

Provincial Party Cycling and Walking Questionnaire - 2017

BC NDP

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: A BC NDP government will partner with communities to make travelling safer for people walking, using mobility aid devices, riding bicycles and using other forms of active transportation. Our \$7 billion dollar infrastructure commitment will provide opportunities for communities to partner with the province to improve community infrastructure, including sidewalks and pedestrian pathways. In addition, our [Clean Growth, Climate Action](#) plan includes actions to support communities improving low-carbon transportation options such as walking and cycling.

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):

A BC NDP government will build on current investments and will work with communities to determine their highest priorities for the allocation of our additional \$7 billion infrastructure fund. We have committed to making cycling, walking and other forms of active transportation safer and more accessible, and we will work with communities to determine what investments are needed.

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

Our commitment to invest an additional \$7 billion in infrastructure upgrades will allow us to work with communities on priority upgrades to cycling and walking facilities located on provincial roads and bridges.

More details: *[enter more details here](#)*

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:

More details: A BC NDP government would be open to hearing more about ways that we can improve safety for cyclists, pedestrians and other road users, however at this time we have not committed to the specific suggested legislative changes.

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.¹

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.²

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.³

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

¹ 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.

² Ibid, p 18.

³ Ibid, p 5.

serious injuries and fatalities among pedestrians, vehicle speed in urban areas and other areas with pedestrian activity should be 30 km/h or below.⁴

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).⁵

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.

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

The BC NDP believes that road speeds should be set based on community needs and the best available evidence. We're seeing many communities choosing to lower speeds in certain areas that are heavily used by pedestrians, cyclists and other vulnerable road users and we support community choice in this matter.

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?

Design is one of the biggest drivers of road safety. Our \$7 billion investment in infrastructure will create opportunities for communities to improve the safety of our roads, including by supporting dedicated pedestrian and cycling infrastructure.

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

⁴ 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.

⁵ Ibid, p 182.

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: No

More details:

A BC NDP government would be a champion of BC tourism, including cycle tourism, however we have not budgeted for a specific initiative and believe the single best way to improve cycle tourism is to make cycling safer and more accessible.

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: No.

More details: *enter more details here*

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:

7. Contact Information

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

Name:

Phone number:

Email:

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!