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To: Brian Bedford (Brian.Bedford@gov.bc.ca)
Executive Director, Local Government Infrastructure and Finance

Cc: Honourable Josie Osborne (MAH.Minister@gov.bc.ca)
Minister of Municipal Affairs

Kathryn Krishna (DeputyMinister.Transportation@gov.bc.ca)
Deputy Minister of Transportation and Infrastructure

Jesse Skulmoski (Jesse.Skulmoski@gov.bc.ca)
Director of Strategic Initiatives and Active Transportation Grants,
Ministry of Transportation and Infrastructure

Kate Berniaz (Kate.Berniaz@gov.bc.ca)
Manager, Transportation Programs,
Active Transportation Branch, Ministry of Transportation and Infrastructure

Regarding: Investing in Canada Infrastructure Program CVRIS funding and effective active transportation infrastructure recommendations

July 8, 2021

Dear Brian,

We are pleased to see that a portion of the \$80.29 million CVRIS funding will be available to fund active transportation projects. Active transportation improves physical and mental health, air quality, congestion, and affordability, so this is welcome funding. As announced in the recent BC budget, the Ministry of Municipal Affairs will also be handling the next round of Investing in Canada Infrastructure Program funding.

We would like to take the opportunity to share our knowledge and thoughts on meaningful and effective active transportation infrastructure to maximize the benefits of your investments. It is our hope that the Ministry will carefully consider these recommendations to ensure that the funding is used to build safe, accessible, convenient and equitable active transportation infrastructure.



Elements of meaningful and effective active transportation infrastructure

- **Accessible** Active transportation infrastructure should be smooth surfaced, well lit, and easy to use in any weather with any kind of active transportation device.
- **Safe and Comfortable:** New active transportation infrastructure should be safe and comfortable for all ages and abilities (AAA), including people with mobility challenges.
- **Equitable:** Improved active transportation infrastructure should be prioritized in marginalized neighbourhoods that are systemically overlooked for investment, and which may benefit the most, due to the affordable nature of active transportation.
- **Quality Intersection Design:** Intersections are a key element of safe and comfortable infrastructure. Intersections tend to be overlooked in the design of new infrastructure, and represent a high risk area for vulnerable road users. Many conflicts occur at intersections and an otherwise safe pathway can be undermined with poor intersection design.
- **Convenient:** Active transportation users should be able to access important destinations (e.g. commercial districts, employment centres, transportation hubs) on routes that are direct and part of a network (i.e. not a disconnected segment, unless part of a full network plan).
- **Low barriers for smaller jurisdictions:** While a plan for an active transportation network is key, this should not be a barrier for smaller municipalities and First Nations who may lack the resources to make a network plan. Provision should be made to assist these groups to develop a network plan. Also, the provincial government should consider contributing a higher percentage of funding for projects in smaller municipalities and First Nations (e.g. 100% of the project cost vs 75%).
- **Careful consideration of multi-use paths (MUPs):** Multi-use pathways are popular to build, as they accommodate a range of active transportation users including people walking, cycling, and using new emerging modes of personal transportation like kick scooters and skateboards. While MUPs are generally perceived to be safe by the people using them, research by Cycling in Cities shows users (especially people riding) are at a higher risk for collisions that result in a hospital visit than other types of infrastructure. Issues include obstacles in the pathway including rigid bollards and poorly designed intersections or crossing points. Additionally, some MUPs are built alongside higher speed, higher volume, 4 lane roadways and include multiple driveways and crossing points increasing the likelihood of a collision. People driving and making turns are not expecting people to be biking in both directions on one side of the street.



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MUPs should not be considered the default pathway type for active transportation. Separate facilities for walking and biking should be prioritized, including unidirectional protected facilities alongside two-way higher volume roadways for people biking. MUPs that receive funding should have limited crossing points, well-designed intersections and signal timing, and reduced hazards in the pathway (such as rigid bollards).

Consideration on how to assess different routes

HUB Cycling uses a Gap Prioritization tool to identify routes that should be the highest priority based on the utility of the route (destinations, directness, topography, connection to the cycling network, regional significance), safety, ability to fill a gap in the network, ridership potential, and practicality. An example of this tool is attached for your convenience.

Thank you for your time and consideration. We hope this information will be helpful to you as you allocate funding for active transportation across the province.

Sincerely,

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Attachment:

[HUB Cycling's Gap Priority List](#) (example)

About HUB Cycling:

HUB Cycling is a charitable not-for-profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements such as [#UnGapTheMap](#) to create a connected cycling network.

HUB Cycling's mission is to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.

HUB Cycling has close to 3,000 members and more than 40,000 direct supporters.