta Border Four-Laning program. These three projects will widen approximately 12 km of highway from Hoffman's Bluff to Jade Mountain, east of Chase.

1.1. Hoffman's Bluff to Chase Creek Road

This project involves four-laning a 5.4 km section of Highway 1 east of Hoffman's Bluff towards Chase Creek Road west of the Village of Chase. The eastern limits of the project extend through Neskonlith IR #2. The ministry is currently in consultation with the Neskonlith Indian Band and preliminary design will begin once a local Land Use Plan is in place.

1.2. Chase Creek Road to Chase West

This project involves four-laning a 3.4 km of Highway 1 starting at the Chase Creek Road, continuing to the west end of the Village of Chase. The project includes new frontage roads and a single grade separated interchange near the existing Shuswap Chase Creek Road Intersection. Detailed design is nearly complete and tender is anticipated this summer with construction completion in 2020.

1.3. Chase West to Jade Mountain

This project involves four-laning a 3.1 km section of Highway 1 starting near Shuswap Ave West, continuing through Chase. The project includes a new interchange at Brooke Drive and access improvements at Matthey's Road and Shuswap Avenue East. Preliminary design is complete and functional design is underway with tender in 2019 and construction completion in 2022.

2. EARLY ENGAGEMENT: MAY 31 – JUNE 12, 2016

In May 2016, MoTI held an open house to provide First Nations, local governments, public, and stakeholders with the opportunity to learn more and provide feedback on the design of three Chase projects. 218 people attended and feedback was collected for a period of two weeks following the open house. The feedback received contributed to some design changes: the westbound exit was moved 1.5km closer to town and a CVSE pull-out was added to the project scope.

3. RECENT ENGAGEMENT: NOVEMBER 22 – DECEMBER 10, 2017

MoTI held a second open house on November 22, 2017 at the Chase Community Centre. 545 people attended the open house. The open house focused on the Chase Creek Road to Chase West and Chase West to Jade Mountain sections of the project. Revised designs were presented at the open house, showing a new, full-movement interchange at Brooke Drive and a Protected "T" intersection at Matthey's. Display boards were presented around the room, along with renderings and a fly-over simulation, and Ministry team members available to answer questions. Attendees were invited to provide input regarding the proposed improvements and

revised design, by filling out a feedback form. The feedback form could be filled out during the session, mailed, or submitted electronically through the project website.

3.1. Purpose of Engagement Topics

Community engagement was conducted between November 22 and December 10, 2017. Input from the public was sought regarding the current design for the Highway 1 Four-Laning, Hoffman`s Bluff to Jade Mountain project as follows:

- Soliciting level of agreement with moving the westbound highway exit approximately 1.5 km closer to town than what was presented at the May 2016 open house
- Importance of considerations for designing the Brooke Drive intersection
- Soliciting level of agreement with the Brooke Drive Interchange option
- Top considerations to be factored while implementing the Brooke Drive Interchange

Engagement materials, including an online feedback form and materials for the public open house were posted online at:

<https://www2.gov.bc.ca/gov/content/transportation/transportation-infrastructure/projects/highway1-kamloops-alberta/current-projects/hoffmans-bluff-jade-mountain>

3.2. How Input Is Considered

Community input will be considered, along with technical, environmental, financial information and further input from local governments, in refining the design for the Highway 1 Four-Laning Chase Creek Road to Chase West and Chase West to Jade Mountain sections of the project.

3.3. Engagement Participation

The following interactions were recorded during the engagement period:

- 545 people attended the public open house on November 22, 2017
- 218 completed feedback forms were received (134 hardcopy and 84 online)

3.4. Notification

Notification of engagement opportunities included:

- **News Release:** a news release inviting the public and media to the open house was distributed on November 15 by Government Communications and Public Engagement on behalf of MoTI
- **Newspaper Advertising:** a print advertisement regarding the public open house was featured in Kamloops This Week on November 14, Shuswap Market News on November 17, and Chase Sunflower on November 17
- **Social Media:** the ministry's TranBC twitter account tweeted notifications of the open house, and the open house was advertised on the Village of Chase Facebook page in the weeks leading up to it
- **Stakeholder Emails:** email invitations were sent to key stakeholders, including Mayor and Council and First Nations
- **Engagement Website:** all engagement materials were available on the project website on November 22

4. ENGAGEMENT RESULTS

4.1. Feedback Forms

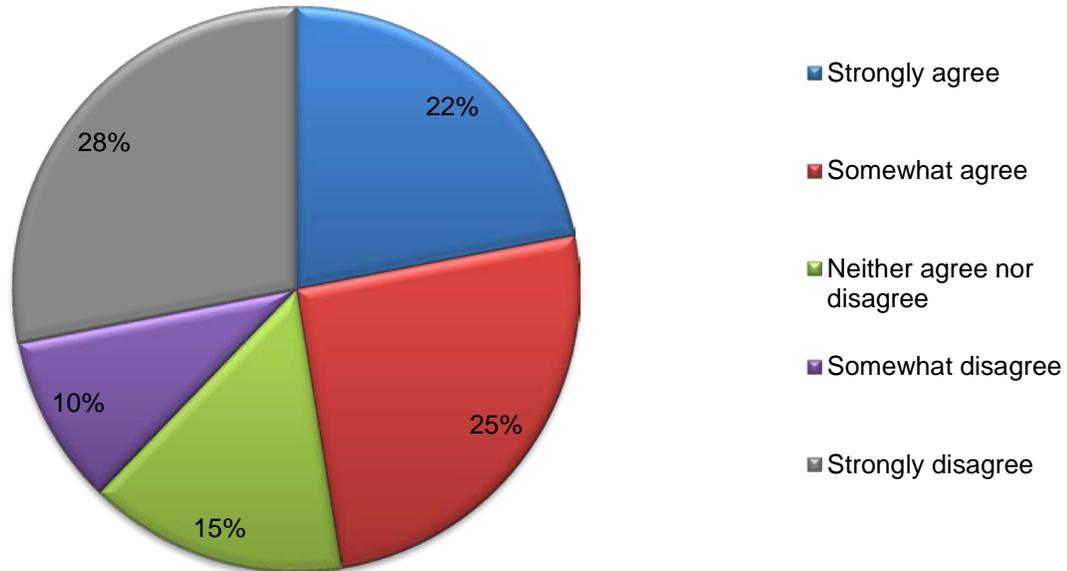
The following are results from the **218 feedback forms received** at the open house, online, and by mail.

Not all respondents answered every question.

- 1. The current design has moved the westbound highway exit approximately 1.5 km closer to town than what was presented at the May 2016 open house. Please indicate your level of agreement with this.**

Level of agreement (196 responses)	Number of Respondents
Strongly agree	43
Somewhat agree	50
Neither agree nor disagree	29
Somewhat disagree	19
Strongly disagree	55

Level of Agreement



**47% agree vs. 38% disagree*

1b. Please provide the reasons for your level of agreement.

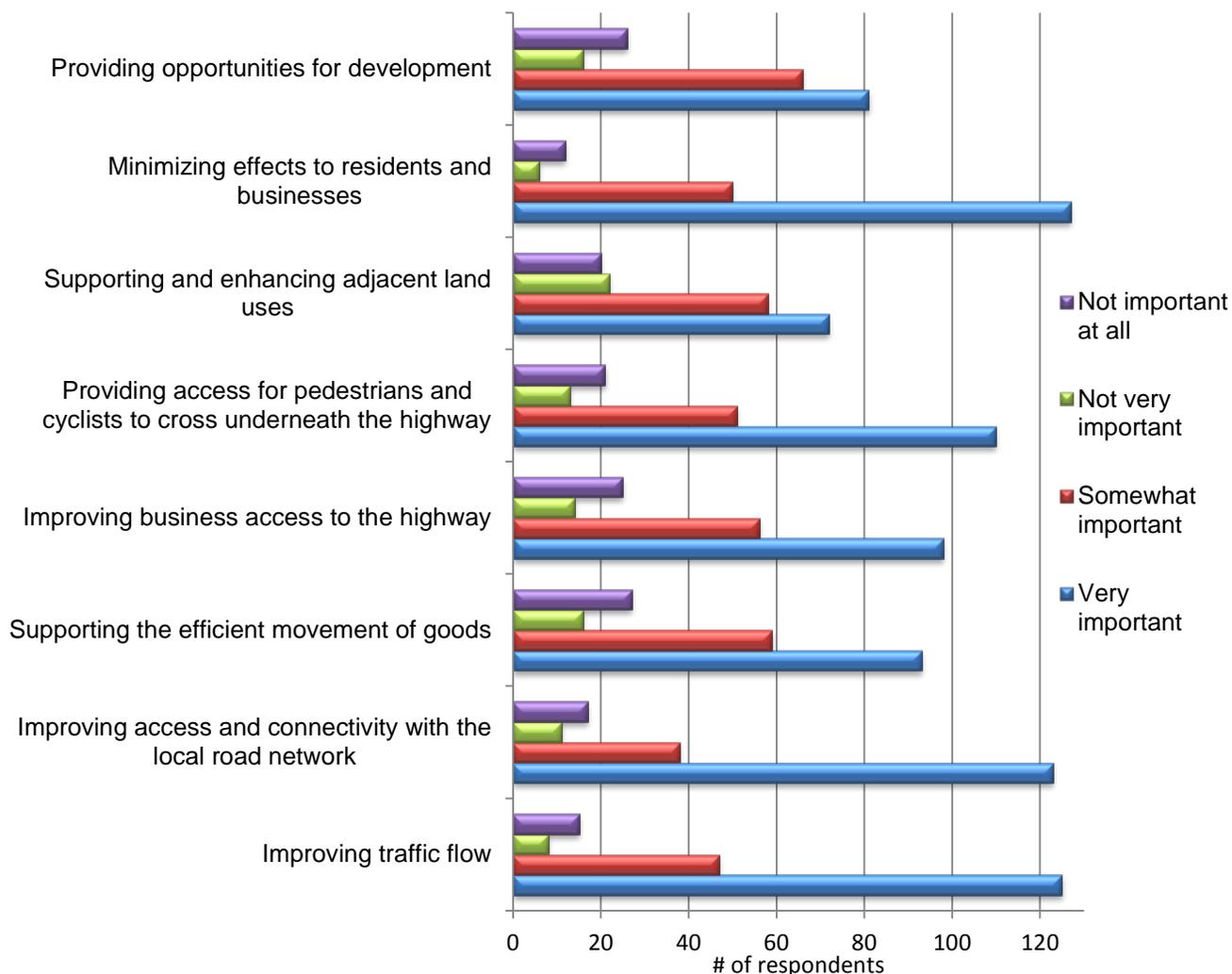
Themes from reasons for level of agreement	Number of Mentions
Indicated general support for the project	23
Need more access points to the Village from the highway	19
Concerns about removing direct access to Petro-Canada/A&W	14
Good for businesses and tourism	12
Concerns having to back track to go westbound from Chase-Falkland Road or Chase Creek Road	11
Loss of business/tourism	10
Safer	9
Use existing accesses	6
Concerns over emergency vehicle highway access	6
Saves travel time	5
Concerns about VLA Road – increase in traffic or having to back track	4
Improves traffic flow	4

Top Themes Stated



2. How important are each of the following considerations to you as the ministry designs the Brooke Drive intersection?

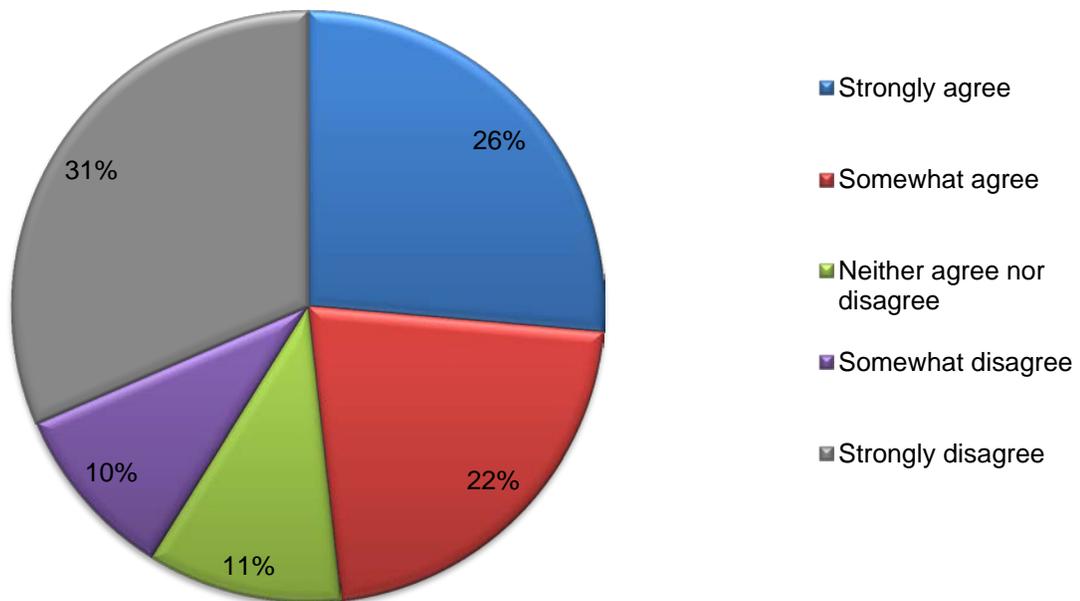
	Very important	Somewhat important	Not very important	Not important at all
Improving traffic flow	125	47	8	15
Improving access and connectivity with the local road network	123	38	11	17
Supporting the efficient movement of goods	93	59	16	27
Improving business access to the highway	98	56	14	25
Providing access for pedestrians and cyclists to cross underneath the highway	110	51	13	21
Supporting and enhancing adjacent land uses	72	58	22	20
Minimizing effects to residents and businesses	127	50	6	12
Providing opportunities for development	81	66	16	26



3. Please indicate your level of agreement with the Brooke Drive Interchange option.

Level of agreement (197 responses)	Number of Respondents
Strongly agree	52
Somewhat agree	43
Neither agree nor disagree	21
Somewhat disagree	19
Strongly disagree	62

Level of Agreement

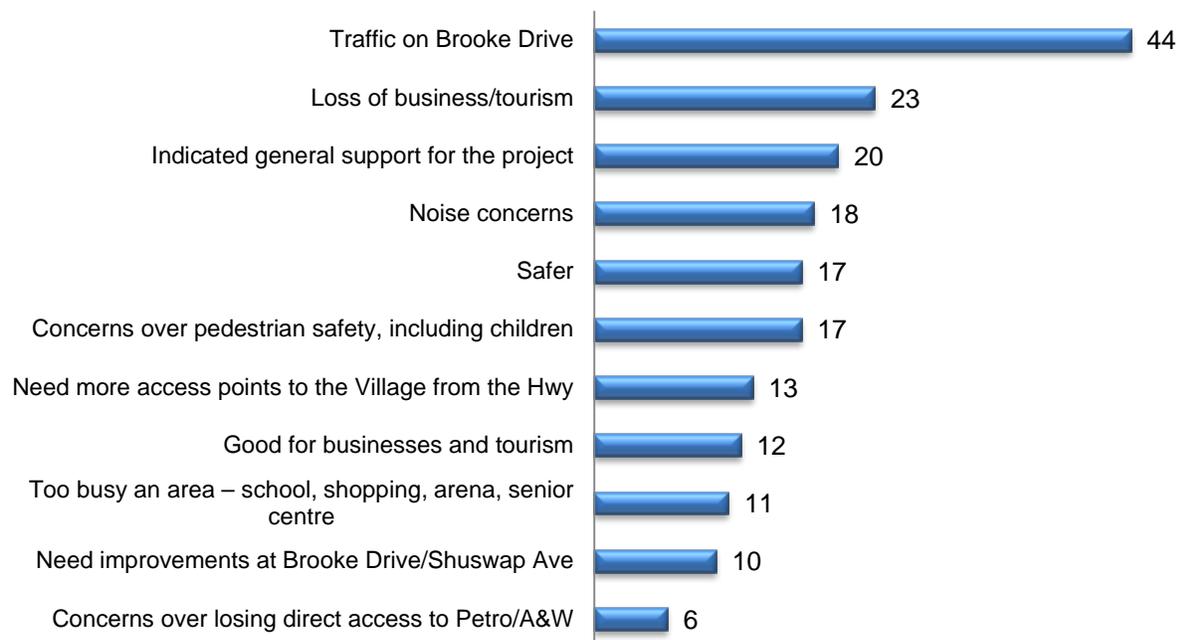


**48% agree vs. 41% disagree*

3b. Please provide the reasons for your level of agreement.

Themes from reasons for level of agreement	Number of Mentions
Concerns over an increase in traffic on Brooke Drive which is a residential street	44
Loss of business/tourism	23
Indicated general support for the project	20
Noise concerns	18
Concerns over pedestrian safety, including children	17
Safer	17
Need more access points to the Village from the highway	13
Good for businesses and tourism	12
Need improvements at Brooke Drive/Shuswap Ave	10
Too busy an area – school, shopping, arena, senior centre	11
Concerns about removing direct access to Petro-Canada/A&W	6
Impacts property values	5
Concerns about the seniors in the area	5
Concerns over emergency vehicle highway access	4

Top Themes Stated

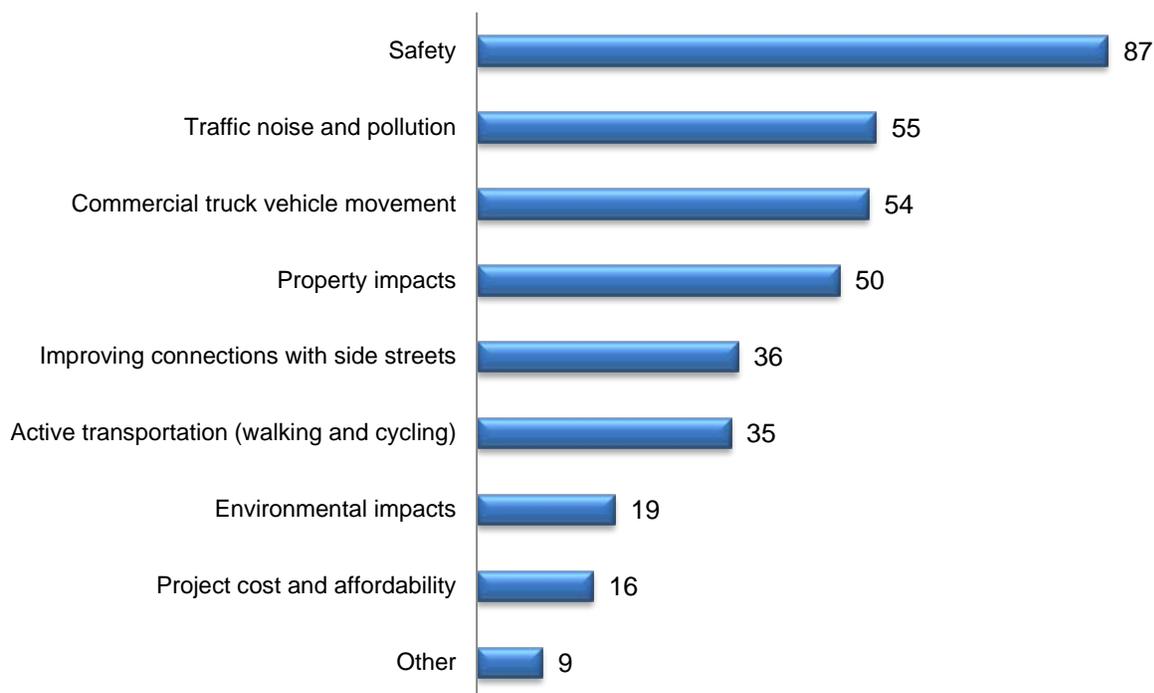


4. In reviewing the Brooke drive option identified, what are the top 3 factors that you think should be considered in implementing this option?

Some respondents checked more or less than 3 factors.

	Number of Mentions
Environmental impacts	19
Project cost and affordability	16
Property impacts	50
Improving connections with side streets	36
Commercial truck vehicle movement	54
Traffic noise and pollution	55
Safety	87
Active transportation (walking and cycling)	35
Other	9

Top Factors in Implementing Brooke Drive Option

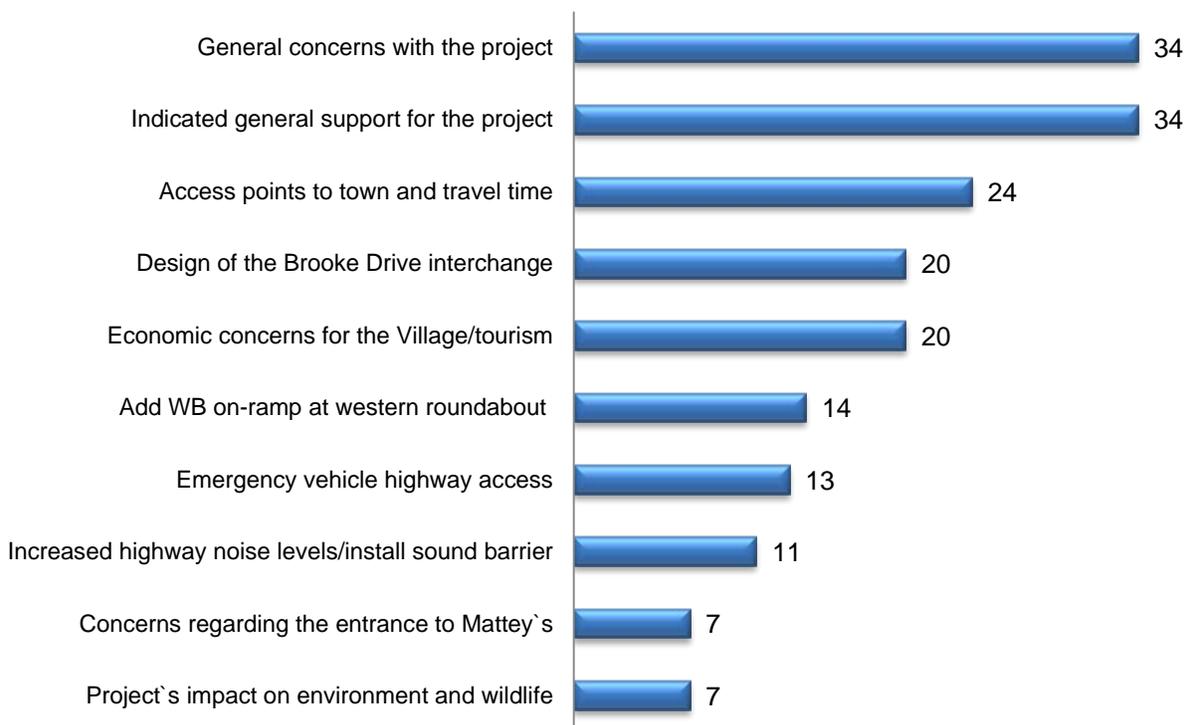


Other: economic impact/impact to businesses, loss of direct access to Petro-Canada; senior centre; Brooke Drive upgrades; Shuswap Ave bottleneck, school and children within area, emergency flow

5. Please provide any additional comments you may have regarding the Trans-Canada Highway 1 Hoffman’s Bluff to Jade Mountain project.

Themes from additional comments	Number of Mentions
General concerns with the project	34
Indicated general support for the project	34
Concerns regarding the access points to town and travel time	24
Concerns with the design of the Brooke Drive interchange	20
Economic concerns for the Village/tourism	20
Suggestions to add a westbound on-ramp to the western roundabout	14
Concerns over emergency vehicle highway access	13
Concerns regarding increased highway noise levels/suggestions for installation of sound barrier	11
Concerns regarding the entrance to Matthey`s	7
Concerns regarding project`s impact on environment and wildlife	7
Concerns regarding speed on the Highway and access roads	5
Suggestions to leave an exit at the west end for the Petro-Canada	4

Top Themes from Additonal Comments



5. NEXT STEPS

The next steps for this project include additional focused stakeholder participation. A community advisory committee will be formed to ensure the ideas and concerns of the community are incorporated and considered through the design phase of the project. The Village of Chase, local business and community members will play a key role on this committee. The ministry will be working with the Village to identify potential members and set up some meetings in the spring to move the consultation forward.

**APPENDIX A
FEEDBACK FORM**

TRANS-CANADA HIGHWAY 1 HOFFMAN'S BLUFF TO JADE MOUNTAIN PROJECT



Community Engagement November 22 – December 10, 2017



Feedback Form

We Want to Hear From You

You can provide us with your feedback by:

- completing the hard-copy feedback form and leaving it with a member of our team
- filling out the feedback form online at: gov.bc.ca/bchwy1-projects
- mailing your feedback form to:

Ministry of Transportation and Infrastructure
ATTN: Hoffman's Bluff to Jade Mountain Project
447 Columbia Street
Kamloops, BC V2C 2T3

Please provide us with your feedback by December 10, 2017

About the Hoffman's Bluff to Jade Mountain Project

The project will upgrade approximately 12 kilometres of Trans-Canada Highway 1 from two lanes to four, and will tie into the four-laning improvements that were carried out east of Kamloops between Monte Creek and Hoffman's Bluff. The project will increase safety and capacity on the highway and will provide safer connections to local roads and businesses.

Personal information is collected by the Ministry of Transportation and Infrastructure under sections 26 (c) and (e) of the Freedom of Information and Protection of Privacy Act and for the purposes of soliciting the public's feedback on the Trans-Canada Highway 1 Hoffman's Bluff to Jade Mountain Project. Should you have any questions about the collection of this personal information, please contact: Shawn Clough, Project Manager, Hoffman's Bluff to Jade Mountain Project, 447 Columbia Street, Kamloops, BC V2C 2T3

Chase Creek Road to Chase West

1. The current design has moved the westbound highway exit approximately 1.5 km closer to town than what was presented at the May 2016 open house. Please indicate your level of agreement with this.

Strongly Agree Somewhat Agree Neither Agree Nor Disagree Somewhat Disagree Strongly Disagree

Please provide the reasons for your level of agreement.

2. How important are each of the following considerations to you as the ministry designs the Brooke Drive intersection?

Very Important	Somewhat Important	Not Very Important	Not Important at All	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improving traffic flow
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improving access and connectivity with the local road network
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Supporting the efficient movement of goods
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Improving business access to the highway
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Providing access for pedestrians and cyclists to cross underneath the highway
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Supporting and enhancing adjacent land uses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Minimizing effects to residents and businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Providing opportunities for development

