

cleanBC

# Move Commute Connect

B.C.'S ACTIVE TRANSPORTATION STRATEGY





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## MESSAGE FROM THE MINISTER

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Across this province people want cleaner and better options for getting where they need to go—we've listened and created a plan to help us move, commute, and connect more easily and safely.

As part of our CleanBC plan to build a stronger, brighter future for this province, we are making active, cleaner transportation easier and safer—helping us all be part of a cleaner, healthier and more sustainable B.C.



In this strategy you will learn how we are working with regional, local and Indigenous governments to support infrastructure that makes life better. You'll learn about education and incentive programs that aim to make active transportation choices more affordable. As well, we are committed to making improvements to our current transportation networks so all British Columbians—of all abilities—feel safe when traveling.

For me, my bike has been a reliable source of transportation—connecting me to the places I need to go as well as grounding me in the communities I've lived in. I know first-hand that active transportation can be fun, cleaner, and easier than other options.

Our government wants to make life better for British Columbians. By designing and creating routes that are well-connected, accessible, safe and enjoyable, we are giving more people the opportunity to choose an active mode of travel. We want our children to have safe paths to school. We want to have good sidewalks, bike lanes and trails in place to make active

transportation a viable choice when traveling through neighbourhoods, communities and city centres.

We are focused on protecting our environment because there is nothing more important than taking care of the place we call home. Our CleanBC plan puts us on the path to a cleaner future. Our strategy for active transportation plays a key role in this. When we use our own power to move around, we can relieve traffic congestion and reduce pollution—for the benefit of ourselves, our children and our grandkids.

Many people across the province contributed to the development of this strategy and their efforts are greatly appreciated. These much-needed investments will help shape the future of transportation and they will strengthen communities all over our beautiful province.

A handwritten signature in blue ink, appearing to read 'Claire Trevena'. The signature is stylized and fluid.

Honourable Claire Trevena

Minister of Transportation and Infrastructure

## MESSAGE FROM THE PROVINCIAL HEALTH OFFICER

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To develop and advance the health of British Columbians we must work as a province to increase opportunities for active living, and decrease motor vehicle related injuries and fatalities. I support B.C.'s Active Transportation Strategy as an initiative that has numerous health benefits for B.C.



In 2016 the Office of the Provincial Health Officer released the report *Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in B.C.* This report highlighted the need for greater focus on vulnerable road users such as pedestrians and cyclists. It also underscored the importance of collaborative work across government and with non-government partners to achieve a system with zero traffic fatalities ("Vision Zero").

I see this strategy as a crucial step in advancing Recommendation 4 of that report:

Focus provincial strategies, programs, and policies regarding roadways and infrastructure on the health and safety of vulnerable road users, and increase opportunities for safe, active transportation and public transportation. This should include commitments to develop vulnerable road user and active transportation-friendly plans for each region of B.C.

Moving toward more active transportation will support British Columbians to be more active. Physical activity has health benefits for individuals, families and communities, and for the environment and the economy. In January 2019, I released the report *Taking the Pulse of the Population: An Update on the Health of British Columbians*, which showed that the province is not currently on track to meet established goals for physical activity.

Systematically moving B.C. toward active transportation, including in related infrastructure, education and access, has the potential to simultaneously increase physical activity of British Columbians, reduce motor vehicle crash injuries and fatalities, and improve environmental health.

Active transportation should be a priority in B.C. As the Provincial Health Officer of B.C., I fully support the objectives and actions outlined in the new Active Transportation Strategy.

Sincerely,

A handwritten signature in black ink that reads "Bonnie Henry". The signature is fluid and cursive.

Bonnie Henry

MD, MPH, FRCPC  
Provincial Health Officer



## EXECUTIVE SUMMARY

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**Move. Commute. Connect.** is B.C.'s strategy for cleaner, more active transportation, part of the Province's CleanBC plan to build a better future for all British Columbians. Over time, our investments in active transportation will change how we get around by safely and conveniently connecting the places where we live, work, learn and explore. By making it easier for people to commute to work or school using active transportation methods, we cut down on carbon pollution and help make life better for people.

Our government is focused on protecting the environment and working in partnership with communities to improve our province-wide walking, cycling and other active networks. Together we can work towards creating community-specific active transportation networks that are safe, accessible and convenient for pedestrians, cyclists, transit riders and motorists—of all ages and abilities.

With this Active Transportation Strategy, we will:

- Double the percentage of trips taken with active transportation by 2030.
- Inspire British Columbians of all ages and abilities to choose active transportation with incentives that encourage active transportation use—like the Scrap-It e-bike rebate, Learn to Ride programs and Active and Safe Routes to School.
- Build on the success of the BikeBC program, so communities can build integrated and accessible active transportation systems that work for all active transportation users.
- Work together with communities to create policies and plans that enable and support complete active transportation networks across the province.

These steps include a focus on safety and integrating transportation and infrastructure planning. We're making sure that projects like new bridges and interchanges are designed to make walking, cycling and transit safe and convenient for everyone.

Over the next year, our strategy includes specific steps to:

- Review the *Motor Vehicle Act* to address the definition of road users to include emerging active transportation modes, such as electric bikes, scooters and skateboards.
- Work with ICBC to further develop education content that includes the rights and responsibilities for all road users. This will increase safety and reduce serious injuries.
- Provide cost share funding to communities to help build and complete safe active transportation networks and connections by expanding the existing Provincial grant program to include all forms of active transportation.
- Publish, promote and implement an Active Transportation Design Guide for cross-government consistency—making it easier for communities to incorporate active transportation into their infrastructure planning.

We've also identified a number of steps through to 2020 and 2021 that focus on improved planning, public education and awareness, and safety improvements. We are developing action plans for the coming months and beyond as we roll out these initiatives. Together, we're making our communities more livable with investments in cleaner and safer transportation options.

## CLEANER WAYS TO MOVE, COMMUTE, AND CONNECT

Active transportation supports our government's three key commitments to British Columbians: to make life more affordable, to deliver the services people count on, and to build a strong, sustainable economy.

This work is part of the Province's CleanBC plan to build a more prosperous and sustainable future for British Columbia. CleanBC identifies clear initiatives and priorities to help grow a low-carbon economy that creates opportunities for all British Columbians while protecting our air, land and water. When it comes to transportation, that means providing cleaner options and helping to reduce gridlock and carbon pollution.

**WITH CLEANBC WE'RE BUILDING A MORE SUSTAINABLE TRANSPORTATION SYSTEM—  
ONE THAT HELPS GET PEOPLE OUT OF THEIR CARS AND THAT IS ACCESSIBLE  
FOR EVERYONE.**



With CleanBC we're building a sustainable transportation system—one that helps get people out of their cars and that is accessible for everyone, regardless of age, ability, ethnicity or gender. The Province is working to make active transportation options more convenient, available and affordable. This will help put British Columbia on a path to lower greenhouse gas emissions, build healthier communities, provide more affordable transportation options and reduce traffic congestion.

## Working together

Working with local governments, Indigenous communities, transportation organizations, community groups and the people of B.C., active transportation can become a more attractive and accessible choice to move around our province. Today, many people already choose active transportation as part of their daily lives. For some, active transportation may be mostly recreational—a way to spend time with friends or family, or a form of exercise. For others, it is their primary way of getting to work, school, appointments and shopping. For many more, it is a 'once-in-a-while' mode of transportation—limited by factors such as distance, geography, climate, accessibility, or safety concerns.

With this Strategy, the Province of British Columbia is working to align our policies, programs, and funding to support the growth of active transportation, and to make it more accessible for people of all ages and abilities, no matter where they live. The Ministry of Transportation and Infrastructure—in consultation with other ministries, local government, Indigenous communities, community stakeholders and the public—has developed this strategy as a guide to a cleaner, healthier and more sustainable British Columbia.



## Our goal: Doubling the percentage of trips taken with active transportation

By 2030, the province has set a target of doubling the proportion of trips taken using active transportation. To reach the target, active transportation has to become a preferred choice for more people and one that is easy, efficient, safe and affordable. Active transportation needs to integrate seamlessly with other modes of transportation—such as BC Transit, TransLink and coastal and inland ferries—and into and from communities, so that the traveling public can get to where they want to go.

As we listened to British Columbians from all parts of the province—both those who currently use active transportation and those who don't—we heard a number of common themes:

- A need for more, better and safer infrastructure in all regions of B.C.
- A desire for improved education about active transportation options and their benefits and, for all road users, more education on the rules of the road.
- A priority to shift the way communities are developed and how we design infrastructure and allocate funding.

This strategy identifies actions needed to make active transportation more attractive. Some of these actions can be done in the short term, while others—like updating legislation—may be longer-term solutions. In the coming months, we will develop a series of action plans that will explain in more detail how we will achieve the goals and initiatives we discuss in this Strategy. While the Province will lead and support many of these initiatives, communities will have to work together to make active transportation a success in British Columbia.

Mode share refers to the percentage of trips that are taken using types of transportation: for example, the percentage all trips that are made using a bicycle. Currently, the mode share of cycling in B.C. is 2.5 percent. This mode share varies significantly between regions and communities, with some urban areas—such as Vancouver—having considerably higher mode share percentages than other areas. Population density, geography, infrastructure and climate can all affect mode share. The Province aspires to double active transportation mode share in communities throughout B.C. by 2030, cementing its position as a national leader.



## Getting to Vision Zero

Many British Columbians—including stakeholders, academics and the public—have advocated for the adoption of Vision Zero, which would see no fatalities or serious injuries resulting from collisions or crashes on the road. The Province supports this initiative and has identified several steps that are needed to reach Vision Zero.



Created in Sweden, Vision Zero is an international project that would see the number of serious injuries and fatalities on the road reduced to zero. Many of the actions described in this strategy support the Province's path to Vision Zero, including:

- Working with communities to build and improve safe active transportation infrastructure
- Working with partners to boost enforcement of road safety laws
- Creating an active transportation education toolkit
- Delivering safety training and education programs
- Conducting research to better inform planning for active transportation safety
- Encouraging municipalities to use the B.C. Active Transportation Design Guide

## Listening and learning as we developed this strategy

To help shape this Strategy, the Ministry of Transportation and Infrastructure talked with transportation providers, local government, Indigenous communities, community organizations, and other British Columbians. Since September 2018, we met with many groups and individuals, including municipal planners, cycling organizations, walking groups, transit providers and community organizations.

Between March and May 2019, a comprehensive consultation process was undertaken that included organizations and individuals from across the province. The outreach helped us to better understand the state of active transportation in different communities, the opportunities and challenges British Columbians face, the differences between urban and rural communities and how to increase participation in active transportation. Eight regional fora were conducted around the province - in the Lower Mainland, Northwest, Southeast, Interior and on Vancouver Island. A public engagement process was held online through the EngageBC website.

The regional forums were attended by almost 200 stakeholders and more than 8,000 visits to the online forums occurred on EngageBC. With more than 1,800 comments posted to the online forums, our engagement for the Strategy had a record-high participation rate. A summary report of the comments is available online at [engage.gov.bc.ca/activetransportation](https://engage.gov.bc.ca/activetransportation).

To ensure that active transportation is accessible for everyone, regardless of age, ability, ethnicity, or gender—we have developed this Strategy using a Gender Based Analysis Plus (GBA+) lens. GBA+ is a people-centred approach to strategy development that considers gender, race, ability, sexual orientation, age and language throughout the entire process.

The province is also engaging with Indigenous communities and organizations on a wide-range of CleanBC initiatives, including this strategy. In addition to these government-to-government engagements, Indigenous communities across B.C. were contacted to obtain additional input, and local Indigenous representatives attended many of the regional forums to welcome participants to their traditional territories.

The Province recognizes the importance of Indigenous knowledge and is committed to ensuring that the values and aspirations of British Columbia's Indigenous Peoples are included in this strategy.

By putting people at the centre of decision-making, the Province can ensure this strategy responds to the needs of all British Columbians. For example, many people face the cost of a long commute from work to home and back, with a lack of walking, cycling and other active transportation facilities in their communities. People with less disposable income, or who may not have a valid driver's licence, must rely on active transportation as it costs less or is free. As a government, we want to make sure that our active transportation networks are expanded so more people have safe and accessible options.

## ABOUT ACTIVE TRANSPORTATION

Active transportation does not have a single definition. At its most basic, it refers to all human-powered forms of travel. Walking and cycling are the most common, but running, scootering, skateboarding, in-line skating, using a wheelchair, paddling, skiing, snowshoeing, horseback riding and using electric bicycles or scooters are all types of active transportation.

Throughout this process, British Columbians have shared what active transportation means to them and how it fits into their daily lives. They reflected on how active transportation provides people with opportunities to connect with neighbours and their communities, and how it improves their physical and mental wellbeing. Other topics discussed are affordability compared to other transportation options, and how it's environmentally friendly. Throughout the consultation process, it was clear that although active transportation means something different to everyone, it is very important to the lives of many British Columbians.



## KEY PATHWAYS

To double the proportion of trips made using active transportation, we've identified three key ways to help us get there:

- 1 Inspiring British Columbians to choose active transportation: active transportation should be a safe, easy and convenient way for people to get around**
- 2 Connecting you where you need to go: British Columbia should have an integrated, safe and accessible active transportation system that works for everyone**
- 3 Working together and planning for the future: Policy and planning should support integrated, comprehensive active transportation networks**

We have identified a number of initiatives and specific short-, medium- and long-term actions that the Province will take to achieve our vision.

SHORT (LESS THAN 1 YEAR)	
<b>1 Active transportation should be safe, easy and convenient</b>	<ul style="list-style-type: none"> <li>• Expand the Scrap-It e-bike rebate and explore more e-bike supports</li> <li>• Provide funding to promote Learn to Ride programs and safe and active routes to school planning</li> <li>• Encourage provincial employees to shift to active modes, and encourage employers to support active transportation as part of workplace wellness and as a principal means of commuting to work</li> <li>• Provide increased support to community-based active transportation programs and events (e.g. Bike to Work Week)</li> </ul>
<b>2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone</b>	<ul style="list-style-type: none"> <li>• Expand the existing Provincial grant program to include all forms of active transportation and to support planning and infrastructure</li> <li>• Continue to use the Community Safety Enhancement Program to support improvements to active transportation infrastructure in communities</li> <li>• Pursue options to secure further funding to support expanded Provincial Grant programs and supports for rural and Indigenous communities</li> <li>• As provincial highways are developed, improved or reconfigured, integrate active transportation in their design and construction</li> <li>• Continue improving connections and facilities at transit hubs and stops (e.g. through the Transit Minor Betterments Program)</li> <li>• Conduct enhanced road shoulder cleaning (e.g. of snow and debris) on provincial roads</li> <li>• Provide planning and design support to ensure that community planning addresses active transportation constraints and opportunities</li> </ul>
<b>3 Policy and planning should support integrated, comprehensive active transportation networks</b>	<ul style="list-style-type: none"> <li>• Update the Ministry of Transportation and Infrastructure's cycling policy to become an active transportation policy</li> <li>• Support research to identify and address the barriers to participation in active transportation, with a focus on underrepresented populations</li> <li>• Encourage use of the newly developed B.C. Active Transportation Design Guide at all levels of government for infrastructure and planning</li> </ul>

**MEDIUM (1 TO 2 YEARS)**

<b>1 Active transportation should be safe, easy and convenient</b>	<ul style="list-style-type: none"> <li>• Work toward ensuring that adequate end-of-trip facilities are available in government buildings</li> <li>• Promote adoption of the Vision Zero principles outlined in the B.C. Community Road Safety Toolkit to communities and partners</li> <li>• Work with partners to boost enforcement efforts to eliminate conflicts between active transport and other road users</li> <li>• Partner with community organizations to develop a provincial active transportation education toolkit for AT users and drivers</li> <li>• Partner with community organizations to deliver safety training and education with an emphasis on promoting active transportation among those who don't currently use it</li> <li>• Partner with community and public safety organizations to deliver anti-theft campaigns and bicycle registration programs</li> </ul>
<b>2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone</b>	<ul style="list-style-type: none"> <li>• Work with communities to develop safe infrastructure on local roadways through programs like the Community Safety Enhancement Program</li> <li>• Encourage the development of end-of-trip facilities and other supportive infrastructure at transfer points (e.g. provincially owned buildings, transit stations, ferry terminals and airports)</li> <li>• Explore opportunities to leverage federal funding to support active transportation</li> <li>• Facilitate discussions with local governments, Indigenous Communities and transit providers to continue to improve the integration of transit with active transportation networks</li> </ul>
<b>3 Policy and planning should support integrated, comprehensive active transportation networks</b>	<ul style="list-style-type: none"> <li>• Review legislative, regulatory and policy frameworks — including the <i>Motor Vehicle Act</i> — to acknowledge all road users and emerging active transportation modes</li> <li>• Establish an avenue to promote partnerships and create a website / resource hub to share tools, resources and best practices</li> <li>• Work with partners to conduct research and data collection to track increase in mode shift and better inform planning for active transportation safety</li> <li>• Work with local governments and Indigenous communities to develop and support multimodal connections and provide clear and consistent signage to help people find their way around</li> <li>• Support municipal planning to connect local and regional active transportation infrastructure with provincial infrastructure</li> </ul>

**LONG (MORE THAN 2 YEARS)**

<b>1 Active transportation should be safe, easy and convenient</b>	<ul style="list-style-type: none"> <li>• Develop and launch public awareness campaigns to encourage people to use active transportation</li> <li>• Partner with the tourism sector to promote active transportation</li> </ul>
<b>2 British Columbia should have an integrated, safe and accessible active transportation system that works for everyone</b>	<ul style="list-style-type: none"> <li>• Determine the ways in which we can enhance rail trails and bridge connections and improve access to trails on private land</li> </ul>
<b>3 Policy and planning should support integrated, comprehensive active transportation networks</b>	<ul style="list-style-type: none"> <li>• Work with ICBC to develop driver education content that includes rights and responsibilities of all road users</li> <li>• Identify possible mechanisms for local government funding for active transportation, including the use of Development Cost Charges</li> <li>• Support opportunities for active transportation infrastructure in new construction</li> <li>• Encourage local and regional governments to take consistent approaches to active transportation planning through Official Community Plan development, by-laws and policies</li> </ul>

## Key pathways and initiatives

### 1 Inspiring British Columbians to choose active transportation

#### ACTIVE TRANSPORTATION SHOULD BE A SAFE, EASY AND CONVENIENT WAY TO GET BRITISH COLUMBIANS WHERE THEY NEED TO GO

We want British Columbians to choose to use active transportation not only because of its environmental, health and social benefits, but because it is a safe and efficient way to get around. To achieve this, infrastructure and policies need to support the growth of an even stronger culture of active transportation throughout our province.

Greater recognition of active transportation as a viable, safe and efficient mode of transportation is essential to meet the target of doubling mode share by 2030. To support this, British Columbians will need to have access to—and awareness of—active transportation options, be well-informed and educated on how to use them, and desire to choose these options over other transportation modes.

#### Initiative 1

##### ELIMINATE SERIOUS INJURIES AND FATALITIES

Whether engaged about active transportation infrastructure, education, or policy, safety resonates with British Columbians: it was a frequent topic of discussion throughout the provincial consultation process. Feeling safe is crucial when choosing any form of transportation, and road safety is an important and evolving public health issue. As part of the our Strategy, the Province will **promote the Vision Zero principles outlined in the B.C. Community Road Safety Toolkit to communities and partner organizations.**

To help achieve Vision Zero, there needs to be **improved enforcement that will help to eliminate conflicts between active transport and other road users.** British Columbians are concerned that some laws—such as signalling and speed limits—are not enforced as often as they should be. Supporting expanded enforcement will increase awareness of B.C.'s transportation laws and ensure that roads and infrastructure are safe for everyone.

“Active Transport is a great way for me to spend time with my family, getting the kids to school and activities. I also am not affected by traffic congestion and feel more connected with my community.”

– Participant, Active Transportation Engagement

#### Initiative 2

##### DEVELOP INCENTIVES TO ENCOURAGE ACTIVE TRANSPORTATION USE AND UPTAKE

Although active transportation is a very affordable way to get around, the cost of equipment (such as bikes, scooters, electric bicycles or helmets) can be an obstacle. We live in a large province that is known for its mountainous geography and distances between communities. These realities of steep hills and snowy or rough terrain can sometimes make choosing active transportation a challenge.

Technology improvements, such as e-bikes, have helped to make cycling more viable over long distances and provide a cycling option for people of different ages and abilities. E-bikes help

transition people to more active forms of transportation—especially drivers of single-occupant motor vehicles. However, e-bikes are significantly more expensive than regular bicycles. To address this, the Province developed the Transportation Options Program under Scrap-It, which provides an incentive of \$850 toward the purchase of a new e-bike to people who scrap high-polluting vehicles. The Province will **expand the Scrap-It e-bike rebate** and will explore more ways to support increased e-bike usage.

We also heard that many people are hesitant to use active transportation because they aren't aware of their options (like walking, cycling, skating, connections like transit) or how to safely use them. To address this, the Ministry of Transportation and Infrastructure will provide funding to **promote Learn to Ride programs and safe and active routes to school planning**. This will help to ensure that everyone, including youth, know how to use active transportation to get around safely and easily.

### Initiative 3

#### LAUNCH A PROVINCE-WIDE CAMPAIGN TO PROMOTE ACTIVE TRANSPORTATION AND ITS BENEFITS

Raising awareness of active transportation as a safe, sustainable, healthy, fast and fun way to get around is a key part of encouraging broader use, and there are already many great community-based active transportation programs in B.C. The Ministry of Transportation and Infrastructure will **provide increased support to community-based active transportation programs and events**, such as Bike to Work Week and Walktober, and to the **development of new programs**—particularly those aimed at specific demographics and areas of the province with lower active transportation participation rates.

Bike to Work and School Week is an annual event that encourages people to cycle to work. Last year, more than 50,000 British Columbians registered their participation!

While many British Columbians already use active transportation, many others are unaware of the options or the benefits. Public awareness campaigns can help to address this. The Province will **develop and launch public awareness campaigns to encourage people to use active transportation**. These campaigns will highlight the benefits of active transportation (such as environmental sustainability or improved health) and available incentives or programs, and provide tips on how to use active transportation safely and effectively.

Active transportation is already an important part of tourism in B.C. Our trails, mountains, rivers and oceans provide many options for people to hike, cycle and ski throughout the province. To help grow active transportation tourism further, we will **partner with British Columbia's tourism sector to promote active transportation** as an enjoyable, healthy and sustainable way to explore our province. This will help to establish active transportation as a part of our economy and will encourage private sector investment in active transportation programs, services and infrastructure.

## Initiative 4

### EXPAND TRAINING AND EDUCATION PROGRAMS TO ENCOURAGE SAFETY AND PARTICIPATION IN ACTIVE TRANSPORTATION

British Columbia is home to many local, regional, provincial and national community organizations that support active transportation and have the relationships, expertise and institutional knowledge required to integrate local needs into province-wide guidelines.

In partnership with community organizations, we **will create a provincial active transportation education toolkit**. This toolkit will both help to ensure that active transportation users are aware of how to safely and legally use active transportation, and educate other road users (i.e. drivers) on how to behave safely around active transportation users. The toolkit will also identify best practices and include information on both active transportation (speed limits, obeying traffic signals and signs, signaling) and motor vehicles (sharing the road, passing, yielding, excessive speed or dangerous driving).

In addition to developing and implementing the toolkit, we will partner with community organizations to **deliver safety training and education, with an emphasis on promoting active transportation among those who don't currently use it**. We will also **partner with community and public safety to deliver anti-theft campaigns and bicycle registration programs**. Bike theft is a major issue in many parts of B.C., which can be a barrier to some people

Clean commuting continues to grow in popularity as individuals, organizations and local governments seek ways to reduce their carbon footprint. From clean commuting challenges to development of clean commuting networks, interest in active transportation is growing across the country. The clean commuting movement is not new. In 2012, *Canadian Geographic* featured the City of Vancouver's work on the Central Valley Greenway, a 25-kilometre stretch that links downtown Vancouver with the surrounding communities of New Westminister and Burnaby. The Central Valley Greenway links with multiple transit stations and bus routes, and connects with other greenways and bike routes throughout the region.



who would like to use active transportation. These programs will help to protect personal property and boost confidence so that British Columbians can use active transportation without having to worry about theft or damage to their bikes or other equipment.

We will work to **encourage employers to support active transportation** to improve employee wellness and support cleaner commuting. This includes the Province's continued support of programs like Bike to Work Week, as well as potential new programs and initiatives—such as improved end-of-trip facilities or equipment purchasing incentives—to make active transportation an even better way to get to work.

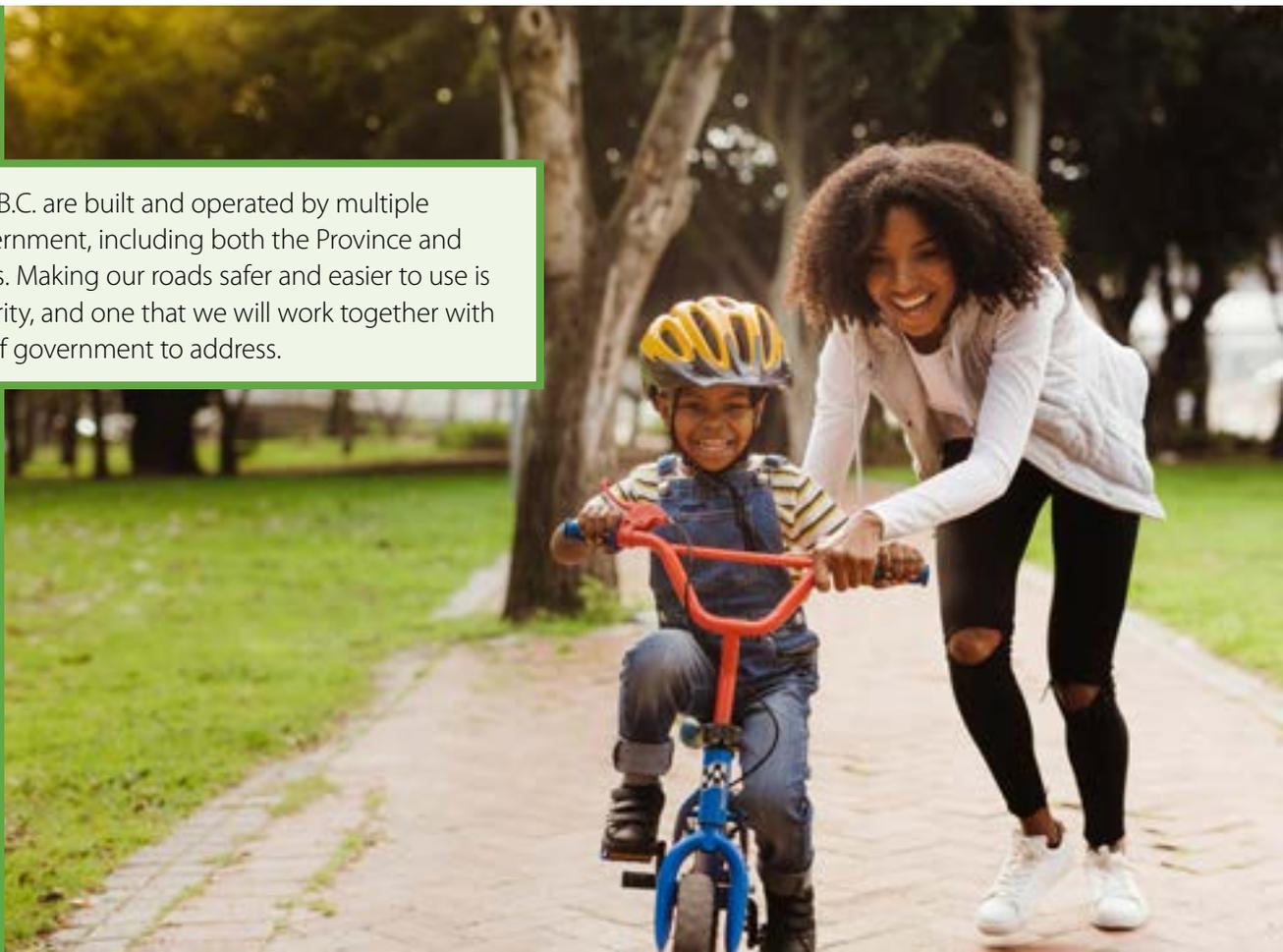
## Initiative 5

### TAKE A LEADERSHIP ROLE IN PROMOTING ACTIVE TRANSPORTATION

As one of British Columbia's largest employers, the BC Public Service will lead by example by **encouraging provincial employees to use active transportation**. We are exploring a variety of ways to do this, including providing amenities and incentives. The Province will also **encourage other public sector employers to support the use of active transportation by their employees**.

Having end-of-trip facilities available is an important consideration when choosing active transportation to get to work. End-of-trip facilities include features like secure lockers, change rooms, showers and basic tools such as tire pumps or wrenches. The Province will **work toward ensuring that adequate end-of-trip facilities are available in government buildings**.

Roadways in B.C. are built and operated by multiple levels of government, including both the Province and municipalities. Making our roads safer and easier to use is a shared priority, and one that we will work together with other levels of government to address.



## 2 Connecting you to where you need to go

### BRITISH COLUMBIA SHOULD HAVE AN INTEGRATED, SAFE AND ACCESSIBLE ACTIVE TRANSPORTATION SYSTEM THAT WORKS FOR EVERYONE

Throughout our engagement process, we heard from hundreds of British Columbians that a lack of active transportation infrastructure is the biggest barrier to walking, cycling, rolling or skating more often. By supporting the development of transportation networks with safe and accessible roads, bike lanes, sidewalks and trails, we will encourage more people to use active transportation to get around.

#### Initiative 1

##### PROVIDE COST-SHARE FUNDING TO COMMUNITIES TO HELP BUILD AND COMPLETE SAFE ACTIVE TRANSPORTATION NETWORKS AND CONNECTIONS

Although some B.C. communities already have strong active transportation networks—especially in more densely populated areas—many regions and municipalities have limited active transportation infrastructure, and need support from the Province and other partners to improve it. By **expanding the existing provincial grant program to include all forms of active transportation and to support planning and infrastructure**, the Province will provide local governments and Indigenous communities with more of the resources that they need to make safe and complete active transportation networks and connections. We will also **work with communities to develop safe infrastructure on local roadways through programs like the Community Safety Enhancement Program**.

To help address the limited active transportation infrastructure that exists in many of British Columbia’s rural and Indigenous communities, the Ministry of Transportation and Infrastructure will **seek increased funding to support expanded provincial grant programs** specific to these communities. Working with Indigenous leadership to create more safe and integrated transportation infrastructure in their communities, in particular, is one way in which our Province is working toward reconciliation and equity.

The Community Safety Enhancement Program, operated by the Ministry of Transportation and Infrastructure, aims to make small improvements to infrastructure that make big differences in communities. This includes highway rest areas, better road lines or reflectors, clearer signage, lighting, and other initiatives that support active transportation users.



BikeBC is a provincial cost-sharing program that provides local governments up to 75 percent of total eligible costs for cycling infrastructure projects. Applications for funding are evaluated based on how well the projects would improve safety for cyclists. To date, BikeBC has funded more than 100 projects across B.C. In the future, BikeBC will become more inclusive of all types of active transportation, and may include funding for planning, design, education and encouragement for active transportation in addition to infrastructure.

A new stream of BikeBC will be dedicated to supporting active transportation projects in Indigenous communities.



## Initiative 2

### INVEST IN BUILDING ACTIVE TRANSPORTATION NETWORKS AND CONNECTIONS

We know that, for many British Columbians, traveling between communities is just as important as traveling within them. The provincial road system is a crucial connection for active transportation users—especially in more rural areas. In many cases, our highways are not seen as safe or accessible for active transportation users. To address this, **as provincial highways are developed, improved or reconfigured, active transportation will be integrated in their design and construction.** This will ensure that provincial highways—especially those in and around communities—support and encourage active transportation. It will also support B.C.'s active transportation tourism sector by providing easier and safer ways to move around our province.

The Ministry of Transportation and Infrastructure will work with municipalities to make sure that these developments align with their active transportation planning. Recognizing the importance of infrastructure maintenance to active transportation, we are committed to **conducting enhanced road shoulder cleaning on provincial roads**—removing debris and snow—to support safe travel by active transportation users.

Connections with public transit are essential for an integrated active transportation network. Being able to store a bike at a station allows more people to begin and end their trips with active transportation without relying on cars or trucks. The Province will **continue improving connections and facilities at transit hubs and stops** with programs like the Transit Minor Betterments Program, which sees the Province working with local governments, Indigenous communities, TransLink, BC Transit and BC Ferries to make a wide range of improvements to transit infrastructure. These include installing bike racks and creating or improving safety and accessibility features like sidewalks, shelters and wheelchair ramps.

The Province will also support seamless connections for active transportation users by **encouraging the development of end-of-trip facilities and other supportive infrastructure at transfer points**, such as provincially owned buildings, transit stations, ferry terminals and airports. This will allow British Columbians to make more long-distance or long-term trips, knowing that they will be able to safely store their equipment.

Active transportation infrastructure is accommodated in highway improvement projects wherever feasible. Some examples of this are:

- A grade-separated multi-use path over Highway 1, as part of the McKenzie Interchange project in Victoria
- Active transportation improvements at the Lower Lynn project in North Vancouver, which incorporated two new pedestrian tunnels, improved bike paths, sidewalks and multi-use paths, and new pedestrian and cycling signage

Improvements like these, which make active transportation safer and more accessible for a wider range of people, are being included in projects in every region of British Columbia.

### Initiative 3

#### **ESTABLISH PARTNERSHIPS AMONG ALL LEVELS OF GOVERNMENT TO PLAN FOR AND IDENTIFY ACTIVE TRANSPORTATION INVESTMENT OPPORTUNITIES**

British Columbia is a geographically and demographically diverse province. Every community has unique opportunities and challenges when it comes to improving their active transportation networks. We will **provide planning and design support to ensure that community planning addresses active transportation constraints and opportunities**. Working with communities, the Province will help to identify active transportation priorities and ensure that what is being done integrates well with existing infrastructure both within and between communities. In addition to pursuing additional provincial funding, we will **explore ways to leverage federal funding for active transportation**.

Trails and bridges are key components of active transportation networks around the province—especially in rural areas of B.C. The Province will undertake a process to **enhance rail trails and bridge connections and improve access to trails on private land**. This approach focuses on improving routes that are already enjoyed by British Columbians. Trails have the added benefit of often being completely separated from motor vehicles, and in many cases allow people to enjoy British Columbia's natural beauty. By improving the infrastructure along these trails and ensuring that proper access agreements are in place for private land, we will ensure that trails are safe and accessible for everyone—no matter what age or level of ability

In addition to improving end-of-trip facilities at transit stops and hubs, the Province will **convene discussions with local governments, Indigenous communities and transit providers to continue to improve the integration of transit with active transportation networks.** These discussions will ensure the traveling public is able to complete a trip using active transportation and connections with public transit and is able to travel with equipment such as bicycles, scooters or wheelchairs.

### SONGHEES WHEELNESS PROGRAM

In partnership with the Capital Regional District and funded by BC Healthy Communities, the goal of this program was to encourage and support Songhees community members to bike more often, or to try it for the first time for transportation, recreation and fun.

The Songhees Wheelness initiative included a variety of ways to support and engage members with biking opportunities:

- A bike share program was established that provided access to adult, youth and electric bikes;
- Youth programs that provided skills training, mountain biking, a mobile pump track, BMX and a bike trade-in program, and;
- For elders and members with mobility issues, there was a cycle rickshaw to help support them to also enjoy rides.

The program has been very successful, and has provided a foundation to continue to promote biking for recreation and active transportation.



### 3 Working together and planning for active transportation

#### POLICY AND PLANNING SHOULD ENABLE THE DEVELOPMENT OF INTEGRATED, COMPREHENSIVE ACTIVE TRANSPORTATION NETWORKS

Many of British Columbia's transportation policies and plans were developed with a focus on motor vehicles. As participation in active transportation continues to grow, updates to existing policies will be required to better meet the needs of British Columbians who walk, cycle and roll. The Province is committed to ensuring that policies and plans support strong, safe and integrated active transportation networks.

#### Initiative 1

##### SUPPORT CHANGES IN POLICY AND LEGISLATION THAT PROMOTE ACTIVE TRANSPORTATION

Policies and legislation set by the Province will play a big role in whether or how communities and individuals use active transportation. There's a lot that can be done to make British Columbians increase their active transportation use and to encourage others to start adopting it.

**Within the next year, we will update the Ministry of Transportation and Infrastructure's cycling policy to become an active transportation policy.** Although cycling is one of the most popular types of active transportation, provincial policies must be broadened to be inclusive of other types of active transportation, such as walking, rollerblading, skateboarding, or wheelchair use. We will review legislative, regulatory and policy frameworks—including the *Motor Vehicle Act*—to acknowledge all road users and emerging active transportation modes. This reflects government's commitment to a more comprehensive approach to transportation policy and will be an opportunity to update provincial laws to be more inclusive of new technologies like e-bikes.

Travelling safely using active transportation is the responsibility of both the users themselves, and drivers. Whether you're walking, cycling or driving, it's important for everyone to know how to safely share our roads. To support this, **the Ministry of Transportation and Infrastructure will work with ICBC to review and assess the appropriateness of driver education content that includes rights and responsibilities of all road users.**



Recognizing that for some municipalities, the biggest barrier to encouraging active transportation in a community can be a lack of infrastructure—and can require additional funding. To help address this, **potential mechanisms for local government funding for active transportation will be identified**, including building local government capacity to use Development Cost Charges for infrastructure that supports active transportation. Identifying new funding sources for municipalities will help communities independently pursue the active transportation priorities that are specific to their needs, while the policies, plans and guidelines the Province is establishing will ensure that active transportation approaches are consistent throughout B.C.

**We will also support opportunities to include active transportation infrastructure in new construction is important to shift attitudes and increase use.** To support the broad, sustainable growth of active transportation, a coordinated approach in new construction practices is required. Given this, we will also **support opportunities to include active transportation infrastructure in new construction.** This will help to ensure that British Columbians can expect similar kinds of infrastructure wherever they travel in our province.

## Initiative 2

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### STRENGTHEN PLANNING AND DEVELOPMENT FOR ACTIVE TRANSPORTATION

British Columbians from all regions of our province, and from many different backgrounds, use and enjoy active transportation. That said, the percentage of trips that are made using active transportation is currently quite low compared to the use of public transit and motor vehicles. Also, active transportation isn't equally popular with or accessible to everyone. To address this, the Province will **support research to identify and reduce the barriers to participation in active transportation for people of all ages and abilities, with a focus on underrepresented populations.**

The need to have information and resources available in a single, accessible place was also identified as an important part of encouraging active transportation use. To support gathering data and information, the Ministry of Transportation and Infrastructure will **establish an avenue to promote partnerships and will create a website and resource hub to share research, tools and best practices.**

**We will encourage communities, non-profits, health partners and educational institutions to share data with the Province, and to conduct research and data collection to track increase in mode shift.** This information will be used to better inform planning for active transportation safety. By conducting new research and supporting data-sharing and consolidation, the Province will be able to identify priorities and make evidence-based decisions that will improve safety for all road users. We will also be able to use this data to track our progress as we work toward making British Columbia's roads safer.

### Initiative 3

#### ESTABLISH COMMON PLANNING AND DESIGN GUIDELINES FOR ACTIVE TRANSPORTATION

Currently, British Columbia does not have consistent province-wide standards for active transportation infrastructure. Some communities have extensive networks of sidewalks and separated bike lanes, while others have only narrow road shoulders. Active transportation infrastructure in various communities, or even within communities, may be of different widths or provide varying levels of protection. To help address this, the Province will **encourage the use of the newly developed B.C. Active Transportation Design Guide by all levels of government** for infrastructure planning and construction.

This guide details universal design principles for active transportation infrastructure that will enable British Columbians of all ages and abilities to use active transportation safely and efficiently, no matter where they live. Although the Province may not be directly involved in building all infrastructure in all communities, these guidelines will support other levels of government in ensuring that what they build is consistent with other areas of B.C. and meets the needs of their communities.

A complete streets approach supports strong, safe active transportation networks. Complete streets are streets that work for everyone—not just drivers going from point A to point B, but pedestrians and cyclists as well. Complete streets need to be accessible to people of all ages and abilities, and work well not only for commuting but also shopping or recreation. Although not every street is or necessarily needs to be a complete street, our goal is to make more of British Columbia's streets like this.



## Initiative 4

### SUPPORT LOCAL AND REGIONAL NETWORK PLANNING TO CONNECT COMMUNITIES AND ADVANCE ACTIVE TRANSPORTATION

Knowing that you are able to safely and efficiently travel between towns, cities and regions is key for any type of transportation. Currently, the amount and type of active transportation infrastructure (like bike lanes and sidewalks) is inconsistent across B.C. The type of infrastructure can change when crossing a border between towns or cities—a separated bike lane may transition into a narrow road shoulder, for example. Maintenance standards may also vary between communities, with differing practices for clearing snow or debris and maintaining infrastructure. We also need to make sure that people know how to use both new and existing routes, with clear wayfinding plans and signage (like directional signs or route markers). In some cases, making people aware of existing active transportation infrastructure is just as important as building new infrastructure.

To address these issues, the Province will **work with local governments and Indigenous communities to develop and support multimodal connections and provide clear and consistent signage to help people find their way around.**

The importance of community and regional planning on effective transportation networks is essential. We will provide **support for municipal planning to connect local and regional active transportation infrastructure with provincial infrastructure**, such as highways, and will **encourage local and regional governments to take consistent approaches to active transportation planning through Official Community Plan development, by-laws and policies.**

By working alongside other levels of government and coordinating province-wide initiatives, the Province will support the growth of consistent and safe infrastructure in all areas of B.C. This will ensure that British Columbians can be confident in using active transportation for all types of trips and will be able to expect similar active transportation networks wherever they go in our province.

## TRACKING OUR PROGRESS

Our Strategy will be included in the Ministry's Integrated Transportation and Development Framework to ensure active transportation concepts and opportunities are part of the planning and implementation of transportation programs, policies and infrastructure projects across B.C. A comprehensive strategy will directly support several key cross-government priorities: CleanBC, GBA+, improving provincial health outcomes, the Poverty Reduction Strategy, supporting healthy families and connecting British Columbians to their communities.

In order to measure active transportation mode share, the Province will be conducting research to better understand current active transportation use in B.C. communities. With this baseline, we'll be able to track our progress toward our goal.

Reducing greenhouse gas emissions is a priority laid out in the Government Strategy Plan and *Move. Commute. Connect.* supports the Province's commitments to transition to lower-emitting transportation modes and invest in supporting infrastructure.

The Province will work with municipalities, community organizations and other partners to develop detailed implementation plans for these initiatives and actions. Baselines will be established to report on progress toward achieving the targets set in these documents.



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