

February 24, 2023

Re: Additional Clean Transportation Action Plan Input

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Dear Clean Transportation Action Plan team,

Thank you for the opportunity in December to provide feedback on your work on the development of BC's Clean Transportation Action Plan. Below are links to our previous recommendations for your convenience:

1. [Recommendation letter to Climate Action Secretariat](#)
2. [BC Active Transportation Strategy recommendations](#)
3. [Clean BC Roadmap to 2030 recommendations](#)

We also saw the recent request for input from the Clean Transportation Branch of the Ministry of Energy, Mines and Low Carbon Innovation and have included them in this letter.

We know the Province is committed to releasing a Clean Transportation Action Plan (CTAP) in 2023, aiming to reduce distances traveled (vehicle kilometers traveled or VKT) and shift to more efficient modes, both of which are addressed through the uptake of cycling for transportation. Two thirds of local residents either cycle already or want to cycle, but they face a lack of safe, connected cycling network and lack of adequate incentives and awareness which can be addressed in a highly cost effective way by the BC Government. The 2021 State of Cycling report found that only 44% of the regional bikeway network is considered comfortable for most people. Providing more British Columbians with a safe and attractive option to cycle will improve affordability and equity. One in three local households spends nearly 70% of income on housing and transportation¹, so reducing vehicle and fuel costs would result in a significant improvement in quality of life for many, financially, as well as for physical and mental health.

¹ One-third of Metro Vancouver households pay ~37% of their income for housing and ~30% for transportation (combined = 67%). Source: [The Metro Vancouver Housing and Transportation Cost Burden Study](#), 2015

In addition to the previous letters linked above, we have put together some additional input to the CTAP:

1. Fill at least 40 kilometres of MoTI South Coast gaps each year (as cataloged in the [Regional Cycling Gaps Assessment Study](#) completed by Urban Systems in 2021) starting in 2023, with at least a \$80 million dedicated budget per year. At this rate, it will take approximately 5 years to fill all the gaps in the current South Coast cycling gap inventory. Additional funding should be provided to document, analyze and fill cycling gaps across British Columbia. This analysis must include:
 - social and spatial equity of the current network to inform the priority of gap completion; and
 - the economic benefits of filling the gaps and building a safe, connected, active transportation network to make the case to local elected officials and business.

Many other jurisdictions, like Québec, have produced detailed province-wide reports since 1995. These reports² on cycling provide a detailed analysis of cyclists' habits, the economic, health and ecological benefits of cycling, and the prevalence and use of bicycle-friendly facilities.

For reference, in 2020-21, more than 100km of new or upgraded cycle routes were delivered or were under construction in London, England.

2. Increase funding for Active Transportation Infrastructure grants to \$100 million per year, which will help reduce GHG emissions, provide social and health benefits, and create jobs. The current grants are highly oversubscribed, showing the demand from municipalities to build more cycling infrastructure and the limitation to do so. These grants must also include a commitment to invest a percentage of funding in Indigenous and equity-deserving communities, including secure parking solutions, and strengthening the bicycle ecosystem.
3. Require minimum 1% marketing and education spend with all infrastructure projects and cost sharing grants, similar to TransLink's Bicycle Infrastructure Capital Cost Share (BICCS) program. People will not use infrastructure they aren't aware of or don't know how to use comfortably.
4. Incentivize and prioritize MoTI cycle projects and cost share funding that meaningfully connects the network. Research done for MoTI by Mott MacDonald shows that single standalone active transportation infrastructure projects make little mode share difference,

² [Cycling in Québec - 2020 Report](#) (PDF)

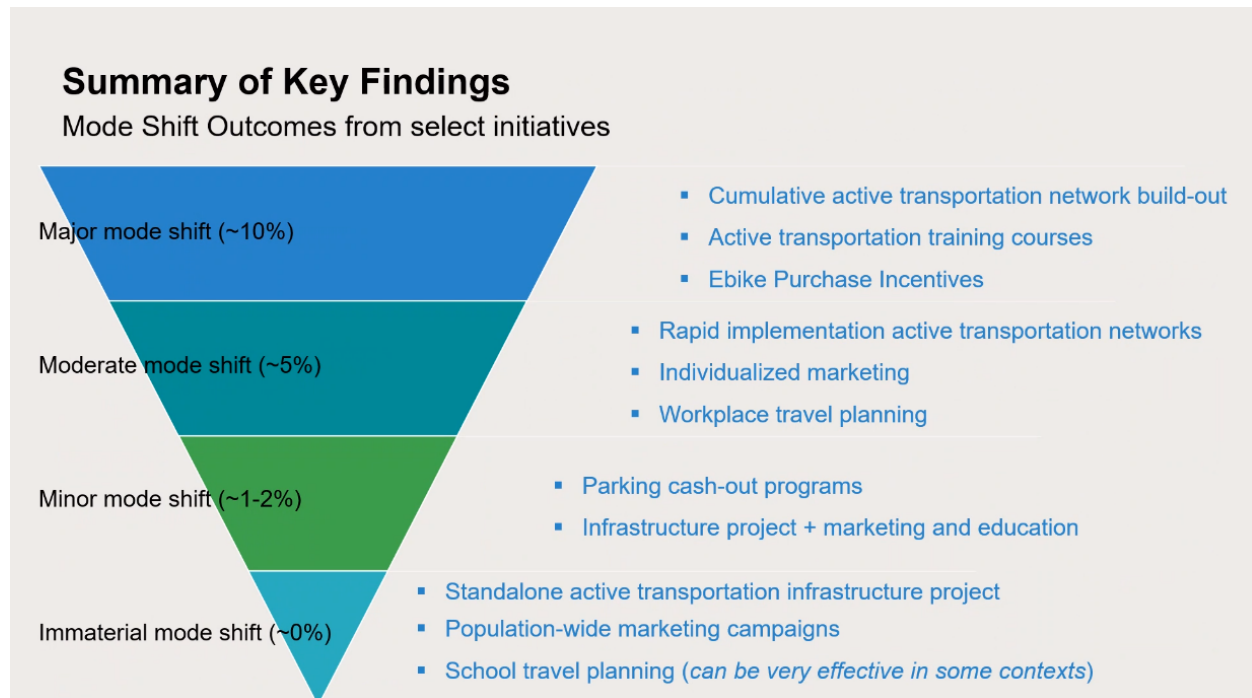


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while a connected, comfortable network (along with education and incentives) has the highest mode shift potential (illustration from your research shown below).



5. Use the MoTI Gap Tool ([Metro Vancouver Regional Cycling Connections Study](#), completed in 2019) to determine priority infrastructure that more effectively connects the network, to create complete networks. The current framework does not include an analysis of social and spatial equity. The framework and the tool must be updated to ensure that equity-deserving groups, including Indigenous communities, are prioritized for future investment.

The updated framework/tool must also explore the feasibility of reallocating underutilized road space, currently used for parking and driving personal vehicles, to active transportation.

6. Incentivize or create dedicated funding buckets for rapid implementation of cycling networks. For example, TransLink has added rapid implementation funding through their BICCS cost sharing program. The City of Surrey has taken advantage of this funding to [rapidly build 6 km of protected cycling facilities](#) in their city centre to create a safe, comfortable and protected cycling network in an area of Surrey with high cycling potential.



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7. Dedicate \$1,000,000 per year to fund school cycling education so that all BC children receive active transportation training, for example to expand Everyone Rides Grade 4-5 to reach all schools in the province. More relative funding may be required to reach equity-deserving populations, including rural and remote communities. This funding must be augmented by Government of BC support to facilitate connections between delivery partners and school communities, and provide data and analysis about school composition and needs of equity-deserving populations.
8. Fully fund adult cycling education so that all BC adults have access to online or in-person courses that enable them to be comfortable, confident and safe while cycling for transportation. Allocate \$1,000,000 per year initially to reach a majority of adults in the major population centres and all BC adults in rural, urban and semi-urban areas.
9. New projects should include sustainability and GHG-emission reduction targets and active transportation at the beginning of the process. Cities can reduce transport fuel consumption by ~25% with compact land use and sustainable transportation, according to research done for MoTI by Mott MacDonald.
10. Better collect and share data. This includes tracking and sharing data on vehicle kilometres traveled, demographic data, mode share data, and data on road safety and perceptions of road safety. Data should be updated annually and easily available to the public, organizations and researchers.
11. Reform outdated laws that prioritize driving. Better protect vulnerable road users, institute a safe passing distance law, and update the safe neighbourhood speed law. More details on HUB's [MVA reform recommendations webpage](#) and follow up [recommendations](#).
12. Fund a showcase [cycle highway](#) in BC by the end of 2024. Examples of partially completed, quick-win potential cycle highways in BC include:
 - New active transportation path between [Smithers and Telkwa](#)
 - Skaha to Penticton paved pathway
 - BC Parkway in Metro Vancouver
 - Pathway between Nelson and Castlegar (the West Kootenay Cycling Coalition is working on feasibility study)
 - Central Valley Greenway in Metro Vancouver
 - The 46 km [Valley Trail network in Whistler](#)
 - The Kelowna Okanagan Rail Trail - 15 km within city limits



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- Sunshine Coast cycle highway (Phase 1 feasibility study complete, Phase 2 study funding confirmed)
 - Elements needed to upgrade these to cycle highway status include intersection treatments at every major intersection, distinct wayfinding and signage along the entire length, all gaps in the route filled, and the entire route on pathways that are safe and comfortable for most people as outlined in the [State of Cycling report](#), which the BC Ministry of Transportation was a part of developing.
13. Lead by example. The Government of BC should provide travel planning, workplace cycling workshops, route planning, parking payouts, etc to all their employees by 2024, provide high-quality end-of-trip cycling facilities by 2026, and provide subsidies for other employers to do so as well. In Metro Vancouver, TransLink offers employers a number of ways to [encourage employee transit use](#) and recognizes the [top sustainability employers](#). HUB Cycling provides [Bike Friendly Building end of trip assessments and recommendations](#).
14. Encourage more active transportation and transit use by reducing built-in incentives to drive and adding incentives to use active transportation. This includes increasing parking fees, reducing or eliminating [parking requirements](#) or replacing with parking maximums, and introducing mobility pricing. Incentivise municipalities to further reduce parking in developments by allowing required parking spots to be swapped out for car share spots or secure bike parking. Incentivize the reduction of “sunk cost” parking, such as monthly deals - people should pay each time.
15. Provide means-tested subsidies for electric assist micro-mobility. Provide e-bike rebates at least equivalent to e-vehicle rebates. Provide low barrier access to e-bike subsidies for people without government identification. Consider providing additional subsidies for adaptive bikes that allow people with disabilities to use active transportation. Educate social workers, housing staff, and other health professionals about active transportation subsidies and opportunities to share with their clients.
16. Incentivize or build publicly available secure bike parking at key destinations, especially to reduce the fear of theft which can be a barrier to people biking or e-biking. Secure bike parking should include lock up options for non-standard bikes (e.g. cargo bikes, trailers, etc) and include electric charging ports.
17. Provide active transportation planning and design expertise, coaching, support, and feedback to smaller municipalities that don't have that staff capacity or expertise.
18. Provide incentives and/or mandates for employers to encourage or require them to let workers work from home.



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19. Fund/incentivize ICBC messaging in continuing driver education (for example, at drivers licence renewal) to include information about new infrastructure, protecting vulnerable road users, and the benefits of active transportation versus driving.
20. Identify life stages where transportation mode shifts are common and target those ages/areas with information, incentives, and wrap-around supports (e.g. university, moving, etc).
21. Increase funding for behaviour change events like Go by Bike Week and Bike to School Week. Annually, these events motivate thousands of British Columbians to shift modes from driving to cycling, but underfunding means the messaging and support is not reaching as many people as possible.
22. The Ministry must ensure that members of underrepresented and marginalized communities are included from the initial stages in the decision-making process involving future transportation policies and projects. An equitable solution would include sharing power, access, opportunities, treatment, impacts, and outcomes, in three main areas:
 - Representational equity: proportional participation in all levels of the ministry;
 - Resource equity: the distribution of resources to close equity gaps; and
 - Equity-mindedness: the demonstration of an awareness of, and willingness to, address equity issues.

Don't hesitate to reach out with any questions or to discuss our enclosed recommendations. We look forward to seeing the final research findings and continuing to collaborate on the draft Clean Transportation Action Plan.

Sincerely,

Erin O'Melinn
Executive Director
HUB Cycling