

# B.C. on the Move: Engagement Meeting Notes

DECEMBER 2, 2014

10:00 AM

VANCOUVER

<b>ATTENDEES/AFFILIATION</b>	Arno Schortinghuis, HUB Cycling Colin Hein, HUB Cycling Peter Stary, BC Cycling Coalition Richard Campbell, BC Cycling Coalition
<b>MOTI REPRESENTATIVES</b>	Renée Mounteney, Deputy Director South Coast Region, Ministry of Transportation and Infrastructure (MoTI) Thomas Chhun, Operations Manager, Lower Mainland District, MoTI Kirsten Pedersen, Executive Project Director, BC on the Move / Regional Director, Northern Region, Ministry of Transportation and Infrastructure (MoTI)
<b>NOTE TAKER</b>	Christel Guenette, Kirk & Co. Consulting Ltd.
<b>KEY THEMES (3-6)</b>	
1) <b>Cycling:</b> Participants stressed the need for a Cycling Advisory Committee to ensure road accessibility for all cyclists in BC.	
2) <b>Cycling:</b> 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.	
<b>CHALLENGES AND OPPORTUNITIES</b>	
BC Cycling Coalition:	
<ul style="list-style-type: none"> <li>Participants from the BC Cycling Coalition noted the Provincial Road Safety Strategy that was released last year has seen a reduction in vehicle fatalities but an increase of cycling fatalities. It is hoped that big commitments and targets will be planned to reduce pedestrian and cyclist fatalities.</li> <li>Participants from the BC Cycling Coalition expressed concern that MOTI is investing in infrastructure that does not support active transportation.</li> <li>Participants from the BC Cycling Coalition noted that cycling guidelines are not being adhered to consistently.</li> </ul>	
HUB Cycling:	
<ul style="list-style-type: none"> <li>Participants from HUB Cycling noted that cycling facilities are going backwards as the motorized community has taken over (i.e. the Spirit of 2010 Trail has fallen into disrepair as ATVs have taken over).</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
1) Moving People and Goods Safely and Reliably	
<ul style="list-style-type: none"> <li>Participants noted the need for facilities (for all ages and abilities), which require low levels of traffic volumes or separation from traffic. Cycling facilities also need to be designed to accommodate speeds in which cyclists in training can go.</li> <li>Participants noted the necessity to improve standards to ensure safety for all users. BCCC has identified 40-50 issues that need to be addressed in existing or future projects.</li> <li>Participants noted the need to tighten standards on grades and distance to accessing cycling infrastructure on future projects.</li> <li>Participants expressed the need to ensure cycling facilities are self-cleaning to ensure no debris can get flushed onto the path creating hazards for cyclists.</li> <li>Participants noted that the passing movement of cyclists and pedestrians brings out new problems, which need to be addressed, to reflect the current, and future uses.</li> <li>Participants noted the need to accommodate people who are using motorized scooters. It was suggested that anything with wheels needs a lane and should be considered in future projects.</li> <li>Participants noted the necessity of signage, lane marking and highway access to be integrated into the process of future projects.</li> <li>Participants noted that intersections are difficult to navigate on the new South Fraser Perimeter Road. Cyclists have no way to activate signals. This is an example of how cycling was an afterthought for this road.</li> <li>Participants suggested active transportation underpasses for roundabouts or busy intersections.</li> </ul>	

	<ul style="list-style-type: none"> <li>Participants suggested developing a reporting system for “near misses” when interacting with existing infrastructure. This could be through emergency rooms. By understanding where these “near misses” occur, investments can be prioritized and issues fixed before there is a fatality.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the need to separate cycling for all ages and abilities in urban areas. Where the Lougheed Highway proceeds through Maple Ridge, there is nothing that supports cycling.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the importance of signage for bikes. TransLink and Metro Vancouver provide examples of designs that could be implemented everywhere.</li> </ul>
2)	<b>Growing the Economy</b>
	<ul style="list-style-type: none"> <li>Participants noted the need to evaluate and prioritize existing infrastructure to begin the process of remediation. For example, the Lougheed Highway has paved shoulders from Mission to Dewdney but further onwards, they are deteriorating. This is a primary route for touring cyclists.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that the potential for tourist revenue from cycling, is significant and untapped in the province.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that a review was conducted focusing on cycling tourism. It is important that there are connected routes that are easy to find so tourists have a great experience. Cycling tourists spend more money than motorists as they remain in small communities longer.</li> </ul>
3)	<b>Connecting and Strengthening Communities</b>
	<ul style="list-style-type: none"> <li>Participants noted that improvements generate latent demand. As such, it is important for MOTI to examine servicing existing cyclists, and to build for the future.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants expressed concern that new infrastructure is substandard and does not meet guidelines. It is important to build for the future.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that young people desire to increase their use of transit, walking, and cycling and thus facilities need to be constructed to accommodate them now, and as they age. Similarly, older people are becoming more active and need opportunities for active transportation.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the need to focus on connections around bridges and throughout the Fraser Valley.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants expressed the need for a regional cycling network in the Lower Mainland. When bridges are opened, it is difficult for cyclists to access them so they will use sidewalks and/or roads to get there.</li> </ul>
4)	<b>Maximizing Collaboration and Investment with Partners and Stakeholders</b>
	<ul style="list-style-type: none"> <li>Participants expressed disappointment in their recommendations being ignored during construction of the Sea-to-Sky Highway.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants stressed the need for MOTI to consult BCCC during projects’ design phase going forward, to ensure that the result is as good as or better than the reference design.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the importance of utilizing economies of scale. By working together, costs can be reduced to address deficiencies.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the need for MOTI to engage with BCCC to draft a cycling strategy that formulates design guidelines and cycling integration into projects, and reviews and remediates existing infrastructure to prioritize gaps that need to be filled. Money is spent smartly and not into building something that will not support active transportation and allocating dollars will they will do the most good.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that the Provincial Cycling Committee has not met for 15 years. This committee needs to meet again to work with staff to develop standards.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants expressed the need for a multi-ministry collaboration (i.e. health, tourism) to build on existing infrastructure and encourage active transportation.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the need to accommodate cyclists at airports. It was suggested to supply bike tools for visitors to reassemble their bikes after disembarking from planes.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted the need address access issues to BC Ferries. Ferries do not have accommodations to park bikes.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants suggested incorporating passenger ferries that go where people want to go. For example, a passenger ferry could travel from Bridgeport Station to Nanaimo or downtown Vancouver to Victoria.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that rail works well with bikes. These connections are vital and require accommodations for bikes.</li> </ul>
	<ul style="list-style-type: none"> <li>Participants noted that private bus services did not accommodate cyclists. It was suggested that rules be drafted that applied across the industry.</li> </ul>

TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
BC Cycling Coalition:	
<ul style="list-style-type: none"> <li>• Participants from the BC Cycling Coalition noted that shoulders needed to be addressed to accommodate cyclists.</li> </ul>	
<ul style="list-style-type: none"> <li>• Participants from the BC Cycling Coalition noted the need to improve intersections to accommodate cyclists.</li> </ul>	
<ul style="list-style-type: none"> <li>• Participants from the BC Cycling Coalition noted the need for new standards and policies to ensure infrastructure works and to ensure that cycling facilities are accommodated on new investments.</li> </ul>	
<ul style="list-style-type: none"> <li>• Participants from the BC Cycling Coalition noted the need to produce a comprehensive active transportation strategy that formulates design guidelines and cycling integration into projects, reviews and remediates existing infrastructure to prioritize gaps that need to be filled.</li> </ul>	

ADDITIONAL COMMENTS/DISCUSSION	
<ul style="list-style-type: none"> <li>• A participant noted that a formal submission will be forwarded to Kirk and Co.</li> </ul>	
<ul style="list-style-type: none"> <li>• A participant noted that it would be helpful if there was a draft plan to forward comments on, so we could bring up specifics that may have been omitted from the plan. Ms. Mounteney noted that the plan would be a living document. If items appear to be missed, conversations can still occur to make changes.</li> </ul>	
<ul style="list-style-type: none"> <li>• A participant noted that measurable targets would be helpful in the plan to understand if more resources are needed to make improvements.</li> </ul>	
<ul style="list-style-type: none"> <li>• A participant noted that the BC Cycling Coalition was encouraging its members across the province to fill in the online survey to provide their priorities.</li> </ul>	
<ul style="list-style-type: none"> <li>• Participants noted that the health sector is supportive of active transportation.</li> </ul>	
<ul style="list-style-type: none"> <li>• A participant noted that changes to the Motor Vehicle Act might be needed to address various forms of transportation (i.e. motorized scooters) and educate motorists on how to interact with cyclists on the road.</li> </ul>	
<ul style="list-style-type: none"> <li>• Participants noted the health benefits that accompany cycling that MOTI does not appear to understand. Cycling needs to be included in the mandate.</li> </ul>	