



October 26, 2015

Dear Mayor and Council,

With regards to the motion from Councillor De Genova to study the implementation of bicycle licensing in Vancouver, HUB Cycling is not supportive of this proposal.

For your information, we wanted to send along data about bike licensing in other jurisdictions so that time and money is not wasted here in studying something proven to be costly, largely ineffective and a potential deterrent to cycling, which is one of the top priority modes that the COV supports.

Costly: For instance, Ottawa estimated that a bicycle registration program would cost \$100,000 a year but only bring in \$40,000 in revenue.

Ineffective: Here are two web-published summaries of bike licensing and why it has been rejected by many jurisdictions worldwide:

<http://bikecalgary.org/licensing>

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=0be4970aa08c1410VgnVCM10000071d60f89RCRD>

Deterrent to cycling: Bicycle licensing schemes are virtually non-existent in places with a high bicycle mode share.

Here is a list of some of the jurisdictions that have repealed or rejected bike licensing in recent years:

- Toronto
- Ottawa
- Washington state
- Los Angeles
- Detroit
- Minneapolis
- Wisconsin
- Berkley

Vancouver itself had a mandatory bicycle licensing program that was discontinued decades ago because it required so many resources and provided so little return of intended outcomes. Licensing is highly bureaucratic and hard to enforce, particularly if only done within one municipality. For example, residents of Burnaby or North Vancouver may want to occasionally ride within Vancouver, as well as children and tourists that are unlikely to get a license. Cycling is an important way to reach the City's Greenest City and Healthy City goals. It should be encouraged because of the health, affordability, space, air quality, and social connectivity benefits it brings, and not discouraged with bureaucratic systems that don't improve safety or active transportation uptake.

The goal should be to prevent collisions in the first place, which requires a combination of infrastructure, education and enforcement. We appreciate the cycling infrastructure improvements that have been made and urge the COV to continue connecting the city's "All Ages and Abilities"



(AAA) infrastructure. We are starting to see some schools supported with cycling education and encourage more child and adult cycling education availability. Currently there are no resources to offer adult cycling education on rules of the road, rights and responsibilities in the city. Regarding enforcement, we know that police do enforce cycling infractions already and the focus of enforcement should be on the most dangerous road behaviour as this will move the City closer to its Vision Zero goals of no serious traffic-related injuries or deaths.

Regarding the use of licenses for bike theft responses, the Vancouver Police Department will be introducing a bike theft recovery program and app shortly to help address that issue. The VPD are not recommending any mandatory licensing system for bicycles. City of Vancouver staff developed a position on licensing during the Transportation 2040 Planning which states: *Experience elsewhere suggests that requiring cyclists to be licensed is neither cost-effective nor particularly effective at achieving desired goals. Our preferred approach is through education and promotion.*

We encourage you to vote against any motion for investigating mandatory bike licensing since this has already been rejected in the past by the City of Vancouver and has been dismissed in many other jurisdictions around the world.

Sincerely,

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HUB Cycling

Erin O'Melinn
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cc

Alexander Clarkson, President, HUB Cycling Board of Directors
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British Columbia Cycling Coalition
Hub for Active School Transportation (HASTE)
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Dale Bracewell and Lynn Guilbault, City of Vancouver - Engineering Department, Active Transportation
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