

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 25, 2014

1:30PM

VANCOUVER

ATTENDEES/AFFILIATION	<u>BC Healthy Living Alliance:</u> Mary Collins, BCHLA Martyn S, Heart and Stroke Foundation Marylyn Chiang, UBCM Lisa Mu, HOC Samantha Hartley-Felz, BCHLA Rita Kovtsodimos, BCHLA Suzanne Strutt, BCRPA Holly-Anne Burrows, BCRPA Helena Swinkels, FH Khairun Jivani, Canadian Cancer Society
MOTI REPRESENTATIVES	Kirsten Pedersen, Executive Project Director, BC on the Move, Ministry of Transportation and Infrastructure (MoTI) Kevin Volk, Director, Transit, MoTI
NOTE TAKER	Carmen Bennett, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1) 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.	
2) Transportation options: Participants noted it is important to create the conditions that allow people to make healthy transportation choices.	
3) 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.	
4) 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.	
5) Transportation planning: Participants suggested that the aging population needs to be considered more fully in the development of a plan.	
CHALLENGES AND OPPORTUNITIES	
<ul style="list-style-type: none"> • Participants expressed that public health needs to be the primary consideration in development of a transportation plan, and it is important to create the conditions that allow people to make healthy transportation choices. 	
<ul style="list-style-type: none"> • Participants suggested it is necessary to consider ways of decreasing the number of cars on the road. 	
<ul style="list-style-type: none"> • Participants noted that it is necessary to reframe the conversation around moving people and goods. 	
MOVING FORWARD – STRATEGIES	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> • One participant noted the need to create conditions that allow people to make healthy choices. The participant noted that reframing the discussion around moving people and goods is necessary, as it currently seems to be focused on highways, and should look at other means of moving people safely and reliably. Part of a transportation strategy is creating communities where people do not have to drive and can make other transportation choices. The participant questioned how this is integrated with planning and with sustainability, and suggested the need to give options so that people do not have to travel in the first place; second, when people do need to travel, to ensure other options are available to them. 	
<ul style="list-style-type: none"> • One participant noted it is necessary to consider ways of decreasing the number of people traveling on the road. 	
<ul style="list-style-type: none"> • One participant noted that pedestrians should be considered a priority; improving road safety for cars cannot mean reducing safety for other road users. 	
<ul style="list-style-type: none"> • One participant suggested reframing the conversation from “moving people” to “people moving.” Creating walkable communities is necessary, through trails, walkways and rezoning. The participant noted that cycling and walking need to be connected to transit, so options are accessible. The participant noted there is not enough emphasis on public transit in the materials. 	
<ul style="list-style-type: none"> • Participants noted that in terms of accessibility, it is necessary to enable people to make the right choice. 	
<ul style="list-style-type: none"> • One participant suggested that a pedestrians-first priority is necessary to make transportation safe and reliable. 	
<ul style="list-style-type: none"> • One participant suggested that moving goods and moving people are two very different things, and recommended separating those two factors when talking about transportation strategies. With respect to moving people, participants suggested that having integrated transportation and land use plans to encourage active transportation is necessary. 	
<ul style="list-style-type: none"> • One participant noted that goods moving through the region are moving through densely populated areas, and it is necessary to keep in mind that the infrastructure to accommodate this goods movement will impact communities in various 	

<p>ways. The participant expressed that these impacts need to be considered and a comprehensive health impact assessment is needed with respect to the plan. Additionally, the participant suggested that a cumulative effects assessment needs to be undertaken. Participants would like to see a commitment from the government to do a health impact assessment on major infrastructure developments, and to focus on the cumulative health impacts of various strategies over time. Participants expressed that community members need to be engaged as part of this assessment. The participant noted Port Metro Vancouver is an example in terms of needing to look at the impact of the movement of goods outside the footprint of a particular project.</p>	
<ul style="list-style-type: none"> Participants expressed that the transit referendum needs to be considered a priority. Projects cannot be held to separate standards. 	
<ul style="list-style-type: none"> Participants noted that improving transit in rural areas is important for health. 	
<ul style="list-style-type: none"> One participant noted that there are health considerations related to the trucking industry, and trucking health needs to be considered as the movement of goods in the resource sector increases. As an example, the participant noted that rest areas need to be enhanced and strategically placed. 	
<ul style="list-style-type: none"> One participant noted that emissions standards need to be considered. 	
<ul style="list-style-type: none"> One participant noted that barriers to active transportation plans in small communities are caused by highways, and questioned whether jurisdictional considerations will be made to allow communities to implement crossings, signage and signals in their communities. Kirsten Pedersen responded that the Ministry will always respond to requests to discuss such initiatives, and will weigh the merits of the improvement in terms of cost and benefit. 	
<ul style="list-style-type: none"> One participant noted that overpasses in some cases have been known to limit safety for people with disabilities. 	
<p>2) Growing the Economy</p>	
<ul style="list-style-type: none"> Participants noted that “growing the economy” needs to be done in a way that minimizes impacts and protects the health of people in this province. 	
<p>3) Connecting and Strengthening Communities</p>	
<ul style="list-style-type: none"> Participants noted it is necessary to clarify that transportation is a determinant of health, noting that the people in the province cannot achieve health without a transportation plan that supports it. Participants expressed that this transportation plan should articulate how it intends to contribute to the health status of B.C. by articulating clearer priorities and strategies around healthy communities and healthy transportation options. 	
<ul style="list-style-type: none"> One participant noted the importance of advocating the benefits of recreation, physical activity, parks planning and connecting communities. BCRPA has been involved in delivery of programs that support cycling and walking and can speak to the health impact of having a transportation plan that crosses jurisdictional boundaries. The participant noted the Built Environment Plan is beneficial to communities that do not have a robust plan in place, so they can begin to approach others for support. The participant suggested building on what currently exists, including existing partnerships. 	
<p>4) Maximizing Collaboration and Investment with Partners and Stakeholders</p>	
<ul style="list-style-type: none"> Participants suggested recognizing the importance of maximizing partnerships to reduce reliance on car transportation. 	
<ul style="list-style-type: none"> One participant noted that the Healthy Families BC policy framework has outlined approaches for encouraging physical activity and integrating healthy built environments. They would like to see a province-wide active transportation strategy incorporated. 	
<ul style="list-style-type: none"> One participant noted that accessibility and affordability of the system needs to be considered, suggesting that the Handy Dart system is a necessary focus, and partnering with organizations that are offering these services is necessary. 	
<p>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</p>	
<ul style="list-style-type: none"> Participants noted that building healthy communities is the priority, and it is important to look at infrastructure through different lenses, including healthy living. Participants noted that infrastructure projects, land use and transportation modes must support the health of the population. Participants expressed that having a lens to health when business cases are being reviewed is necessary. Even minor projects need to be considered through a health and safety lens. 	
<ul style="list-style-type: none"> Participants noted that health impact assessments are a priority and should be considered through an equity lens, to take into account factors such as low socioeconomic status and different needs of the population. In addition to a health impact assessment, ongoing engagement is necessary; given that transportation is such a determinant of health, participants would like to know how to engage further. 	
<ul style="list-style-type: none"> Participants suggested recognizing the importance of maximizing partnerships to reduce reliance on car transportation. 	
<ul style="list-style-type: none"> Participants suggested a need to ensure the strategy encourages links to the government’s broader strategies for healthy living. 	
<p>ADDITIONAL COMMENTS/DISCUSSION</p>	
<ul style="list-style-type: none"> Participants noted the overall need to consider impacts on health, and suggested the need to ensure a health impact assessment is undertaken, as this is an important part of public policy. 	
<ul style="list-style-type: none"> Participants noted that the aging population needs to be considered more fully in development of a transportation plan. 	
<ul style="list-style-type: none"> Participants noted the relationship between active transportation and health is important, especially for school children. On a provincial level, participants would like to see more discussion around active transportation strategies that will keep kids 	

active, and also help people with reduced mobility.

- One participant questioned whether the province can commit to further supporting the Mayors' Council Vision in terms of outlining the needs for the province, given the importance of public transportation to health and wellbeing.
- Participants noted that there is a problem generating support among the population for transit, suggesting that people need to understand that transit helps everyone, including vehicle drivers.
- One participant questioned how elements such as reliability will be measured in the plan.