

# ***KEEPING OUR FEET ON THE PEDALS***

**The Case for Continuing to Increase Cycling Funding**



**Economic Development**

**Health**

**Climate Change**

Submission to the Finance and Government Services Committee

British Columbia Cycling Coalition

[bccc.bc.ca](http://bccc.bc.ca)

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## **KEEPING OUR FEET ON THE PEDALS**

### *The Case for Continuing to Increase Cycling Funding*

This summer marked the opening of significant cycling improvements including the Central Valley Greenway, the Bicycle Path on the Canada Line Bridge and the improvements to the Queensborough Bridge. These are facilities that are being used for commuting and recreation by thousands of people of all ages and abilities. Still, in a Province the size of British Columbia, much more is required to ensure that all British Columbians can chose cycling for their daily trips.

To this end, the British Columbia Cycling Coalition (BCCC) recommends that the Province accelerate investment in cycling infrastructure. In addition to increased economic activity, accelerated investments in cycling infrastructure will hasten the achievement many of the goals of the Provincial Government including increased physical fitness, reduced greenhouse gas emissions and increased tourism providing a great legacy for future generations.

The BCCC's 2007 budget submission *Shifting To High Gear: Realizing the Benefits of Accelerated Investment in Cycling*<sup>1</sup> built the case for dramatically accelerating the pace of investment in cycling facilities in the province. The 2008 submission *The Case for Accelerated Investment in Cycling in Challenging Economic Times*<sup>2</sup> reinforced and the key recommendations contained within *Shifting To High Gear* in light of the economic slowdown.

As employment will likely lag other indicators during the recovery, it is important to provide the people of BC with low cost healthy transportation solutions such as cycling.

### **Recommendations**

To accelerate the completion of not only commuter but also recreational and touring cycling facilities, the BCCC recommends the following:

- Investments of \$150 million per year over the next three years by the Provincial Government in addition to leveraged funding from municipalities, developers and TransLink.
- Provisions for greater than the usual 50% cost sharing to encourage the building of high quality cycling facilities that advance the state of the art.
- Funding for cycling spot improvement and upgrade programs for Provincial transportation infrastructure.
- Work with TransLink to ensure it has the resources to dramatically increase cycling funding in Metro Vancouver.

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<sup>1</sup> [http://bccc.bc.ca/BCCC\\_Budget\\_Submission.pdf](http://bccc.bc.ca/BCCC_Budget_Submission.pdf)

<sup>2</sup> [http://bccc.bc.ca/Documents/BCCC\\_Budget\\_Submission\\_2008.pdf](http://bccc.bc.ca/Documents/BCCC_Budget_Submission_2008.pdf)

## Key Points

### Rapid Realization of Benefits

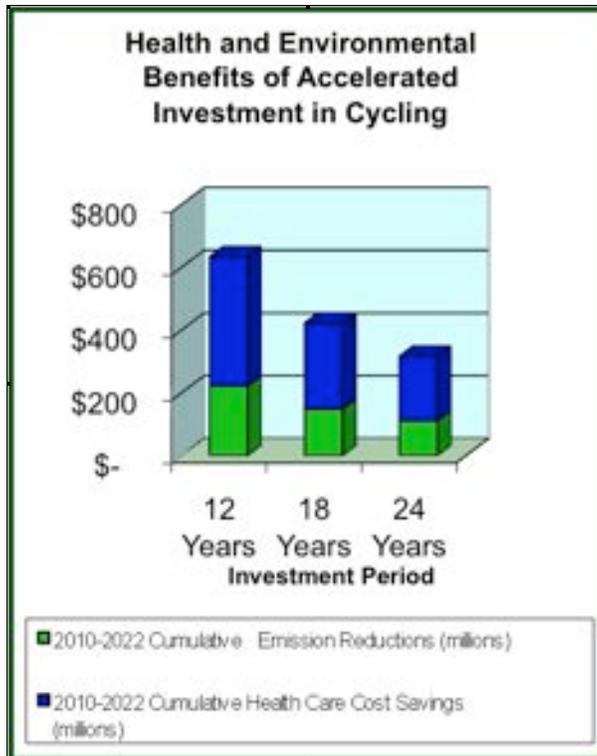
As opposed to other types of projects with longer planning and design horizons, given sufficient resources, cycling projects can be completed relatively quickly. This would increase the likelihood that BC residents be able to benefit from both the resulting employment and the provision of low cost, sustainable transportation options during the current economic slowdown.

### Inexpensive Transportation Stimulates Local Economics

At a time when many British Columbians are facing personal financial challenges, improved cycling facilities will enable them to use low-cost transportation in their daily lives. The money saved will increase the amount they can spend at local businesses, providing communities with a significant economic benefit in difficult times.

As indicated in the following chart and table, if accelerated investment in cycling results in a cycling mode share of 15%, British Columbians could save a cumulative total of \$1.7 billion by 2020 in reduced gasoline costs. This is twice the amount that could be saved if the investment is not accelerated.

2022 Emissions and Health Benefits of Cycling Improvements					
Investment Period	Bicycle Mode Share	Yearly Emission Reductions in 2020 (mt)	2010-2022 Cumulative Emission Reductions (mt)	2010-2022 Cumulative Emission Reductions (millions)	2010-2022 Cumulative Health Care Cost Savings (millions)
12 Years	15%	0.63	4.5	\$223	\$412
18 Years	11%	0.42	3.0	\$149	\$275
24 Years	10%	0.32	2.2	\$111	\$206



**Lower Construction Costs**

During times of economic slowdown, the cost of constructing cycling facilities will likely be lower due to decreased material, labour and design costs.

**Low Cost Vacations and Local Economic Growth**

In tough economic times, people will want to save money by traveling closer to home. Instead of spending thousands of dollars flying to Europe to cycle tour, residents of British Columbia, Alberta, Washington, Oregon, Idaho and Montana can enjoy cycling vacations in British Columbia thus stimulating local economic growth.

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