

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 27, 2014

9:00 AM

COQUITLAM

ATTENDEES/AFFILIATION	Councillor Brent Asmundson/City of Coquitlam Judy Higginbotham/Cloverdale & District Chamber of Commerce Dora Gunn/District of Squamish (via teleconference)
MOTI REPRESENTATIVES	Renée Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI) Ashok Bhatti, District Manager, Lower Mainland District, MoTI
NOTE TAKER	Christel Guenette, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1)	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).
2)	Highways and side roads: Participants noted that improved signage was needed to guide motorists to their destinations.
3)	Transit: Participants stressed the need to improve transit between communities, to move residents through the cities.
CHALLENGES AND OPPORTUNITIES	
City of Coquitlam:	
	<ul style="list-style-type: none"> A participant noted that Park and Rides created congestion on the roads. A participant noted that paid parking lots do not work. Motorists will park on the roadways to avoid paying these fees.
Cloverdale & District Chamber of Commerce:	
	<ul style="list-style-type: none"> A participant noted that signage after the construction of the Port Mann Bridge and surrounding infrastructure, is difficult to follow. Using highway number designations instead of names, presents confusion for local residents. A participant noted that when a bottleneck occurs, it affects the entire region. A participant noted that a million people live south of the Fraser. Transportation options are limited as the transit system is impossible to access. A focus needs to be put on improving transit options throughout the city. A participant noted that tolling is unfair. New bridges should be full but due to overpricing, they do not get used. The same applies to ferries. Residents will choose not to travel to the island as the pricing is above affordability. A participant noted that trains are getting longer and carrying more volatile goods. These trains are travelling through high density neighbourhoods which present safety issues to residents. A participant noted challenges in meeting with the federal rail lines.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> A participant noted that more and better signage throughout the Lower Mainland would improve rout clarity for motorists A participant expressed the importance of replacing the Brunette overpass. This route is important for the movement of goods and people, transit and cycling. Bus drivers lose time leaving the Braid Station due to congestion on the Brunette overpass. This overpass is the only bridge in the area that has not been upgraded and thus creates bottlenecks on the roads. The current overpass does not allow for pedestrians or cyclists. A participant stressed the importance of the ports in Vancouver and North Fraser. As 100,000 jobs are tied to these ports, movement of goods is important. It was suggested to move goods from the port via rail for trucks to pick up at intermodal yards. This would remove trucks from the roads easing congestion and improving safety. A participant expressed the need to replace signal lights along the Mary Hill Bypass with interchanges. A participant expressed the importance of upgrading the Lougheed Highway to six lanes throughout the Mary Hill Bypass stretch. A participant noted that TransLink needs to invest in bus services to fix gaps in the system and relieve congestion in the region. A participant noted that improved signage is needed along highways to make it clear to motorists which direction they need to go. The decision making time is insufficient for motorists to understand which way they should go. Use names of highways versus using the highway number (i.e. Mary Hill Bypass, Lougheed Highway) A participant noted that light synchronization along north-south and east-west corridors would alleviate congestion. Traffic is at capacity six hours of the day. A participant noted ponding is an issue on Highway 10 and the King George Highway. Small cars' hydroplaning has become an issue, so improvements are needed for motorists to travel safely. A participant expressed the need to improve the line delineation along roadways. On dark nights, lanes are difficult to see especially for BC's aging population.

	<ul style="list-style-type: none"> A participant noted that seniors on scooters use the road as they cannot fit on the sidewalks. Providing accessibility for them would help improve safety. A participant suggested that transit schedules run later into the evening. Residents enjoy travelling to Vancouver, but have no late night transit options to return them home.
2) Growing the Economy	<ul style="list-style-type: none"> A participant stressed the importance of improvements along the North Fraser Perimeter Road into New Westminster. There needs to be a connection to the Pattullo Bridge to move trucks. A participant noted the difficulty in moving rail lines. Railways are an economic driver of communities and thus need to be accommodated in the best way possible. A participant expressed the need to relocate rail lines in White Rock. There is potential to relocate this rail line underground. This would alleviate safety and health concerns for White Rock residents, and has been supported by the rail lines. A participant stressed the importance of supporting tourism opportunities for the region. A participant noted concerns regarding the train bisecting the town. Squamish values its train but is concerned regarding crossings, especially surrounding new developments. A participant noted that it is a very bike-able community. Expansion of road biking opportunities to Whistler would increase economic opportunities along the Sea-to-Sky corridor.
3) Connecting and Strengthening Communities	<ul style="list-style-type: none"> A participant from the City of Coquitlam supported the Cloverdale & District Chamber of Commerce in encouraging toll fairness. It was suggested that the same toll be instituted for all bridges across the region. It is used by everyone and thus should be funded accordingly. A participant noted that in order to reduce greenhouse gas emissions, the transit system requires an improved internal bus system within the cities. Better connections could be made between Surrey and Coquitlam. It is important to move residents away from using cars and into buses. Bus services need to be frequent enough for residents to take them so they will leave their cars at home. A participant the need to improve cycling connectivity between communities. There are opportunities throughout the region to improve the infrastructure by widening shoulders (i.e. Riverview Road, Burnette Interchange, Lougheed Highway). A participant noted improving bike parking and safety is important to encourage residents to ride their bikes. Shoulder widening would encourage cyclists to ride their bikes. A participant noted that Squamish is a commuter community, with an increase in population that came as a result of the new Sea-to-Sky Highway. Solutions are needed for commuters to access the mainland without needing to drive their vehicles. A participant noted that an interchange between the two different transit providers would make travelling by transit easier.
4) Maximizing Collaboration and Investment with Partners and Stakeholders	<ul style="list-style-type: none"> A participant from the District of Squamish noted that access to the deep water port requires trucks to navigate through town. This creates safety issues for residents. Support from the province would be appreciated in creating a solution that would benefit all parties.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
Cloverdale Chamber of Commerce:	<ul style="list-style-type: none"> The participant from the Cloverdale & District Chamber of Commerce stressed the importance of transit options in the City of Surrey. The participant from the Cloverdale & District Chamber of Commerce expressed the importance of affordable and fair road pricing and tolling. This includes ferry pricing, as it is not affordable. The participant from the Cloverdale & District Chamber of Commerce noted the importance of running the SkyTrain and buses later to allow people to get home after late night parties.
City of Coquitlam:	<ul style="list-style-type: none"> Replacement of the Brunette Overpass is a priority. North Fraser Perimeter Road is a priority. The United Boulevard overpass and connecting to the Brunette overpass is important.
District of Squamish:	<ul style="list-style-type: none"> Supporting the commuter population is a priority for the District of Squamish.
ADDITIONAL COMMENTS/DISCUSSION	
	<ul style="list-style-type: none"> A participant noted that the province and TransLink need to come together to create a transit system that will adequately service the region. A bigger investment is needed from the province.

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| <ul style="list-style-type: none">• A participant noted that support is needed to encourage intercity communication. Plans have been waylaid due to a municipality "dragging their feet" on proposals. |
| <ul style="list-style-type: none">• A participant noted expressed appreciation for the newly constructed South Fraser Perimeter Road. |
| <ul style="list-style-type: none">• A participant indicated support for road pricing on cars. This could be attached to insurance so those in arrears will need to pay their debt prior to insuring their car. |
| <ul style="list-style-type: none">• A participant noted that bus stops have been constructed along Highway 10, although no busses travel the route. |
| <ul style="list-style-type: none">• A participant from the District of Squamish noted that a letter would be submitted for consideration in the 10-year plan. |
| <ul style="list-style-type: none">• A participant noted that signage issues have been dealt with quickly by Ministry of Transportation and Infrastructure staff. |