

Provincial and Federal Cycling Strategies

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Our Vision



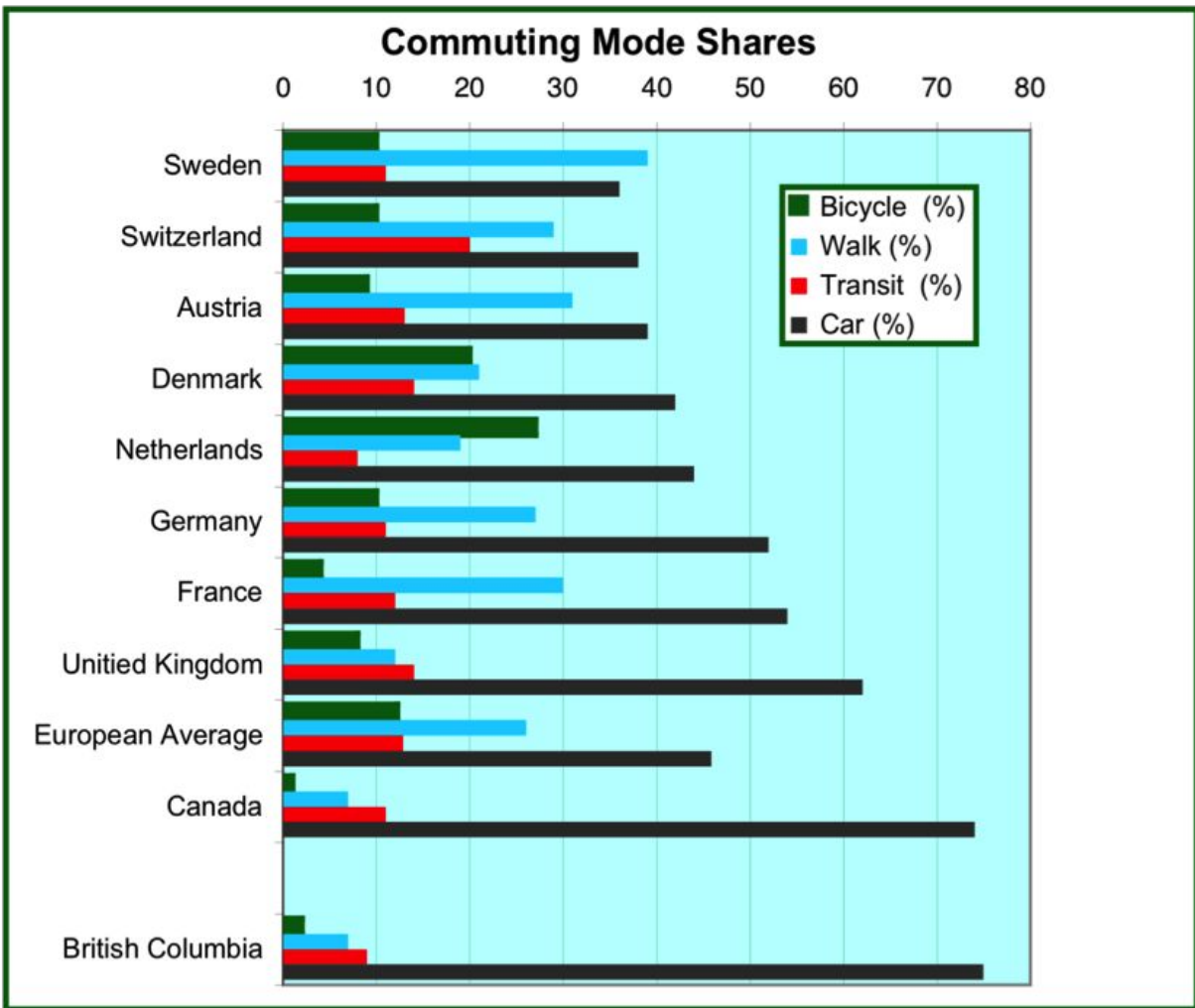
- ★ Everyone in BC can walk and cycle for daily trips
- ★ Zero cycling fatalities

What We Are Doing

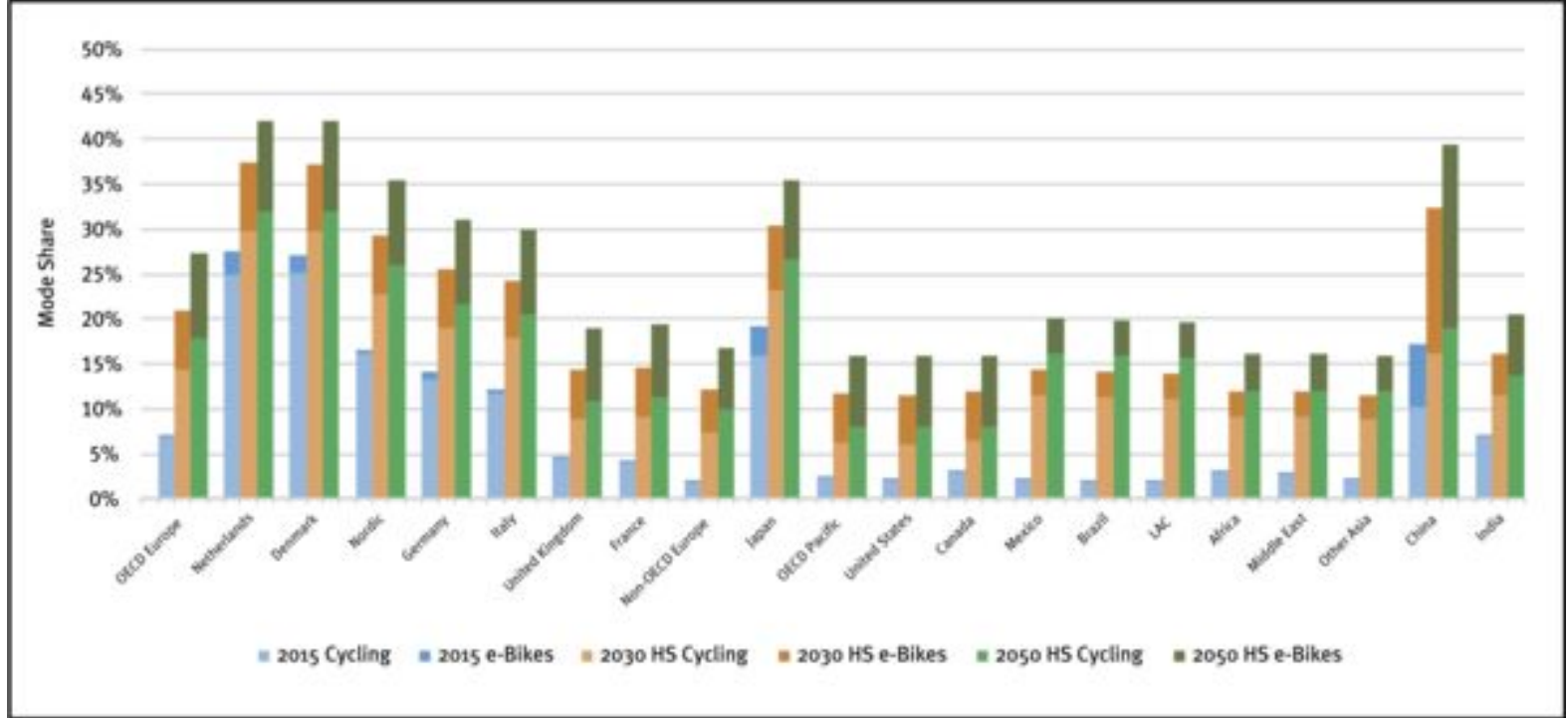


- ★ Encouraging BC to invest \$1 billion over 10 years in cycling & walking Supporting Streets For Everyone
- ★ Encouraging adoption of Complete Streets Policies

Commuting



Potential



High Shift Cycling Scenario - ITDP and UC Davis

- 12% in 2030
- 16% in 2050

Comparison of cycling fatality rates by jurisdictions

Safety

	<u>B.C.</u>	<u>Germany</u>	<u>Denmark</u>	<u>Netherlands</u>
Fatalities per 100 million km	2.6	1.7	1.5	1.1

Cycling Strategies

- Netherlands
- Denmark
- United Kingdom
- Australia
- Norway

Funding

Many communities lack resources to design and build high quality cycling and walking networks within a reasonable amount of time

Funding

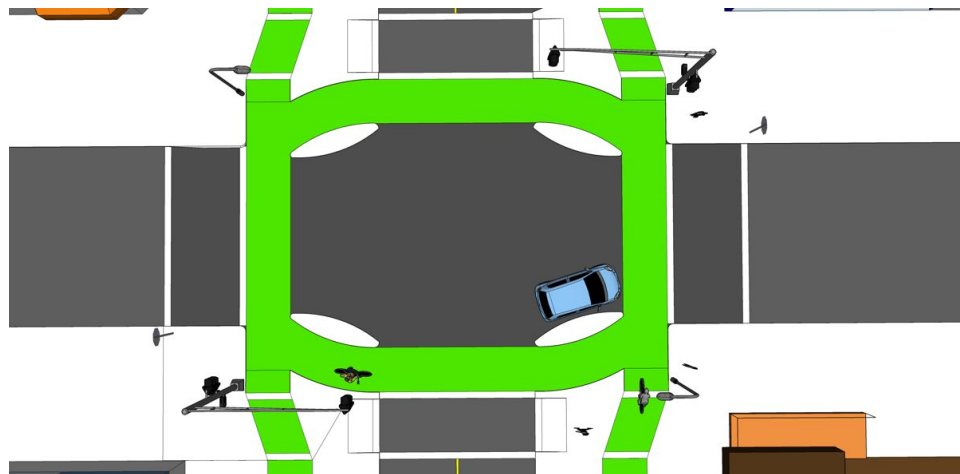
- ~\$2 billion needed for BC
- Metro Vancouver: \$850 million
- Capital Regional District: \$275 million
- City of Kelowna: \$267 million (cycling & walking)
- City of Chilliwack: \$27 Million
- City of Kamloops: \$13 Million

Protected Intersections



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

National Cycling Strategy

- 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

Safe Vehicles

- Side guards for trucks
- Automatic pedestrian and cyclist collision avoidance systems

Railways

- Regulations streamlining 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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