

What questions do you have on the topic of 'building better relationships with government'?	Response
What are some ways that Local Committees can convince government staff to include them in very early stages of the public engagement process (ex. before a 'proposed design' is released to the public)?	Including Local Committees early in planning processes reduces staff time compared to having to fix issues that are addressed later after they've done work that they haven't realized is a poor fit with what is needed in the community and to meet best practices. Local Committees are a helpful resource to provide guidance to get plans right the first time. Local Committees can show government staff that HUB Cycling has been involved in many successful government processes in initial stages, including the BC Active Transportation Design Guide, TransLink's most recent BICCS structure, Major Road Network decisions, TransLink's regional map update, State of Cycling, etc
Building cycling infrastructure takes funding and political will. It seems that a lot of the time it's the political will that is lacking. How can we convince politicians to pursue the investment in cycling infrastructure?	This may be better addressed by power mapping . It relies on understanding each individual elected officials circle of influence, what matters to them, and who can shift their view.
How do you improve relations with local government when the decision makers continue to just pay lip service to advocacy groups?	Relationship building requires frequent and collaborative communication, but after a while, if government isn't listening, it's important to elevate the issue, through media, petitions, letters or other avenues, to show the demand and pressure.
Who are your regular city contacts? How long have they been your regular contacts? Can you share your stories of relationship turnover? (i.e., when a new HUB member became a regular contact for the city, or vice versa) Did the turnover lead to a more effective relationship? Less effective? No change?	Turnover in City staff can be a challenge or an opportunity, it depends on who the staff person is, and the opinions of current elected officials they need to serve. What is helpful is setting up a meeting with a new staff person as early as possible, and introducing HUB as a helpful resource with aligned goals of increasing cycling mode share, welcoming them to the role and inviting them to ask questions or meet up any time.
When working with a city council and staff who operate in a "car centric, cycling is just for a bit of recreation" paradigm with multi-use paths and sharrows being the only infrastructure that gets implemented should we just stay in the game trying to educate mayor, council and staff (knowing we won't get much) and continue to be cordial? Tips? Some of us are involved with the Burnaby Green Party hoping to get 2 more green councillors in a 2021 by election with the feeling that having all but one councillor and our mayor from the BCA party is stopping cycling infrastructure progress.	It's great to get candidates thinking about cycling infrastructure before being elected. For those that are already in office, I would suggest continuing to educate council members about the needs in the community (beyond what currently exists). If you can show why it's needed in the community, the risk to not developing it (safety issues, environmental and liveability disadvantages, etc.) then they may be more inclined to support the idea. If they feel it's not a "winning" issue with their constituents, it will be a harder sell, so try to think of it from that perspective. Beyond council, staff are very important in the design and recommendations to council on any new development/projects, so starting there will likely be more constructive. You could reach out to someone in the transportation department asking if they could share some information about the planning process and how cycling infrastructure is considered. From there, you could share HUB's position and the concerns from the Local Committee perspective. Understanding their pain points in the process could help better frame your case.
How best to convince councillors that voters will support more Bike infrastructure when they get so much push-back if free parking spots need to be removed?	Provide data and articles like: https://bikehub.ca/bike-friendly-business/bfb-articles
Federal, Provincial and Municipal governments all have a role; as do the politicians and staff at each level. How should the task be distributed within HUB and how can the dialogue be coordinated and unified?	When a project crosses government jurisdiction, it is helpful for the Local Committees to loop in the Regional Advisory Committee (RAC) who can help navigate this with them, and make sure there is a coordinated voice. RAC is up to date on the latest contacts for staff and politicians.
Usually municipal staff have fairly close relationships with TransLink and MoTI as they deal with them on a regular basis, which puts them at an advantage. How do we, as a local committee, even to begin to build those relationships? We usually don't know the people behind the names and rarely if ever get to meet them in person (even under normal circumstances).	Setting up meetings isn't always as challenging as it may seem. Let Evan (evan.hammer@bikehub.ca) know what issues/people you want to connect with and we can help to facilitate these introductions.
How do you deal with obstructionist city staff?	Depends if it's one staff person in particular or the whole planning and transportation departments. If it's the whole department, it will be more challenging to get them to adopt a new perspective, but in theory they should be open to hearing concerns from the community/interested in the community needs. If it's one person, I would try to build a relationship with someone else. Even if you started with someone at a "lower" level in the planning or transportation department, you can learn more about their processes and hopefully get someone on the inside to be a champion for the cause.
How does one determine which level of government an issue should be directed towards?	Typically highways, bridges, and large infrastructure are the Province's responsibility, as well as any policy or programs that would span across jurisdictions in the province (incentives for e-bikes, road/driving rules, provincial active transportation strategy, etc.). Some of this policy overlaps with the federal government, such as road safety (vehicle regulations, etc.) Any project focused issue would be best to start with the municipality. If the municipality doesn't have the answer, they will point you to the Province!
How can we best collaborate around getting more incentives and programs for eBikes and eCargo bikes for businesses small and large?	https://www.bccc.bc.ca/e-bike-pst-exemption-rebates
How can you get more connection with the province regarding regional connections?	We are working at this from the Ministry of Transportation and Infrastructure (MoTI) central level (it is an objective in the BC Active Transportation Strategy), but it should also be approached from the municipal/Local Committee level. Letters can be written and relationships developed with MOTI Southcoast staff to communicate the local/regional needs. North Shore LC did great work in this vein with their MOTI staff and MLAs. MLAs can get included if we aren't getting anywhere with government staff. It is important that the City be communicating (through plans, maps, and correspondence) when a MOTI jurisdiction connection is important to the local cycling network.
What types of infrastructure is in place in other Metro communities for communication between local government and local Hub committees?	Some Local Committees have regular meetings with their local government staff, some HUB members sit on transportation advisory committees. Some Local Committees go on assessment rides and provide report recommendations to staff regularly, which inform upcoming projects or projects they'd like to see prioritized.
How can you get Councillors interested in talking?	Tell them your personal story of why cycling means so much to you as a resident and then talk about how many people want to ride but are held back by safety concerns (40%)
What are some tips to building better relationships with the government? What should we avoid?	Avoid antagonistic approaches. Come to the table open minded to hear their challenges and opportunities, and build a relationship of trust and listening. Treat them like humans.

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How do we prevent having duplications of contact to a government rep and how do we know HUB's history with that contact? Is there a master file of what's been done?	We don't have a robust system of documenting what's been done other than meeting minutes and letters sent (that's part of why it's so important those are posted for institutional memory). If you want a quick historical overview, maybe staff can compile a short summary from our communications.
What are the best ways to engage the local politicians especially concerning land use issues?	It can be helpful to reference regional reports on the issue, such as Metro Vancouver reports talking about the importance of land use and transportation. One such report is the Health Impact Assessment of Transportation and Landuse Planning Activities - http://www.metrovancouver.org/services/regional-planning/PlanningPublications/HIA-Toolkit.pdf ~ SC
How do you get your local governments to share proposed cycling related projects with local committees for input prior to construction? Projects get built with no input from the public or local committee.	Communicate to them the time and energy savings for them to consult with Local Committees early vs re-doing work later, and getting far more critical communication if they only consult late. Talk about the better outcome and goals that HUB and the City share and that working together will get you there quicker and more effectively.
What are the best ways to get city council to commit to deadlines for cycling infrastructure improvements? How to get those commitments built into the budget for the coming year?	<ol style="list-style-type: none"> 1. Understand the City's budget cycle timing - it often happens far earlier than you'd expect. 2. Talk to City staff to understand opportunities and constraints 3. Submit a written recommendation to increase the budget for cycling projects 4. Follow up with staff and council to communicate why these changes are important.
A shift to protected lanes instead of MUPs is necessary to attract the 'interested but concerned' to cycle. On the North Shore e-bikes would also be key. Why is it that e-cars are subsidized but not e-bikes? Can Translink support such a subsidy program?	The BC Cycling Coalition is working on removing PST from e-bikes. Rebates are available for commercial use of cargo e-bikes, and for individuals trading in an older car. One reason the province has opted to not provide more subsidies is due to the already high sales, which indicate that incentives are not necessary to initiate the market.
Is the provincial government working on making micromobility 'legal', and who are they consulting with in developing legislation, regulations?	The Province is looking into how to classify and regulate micromobility in the Motor Vehicle Act. They are consulting with us in some ways, along with other stakeholders. Micromobility is constantly evolving so they are challenged with the changing landscape