

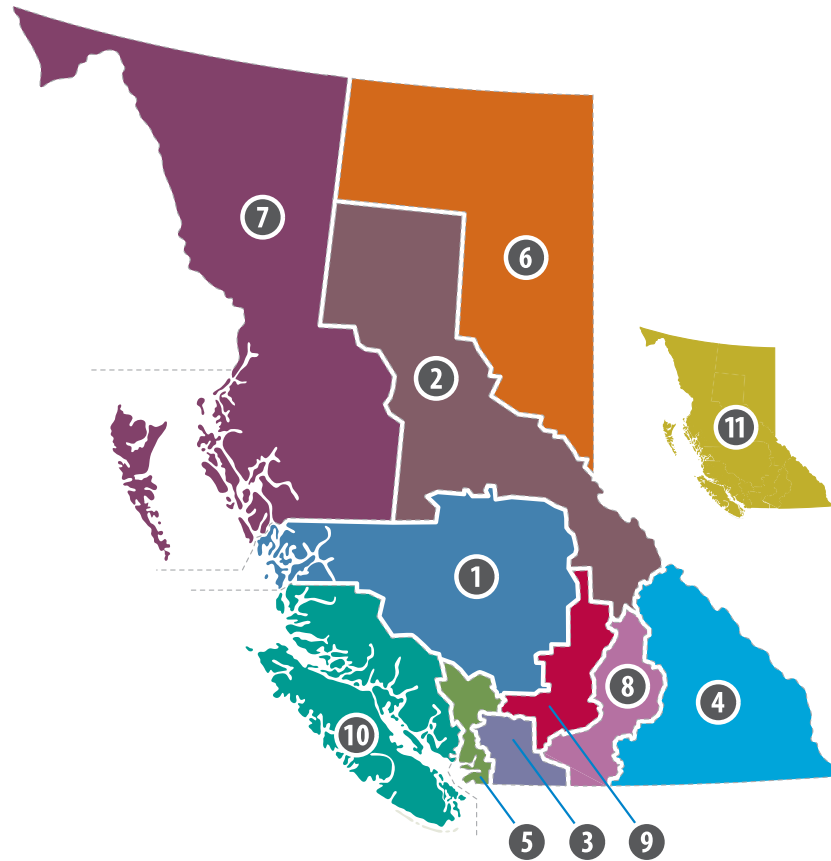
B.C. on the Move: A 10-Year Transportation Plan
Public Engagement Summary Report – January 2015

Appendix 5: Detailed Results for the Lower Mainland

DETAILED RESULTS – LOWER MAINLAND

REGIONAL DISTRIBUTION AND FURTHER INTEREST

Participants were presented with a map of the province divided into 10 regions and asked to indicate where they live:



		Total Commenting 12,661 *
1	Central Interior (Cariboo)	1,014
2	Central North	425
3	Fraser Valley	936
4	Kootenays	1,039
5	Lower Mainland	3,962
6	Northeast	299
7	Northwest	323
8	Okanagan	1,648
9	Thompson Nicola	737
10	Vancouver Island – South Coast	2,167
11	Province-wide Public Attitude Survey	1,150

* 111 respondents did not state their region

DETAILED RESULTS – LOWER MAINLAND

DETAILED REGIONAL RESULTS FROM THE ENGAGEMENT SURVEY

Below are the regional totals for the Lower Mainland region for questions 1-3 from the surveys completed as part of the engagement process.

Complete regional and public attitude survey results for this question can be found in appendices 1-11.

Q1.0 MOVING PEOPLE AND GOODS SAFELY AND RELIABLY

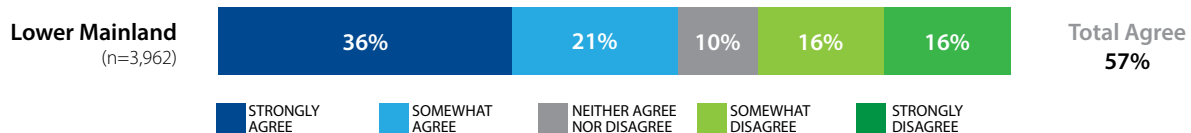
Q1.1 KEEPING HIGHWAYS, BRIDGES AND SIDE ROADS IN GOOD CONDITION

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q1.2 CONTINUING TO EXPAND AND IMPROVE HIGHWAY CAPACITY, BRIDGES AND SIDE ROADS

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



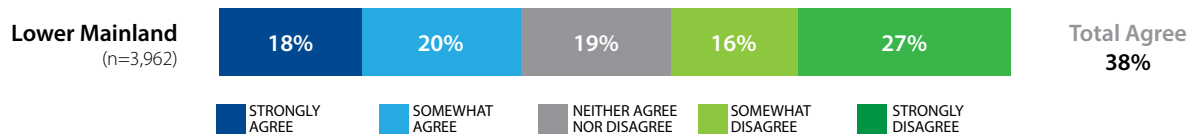
*Totals may not add up due to rounding.

DETAILED RESULTS – LOWER MAINLAND

Q2.0 GROWING THE ECONOMY

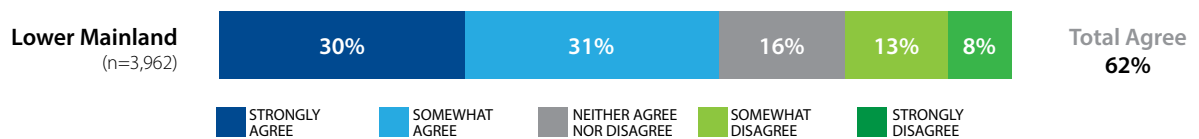
Q2.1 SUPPORTING THE DEVELOPMENT OF LNG AND OTHER RESOURCE DEVELOPMENT

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



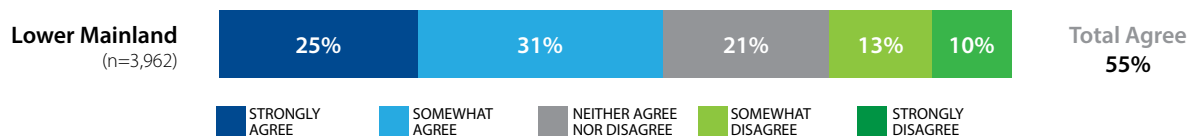
Q2.2 IDENTIFYING AND UPGRADING KEY HIGHWAYS AND BRIDGES TO FACILITATE HEAVY AND OVERSIZED HAULING TO KEEP COMMERCIAL TRAFFIC FLOWING SMOOTHLY ACROSS B.C.

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q2.3 SUPPORTING INCREASED TRADE WITH ASIA AND AROUND THE WORLD

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



*Totals may not add up due to rounding.

DETAILED RESULTS – LOWER MAINLAND

Q2.0 GROWING THE ECONOMY continued

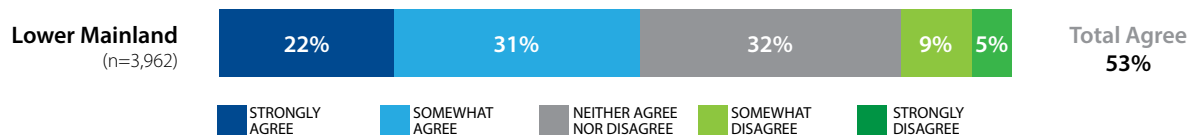
Q2.4 STRENGTHENING B.C.'S TRUCKING SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q2.5 STRENGTHENING B.C.'S AVIATION SECTOR

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



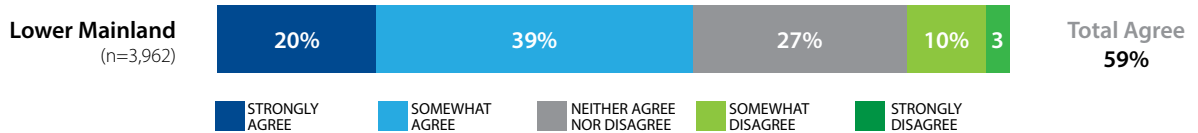
*Totals may not add up due to rounding.

DETAILED RESULTS – LOWER MAINLAND

Q3.0 CONNECTING AND STRENGTHENING COMMUNITIES

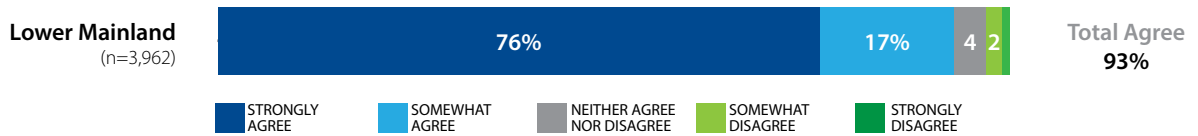
Q3.1 SUPPORTING REGIONAL AND SMALL COMMUNITY AIRPORTS TO IMPROVE INFRASTRUCTURE SUCH AS RUNWAYS AND TERMINALS

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q3.2 IMPROVING AND INCREASING TRANSIT SERVICES FOR COMMUNITIES ACROSS B.C.

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



Q3.3 ENHANCING CYCLING INFRASTRUCTURE AND IMPROVING TRANSPORTATION CHOICES

Participants were asked to provide their feedback by indicating their overall level of agreement with this strategy.



*Totals may not add up due to rounding.

DETAILED RESULTS – LOWER MAINLAND

Q4.0 TOP 3 PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Participants were asked to identify their top three priorities for transportation infrastructure improvements. Below are the regional totals for the Lower Mainland for the engagement participants. Results are listed by total mentions.

Regional and public attitude survey results for this question can be found in Appendices 1-11.

LOWER MAINLAND TOP 3 IMPROVEMENTS	Total Commenting 3,962
Transit (BC Transit and TransLink)	2,427
Increase government funding to expand public transit options	1,105
Skytrain/LRT expansion	491
Build Broadway Corridor/UBC skytrain/LRT	439
Improve public transit schedule/frequency	357
Skytrain expansion/LRT for South of Fraser/Surrey	275
Highways and Side Roads	1,716
Improvements to provincial highways (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	419
Maintenance (i.e., re-surfacing, snow removal, concerns regarding maintenance)	372
Improve traffic flow (i.e., reduce/remove lights, increase speed limit, HOV/bus lanes)	341
Safety (need for wildlife fencing, reflectors, signage, reduction of speeding and aggressive driving)	265
Trans-Canada Highway/Highway 1 (i.e., suggestions for improvements included upgrades for safety, 4-laning, intersection upgrades)	212
Cycling and Pedestrian	1,381
Build more bike lanes/protected cyclist access	1,103
Healthy living/good for the environment/fund new active transportation infrastructure/walkable communities/trails	271
More sidewalks/protected pedestrian access	186
Bridges	522
Concerns regarding maintenance/replace/upgrade older bridges	264
Replace/upgrade Patullo bridge	139
Build more bridges	83
Ferries (Inland/Coastal)	402
Reduce fares/offer discounts	156
Ferries are an essential service/coastal communities are completely dependent/basic service levels must be maintained	180

DETAILED RESULTS – LOWER MAINLAND

Rail	360
Provide (affordable/high speed) Intercommunity commuter/passenger rail service	194
Rail – improve, increase use of, maintain railways	87
Increase commercial train usage to decrease truck traffic	83
Tunnels	138
George Massey Tunnel replacement	123
Tunnel improvements	15
Airports	77
Increased funding for improvements (i.e., all weather operational equipment, enlarge runways, more regional airports)	59
Flight suggestions (i.e., cheaper fares, frequent regional flights, more destinations)	19
Ports	56
Ports (expansion, access, traffic)	55

Note: The number of comments may exceed the total commenting, as participants may have commented on more than one topic.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS

The following table includes key themes from the engagement meetings held in the Lower Mainland as part of this engagement. The meetings are listed in chronological order. As much as possible, the language expressed by the participants has been retained.

The key themes and a key theme roll-up for all the meetings can be found in the Engagement Summary Report.

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Coquitlam Local Government Meeting October 22, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Transit: Participants expressed the need to improve transit services and infrastructure to encourage ridership. Rail: Participants expressed that the impact to connectivity on at-grade rail crossings cut residents off from other sections of the district. Engagement process: Participants expressed that the timing of this engagement, related to the Mayors’ Council and referendum, is inappropriate. Collaboration with Partners: Participants noted the need to improve TransLink’s relationship between municipalities and the Province.
<p>Surrey Local Government Meeting October 22, 2014 12:30pm – 2:00pm</p>	<ol style="list-style-type: none"> Transit: Participants noted that improving the rapid transit on the south side of the river would improve residents’ connection to Vancouver. Rail: Participants stressed the importance of safety improvements (as they pertain to cyclists, pedestrians and rail crossings) to decrease the number of accidents on at-grade crossings. Capacity/congestion: Participants noted the importance of alleviating congestion issues (related to interchanges), and accessing infrastructure for moving people and goods reliably.
<p>Healthy Built Environment Alliance Stakeholder Meeting ¹ October 27, 2014 1:30pm – 2:30pm</p>	<ol style="list-style-type: none"> Transportation Planning: Participants noted that it is important to think of health impacts related to transportation infrastructure and investment. Engagement Process: Participants suggested engaging with health authorities and stakeholders in the health community. Transportation Planning: Participants noted that “connecting and strengthening communities” is an important topic that should be discussed in more detail.
<p>West Vancouver Local Government Meeting October 28, 2014 8:30am – 10:00am</p>	<ol style="list-style-type: none"> Capacity/congestion: Participants noted safety concerns regarding traffic congestion along Taylor Way. Cycling and pedestrian: Participants expressed support for pedestrian and cycling connectivity to encourage the use of alternative forms of transportation. Transportation options: Participants noted the importance of alternative multi-transportation options (i.e., a passenger ferry throughout Howe Sound) to encourage alternative forms of transportation.

¹ Stakeholder meetings included a combination of the following groups: community groups, Chambers of Commerce, local and provincial business organizations, airports, ports, Health Authorities.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Pemberton Local Government Meeting October 28, 2014 2:00pm – 3:30pm</p>	<ol style="list-style-type: none"> Capacity/congestion: Participants noted that protecting capacity on roads was important to accommodate the increase in visitor traffic to the region. Transportation options: Participants noted that alternative forms of transportation were important to enable residents to access work opportunities in all communities. Cycling: Participants stressed the importance of addressing safety concerns to accommodate cyclists on the roads. Highways and side roads/Transportation options: Participants noted that rehabilitation of roads is important to be able to accommodate alternative forms of transportation (i.e., continuation of the highway improvements from Whistler and Pemberton, maintenance of the corridor).
<p>Burnaby Local Government Meeting October 29, 2014 2:00pm – 3:30pm</p>	<ol style="list-style-type: none"> Collaboration with partners: Participants noted that their priority is the Mayors' Council Transportation Vision, which they anticipate the MoTI will support. Urban planning: Participants expressed the importance of livable regions (where you work, shop, play), which would reduce commuting. Funding: Participants noted that a variety of funding strategies could benefit the region in building infrastructure.
<p>ACEC (Vancouver) Stakeholder Meeting October 30, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Transportation planning: Participants expressed that transportation priorities in rural areas are different from those in urban centres and questioned how priorities will be addressed in the plan. Incorporating the transportation needs and priorities of different municipalities will be a challenge. Transportation planning: Participants noted that reliability is a diverse issue in urban and rural areas. In municipalities, reliability can be associated with congestion, but there are different concerns impacting reliability of highways. Participants noted that it is important to consider how the whole system interacts, affecting movement between highways and urban centres. Transportation planning: Participants noted that main economic drivers, such as resource development and tourism, need to be considered in development of the plan, and suggested that economic drivers are liable to change over the course of the plan.
<p>BC Road Builders (Vancouver) Stakeholder Meeting October 30, 2014 11:30am – 1:00pm</p>	<ol style="list-style-type: none"> Economic growth: Growing the economy is most important thing. Economic growth contributes directly to the quality of life. Meeting demand for engineers: Industry leaders anticipate challenges with having enough skilled engineers to meet demand. Transportation planning: It is important to have a clear plan so that industry players will be able to see what projects are on the horizon.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>BC Truckers Association (Langley) Stakeholder Meeting October 30, 2014 3:00pm – 4:30pm</p>	<ol style="list-style-type: none"> Transportation planning: Participants noted that the reliability of highways, airports and border crossings are important to the industry. Improvements to main trucking routes are a priority to decrease delays. Economic growth: Participants expressed that growing the economy is a priority.
<p>Vancouver Board of Trade (Vancouver) Stakeholder Meeting November 13, 2014 11:30am – 1:00pm</p>	<ol style="list-style-type: none"> Transportation planning: Participants suggested the need for a balanced plan, noting that the content in the Discussion Guide makes it seem as though the plan will be primarily focused on roads. Participants emphasized the need for a balanced plan that considers all transportation priorities. Transportation planning: Participants noted that transportation is an interdisciplinary network and suggested the Province should take more of a leadership role in saying what needs to be done, and then work with disciplines to implement the plan. Participants emphasized the need for leadership and governance to implement a balanced plan. Transit: Participants expressed that transit systems in the Lower Mainland are a priority and more focus should be placed on Metro Vancouver, as this is where population growth is likely to occur. Participants suggested that transit and transportation networks in the Lower Mainland affect the entire system.
<p>Pemberton Stakeholder Meeting November 18, 2014 12:00pm – 1:30pm</p>	<ol style="list-style-type: none"> Connecting communities: Participants stressed the importance of transit connecting all communities to allow employment opportunities for residents. Cycling: Participants noted improvements to shoulders for bikes and pedestrians would increase safety for all users. Transportation planning: Participants expressed the importance of removing barriers to tourism and increasing the number of visitors to the area (i.e., train stops, open skies air travel).
<p>Pemberton First Nations Meeting November 18, 2014 3:00pm – 4:30pm</p>	<ol style="list-style-type: none"> Transit: Participants stressed the importance of improving transit for members to travel to work. Highways and side roads: Participants noted the importance of improving road conditions due to the unreliability of the roads. Transportation planning: Participants expressed the importance of collaboration with municipalities to ensure priorities are aligned. Side roads: Participants noted the need to upgrade community roads to make them more accessible for residents.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>BC Chamber of Commerce Stakeholder Meeting November 24, 2014 9:00am – 10:00am</p>	<ol style="list-style-type: none"> Transportation planning: Participants noted that transportation issues in Metro Vancouver are a key concern, and a comprehensive goods movement strategy is necessary in the region. Transportation planning: Participants expressed that a coordinated approach to transportation priorities is necessary, given that there are a variety of groups with different interests that have control over the transportation network in B.C. Transportation planning: Participants discussed transportation and transit funding concerns, noting that considering an optimal funding mechanism for urban regions may be necessary.
<p>Surrey Board of Trade Stakeholder Meeting November 24, 2014 3:00pm – 4:00pm</p>	<ol style="list-style-type: none"> Rail: Participants suggested that rail capacity is an issue in the region, and without pipelines, rail lines will have to carry more liquids, limiting the capacity for moving other goods by train, which will in turn increase movement of goods by truck. Cycling and Transit: Participants noted that public transit and cycling infrastructure are key issues and priorities in the region. Airport: Participants noted that the Abbotsford International Airport is very important to the region and should not be discounted. Transportation planning: Participants highlighted the importance of the Fraser River in terms of its economic impact, and suggested the Province should work with the federal government to ensure this is fully utilized as a working river. Transit: Participants highlighted public transit as an important issue in this region.
<p>RCMP/FCABC Stakeholder Meeting November 25, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Transportation planning: Participants noted there needs to be more provincial coordination between jurisdictions for first responders. With respect to fire service, there is no formalized agreement regarding who will respond in areas outside local jurisdiction. Highways and side roads: Participants noted it is necessary to consider how provincial roads and infrastructure are going to be serviced. Highways and side roads: Participants noted that considerations related to roads and enforcement are the main priorities from a policing perspective. Highways and side roads: Participants noted that geolocation technology and location signage should be made available on roads in order to improve emergency response times and accuracy. Transportation planning: Participants noted that infrastructure needs to support emergency services, such as incorporating more emergency access points on highways, wider shoulders for safe policing, and features that limit the impact of accidents. Highways and side roads: Participants agreed that road markings are an issue, as paint is not visible in certain conditions. This is one of the biggest hazards for public safety.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Disability Alliance BC Stakeholder Meeting November 25, 2014 11:30am – 12:30pm</p>	<ol style="list-style-type: none"> Transit: The participant noted that increased and accessible public transit is important for servicing the diverse needs of the population, for reducing congestion on roads, and for providing people with the necessary services so they can get where they need to go. Transit: The participant noted that transit in the Lower Mainland is a model in terms of accessibility, but there are some considerations that need to be made. The participant noted that real consultation with the community is necessary in this respect, as there are small considerations that go a long way when servicing the needs of the population. Transit: The participant noted there are challenges associated with the HandyDART service, including cost, and more people are beginning to use taxi services to get where they need to go. Transit: The participant noted it is important to consider the aging population in terms of expanding and integrating more accessible public transit in rural and urban areas. Highways and side roads: The participant noted that having well-maintained roads is important.
<p>Business Council of BC Stakeholder Meeting November 25, 2014 1:30pm – 2:30pm</p>	<ol style="list-style-type: none"> Transportation planning: The participant suggested this is not the time to cut back on capital spending. Transit: The participant noted that transit is an important consideration in this region.
<p>BC Healthy Living Alliance Stakeholder Meeting November 25, 2014 3:30pm – 5:00pm</p>	<ol style="list-style-type: none"> Transportation planning: Participants expressed that it is necessary to undertake a health impact assessment and cumulative effects assessment as part of the 10-year transportation plan, and community members should be engaged further. Transportation options: Participants noted it is important to create the conditions that allow people to make healthy transportation choices. Transit/Cycling and pedestrians: Participants noted that accessible public transit, cycling and walking areas are important from a public health perspective, and these need to be given priority. Participants noted it is necessary to give people more transportation options to reduce the number of cars on the road. Transportation planning: Participants suggested it is necessary to reframe the conversation around moving goods and people, noting that these should be considered two very different things. Transportation planning: Participants suggested that the aging population needs to be considered more fully in the development of a plan.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>TransLink Stakeholder Meeting November 26, 2014 9:00am – 10:00am</p>	<ol style="list-style-type: none"> Transportation planning: Participants noted that the transportation plan should include elements of the Mayors' Council Vision for transit in the region. Transportation planning: Participants noted the Mayors' Council Vision will still stand, regardless of the outcome of the referendum, so this part of the plan should be more aspirational and visionary, and less specific with respect to particular projects and funding. Transportation planning: Participants suggested the transportation plan needs to show that the Province's role is in providing leadership and coordination among the different jurisdictions, and should include a piece around partnerships, roles and responsibilities to provide that jurisdictional clarification. Transportation planning: Participants noted that policy integration is critical. Transportation planning: Participants noted that language around managing the capacity of the current system is necessary, as a goal for this region is not to build more capacity, but to manage what already exists. Transit: Participants noted that transit is important in terms of growing the economy and facilitating the movement of goods.
<p>Air Canada Stakeholder Meeting November 26, 2014 11:30am – 12:30pm</p>	<ol style="list-style-type: none"> Airports: The participant noted that the cost of landing in B.C. is high, which makes it difficult for B.C. to remain competitive in international aviation. Airports: The participant noted that airlines typically run on a hub-and-spoke system in order to maximize efficiency, and Air Canada is the only airline that has made Vancouver a hub airport. The participant noted they would like to continue to grow the hub-and-spoke system in Vancouver. Airports: The participant noted there are regulatory issues presenting challenges for airlines, and there are economic factors that make it unappealing for airlines to touch down in Canada, as opposed to the U.S.
<p>Vancouver Airport Authority (YVR) Stakeholder Meeting November 26, 2014 4:00pm – 5:00pm</p>	<ol style="list-style-type: none"> Airports: Participants noted that that the Vancouver International Airport plays a number of different roles, in terms of connecting and strengthening communities, contributing to the wider transportation network, and growing the economy. Participants noted that they see the importance of laying out these themes in the plan. Airports: Participants noted that there are elements of the transportation network that need to be improved to support the Airport's strategic plan and to facilitate the movement of people and goods. Transit: Participants highlighted the importance of public transit in servicing access to the Airport, noting their support for further expansion of transportation services. Airports: Participants highlighted key areas of Highway 99 and other road infrastructure, where improvements will be beneficial for access to the airport and movement of goods and cargo. Transportation planning: Participants noted that YVR's mandate is to create jobs and economic opportunity, and the strategic plan is to become a world-class sustainable gateway connecting Asia to the Americas. Participants noted that there are some policies and regulations that will need to be reviewed at the federal level so YVR can remain competitive in this respect.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Coquitlam Stakeholder Meeting November 27, 2014 9:00am – 10:30am</p>	<ol style="list-style-type: none"> Highways and side roads: Participants expressed the need to improve the access and egress of interchanges, to move people and goods safely (i.e., Mary Hill Bypass, Brunette Interchange). Highways and side roads: Participants noted that improved signage was needed to guide motorists to their destinations. Transit: Participants stressed the need to improve transit between communities, to move residents through the cities.
<p>BC Automobile Association (Vancouver) Stakeholder Meeting November 27, 2014 10:00am – 11:00am</p>	<ol style="list-style-type: none"> Highways and side roads: Safety is the highest priority for BCAA and its members. Infrastructure investments that reflect the potential for distraction are important, as well as anything that can improve intersection safety, which is high on the list for BCAA and its members. Cycling and pedestrians: The participant noted that a very important role of BCAA is safety. In terms of cycling and pedestrian facilities, it is important for cyclists and drivers to coexist safely. Seniors transportation: In terms of connecting and strengthening communities, BCAA spends a lot of resources to support senior driving safety. Particularly in this province, alternative mobility for seniors is a priority. Transportation planning: The participant noted that any changes that are made need to be evidence-based. Disaster planning: The participant questioned whether earthquake and disaster readiness is being incorporated as part of the plan, noting that there is an appetite among BCAA members for disaster preparedness.
<p>Coquitlam Stakeholder Meeting November 27, 2014 11:30am – 1:00pm</p>	<ol style="list-style-type: none"> Funding: Participants expressed the importance of researching options to fund improvements to transportation infrastructure. Transit: Participants stressed the need to improve transit to connect communities. Highways and side roads: Participants requested access and egress points onto highways (i.e., Mary Hill Bypass), to alleviate congestion as it relates to signals
<p>Coquitlam First Nations Meeting November 27, 2014 2:00pm – 3:30pm</p>	<ol style="list-style-type: none"> Engagement Process: The participant thought the meeting was a consultation, rather than garnering feedback, and attended to gather information. He declined to indicate which First Nation Band he represented.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>Port Metro Vancouver Stakeholder Meeting November 28, 2014 3:00pm – 4:00pm</p>	<ol style="list-style-type: none"> Highways and side roads: Participants noted there should be focus on goods movement and on the major arteries that support this. Goods movement: Participants noted that permitting complexities present challenges for the movement of goods through Metro Vancouver. Goods Movement: Participants expressed that they would like to make sure projects that support gateway growth and meeting demand are being fully realized. Maintaining the strategic advantage of this gateway is important. Rail/road crossing: Participants noted that the general theme for Port Metro Vancouver is always with respect to crossings, road and rail interface issues and borders. Engagement with communities: Participants expressed the need to continue to be mindful of communities, recognizing that the success of the gateway relies on the support of its communities. Transportation planning: Participants noted that the Fraser River will be important for goods movement and economic development in the region.
<p>BC Cycling Coalition and Hub Stakeholder Meeting December 2, 2014 10:00am – 11:30am</p>	<ol style="list-style-type: none"> Cycling: Participants stressed the need for a Cycling Advisory Committee to ensure road accessibility for all cyclists in BC. Cycling: Participants stressed the need for a Cycling Strategy to inform future transportation projects as they relate to cycling for all ages and abilities, future rehabilitation projects, and assessing existing infrastructure.
<p>Mt. Currie First Nations Meeting December 3, 2014 10:30am – 11:30am</p>	<ol style="list-style-type: none"> Highways: Participants expressed safety concerns regarding the significantly different maintenance standards along the highway between Mt. Currie and Lillooet, as the poorly maintained areas create safety concerns (particularly en route to Darcy). Side roads: Participants stressed that the side roads should be deactivated, rather than opened up to the public, as there are fewer conservations officers able to monitor visitors that may not respect the values of the area. Highways and side roads: Participants requested improvements to signage, including signs to warn drivers of cattle/horses and cyclists on the road. It was noted that signs should be in two languages (similarly to the signs near Squamish). Transportation Planning: Participants requested that the province's administrative boundaries be adjusted to accommodate the tribal affiliations (for maintenance, etc.). Transit: Participants strongly requested improvements to transit (via rail or bus) to get members to and from Whistler primarily, and to Pemberton as well. Cyclists: Participants expressed concerns regarding an increased number of cyclists using the roads through the territory. Highways and side roads: Participants stressed the need for centre lines to be painted on Highway 40, to improve safety.

DETAILED RESULTS – LOWER MAINLAND

KEY THEME SUMMARY FROM ENGAGEMENT MEETINGS	
MEETING	KEY THEMES
<p>CN Rail Stakeholder Meeting December 9, 2014 9:30am – 10:30am</p>	<ol style="list-style-type: none"> Rail: The participant expressed that capacity on rail lines in the Lower Mainland was an issue, and that overpasses are needed to remedy specific constraints. Rail: The participant noted that rail access from Vancouver to the North Shore is constrained by a tunnel and bridge that has to lift for marine traffic. The participant stressed that if rail access could be opened, there would be economic development opportunities on the North Shore. Rail: The participant indicated that it would be important for CN to work with the Province in order to maximize federal funding.
<p>Tsawwassen First Nation December 9, 2014 1:00pm – 2:30pm</p>	<ol style="list-style-type: none"> Transportation Planning: Participants noted that clarifying responsibility and jurisdiction in terms of movement of goods and people is important, and suggested a coordinated approach is necessary. Highways: Participants noted they would welcome the opportunity to discuss provincial investment in Highway 17 improvements. Highways and side roads: Participants noted that partnership on pedestrian overpasses at Deltaport Way and Highway 17 at Tsawwassen Drive is needed and that connecting the region with a recreation path is a priority. Transit: Participants noted that overall transit service is limited in the region. One participant noted they have been working with TransLink to discuss needs and improvements. Trucking: Participants noted that a continued focus on truck safety and emissions is important.