

B.C. on the Move: Engagement Meeting Notes

OCTOBER 28, 2014

8:30 AM

WEST VANCOUVER

ATTENDEES/AFFILIATION	Raymond Fung, District of West Vancouver Nina Leemhuis, District of West Vancouver Alison Morse, Bowen Island Municipality Tim Rhodes, Bowen Island Municipality
MOTI REPRESENTATIVES	Renee Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MOTI) Graeme Schimpf, Operations Manager Lower Mainland District, Ministry of Transportation and Infrastructure (MOTI)
NOTE TAKER	Christel Guenette, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1)	Capacity/congestion: Participants noted safety concerns regarding traffic congestion along Taylor Way.
2)	Cycling and pedestrian: Participants expressed support for pedestrian and cycling connectivity to encourage the use of alternative forms of transportation.
3)	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.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> Participants noted that ferry traffic and population growth impacts the Taylor Way Corridor. If an accident should occur, the entire region is affected due to congestion. Participants expressed that Taylor Way is the main issue for this area. Residents from Lions Bay and other communities along the corridor access Taylor Way, which contributes to congestion. Participants noted that MoTI had conducted studies for a bypass on Taylor Way and would like to be informed if this bypass is being considered or not. A participant noted that the Lions Gate Bridge is set to close by 2030, suggesting a plan needs to be in place in anticipation of this closure. A participant noted that the Spirit Trail has no connection to the Horseshoe Bay Ferry Terminal. One participant noted that BC Ferries is very car-centric. As more passengers make the choice to walk on or cycle, BC Ferries needs the foresight to accommodate this. Participants noted that studies have shown traffic will be increasing; roads are unable to handle the current usage. One participant noted that Bowen Island's road system does not accommodate pedestrians and cyclists. One participant noted that funding for Bowen Island infrastructure is through gas and property taxes, noting that these are maxed out and not equitable for the region. Participants noted that traffic comes down from the Sea-to-Sky highway and the ferries, using the road network that municipalities pay for, putting stress on the infrastructure. Participants highlighted poor maintenance of at-grade crossings for pedestrians. Some participants noted that relationships with CN Rail are strained.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably <ul style="list-style-type: none"> One participant noted that a cycling lane and/or pedestrian walkway should be incorporated along Taylor Way. A participant suggested the need to coordinate signal lights along Taylor Way and Marine Drive, using available technology and sensors. One participant noted that a transit line from Horseshoe Bay to Whistler would encourage tourists to not use vehicles. West Vancouver participants noted they would support improvements made to the Upper Levels Highway.
2)	Growing the Economy
3)	Connecting and Strengthening Communities <ul style="list-style-type: none"> One participant suggested the need for a passenger ferry that would service islands along the Howe Sound corridor. This would allow residents to utilize transit upon arrival in Vancouver. Similarly, a passenger ferry from Nanaimo to downtown Vancouver would encourage passengers to utilize transit instead of vehicles. A participant suggested the need for a rail connection from Horseshoe Bay Ferry Terminal to the SeaBus. One participant noted that, as there are only two CN crossings a day, these corridors would be better used for multi-modal transportation for cyclists and pedestrians, which would eliminate congestion.

	<ul style="list-style-type: none"> Participants highlighted the need for improved transit connection from Horseshoe Bay Ferry Terminal to downtown Vancouver.
	<ul style="list-style-type: none"> A participant from Bowen Island Municipality noted that there are no provincial roads on Bowen Island. The participant questioned what happens once users exit the ferry system and access mainland roads. It was noted that roads leading to Mount Seymour and Cypress Mountain qualified due to the provincial parks at the end of the road.
4)	Maximizing Collaboration and Investment with Partners and Stakeholders
	<ul style="list-style-type: none"> One participant highlighted the need for facility upgrades to the Horseshoe Bay Ferry Terminal to accommodate cyclists.
	<ul style="list-style-type: none"> One participant suggested that a smaller car ferry and/or car utility ferry to transport passengers to downtown Vancouver should be considered.
	<ul style="list-style-type: none"> Participants suggested the need to make better use of existing infrastructure.
	<ul style="list-style-type: none"> One participant suggested building a tunnel for transit, which would tie into rapid transit.
	<ul style="list-style-type: none"> Participants suggested the need for Medi-Vac and Heliport connection improvements.
	<ul style="list-style-type: none"> A participant from Bowen Island questioned which cycling and pedestrian infrastructure would qualify for the 10-year plan and questioned whether grants would be available.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
District of West Vancouver priorities:	
	<ul style="list-style-type: none"> Participants from West Vancouver noted an East-west Connector is needed Cycling improvements to Lower Level Road are a priority Participants suggested the need for more partnership with First Nations, as a lot of development will be on Reserve land
Bowen Island Municipality priorities:	
	<ul style="list-style-type: none"> Wider shoulders along roadways are a priority Transit connections and ferry service are priorities.
ADDITIONAL COMMENTS/DISCUSSION	
	<ul style="list-style-type: none"> One participant questioned the type of involvement Bowen Island would have in the planning of Horseshoe Bay Ferry Terminal upgrades.
	<ul style="list-style-type: none"> One participant urged the Province to support the Mayors' Council Investment Plan as they work towards the referendum. Clarity was requested on what funding instruments would be available to Metro Vancouver.
	<ul style="list-style-type: none"> A participant noted the Mayors' Council feels strongly that road pricing is an option to fund transportation improvements.