Provincial and Federal Cycling Strategies

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★ Everyone in BC can walk and cycle for daily trips
★ Zero cycling fatalities
What We Are Doing

★ Encouraging BC to invest $1 billion over 10 years in cycling & walking
Supporting Streets For Everyone

★ Encouraging adoption of Complete Streets Policies
Commuting Mode Shares

- Sweden
- Switzerland
- Austria
- Denmark
- Netherlands
- Germany
- France
- United Kingdom
- European Average
- Canada
- British Columbia

Legend:
- Bicycle (%)
- Walk (%)
- Transit (%)
- Car (%)

Graph showing commuting mode shares for various countries, including Sweden, Switzerland, Austria, Denmark, Netherlands, Germany, France, United Kingdom, European Average, Canada, and British Columbia.
High Shift Cycling Scenario - ITDP and UC Davis

- 12% in 2030
- 16% in 2050
## Comparison of cycling fatality rates by jurisdictions

<table>
<thead>
<tr>
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<th>B.C.</th>
<th>Germany</th>
<th>Denmark</th>
<th>Netherlands</th>
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<tbody>
<tr>
<td>Fatalities per 100 million km</td>
<td>2.6</td>
<td>1.7</td>
<td>1.5</td>
<td>1.1</td>
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Cycling Strategies

- Netherlands
- Denmark
- United Kingdom
- Australia
- Norway
Many communities lack resources to design and build high quality cycling and walking networks within a reasonable amount of time.
Funding

- ~$2 billion needed for BC
- Metro Vancouver: $850 million
- Capital Regional District: $275 million
- City of Kelowna: $267 million (cycling & walking)
- City of Chilliwack: $27 Million
- City of Kamloops: $13 Million
Under 10 in Canada

- Signal protection
- Reduced pedestrian crossing distances
Provincial Measures

- Targets
- Monitoring
- Best Practices
- Funding
- Education
- Legislation (Motor Vehicle Act)
- Maintenance
- Provincial Roads and Bridges
Motor Vehicle Act

- Update to improve safety and provide greater legal protection
- Safe Passing Distance
- Riding two abreast
- Define Bike lanes, bike boxes and bike signals
• Targets and monitoring
• Research and best practices
• Cost benefit analysis
• Infrastructure Funding
• Safe vehicles
• Bicycle facilities on road, transit, utility projects that receive federal funding
• Railways
- Side guards for trucks
- Automatic pedestrian and cyclist collision avoidance systems
- Regulations streaming the process for paths next to active rail lines
- Regulations that require abandoned rail lines to be retained in perpetuity for use as bicycle trails
- Simplifying the process and lower the cost of crossing railways
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