



DIRECTION REQUEST

Road Naming and Mapping Discrepancies in the
Upper Bridge River Valley

Meeting dates: March 11, 2015 / March 18, 2015

To: Electoral Area Directors Committee / SLRD Board of Directors

REQUEST:

THAT the Board provide direction regarding the allocation of staff time toward addressing road naming and mapping discrepancies in the Bridge River Valley.

KEY ISSUES/CONCEPTS:

At the November 24, 2014 Board meeting, the following resolution was passed:

THAT the request from the Bridge River Valley Community Association be referred to staff for review; and

THAT staff provide a report on the potential costs and staff time required to address the issue of road name and mapping discrepancies in the Bridge River Valley.

As part of a project completed by the The Bridge River Valley Community Association (BRVCA) to create a detailed way-finding signage plan, the BRVCA identified discrepancies between SLRD, Google Maps and Backroad Mapbook road names as well as 'locally-used' road names. The BRVCA has requested the support of SLRD staff to research the potential costs and staff time required to address these discrepancies.

RELEVANT POLICIES:

Civic Addressing Service Area Establishment Bylaw No. 1123, 2009

BACKGROUND:

The BRVCA lists the discrepancies they've identified on pages 4-7 (see attached, as Appendix A) of the signage plan report. This list compares three mapping sources (SLRD, Google and Backroad Mapbooks) as well as the names used by local residents.

Current Situation

In 2014, the SRLD Planning and Development Services Department hired a GIS Co-op student to assist in several GIS-related projects for the SLRD. A major project was to identify civic addressing and road naming (associated with civic addressing) errors in all Electoral Areas of the

SLRD. Staff identified the mapping (GIS spatial data) errors by contacting MOTI and requesting confirmation of official road names as well as the spatial placement/location of roads in the GIS data.

As a result of this project, the internal GIS database, maintained at the SLRD, now includes a spatial feature class of official MOTI road names which does differ in places from the provincial Digital Road Atlas (DRA) (see Ministry of Forests Lands and Natural Resource Operations (FLNRO) current responsibilities in the following section) and some existing SLRD civic address road names. There are also missing roads in the DRA that MOTI has confirmed as being public roads and should be included in the FLNRO DRA database.

It should be noted that, currently, the SLRD online mapping is using the DRA as its source for roads (names and locations). When the BRVCA conducted the road naming review, the discrepancies that were found were compared with this set of data. It is the SLRD's intention to switch data sources (from DRA to SLRD), but there are still modifications of the data to work through before publishing it to the SLRD online mapping. In a quick review of the SLRD discrepancies highlighted in Appendix B of the BRVCA report, staff have identified that many of these have already been addressed.

DISCUSSION

Current Responsibilities

SLRD: The SLRD is responsible for providing a civic addressing service to the Electoral Areas of the SLRD (Bylaw No. 1123, 2009), which relies on official road names that are established by the Ministry of Transportation and Infrastructure (MOTI). When the SLRD becomes aware of road names in the SLRD database that do not correspond with official MOTI road names, SLRD staff first confirm the road name with MOTI. Next, SLRD staff will proceed to edit the SLRD database and amend the civic addresses, sending address notification letters to property owners and the applicable agencies. The data is then updated and forwarded to the Coastal Resource Mapping (CRM), the consultants who maintain the SLRD online-mapping. CRM then publishes these updates to the online mapping service.

MOTI: The MOTI is responsible for issuing road names in rural areas of British Columbia and for providing road signs. The SLRD issues civic address updates to reflect the correct road names issued by MOTI. MOTI has stated that if residents would like a road name change or updated signage, it can be requested. MOTI describes this process on their website: <http://www.th.gov.bc.ca/permits/Road Name Change.asp>.

FLNRO: FLNRO maintains and publishes the DRA. It was created to provide a single, authoritative source of road data for the Province, merging municipal, MOTI and Forestry roads into one dataset. The SLRD mapping database previously used only the Digital Road Atlas (DRA) road centerline for issuing civic addresses. It has been noted that there are several discrepancies between the DRA road names and MOTI official road names. These are corrected on a fairly

regular basis by GeoBC staff via a new online ticketing system and published on a monthly basis. GeoBC is a provincial agency that, among other things, creates and maintains provincial geospatial data and is an online resource where the public and private sectors can obtain this data.

The other two sources of information that were identified in the BRVCA way-finding plan were Google Maps and the Backroad Mapbooks. Through some research, staff have identified that both Google Maps and Backroad Mapbooks offer a way for the public to submit corrections if errors are identified in their publications. SLRD staff have contacted Backroad Mapbooks to ask if they would accept GIS data as a source for corrections as opposed to an excel sheet or written submission. They have responded that they would accept GIS data; this would be the easiest, fastest and most accurate way to submit corrections. They have also indicated that they intend on updating the Cariboo-Chilcotin Mapbook this spring. As for Google Maps, they include a “report a problem” link; it looks as though each road segment correction would have to be submitted individually. This process would be more time-consuming.

Another aspect to consider is the road names used by locals. The BRVCA report identified discrepancies between locally described road names and the SLRD data. The SLRD, for civic addressing purposes, will use the official road names issued by MOTI. If the official road names are not accepted by locals, there is an option for residents to submit a request to MOTI for a road name change, as mentioned earlier in this report. It should be mentioned that if a road name changes, SLRD civic addresses will change and this will cause additional work since staff will have to submit notifications to residents as well as other agencies (Telus, eComm911, BC Hydro, etc.). As well, the SLRD database will require updating and the updates will need to be sent to CRM to maintain the online mapping.

The SLRD online mapping shows Forest Service Roads, which are not all public roads, but does not maintain a dataset of this information. The SLRD obtains this data directly from DataBC; this data is maintained by FLNRO.

OPTIONS:

The following procedure is recommended to address the road name and signage discrepancies in the Bridge River Valley.

1. SLRD staff would create maps to provide to the BRVCA. These maps would include official MOTI road names. Staff time required to prepare and print out these maps would be approximately 4-5 hours.
2. BRVCA or SLRD staff would compare the maps with road signage and identify where signs were missing or incorrect. It is anticipated that it could take up to 32 hours of staff time to drive the Bridge River Valley, identifying missing or incorrectly signed roads.
3. A list would be compiled (from Step 2) of missing or incorrectly signed roads and would be supplied to MOTI as a courtesy. This process may take approximately 3 hrs to complete. It should be noted that the SLRD is uncertain how MOTI will address the signage issues, and whether this would be an MOTI priority.
4. The SLRD could submit the GIS data to Backroad Mapbooks for their spring update. The submission process is simple and fast.

5. Reviewing Google Maps for errors, missing or incorrectly named roads and submitting updates or requests for corrections to the Google Maps site will take approximately 10 mins per road segment.

The civic address cost centre provides funding for mapping resources and staff time and in order to update civic addresses for the entire SLRD. The cost centre has \$2,500 allocated for staff charge backs associated with doing this work which covers regular annual updates. There is also \$5,000 in this cost centre for an intern to do mapping updates.

Table showing possible tasks:

Tasks to complete	Time estimate	Comments
Confirmation of road names with MOTI	COMPLETE	Completed during GIS internship
Issue Civic Address updates/modifications	ONGOING; ~ 25 hrs	Requirement of Bylaw No. 1123. This work is regularly done for all Electoral Areas.
Create wall maps for comparison	~5 hrs	This refers to wall maps for official MOTI roads, not Forest Tenure/FSR roads.
Field work	~32 hrs	To drive around Area A and compare road signs with official road names; this does not have to be completed by SLRD staff.
Create list of discrepancies	~3 hrs	Discrepancies between road signage (or lack of) and SLRD/MOTI road names; this does not have to be completed by SLRD staff.
Liaise with MOTI staff or road maintenance contractor	Unknown (assume 12 hours)	To notify of incorrect or lacking road signage; this does not have to be completed by SLRD staff.
Submit spatial GIS data of official MOTI road names to Backroad Mapbooks	~0.5 hrs	
Review Google Maps/Submit "reports" via the Report a Problem feature	~10 mins/segment x 90 road segments = 15 hrs	There are approximately 90 different MOTI road names in Area A of the SLRD; this does not have to be completed by SLRD staff.
Review of FLNRO Forest	~10 mins/segment x 359	Although the mapping shows

Service Roads (non-MOTI roads)	segments = 60 hrs ~ 5 hours for the creation of maps for comparison	359 segments of Forest tenure roads, much of these could be eliminated from the review if they were deemed unnecessary (for example, retired FSR roads); this comparison does not have to be completed by SLRD staff, but the creation of maps for comparison could be.
TOTAL	~132.5 hrs (3.5 weeks) TOTAL (not including ongoing civic addressing updates) Includes: ~ 10.5 hrs of SLRD Staff time (not including Civic Address updates if required)	Note that this is not entirely SLRD staff time; some time could be assigned to a BRVCA summer student.

ATTACHMENTS:

Appendix A: Excerpt from the Bridge River Valley Community Association Signage Plan

Prepared by: M. Fournier-Beck, Planning and GIS Technician
 Reviewed by: K. Needham, Director of Planning and Development
 Approved by: L. Flynn, Chief Administrative Officer

SPBRV 2014 APPENDIX B TASK 2

**Catalogue of Suggested
Road Names, Road Management
and Mapping
Bridge River Valley 2014**

Task 2. Road Names, Road Management and Mapping.
Updating, communication and organization of SLRD records,
popular mapping sources and routes of travel.

As suggested by some community members and proven by research associated with this project it was found there are many discrepancies in road names, maps, junctions and the general lay out of the area. These discrepancies make way finding and community planning very difficult and are a major safety concern.

TABLE OF CONTENTS

INTRODUCTION AND CONTACTS	3
ROAD NAMES and MAPPING SUGGESTIONS	4
ROAD MANAGEMENT SUGGESTIONS	6

INTRODUCTION AND CONTACTS

As suggested by some community members and proven by research associated with this project it was found there are many discrepancies in road names, maps, junctions and the general lay out of the area. These discrepancies make way finding and community planning very difficult and are also a major safety concern.

The following pages contain suggestions for way finding issues that should be addressed in relation to SLRD map records, MOTI official road names, addressing, road tenures, earthworks and junctions.

The **contacts** for such suggestions are currently as follows:

SLRD PLANNING DEPARTMENT

The SLRD planning department is the contact for SLRD maps, civic addresses, road management planning, and development matters.

Kim Needham - Director of Planning and Development

kneedham@slrd.bc.ca

Marie-Ange Fournier-Beck - Planning and GIS Technician

mfbeck@slrd.bc.ca

Ian Holl - Planner

iholl@slrd.bc.ca

FOREST SERVICE ROADS, FLNRO

Resource Road management enquiries should be directed to Ken Conway-Brown. In some instances he will consult with Shane Stockwell depending on the holder of road tenure.

Ken Conway-Brown - Engineering Officer, Cascades Natural Resource District

Ken.ConwayBrown@gov.bc.ca

Shane Stockwell - Engineering Technician, BC Timber Sales, Cascades District

Shane.Stockwell@gov.bc.ca

RECREATION SITES AND TRAILS, FLNR

Any concerns or enquiries related to Recreation Sites and Trails should be directed to Ed Abels.

Ed Abels - Recreation Officer (Cascades Recreation District)

Edward.Abels@gov.bc.ca

BC PARKS

Any concerns or enquiries related to BC Parks should be directed to Craig Baillie.

Craig Baillie - Kamloops Environment Office

Craig.Baillie@gov.bc.ca

ROAD NAMES and MAPPING SUGGESTIONS

1. SLRD web map is a valuable resource and a work in progress. They are doing a great job so far. SLRD Maps still need to be reorganized and solidified for the BRV area. MOTI will need to be consulted and road names need to be assigned and reorganized. Civic addresses need to be updated accordingly. BRV is a confusing area, it is likely the SLRD and the BRV would benefit from having a local liaison to assist SLRD in updating and organizing these maps. Some examples of mapping issues in this area are:

(A) Gold Bridge to Bralorne. An official name for this road needs to be agreed on. On the SLRD web map it is called Pioneer Rd.

(B) Bralorne. Pioneer Road on the SLRD map turns into Road 40 after Ross St. It is doubtful this is the correct name for the road.

(C) Gold Bridge. The road from Gold Bridge that follows down the south side of Carpenter Lake. It starts as Fergusson St, turns into Bralorne Rd, then turns into Gray Rock Rd, and ends at Truax Creek FSR. Locals call the whole thing Gray Rock Rd from Pioneer Road to the end at Truax FSR.

(D) Lillooet to Gold Bridge. This road starts from Lillooet apparently as Moha Rd, then Bridge River Rd, then turns into Carpenter Lake Road to Gold Bridge, at Gold Bridge this road turns into Gun Lake Rd for a few km's before it magically turns into Saddle Rd. Most locals call this whole road "Road 40" until it hits Gold Bridge.

(E) Gold Bridge. Haylmore St turns into Truax St for about 400 meters before it hits Bralorne Rd. (which may or may not be Bralorne Rd).

(F) Gold Bridge to Pemberton. Gwyneth Lake Rd turns into Hurley River FSR, turns into Hurley River Rd, turns into Hurley River FSR.

(G) Between Gold Bridge and Bralorne there is a road signed as Sucker Lake Road, it is called BRX road on the SLRD web map. The true name of this road needs to be sorted out.

(H) Between Gold Bridge and Bralorne there is a road signed as BRX Rd. This road has no name on the SLRD web map.

(I) Bralorne. The East Hurley River Road is signed as Hurley River Rd. What is this road officially called? Locally known as East Hurley River Rd, this is a good name for it.

(J) Gold Bridge. There is a road named Hurley St. This is confusing for way finding needs because one of the main roads into the BRV is called the Hurley River Rd and most people call it the Hurley Rd. Hurley Street could have a name change.

(K) Gold Bridge. There is a road called Haylmore Lane and a road called Haylmore Ave on the SLRD Web Map. They are a few hundred meters away from each other. This could be confusing and could be changed.

(L) Gun Lake. There is a road sign at the end of Sunshine Dr called Pleasant Drive. There is no record of Pleasant Dr in the SLRD web map.

(M) Gun Lake. There is a road off Gun Lake Road West signed Majoskey Lane. There is no record of Mojoskey Lane on the SLRD web map.

(N) Gun Lake. There is a 3rd party road sign marking Dexter Lane. Dexter Lane is on the SLRD web map but it seems the sign should be upgraded to MoT standards.

(O) Ogden. Ogden no longer exists, this should be removed from maps.

(P) Tyaughton Lake area roads are not fully represented yet on the SLRD map.

(Q) Marshall Lake roads are not fully represented on the SLRD web map.

(R) Forest Service Roads are not fully represented on the SLRD web map.

2. Addressing in general / area boundary and name management. It would be better for all way finding needs if each town/community had it's own address. For example, a home in Bralorne should have a Bralorne address. Perhaps something like "Bralorne-Bridge River Valley". Currently homes in Bralorne have a Bralorne street name and number but are filed under Gold Bridge as the associated town. There are five communities in the Bridge River Valley, they are not all Gold Bridge. There is a problem in way finding and area identity that exists and needs a solution. Perhaps Area A should be renamed Bridge River Valley if it's going to be recognized as this in future references. These way finding and area identification and boundary issues need a plan and solutions for future management and recognition.

3. Google Maps need to be updated and consulted as this information changes.

4. Backroad Mapbook needs to be updated and consulted as this information changes. They also could use accurate GPS information on FSR's, Recreation Sites and Trails.

ROAD MANAGEMENT SUGGESTIONS

1. Road to Sunshine Mountain should become an FSR. Currently it is a permitted resource road and will be deactivated when Aspen Planers are completed logging in the area. The Bralorne Community Backcountry Ski and Recreation Area (Sunshine Mountain Recreation Area) tenure is at the end of it. A better road management plan is needed for the future of this road.

2. "Slim Connector" road could become an FSR. Currently it is a permitted resource road and will be deactivated when Aspen Planers are completed logging in the area. It may be difficult to get this road turned into an FSR due to the sand slide area, very expensive to maintain. This would be a good route to the Slim FSR for recreation access, it is a direct route from Carpenter Lake Rd.

3. "Un-named/signed" road in the Tyaughton Lake area. A few KM past Gun Creek road on the right on the way to Tyax. Many residents have homes and cottages on this road. It could use a name. (or have a sign that says Private Drive).

4. “Un-named/unsigned road” that leads to cottages at Marshall Lake, just off Marshall Lake Road on the left. This road could use a name. (or have a sign that says Private Drive).

5. The cluster of roads in the Gun Lake area by Valerie Lane where Saddle Road and Lakeview Road meet. This junction could use earthwork and reorganization. It’s very confusing right now.