



Email: premier@gov.bc.ca

and cc:

ENV.Minister@gov.bc.ca, oppositionleader@leg.bc.ca, FIN.Minister@gov.bc.ca, andrew.weaver.mla@leg.bc.ca, hlth.minister@gov.bc.ca, Minister.Transportation@gov.bc.ca, ric.foster.MLA@leg.bc.ca, dan.ashton.MLA@leg.bc.ca, steve.thomson.MLA@leg.bc.ca, norm.letnick.MLA@leg.bc.ca, claire.trevena.MLA@leg.bc.ca, carole.james.mla@leg.bc.ca, spencer.herbert.MLA@leg.bc.ca, david.eby.MLA@leg.bc.ca, judy.darcy.mla@leg.bc.ca, climateleadershipplan@gov.bc.ca, president@bccbc.bc.ca, rac@bikehub.ca, finclimateleadership@gov.bc.ca, Cam.Filmer@gov.bc.ca, Alan.Callander@gov.bc.ca

April 7, 2016

BC Climate Action Plan Input

Dear Premier Clark,

HUB Cycling is a charitable non-profit, representing 1,600 individual members, 50 business members, and over 30,000 cycling program participants and followers in Metro Vancouver. Since 1998 we have been working to get more people cycling more often. Cycling provides improved mobility, health, and more connected communities.

HUB Cycling is very supportive of BC Government plans to address climate change. An important component of this work is improved infrastructure and promotion of public transit, cycling, walking and other modes of active transportation.

We have reviewed the draft Climate Action recommendations and have input for improvements:

Since cycling is very low in terms of GHG emissions, we believe that it can play a big role in reducing GHG emissions in the transportation sector. Efforts to increase levels of cycling will increase the number of people cycling and will therefore reduce the number of car trips and will help to reduce GHG emissions.

At the current time, our members are adversely affected by inadequate cycling infrastructure, education and legislation; improvements are needed to improve safety, accessibility, mobility, and personal and environmental health. More explicit commitments to sustainable transportation must be recommended for us to fully support the Climate Action recommendations.

Currently, one of the relevant recommendations is worded as the following:

Recommendation 23 – *Support increased use of public transit and other mobility options that reduce Greenhouse Gas emissions*

Cycling should be named explicitly, and not grouped under “other mobility options”.



Increase BikeBC and other cycling cost-share funding

Cycling is the fastest growing mode of transportation and over 40% of people want to use this mode more but are hesitant due to the lack of safe cycling facilities. The recommendations should identify funding mechanisms, such as significant increases in BikeBC cost share funding. We encourage the Province to provide adequate funding for cycling, walking and public transit in Metro Vancouver (our area of jurisdiction), and allow TransLink to raise funds from carbon tax, sales tax and/or mobility pricing to implement the transit and cycling plans that have been established.

Increased funding from the Province of BC, as well as increased funding for TransLink and funding from municipalities and the federal government would allow municipalities to provide complete cycling networks within 10 years, rather than plans that extend beyond our lifetimes, and may not even be available to our grandchildren. **Currently, the Provincial Government dedicates 0.25% of the transportation budget to cycling. This is inequitable and inadequate.**

Not only is there an existing cycling mode share of 2.1% (over 8x more than the current funding level), but multiple levels of government and HUB Cycling share goals for cycling rates that are significantly higher. Investments must be made up front to create connected networks to allow for safe and convenient cycling. Increased investment in cycling will come at a much more affordable cost than motor vehicle and public transit infrastructure, but it still demands its fair share to complete the networks that allow people to get around on bicycle. We support the BCCC's call **for accelerated provincial investment in walking and cycling, totalling \$100 million per year over 10 years.**

**Current cycling spending
= only ~0.25% of the
Provincial transportation
budget**

Opening up Funding Access

We support the proposed annual increases in the carbon tax while providing support to vulnerable populations. We support expanding the carbon tax to include non-combustion sources of carbon pollution. We do not necessarily support the correlated decrease in PST as carbon tax rises. PST brings in necessary funding to build needed infrastructure and provide meaningful services that are currently inadequate.

The carbon tax should be designated to investments that reduce carbon emissions, rather than general revenue.

Fulfill the BC Ministry of Transportation and Infrastructure Cycling Policy

Ensure that all new and upgraded highways and bridges receive adjacent cycling facilities, as committed in the Province's policy.

All cycling infrastructure projects should include specific cycling targets (number of people using the infrastructure or mode share).

Accelerated Investment



The time is now. A **Global High Shift Cycling Scenario (HSC)**¹, was released in mid November, 2015. The study by the Institute for Transportation & Development Policy and the University of California, Davis, confirms the significant potential for cycling and electric bicycle use to significantly reduce GHG emissions while providing significant cost savings to individuals and government.

For Canada, the report projects a HSC cycling mode share of 12% for 2030 and 16% for 2050. People are willing and able to cycle longer distances especially if a grade separated route is built. E-bikes will make even longer trips entirely feasible, particularly if more cycling highway infrastructure is introduced.

A **Cycling Highway** is a high quality bikeway consisting of cycling facilities physically protected from motor vehicle traffic. It is designed for safe, direct and longer distance cycling. Cycling Highways are largely unhindered by stop lights or stop signs, having no or few at-grade intersections and as such are very similar to a controlled access highway for motor vehicles. Cycling Highways are being established in London, England and in several other European countries. Norway is about to invest \$1.25 billion into Cycling Highways to connect suburban areas to city centres. Germany is working on a 100km cycling highway which promises to take 50,000 cars off the roads.

Leveraging Technology Advances

Electric assist bicycles (E-bikes) are becoming much more widely available and popular, expanding the breadth of the population able to use a bicycle for transportation and the breadth of topography manageable for daily trips. E-bikes are well suited to use cycling highways, and both can play an important role in further reducing GHG emissions.

E-bikes should be exempt from Provincial Sales Tax to incentivize uptake and to reduce red tape and business-owner hardship with parts and services taxed differently on conventional bikes compared to e-bikes.

Public bike share is coming to BC in 2016, adding convenience and utility for local travelers, along with the zero emission transportation option. The Province of BC should encourage and incentivize public bike share expansion.

Develop a BC Active Transportation Strategy

The recommendations should include the creation of a comprehensive BC Active Transportation Strategy, including mode share & GHG reduction targets, infrastructure funding, improved standards, increased maintenance, education, promotion, motor vehicle speed control and improvements to the Motor Vehicle Act, as a key component of a complete multi-modal transportation system for people of all ages and abilities.

The Province should develop funding mechanisms and support for Safe and Healthy Routes to School.

End of Trip Facilities

¹ <https://ecf.com/groups/global-high-shift-cycling-scenario> and <http://www.bccc.bc.ca/climate>



Recommendations should include not just transportation infrastructure but end of trip infrastructure such as adequate public and private bike parking. Related to Recommendation 20, all new commercial buildings should have active transportation end of trip facilities such as showers, lockers, change rooms, secure bike parking, and new residential buildings should have plentiful secure bike parking. Other incentives could be added for commercial enterprises, such as employee parking payouts², mileage paid for cycling to work-related destinations, allowances or reimbursements for active transportation expenses.

Land Use to Promote Active Transportation & Complete Streets

Land use guidelines should encourage mixed uses so that people live and work within walking and biking distance of their daily needs. Guidelines could be better developed for local government staff (such as Approving Officers) and elected officials as many of them do not have training or understanding of how homogeneous uses (such as entirely residential areas) increase car dependency and emissions and lower quality of life.

Communities should be designed to have Complete Streets³.

Education & Encouragement

Cycling education should be publicly accessible, in schools and community centres, so that BC residents can learn to safely, comfortably, and joyfully ride a bike for transportation. The Province should endorse the Bike Right cycling education standard and help to fund access to this type of education.

Municipal and Provincial engineers also need to be educated – they are the ones designing and building our cities, but many of them have little, or outdated, information on how to build for active transportation. Professional development, published guidelines and other supports would improve the quality and impact of street designs around the province.

Education is ideally paired with encouragement – campaigns to shift people’s habits are very effective in moving people into less carbon-intensive transportation modes. Studies have shown that encouragement and promotion can significantly leverage an infrastructure investment

Research of 9 North American cities from 1990-2000 shows that despite great infrastructure improvements and additions, New York City increased their bike mode share .3% (double) vs Chicago, which started at the same share and increased it quadruple (to 1.2%) with the study citing programs and policy as the variable.⁴

Adding programs & policy to infrastructure increase ridership by 3x

In another study, the three cities with programming and events to support cycling infrastructure additions saw a mode share increase (Austin, Chicago, Colorado Springs) and the

² [Where a car parking subsidy is provided to employees, then a similar subsidy would be paid to those who choose to walk, cycle or take transit to work.](#)

³ [Complete Streets are designed and operated to enable safe and easy access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.](#)

⁴ http://policy.rutgers.edu/faculty/pucher/TRA960_01April2011.pdf



three that implemented similar infrastructure with little or no programming saw mode share decreases.⁵

The U.S. Safe Routes to School program mandates that 10-30% of all funding must go into programs and public awareness (the majority being infrastructure focused) because it is so helpful in reaching their goals.

Conclusion

We support the Province's aims to address climate change. We believe that a focus on investment in cycling will help us to reach our GHG emission targets while providing many other benefits to the people of BC.

Please don't hesitate to reach out to us to further discuss any of the above ways to move towards our shared goals.

Sincerely,

Alexander Clarkson
President, HUB Cycling
Co-Chair, Regional Advisory Committee, HUB Cycling
President@bikehub.ca
RAC@bikehub.ca

 @wearehub
 @wearehub
 info@bikehub.ca
bikehub.ca

1-828 West 8th Ave.
Vancouver, BC
V5Z 1E2 Canada
604.558.2002

⁵ <http://www.cts.umn.edu/Publications/ResearchReports/reportdetail.html?id=1646>