

Survey Questions

Any blank responses will be reported as No Response.

1. A Comprehensive Active Transportation Strategy for BC

Supporting cycling and walking will help create safer streets for people of all ages especially children and seniors, healthier and more connected communities, long-term savings in health care and transportation costs and significant economic benefits for the Province of B.C.

To realize these benefits, BC Cycling Coalition and its member organizations across the province are encouraging the implementation of a comprehensive Active Transportation Strategy for BC that enables everyone in BC to safely and conveniently cycle and walk in communities throughout the province for transportation, recreation, and vacation.

We envision such a strategy including:

- Targets for increasing cycling and walking and reducing fatalities;
- Accelerated investment in cycling infrastructure suitable for both children and adults;
- Improved cycling and road user education;
- Improved standards & more funding for maintenance and hazard removal on roads and paths used by cyclists.
- Amendments to the Motor Vehicle Act to improve safety and clarity; and
- The implementation of a comprehensive cycling tourism strategy.

Does your party support the development and implementation of an Active Transportation Strategy?

Yes or No: Yes

More details: As part of our integrated transportation strategy, a B.C. Green government will promote healthy and sustainable transportation choices. Initiatives will include transportation demand management strategies to reduce driving and encourage the increased adoption of alternative transportation, such as walking and cycling. Specific initiatives that a B.C. Green government will consider include investment in walking and biking infrastructure; charging and safe storage facilities for electric bicycles; and ensuring that road configurations and commuter routes are friendly for pedestrians, cyclists and motorcyclists. We will also expand the provision of information available to British Columbians about healthy and sustainable transportation choices in order to promote cycling and walking.

2. Investment in All Ages Biking and Walking Networks

British Columbians and visitors of all ages enjoy cycling for transportation, recreation and tourism. Many wish to cycle more, but don't, due to the lack of safe and convenient all ages and

abilities cycling networks that connect to their daily destinations. Based on estimates in Metro Vancouver, the Capital Regional District and other municipalities, the BCCC estimates that it will likely cost **\$2 billion** to create safe cycling networks and **\$2.4 billion** to complete walking networks in communities across the Province. At current rates of investment, creating safe networks will take many decades.

- 65% of adults indicate they would ride more if there were separated bike lanes that protected them from traffic.
- In the B.C. on the Move Engagement Survey, **72%** of respondents **supported enhancing cycling infrastructure**.

We recommend that the Provincial Government accelerate its cycling and walking investment to **\$100 million per year for the next 10 years**. This, along with investment from the municipalities and the Federal Government will enable communities to build out their cycling networks in much less time. This investment would enable the benefits of cycling to be realized sooner, including significantly greater reductions in GHG emissions and health care cost savings. This investment is also included in the Communities on the Move Declaration endorsed by the BC Healthy Living Alliance and over 65 other groups and municipalities.

This funding would be used to **upgrade Provincial roads and bridges**; increase cost sharing funding to complete **cycling and walking networks in communities**; provide **Safe and Healthy Routes to School**; and for **trails and paths** used by cycling & walking visitors and residents.

Since 2001, the BC Government reports that more than \$230 million has been invested cycling grants and infrastructure across the province since 2001, an average of over \$14 million per year. Through B.C. on the Move, the government's 10-year transportation plan, the ministry has now committed \$20 million over three years to the BikeBC municipal cost sharing program including \$9.25 million in funding this year (this does not include improvements on Provincial roads and bridges).

More information: http://bccc.bc.ca/budget_submission_2017

What level of annual investment (cost shared funding for municipalities and upgrading provincial highways and bridges) for all ages cycling and walking networks is your party committed to?

A. Cost shared cycling & walking infrastructure funding for municipalities (per year):

enter amount here

B. Funding for upgrading cycling & walking facilities Provincial Roads and Bridges (per

year): *enter amount here*

More details: The B.C. Green Party will take steps to promote cycling and walking, including investing in walking and cycling infrastructure. We will develop criteria for sustainability analysis of transportation investments and prioritize investments that promote transportation choices with a low carbon footprint, such as cycling.

2. Safer Passing Law

While progress has been made, still few roads in BC have bike lanes or shoulders and many don't have sidewalks especially in rural areas. This often forces people cycling and walking to share the road with high speed traffic. While we strongly encourage governments to invest in protected bike lanes, paths and sidewalks, building them could take many years. In the meantime, a Safer Passing Law would make cycling and walking safer and more comfortable for residents and visitors.

Research from elsewhere (we expect similar results in BC) indicates:

- Hit from behind incidents account for 45% of fatal crashes involving people cycling
- Close passes account for almost 1/3 of the threatening encounters people cycling have with those driving
- Close passes are a particular problem in rural areas accounting for almost 50% of incidents
- Close passes are a greater problem for women who experience a 50% higher rate of near misses than men

We are recommending a Safer Passing Law that would require that:

1. A motor vehicle driver pass a vulnerable road user (a person cycling, walking, using a wheelchair, riding a horse) by at least **1.5 metres**.
2. If there is more than one lane for traffic in the same direction, a motor vehicle driver would have to have to pass in the lane next to the one a vulnerable road user is traveling in.

Safe passing distances have been specified by over 27 jurisdictions in North America, including Ontario, Quebec and Nova Scotia as well as several in Europe.

More information: http://bccc.bc.ca/safer_passing

Does your party support a safer passing law?

Yes or No: Yes

More details: We support a safer passing law, which will protect the safety of cyclists and pedestrians and encourage more people to adopt these choices.

3. Safe Speeds

The British Columbia Road Safety Strategy 2015 and Beyond states:

Our vision is that British Columbia will have the safest roads in North America and will

work toward the ultimate goal of zero traffic fatalities and zero serious injuries.⁵

Unfortunately, the Road Safety Strategy also states that while there has been progress in reducing fatalities among motor vehicle occupants:

Since 2002, there has been virtually no progress in achieving better injury and fatality outcomes for pedestrians and cyclists, who are among the most vulnerable and least protected types of road users.⁶

Safe speeds are a core component of the Safe System Approach used in the BC Road Safety Strategy that promotes setting safe speed limits, greater compliance with speed limits, vehicle-speed management technologies, and educating road users.⁷

Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in BC, the Provincial Health Officer's Annual Report states:

Research shows that pedestrians have a 10 per cent risk of dying when hit at 30 km/h, but an 80 per cent risk of dying when hit at 50 km/h. Evidence shows that to reduce serious injuries and fatalities among pedestrians, vehicle speed in urban areas and other areas with pedestrian activity should be 30 km/h or below.⁸

Dr. Perry Kendall, the Provincial Health Officer recommends that the government:

Amend the Motor Vehicle Act to reduce the default speed limit on roads within municipalities and treaty lands from 50 km/h to a maximum of 30 km/h (the survivable speed for pedestrians and cyclists).⁹

The Union of BC Municipalities has requested that the Province pass legislation that enables municipalities to enforce blanket speed limits below 50kph without the expense of installing speed limit signs on every block. This would enable the cost effective creation of 30kph zones. Another option would be to start by mandating a default speed of 30 km/h on local (neighbourhood) streets.

⁵ Moving to Vision Zero: Road Safety Strategy Update and Showcase of Innovation in British Columbia, Ministry of Public Safety and Solicitor General, Jan 2016, <http://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/road-safety-strategy-update-vision-zero.pdf> p 6.

⁶ Ibid, p 18.

⁷ Ibid, p 5.

⁸ *Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in BC*, Office of the Provincial Health Officer, Mar 2016, <http://www2.gov.bc.ca/assets/gov/health/about-bc-s-health-care-system/office-of-the-provincial-health-officer/reports-publications/annual-reports/reducing-motor-vehicle-crashes-bc.pdf> p xxvii.

⁹ Ibid, p 182.

A. What measures does your party support to protect people cycling and walking by reducing motor vehicle speed?

We will consider a number of measures to protect cyclists and pedestrians through speed reductions. Initiatives that we will consider include exploring speed monitoring options and enacting a zero tolerance for speeding policy.

B. The Province's road safety strategy has a goal of zero traffic fatalities. What other road measures is your party committed to help BC eliminate cycling and walking traffic fatalities?

In addition to the initiatives outlined above to reduce motor vehicle speed, we would work to empower municipalities to take measures that they deem necessary to protect the safety of people cycling and walking.

4. Cycling Tourism

British Columbia's spectacular scenery and great towns and cities have great potential to attract cycling tourists. Jurisdictions across North America and around the world are realizing the economic benefits of investing in cycling tourism. For example, Oregon stated that cycling tourism contributing \$400 million per year to their economy in 2012.

Does your party commit to fund and implement a comprehensive cycling touring strategy including an initiative for marketing cycling tourism?

Yes or No: Yes

More details: The B.C. Greens support a cycling touring strategy and would market cycling tourism in B.C. We would work to make trails more accessible to cyclists. As part of a cycling tourism strategy we would invest in a major rails to trails initiative.

5. Education

Cycling skills training complements and enhances investments in infrastructure by giving people the knowledge they need to more safely cycle on paths and roads.

The BC Coalition and our members are recommending that the provincial government help make cycling skills training available for every child in the province.

Does your party commit making cycling skills training available for every child in the province?

Yes or No:

More details: We support the widespread provision of cycling skills training across schools in BC, and we will work with local advocacy groups to expand the provision of bike safety and education for school children.

6. More Details on Cycling Policy

If you have details regarding your party's cycling and walking policies on your website, please including the URL:

Support for cycling and walking forms a key part of our transportation strategy, climate action strategy, and healthy lives strategy. Cycling and walking are sustainable and healthy choices, and they contribute to clean, liveable communities and help us reduce our carbon emissions. We will take steps to ensure that cycling and walking are made more accessible to all British Columbians, and we will build improved cycling and walking infrastructure into our transportation planning. A B.C. Green Government will determine specific initiatives to effectively promote cycling and walking and to support cyclists and pedestrians in B.C. in consultation with advocacy groups, such as the B.C. Cycling Coalition, stakeholders and other levels of government.

Transportation strategy: <http://www.bcgreens.ca/transportation>

Climate leadership strategy: http://www.bcgreens.ca/climate_leadership

Healthy lives strategy: <http://www.bcgreens.ca/health>

7. Contact Information

Please indicate who we should contact should we have any questions regarding the responses.

Name: Sarah Miller

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Submitting responses

Please email completed surveys in .docx or .pdf format to: richard.campbell@bccc.bc.ca

Thank you for your responses to the questionnaire!