

Local Representation Options

The BCCC revitalization discussion and shaping the organization for the next years needs to consider BCCC representation throughout the province, not just in built up areas in the Lower Mainland and the southern part of Vancouver Island. Representation in regions throughout this province with small cities and towns, where most of the provincial highways are located, needs special consideration.

What role should the BCCC consider taking on in developing or assisting the evolution of local advocacy capability in towns and small cities? This local advocacy could be directed at the cycling environment within the towns or cities, on highways in the region, or both. In the discussion three models need to be considered, at least.

1. Local cyclist volunteers to represent the BCCC in the local region

The cyclist becomes the local representative for the BCCC monitoring the quality of the highways for cycling, monitoring regional new road construction, rebuilds, and refurbishing. Makes the BCCC technical team aware of the cycling facility designs for the proposed road construction and an assessment can be made of the fit to the BCCC's cycling facilities expectations for the future. Represents the BCCC with regional highway staff and lobbies locally for improvements in construction and maintenance on the roads.

2. Local cycling advocacy group agrees to take on role of representing the BCCC within the local region. Where no cycling advocacy group exist, there may be opportunities for teaming up with environmentally-oriented groups who would be receptive to expand their role.

Role would be similar to point 1. - Local cyclist volunteers...in local region

3. BCCC is structured so that two or more local cycling advocates form a local group or chapter of the BCCC focusing on
 - Representing the BCCC similar to point 1, above with respect to provincial highways
 - Be the local cycling advocacy group under the BCCC banner advocating for improved cycling facilities within their local municipality(ies) and advocating to the public to switch to cycling for transportation through direct advocacy and through BCCC programs, such as promoting cycling to work and cycling skills courses, among others.
 - Evolve and grow the local chapter in membership and in public, political, and government staff recognition and influence.
 - Partake in BCCC meetings, including board meetings, representing local / region issues or opportunities (telecommunication options are being investigated).

The BCCC would provide technical support, advocacy process support, back office support, including membership services, accounting, and insurance, among others.