

**FRASER VALLEY REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY**

WORKING PAPER

**TRANSPORTATION : A SCAN OF THE
CURRENT OPERATING ENVIRONMENT**

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PREFACE

REGIONAL GROWTH STRATEGY OF THE FRASER VALLEY REGIONAL DISTRICT

This working paper is a product of the technical and analytical work supporting a Regional Growth Strategy for the Fraser Valley Regional District (FVRD). The District comprises of the municipalities, villages and electoral areas in the eastern portion of the Lower Mainland of British Columbia.

The purpose of the growth strategy is to guide decisions on growth, change and development within the FVRD to the year 2021.

A major objective of the strategy is to improve coordination between provincial and local government plans and policies. Its focus is on issues crossing local government boundaries, such as air pollution, water quality, traffic congestion, affordable housing, employment, energy use, and regional growth management. As indicated under the Growth Strategies Act of British Columbia, the strategy is to cover at least the following:

- a comprehensive statement on the future of the Region, including
- social, economic, and environmental objectives of the strategy;
- population and employment projections; and
- proposed regional actions in relation to housing, transportation, regional district services, parks and natural areas, and economic development.

Topics outside the strategy include municipal development standards and policies, and land use zoning.

RELATED PAPERS

This is one of a series of papers on land use and transportation in the FVRD.

At time of writing, two other related papers were available: the first, entitled "The Context for Change and Growth in the Fraser Valley" was prepared by the Urban Futures Institute in January 1997; the other is a report by Urban-Eco Consultants outlining the future distribution of people, homes and jobs in the FVRD.

ACKNOWLEDGMENTS

This paper was written by Reid Crowther and Partners of Burnaby, B.C. The firm was engaged by the International Centre for Sustainable Cities (ICSC), a non-government organization based in the Lower Mainland. ICSC has a partnership agreement with the FVRD to provide the technical work programme for the Regional Growth Strategy.

Before publication, the paper was reviewed by member municipalities of the FVRD.

ADDITIONAL COPIES

Copies of the paper can be obtained from the Regional District.

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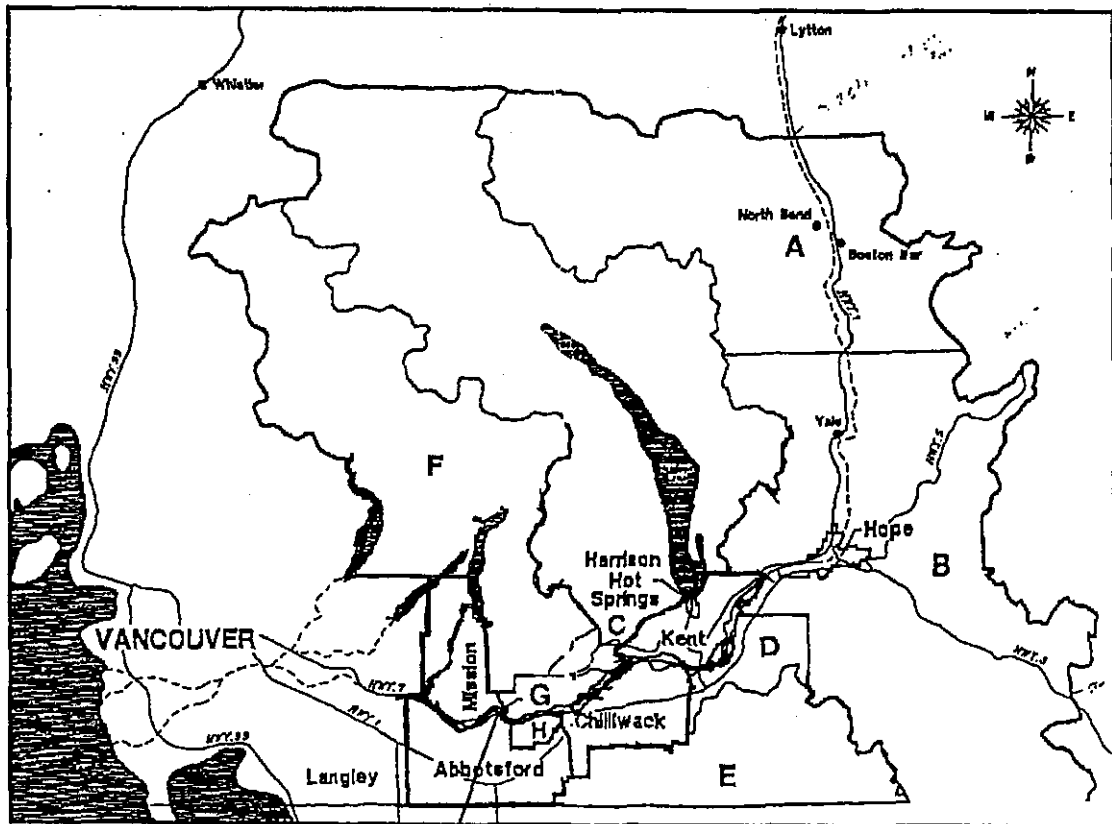
A SCAN OF THE CURRENT OPERATING ENVIRONMENT

This working paper provides a baseline report of the current transportation environment. The objectives of this paper include reviewing the existing transportation system in the Fraser Valley Regional District, commenting on current transportation policies and practices, and identifying transportation issues facing the region.

1.0 INTRODUCTION

The Fraser Valley, illustrated in Figure 1.1 is one of the fastest growing regions in Canada. According to Statistics Canada between the years 1991 and 1996, the region experienced an annual growth rate of 3.6 percent, 3.4 times higher than the national average. The Greater Vancouver Regional District (GVRD) Livable Region Strategy, in its effort to give due consideration to the development and aspiration of adjacent regions, also predicted strong growth for the Fraser Valley Regional District (FVRD). The development of the current growth management strategy is timely in addressing the issues arising from rapid changes in the Fraser Valley Regional District (FVRD).

FIGURE 1.1 Fraser Valley Regional District



Information for this paper was gathered by reviewing the Official Community Plans (OCP) of the six municipalities and the eight electoral areas in the Fraser Valley. Several municipalities had Capital Plans and/or traffic flow data available for review in this scan paper. An interview with a representative of the Ministry of Transportation and Highways was conducted to understand the Ministry's policies and perspectives regarding growth management and transportation issues for the FVRD. The 1994 Greater Vancouver Trip Diary Reports were also reviewed to gather statistics on the existing travel patterns within the FVRD.

2.0 OBJECTIVES OF THE REGIONAL GROWTH STRATEGY

The primary goals of the Regional Growth Strategy for the FVRD are:

- to guide decisions on growth, change, and development in the Fraser Valley over for the next 25 years; and
- to deal with broad regional growth management issues which include air pollution, water quality, traffic congestion, affordable housing, employment, energy use, parks and greenspace.

The goals of the transportation component of the study are:

- to ensure the efficient movement of goods and people while making effective use of transportation and utility corridors; and
- to emphasize the importance of the provision of adequate transportation infrastructure to meet the needs of a growing population.

The general purpose of a Regional Growth Strategy is to "promote human settlement that is socially, economically and environmentally healthy".

A land-use and transportation demand forecasting model for the Fraser Valley is being developed as part of this study. This model will be capable of predicting the transportation implications of various land use, infrastructure and growth scenarios for the region over the next 25 years. It should be noted that this study is a strategic exercise, which excludes any operational review. Therefore, only major infrastructure modifications such as bridges or highway expansions will be evaluated. Operational needs, such as intersection improvements or signalization, will not be part of the strategic review.

3.0 EXISTING TRANSPORTATION SYSTEMS

The FVRD Growth Management Strategy is intended to be a guide for regional growth management of different land-use scenarios based on their infrastructure implications. A good understanding of the existing transportation systems is

essential before any recommendations can be made towards future transportation needs. The following sections describe the key components of the FVRD transportation system, and the factors which affect the existing system.

3.1 Road Network

All of the numbered highways are currently under provincial jurisdiction. The Ministry of Transportation and Highways has indicated its desire that Highway 1A will be devolved to a municipal highway by January 1998.

Provincial Highways:

The Trans-Canada Highway is the major east-west facility connecting the FVRD with the GVRD and the B.C. Interior. The Trans-Canada Highway travels through Langley and connects directly with Abbotsford, Chilliwack and Hope.

- Highway No. 1A, connecting to Highway 1 at Abbotsford, is another major route connecting the GVRD with Abbotsford via Langley.
- Highway No. 7 (Lougheed Highway), a major east-west facility connecting the GVRD with the FVRD, runs through Mission to Kent and Hope north of the Fraser River, and ends at Hope.
- Abbotsford-Mission Highway No. 11 is the north-south connection between Mission and Abbotsford, with the linkage Mission Highway Bridge crossing the Fraser River.
- Highway No. 9 is the north-south major corridor connecting Highway No.1 within the FVRD Electoral Area "D" (east of Chilliwack) to Harrison Hot Springs through Kent.
- Highway No. 5 is a controlled access highway servicing the FVRD Electoral Areas "B" and "C" and Hope.
- Highway No. 3 is the east-west facility connecting Highway No. 5 in the east end of FVRD with the B.C. Interior.
- Coquihalla Highway is the east-west route which provides direct connection from Hope to the B.C. Interior via Merritt.
- Agassiz-Harrison Road is part of the Provincial Highway system through Kent.
- Rockwell Drive is currently classified as a minor Provincial Highway in Kent.

The transportation facilities available for the Fraser Valley Regional District include:

- *Provincial and municipal roads;*
- *BC Transit and FV Transit;*
- *Commuter Rail;*
- *Inter-City coach and airport shuttle services;*
- *Bicycle and pedestrian path.*

A Scan of the Current Operating Environment

- Old Hope Princeton Way provides a connection for Highway No. 1 traffic going east to Highway No. 3 and the Coquihalla Highway.

Major Arterials:

- South Fraser Way is the east-west arterial corridor connecting the Trans-Canada Highway near Townline Road with Highway No. 11 in Abbotsford's CBD.
- Dewdney Trunk Road is the longest municipal corridor connecting the east, north and west ends of Mission together.
- Cedar Street connecting Dewdney Trunk Road with 7th Avenue, is the major north-south route linking downtown Mission with the northern part of Mission.
- Stave Lake Street, Taulbut/Cade Barr Street and Wren Street/Tyler Street are also major north-south arterial roads, linking Highway No.7 with Dewdney Trunk Road and other parts of the northern Mission.
- Seventh Avenue is the major east-west link between Stave Lake Street and Wren Street servicing the downtown Mission.
- Yale Road, Prairie Central Road, Bailey Road, Wolfe Road, Airport Road, Luckakuck Way, Adams Road, South Sumas Road, Keith-Wilson Road, Vedder Mountain Road, Teskey, Elk View Road and Ryder Lake Road are the east-west arterial corridors within Chilliwack.
- Annis Road, Broadway, Prest Road, Vedder Road, Evans Road, Lickman Road, Sumas Prairie Road and Boundary Road are the north-south arterial corridors within Chilliwack.
- Hot Springs Road and McCombs Drive are two major arterial roads running north-south and connecting Harrison Hot Springs with Kent.
- Flood Hope Road and Kawkawa Lake Road are the major arterial roads within the District of Hope

3.2 Transit System

BC Transit:

BC Transit provides public transit services for several municipalities within the FVRD, as illustrated in TABLE 3.1. BC Transit services are often based on population distribution and the actual demand for transit. Due to the lower

population densities in the FVRD, services provided to these municipalities are limited.

At present, Chilliwack has a total of four buses servicing seven routes daily. The Abbotsford/Mission transit systems are interlinked, serving the central urban areas. The transit services are provided by fifteen buses running on a total of ten routes. Some municipalities, such as Harrison Hot Springs, Hope and Kent are currently not serviced by BC Transit. The remaining areas are serviced by the independent shuttle bus companies within the Fraser Valley region.

The Village of Harrison Hot Springs and the District of Kent are presently involved in a study with BC Transit and the FVRD concerning regional transit services. The proposed options include a shuttle service to Agassiz/Kent and Chilliwack. BC Transit intends to implement services for Kent and Harrison Hot Springs. However, based on the low population concentration, it is likely that a maximum of two buses will be allocated to service both municipalities.

TABLE 3.1 BC Transit Services

	BC Transit	No. of Routes	No. of Buses	Peak hour Service	Off peak Service	Week-end Service
Abbotsford	yes	8	14	yes	yes	yes
Chilliwack	yes	7	4	yes	yes	yes
Harrison H.S.	future					
Hope	no					
Kent	future					
Mission	yes	2	1	yes	yes	yes
Fraser Valley	no					

Inter-City Coach and Airport Shuttle Services:

Greyhound currently provides inter-city coach services between Vancouver/New Westminster, Mission, Abbotsford, Chilliwack and Hope. TABLE 3.2 summarizes routes, services and their associated fares.

TABLE 3.2 Greyhound Services

From Vancouver / New Westminster To	No of Departures	7-day services	Fare (one way)
Mission (direct)	1	yes	\$7.28
Mission (with stops)	1	yes	\$7.28
Abbotsford (direct)	3	yes	\$8.83
Abbotsford (with stops)	2	yes	\$8.83
Chilliwack (direct)	8	yes	\$12.09
Chilliwack (with stops)	5	yes	\$12.09
Hope (with stops)	5	yes	\$18.14

In addition to the above routes, about 90percent of the Greyhound routes servicing the FVRD and the BC Interior include a stop at the Chilliwack Bus Terminal.

A number of private bus companies also provide services to the FVRD. The following are some examples of these services:

- City-Link Bus Line provides inter-city bus services south of the Fraser River, which includes Abbotsford, Chilliwack and all cities within the GVRD. Their services from Vancouver Central Station to Abbotsford and Chilliwack include eight daily departures on weekdays and six departures on weekends. A one-way ticket from Vancouver is \$8 to Abbotsford and \$10 to Chilliwack.
- Cheam Tour provides shuttle bus services between municipalities in the FVRD (east to Hope) and the Vancouver International Airport. Their 7-day pick-up door-to-door service is available from 4:30 a.m. daily, at the rate of \$50 per one-way trip.

Handi-Dart service is available to those with temporary or permanent disabilities which hinder use of public transit within Mission and Abbotsford. After initial registration for the service, two working days notice is required for a pick-up appointment. It is also available in Chilliwack and is run by the Lions Club.

Other bus services include Harrison Hot Springs Shuttle Bus services, Mission City Loop and Valley Connector bus services.

Rail System (including the West Coast Express Commuter Rail):

The West Coast Express Commuter Rail, as part of BC Transit services, provides direct railway service from Mission to Vancouver's Central Business District. The West Coast Express consists of five trains, operating Monday to Friday during the morning peak period at 20-25 minute intervals, and returning during the afternoon peak period. According to a 1997 study conducted by West Coast Express, the FVRD accounts for 11 per cent of its daily ridership or 770 rides per day.

3.3 Goods Movement

The efficient movement of goods is a common concern for the municipalities in the FVRD. The City of Abbotsford supports the safe transportation of people and goods by rail. The City's objectives also ensure industrial areas are provided with suitable road networks which facilitate safe truck movements.

The District of Hope is considering a truck route plan as well as a dangerous goods route plan for the District to address noise, infiltration and safety issues. The District of Mission, which serves as an interchange for railway traffic southbound across the Canada/US Border, and to Roberts Bank, is working with CP Railway to maintain an emergency response plan associated with the storage and movement of hazardous goods. Mission also encourages the utilization of the Fraser River for the transportation of goods.

3.4 Bicycle/Pedestrian Systems

At present there is no regional pedestrian or bicycle system, however all the municipalities have goals or policies addressing such systems within their jurisdictions. The City of Abbotsford has identified the need to integrate bicycle routes with automobile traffic on selected urban roads. This would include developing standards for bicycle commuter routes as well as recreational paths. The city recognizes the importance of consultation with local cycling clubs to develop a bicycle network plan for recreational and commuter use.

The modes of cycling and walking have gained much importance in recent years as a means of commuting and recreation. The District of Chilliwack promotes and facilitates cycling as an alternative means of transportation. According to the District OCP, bicycle lanes will be added to existing and proposed roadways along designated commuter, school and touring routes. Sidewalks should be provided in all urban residential neighborhoods, and high priority should be assigned to the community cores and their surrounding areas.

The Village of Harrison Hot Springs Council holds a policy to upgrade roads and sidewalks in the Village based on Composite Deficiency Ratings. The Village will continue to investigate options to improve the pedestrian-orientation of the community including a sidewalk construction program.

The District of Hope has identified the importance of ensuring that the transportation system creates a safe environment for pedestrians, bicycles and vehicles. The District is planning to prepare a bicycle route plan to facilitate bicycle mobility as part of their Master Plan.

The District of Kent has identified the need to upgrade Rockwell Drive between Sasquatch Park and the Village of Harrison Hot Springs boundary to provide for a walking and bicycle lane. According to the OCP's policies, bicycle lanes will be added to existing and proposed roadways along designated commuter, school, and touring routes. Sidewalks shall be provided in association with new development.

One of the goals of the District of Mission is to provide greater sustainability within the community by providing pedestrian and bicycle paths within new developments. The emphasis is on providing a pedestrian network which is safe, continuous and efficiently serves the needs of the community. The district is planning to review the Subdivision Control Bylaw with a view to requiring that bicycle paths be provided along collector streets within new urban developments.

The District has also identified the need to review pedestrian improvements which are required to link the downtown area with the Mission waterfront area. The goal is whenever site conditions permit, walking strips will be constructed to a minimum width of 2.0 metres which can accommodate bicycle usage. The principal mechanism for establishing priorities for construction of new sidewalks and walking strips will be the District of Mission 15 Year Capital Program.

3.5 AIR TRAFFIC

Airports in the FVRD are located in Abbotsford and Chilliwack, with the Abbotsford International Airport being the largest commercial air facility. It has 2 runways which serve local and itinerate flights. Local flights have the same origin and destination, such as flight school activities, and itinerate flights are those with differing origins and destinations. 1997 statistics show the air traffic split as 58percent local and 42percent itinerate. Currently only one major airline, Westjet, flies into the airport on a regular scheduled basis. However, the airport has the capacity to serve as an alternate to Vancouver International.

The City of Abbotsford, and the Districts of Chilliwack and Mission have specific policies to encourage regional air traffic, aviation and aerospace enterprises. As air transportation increases in importance, so will its impact of the region.

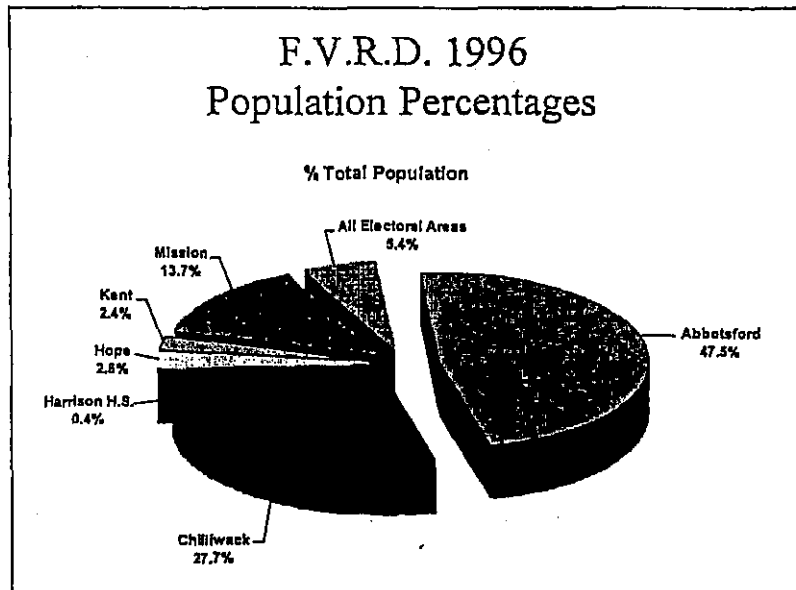
4.0 FACTORS AFFECTING EXISTING TRANSPORTATION SYSTEM IN THE FVRD

Population, demographics and travel patterns are key considerations in the development of transportation systems. The following are a few of the factors affecting the FVRD and a summary of their impacts.

4.1 Population and Density

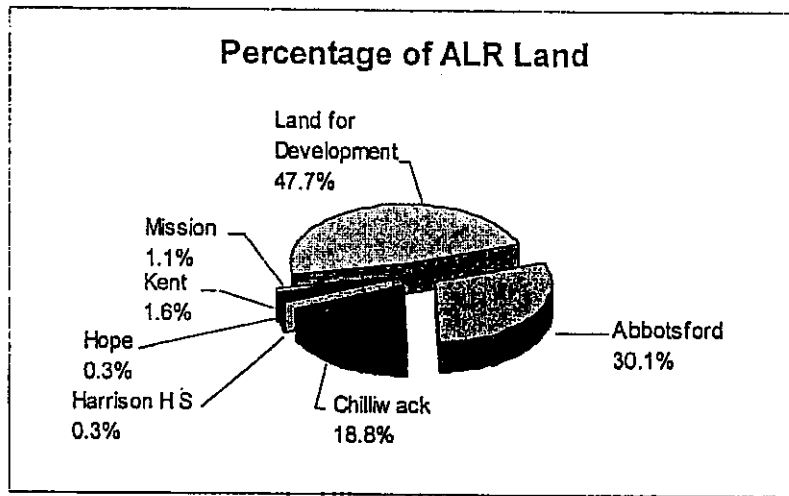
The FVRD consists of six municipalities and eight electoral areas, covering 92,100 ha of land. According to Statistics Canada, the FVRD had a total population of 222,400 in 1996. The population distribution by municipality is shown in Figure 4.1.

FIGURE 4.1 Population Distribution for FVRD (1996)



Population, employment and housing projections were estimates documented in the municipal OCPs. In 1994, the population density for the FVRD was estimated to be 2.05 persons/ha. In contrast, the GVRD's population density of 5.96 persons/ha is almost three times denser than that of the FVRD. Employment density was estimated at 0.75 jobs/ha for the FVRD and 2.88 jobs/ha for the GVRD. The FVRD contains a significant amount of land classified as Agricultural Land Reserve (ALR). This is the main reason that FVRD has such a low population and employment density. The percentage of ALR land in different municipalities of the FVRD is illustrated in FIGURE 4.2.

FIGURE 4.2: Percentage of ALR Land



4.2 Population Growth

Table 4.1 summarizes population statistics for each municipalities based on Statistics Canada Census data for 1996. The estimated annual growth since 1991 is included.

TABLE 4.1: Statistics Canada Census Population Data

EVRD Population	1996 Population	Average Annual Growth (since 1991)
Abbotsford	105,605	3.9%
Chilliwack	61,708	3.9%
Harrison H S	898	6.5%
Hope	6,247	1.7%
Kent	5,364	3.0%
Mission	30,519	3.1%
All Electoral Areas	12,056	2.1%
Total Population	222,397	3.6%

Statistics Canada shows a 19.5percent growth rate for the FVRD between 1991 and 1996. This was 5.2percent higher than the 14.3percent growth rate of the GVRD over the same period. For the FVRD, this translates to an average annual growth rate of 3.6percent, which is 3.4 times the national growth rate. Abbotsford and Chilliwack contributed to 80.1percent of the growth in the Regional District.

4.3 Automobile Travel Patterns and Use

Statistics on travel patterns were collected from the 1994 Travel Survey by the Greater Vancouver Regional District. During the morning peak period from 6:00 am to 9:00 am, approximately 106,300 person trips originated from the FVRD while 86,500 person trips entered the FVRD. During the 3:00 pm to 6:00 pm peak period, approximately 129,600 trips originated from the FVRD, and 151,700 trips entered the FVRD. TABLE 4.2 summarizes the travel pattern of auto drivers in the FVRD.

TABLE 4.2: Auto Driver Trip Patterns

Peak Period	Originating from FVRD	Destined to FVRD	Destined to GVRD	Average Trip Length
AM	84%	84%	16%	17.7km
PM	86%	86%	14%	17.8km

4.4 Automobile Use and Occupancy

According to the 1994 Greater Vancouver Trip Diary Survey, 90 percent of the daily trip makers traveled by auto mode during a typical weekday. An 80 percent auto mode split was observed during the morning peak period (6:00 am-9:00 am) and 91 percent during the afternoon peak period (3:00 pm-6:00 pm) for the FVRD.

About 15 percent of all daily trips were made by long distance commuters between FVRD and GVRD. These trips were conducted mainly by automobiles, commuter rail and Greyhound. In the same survey, only 76 percent of trip makers traveled by auto mode to the GVRD areas.

A 90 percent auto mode split was observed, which demonstrates a heavy dependence on the highway and roadway network systems by automobile users. Auto occupancy was observed to be approximately 1.4 persons/vehicle during the morning and afternoon peak periods for the FVRD. This occupancy rate is consistent and comparable with those observed for the GVRD.

4.5. Transit

According to the 1994 Greater Vancouver Trip Diary Survey, a transit mode split of only 1 percent was observed within the FVRD over a 24 hour period. In comparison, a 10 percent transit mode split was observed for the Greater Vancouver Regional District. The impact of a low mode split is meaningful, in conjunction with population distributions, actual demand and funding issues, as it impacts the provision of transit services.

Based on telephone interviews, the transit ridership for the fiscal year of 1996-1997 are summarized in TABLE 4.3.

TABLE 4.3: Transit and Commuter Rail Riderships Predictions

Transit Services	1st Quarter (Jan - April, 1997)	Fiscal year (April '97 - March 98)
Forecasted BC Transit - Central (Abbotsford and Mission)	N/A	820,000
Forecasted BC Transit - Chilliwack		280,000
Observed Central Valley Conventional Buses	370,000	N/A
Observed West Coast Express (est. based on 2 months data)	520,000	

5.0 Transportation Goals and Policies

The following is a list of goals and the transportation policies common to the Ministry and municipalities. They were identified by the Ministry and were explicitly stated in a number of municipal OCP's.

MoTH and Municipalities' Common Goals and Policies

- *avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;*
- *minimizing the use of automobiles and encourage walking, bicycling and public transit;*
- *maintaining and developing safe, pleasant, and efficient circulation systems, including highways, roads, sidewalks, walkways, bicycle routes, public transit bus services, air services, and other forms of transport to accommodate present and future transportation demands;*
- *the efficient movement of goods and people while making effective use of transportation and utility corridors;*
- *protecting environmentally sensitive areas, maintaining agricultural and forest land;*
- *preserving, creating and linking urban and rural open space including parks and recreation areas;*
- *reducing and preventing air, land and water pollution;*
- *adequate, affordable and appropriate housing;*
- *encouraging clearer and "up front" Provincial policy regarding transportation, infrastructure, and fiscal policy;*
- *minimizing the need for expensive infrastructure investment through the implementation of transportation demand management measures;*
- *expanding the public transit system in accordance with the growth pattern of the District, with special regard to the needs of residential growth areas, expanding business cores, seniors housing locations and multi-family housing development; and to improve transit access for seniors and youth;*
- *the "Road Hierarchy Plan" will be an important guide to the District's traffic management, future road upgrade and maintenance planning;*
- *increasing residential densities, more mixed land use, optimizing the use of existing transportation systems by promoting car pooling to increase vehicle occupancy levels, promoting walking as the preferred mode for local trips, increased opportunities for cycling as an optional mode of travel, and provision of improved transit service.*

Municipalities Individual Goals and Policies

A Scan of the Current Operating Environment

Municipalities share the common goals listed in the previous section. Beyond these common goals, some goals were addressed in a number of the Municipal OCP's which identified individual needs in their municipalities.

Abbotsford promotes the development of local employment opportunities in order to reduce commuting, and encourage the development of aviation and aerospace enterprises in conjunction with the Abbotsford Airport. The City's policy directives include higher density redevelopment in the Central Area, the widening of Highway No. 11 to four lanes between Harris and Maclure Roads by the Province, and an assessment of the potential need to improve east-west traffic linkages between Highways Nos. 11 and 1. In addition, the development of an expressway south of the Fraser to Highway No. 1 is encouraged as a more direct link between Vancouver and Abbotsford International Airports, the Tsawwassen Ferry Terminal, and the Municipalities of the FVRD and the BC interior.

Chilliwack identifies that future road maintenance will be planned in concert with the Pavement Management System as adopted by the District; separate grade intersections should be established at major railway crossings in the urban area; future expansion of the Chilliwack Municipal Airport will be supported by appropriate infrastructure development and through careful coordination of land uses surrounding the airport

Harrison Hot Springs will improve signage to the Provincial Park, minimize traffic impacts on the Village by visitors to the Provincial Park, and will discuss options with the FVRD and B.C. Transit for a shuttle service to Agassiz/Kent.

Hope identified the need to provide a high standard of public roads which meet the needs of both local and visitor traffic; ensuring that adequate parking is available for residents and visitors; monitoring and reviewing traffic, pedestrian and parking volumes and operation in the downtown area as the District grows to consider what improvements may be needed in terms of traffic signals, parking restrictions and parking supply.

Kent suggests that two legal accesses be provided for new and extensions to existing high density developments and mobile home parks and the upland areas of the District need an integrated forward street plan for Municipal roads. Additionally it identifies prisons access evaluation and crosswalk problems at Morrow Road.

Mission promotes improved local access for residents through provision of an efficient system of roads, sidewalks, trails and bicycle paths; continues to encourage infill developments within urban and non-urban communities which maximize utilization of existing road networks; and encourage greater utilization of existing roads through strata subdivisions.

Electoral Areas policies include:

A Scan of the Current Operating Environment

- Sumas Mountain OCP indicates that there should be no new arterial roads constructed within the time frame of the OCP. However, in order to accommodate the long-term future urbanization of the area, new arterial and collector roads will be required.
- Boston Bar, North Bend and Canyon Alpine OCP encourages separation of through and local traffic on the Trans-Canada Highway and the Nahatlatch Road. Improvements on safety, visibility of turning lanes and traffic speed reduction are encouraged by the OCP.
- Electoral Area “B” includes Yale, Emory Creek, Dogwood Valley and Choate. A major focus of the Official Community Plan is to improve the safety of access on and off the Trans-Canada Highway, and to provide a local road network which can be expanded for future development:
 - Emory Creek and Choate both recognize the need for safe highway and road access.
 - Dogwood Valley recognizes potential increased development, and the provision for a safe highway.
- Electoral Area “B” and “C” include the unincorporated areas near Hope, Laidlaw and Othello. The Official Community Plan of these areas emphasis the need
 - to facilitate safe pedestrian access between east Flood and Silver Creek, along Flood-Hope Lake Road;
 - to facilitate safety at intersections and access points; and
 - to provide safe pedestrian access the CN railway tracks from the Beacon Road underpass to Tom Berry Road.
- Popkum-Bridal Falls OCP has the policy of ensuring adequate and safe access commensurate with the level of traffic generated and need for emergency vehicle access. The need of pedestrian right-of-way within the Highway Tourist Recreation Commercial Areas designation in the Bridal Falls was also identified.
- Electoral Area “E” contains three sub regions: Columbia Valley, Cultus Lake resort area and the Chilliwack River Valley. The OCP of these areas has identified that it is important to ensure the safety and efficiency of the area’s transportation network
- A Regional District policy indicates that rezoning applications for commercial uses in Deroche-Lake Errock-Nicomén areas with access off the Lougheed

Highway which could impede traffic flow or compromise public safety, will not be supported.

6.0 IMPROVEMENT PLANS AND ISSUES

The following are a number of priority capital improvement plans identified in the Municipal OCP's:

- Abbotsford: the construction of the redesigned Mt. Lehman Road Highway No. 1 Interchange and the Sumas Way Maclure Road connector by the Province.
- Chilliwack: the improvement of roads based on the capital work scheduling; construction of an overpass for the Young Road railway crossing; the relocation of the B.C. Hydro Railway from Chilliwack Proper; the widening of the Vedder Overpass and Evans Road extension; and determining appropriate bicycle routes for work/school trips and recreation.
- Harrison Hot Springs: the construction of a new bridge at Miami River and the "Village Square" streetscape improvements in Village Centre area.
- Hope: traffic operations, safety aspects of Kawkawa Lake Road Bridge and the development of improvement options.
- Kent: the provision of funding for a detailed joint MoTH and District study of Highway No. 9/Haig Highway Bypass options, and provision of an off-road bicycle path to Harrison Hot Springs, and secondly to the Town centre area of Agassiz. The provision for an overpass for north and south bound traffic travelling between Highway No. 9 and Harrison Hot Springs or points west of Agassiz along Highway No. 7.
- Mission: the Cedar Valley Comprehensive Development Plan, the Commuter Rail Redevelopment Area Concept Plan, the Mission Bypass, four laning of the Lougheed Highway, upgrading of the Mission-Abbotsford Highway, construction of the Cedar Street Connector, upgrading of the Dewdney Trunk Road to two lanes across the Stave Lake Dam and the retention of the North Fraser Freeway as a future transportation concept.
- Fraser Valley Electoral Areas: Regional Board policy supports safety improvements to the intersections of the Trans-Canada Highway at Emory Creek Road, Yurkin Road and Albert Street in the Electoral Area "B".

Transportation Issues

An Intergovernmental Advisory Committee (IAC) was formed during the preparation of the Growth Strategy for the Fraser Valley Regional District. The duty of the IAC is to advise the Regional District on the development and

A Scan of the Current Operating Environment

implementation of the regional growth strategy. The IAC also facilitates coordination of provincial and local government actions, policies, and programs as they relate to the development and implementation of the regional growth strategy.

Based on background materials and interviews with members of the Intergovernmental Advisory Committee, a comprehensive list of transportation issues was gathered. In no particular order, these issues and concerns are summarized as follows:

- lack of land use/transportation strategy;
- lack of corridor management plans;
- poor protection of highway infrastructure (existing and future) from development encroachment;
- lack of mobility through town centres (conflict with local traffic using highway system for local use);
- inconsistency in design of highway infrastructure;
- need for providing a regional transportation system that supports (not compromises) the provincial highway system;
- need for developing a coordinated process for all agencies to deal with land use/transportation issues;
- need for maintaining a strong commitment to land use development and management that is served by a multi-modal transportation;
- need to increase the viability of public transit in valley communities; and
- protecting and maintaining high quality infrastructure- fiscal realities regarding expansion.

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