

A Vision for a Bike Friendly Canada

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Eastern Ontario Active Transportation Summit



Overview

About Canada Bikes

Vision for a Bike Friendly Canada

Problems Canada has that the Bicycle can Help Solve

Where Canada is Now

What are other countries doing?

What is a National Cycling Strategy?

Latest News



About Canada Bikes..



National Cycling & Walking Infrastructure Fund Proposal

Proposed Funding Structure

have long lists of projects that are shovel ready. Some have demonstrated an ability to roll out recognizing the opportunity created by a federal fund, will have strong incentive to ramp up as soon as possible. Just how much is possible?

After a review of numerous capital and operating budgets, interviews with city councillors and Mayors, announcements and a review of municipal and provincial active transportation plans across the country. (Parameters and Eligibility), key concepts include an emphasis on network development, integrated with the proposed funding structure below offers low estimates and high estimates representing what we could make available as matching funds. The fund would be for separate projects than those deemed transit infrastructure fund applications (which we believe should continue to exist, but be entirely separate).

	Population Range	Annual federal contribution per community		# of communities	Total High	Total Low
		High	Low			
Small Urban Centres	1,000-29,999	\$250,000	\$100,000	857	\$214,250,000	\$85,700,000
Medium Urban Centres	30,000-99,999	\$1,000,000	\$325,000	54	\$54,000,000	\$17,550,000
Large Urban Centres	100,000-499,999	\$5,000,000	\$2,000,000	22	\$110,000,000	\$44,000,000
Metropolitan areas	500,000+	\$20,000,000	\$6,000,000	9	\$180,000,000	\$54,000,000
Infrastructure as part of Provincially managed HWYs and ROWs	34,000,000 (all Canada)	\$136,000,000.00	\$68,000,000	n/a	\$136,000,000	\$68,000,000
				Fund Value	\$694,250,000	\$269,250,000

Target annual federal contribution **\$694 M**

[N]ew federal money [would] help offset the cost of the city's existing 15-year, \$70 million pedestrian and cycling plans. ... Instead of taking 15 years to implement all the projects, [Ottawa City Councillor and former strategic advisor to the Deputy City Manager Catherine] McKenney said federal funding could reduce their timeline to just four years.

CTV Ottawa

[T]he backbone of [Ontario's four year] strategy to cut emissions to 15 per cent below 1990 levels by 2020 [includes] \$200-million to build more cycling infrastructure, including curb-separated bike lanes and bike parking at GO stations.

The Globe and Mail, May 2016



TOWARDS A BIKE-FRIENDLY CANADA

A National Cycling Strategy Overview



National Bike Summit

Vision of a Bike Friendly Canada

Imagine a Canada where people of all ages and abilities can ride a bicycle safely and comfortably, within and between communities anywhere in Canada.

Problems Canada has that the Bicycle can Help Solve

- Fighting an epidemic of physical inactivity across Canada and soaring health care costs
- Air Pollution: Criteria Air Contaminants (CAC) and Greenhouse Gas (GHC) emissions
- Expensive car infrastructure costs
- Road safety
- Traffic congestion
- Inequitable access to transportation (and therefore employment, education, food security)
- Efficiency of mass transit systems
- Social inclusion
- Mental health and stress, infrastructure maintenance, stormwater runoff management, corporate recruitment, sound pollution, land use efficiency, school attendance and truancy, self-esteem, personal finances, fitness, job security, crime prevention, ..the list goes on

Where is Canada today?

Number of people who ride a bicycle occasionally

Adults who cycle to work in Canada

Number of children who report cycling to school

Road safety issues

One third GHG emissions from transportation

Massive latent demand

Lack of standardized infrastructure design and law

No national bicycle touring routes

“



Males were more likely than females to have cycled in the past year regardless of age, income or education. Males residing in population centres were more likely than those in rural areas to cycle; the opposite was true for females, who were more likely than males to report excessive traffic as a barrier to cycling.

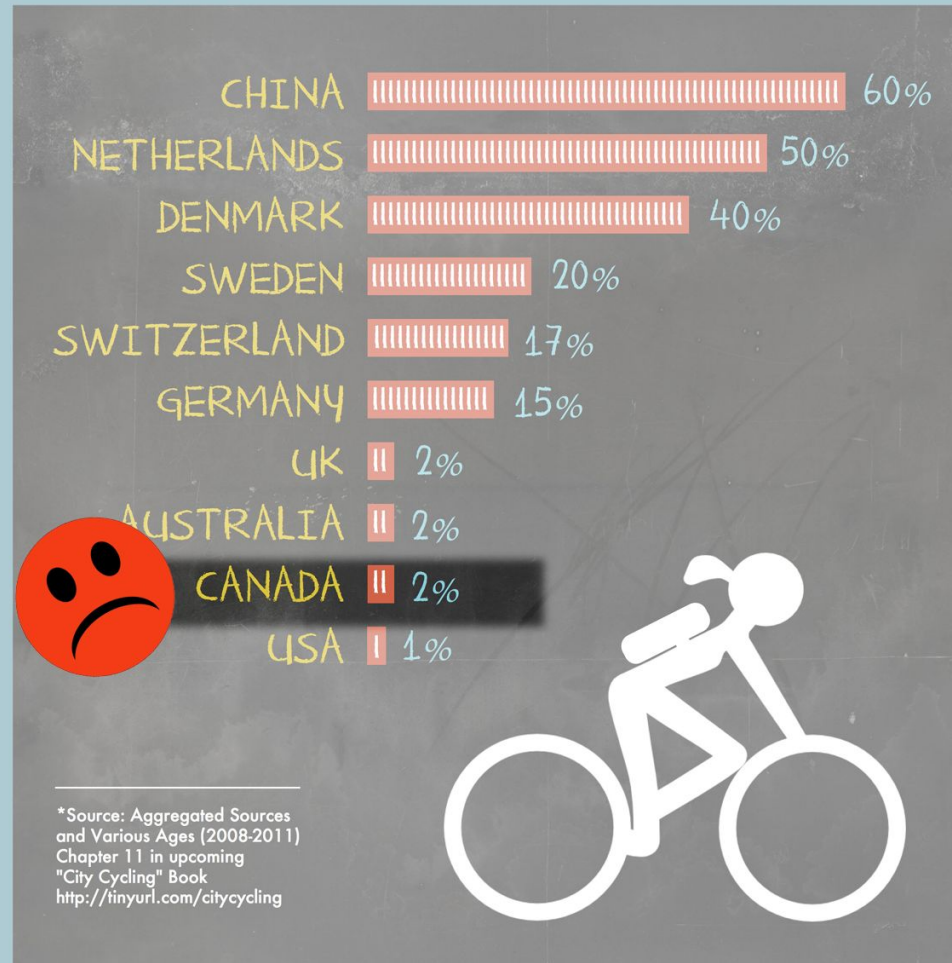


Statistics
Canada

Statistique
Canada

CHILDREN CYCLING TO SCHOOL

% of children cycling to school / various ages*



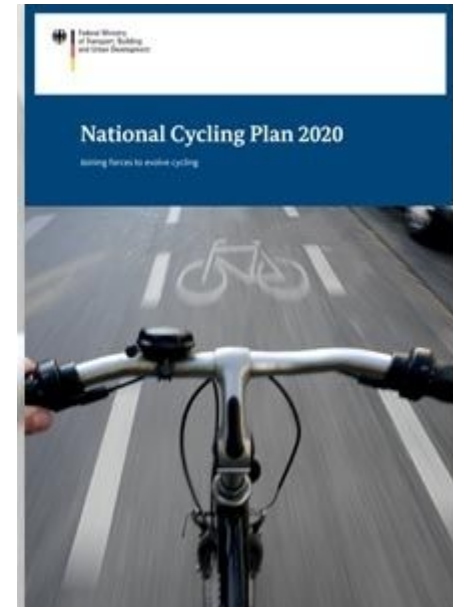
What our peer countries are doing..

From Germany's National Cycling Strategy

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[S]ince 2002 ...the Federal Government has been playing a key role as a facilitator, coordinator and catalyst in the promotion of cycling.

The NCP is the strategic policy document of the Federal Government for cycling. It sets out the guiding policy principles for the promotion of cycling in the years ahead – focusing on new transport policy challenges such as the promotion of cycling in rural areas as a means of transport on an equal footing with others, capacity problems in towns and cities or increasing electric mobility in the field of cycling.



From Denmark's National Cycling Strategy

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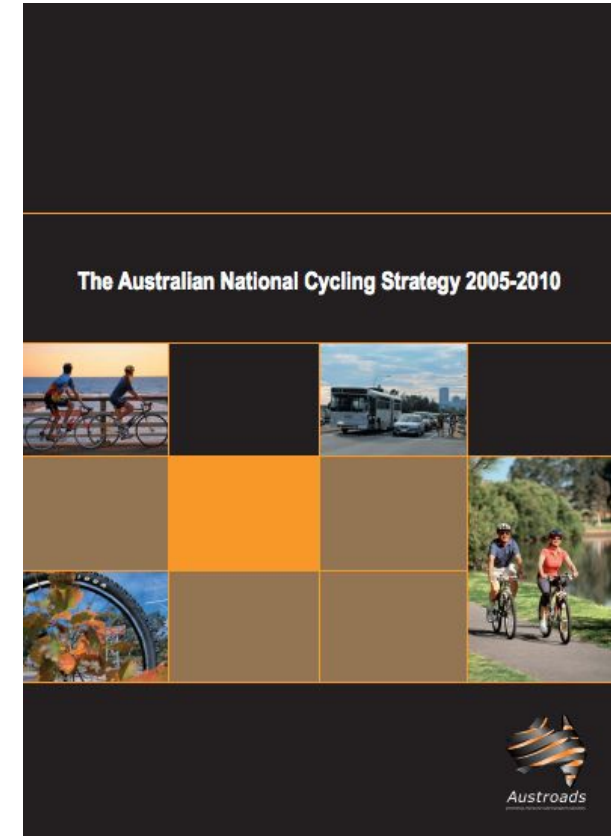
The bicycle strategy should be an inspiration to the municipalities and to other actors who would like to participate in the green transition and who wish to invest in promoting cycling. Funding is therefore continuing to be allocated through funds that can help to bolster new cycling solutions and encourage cycling.



From Australia's National Cycling Strategy

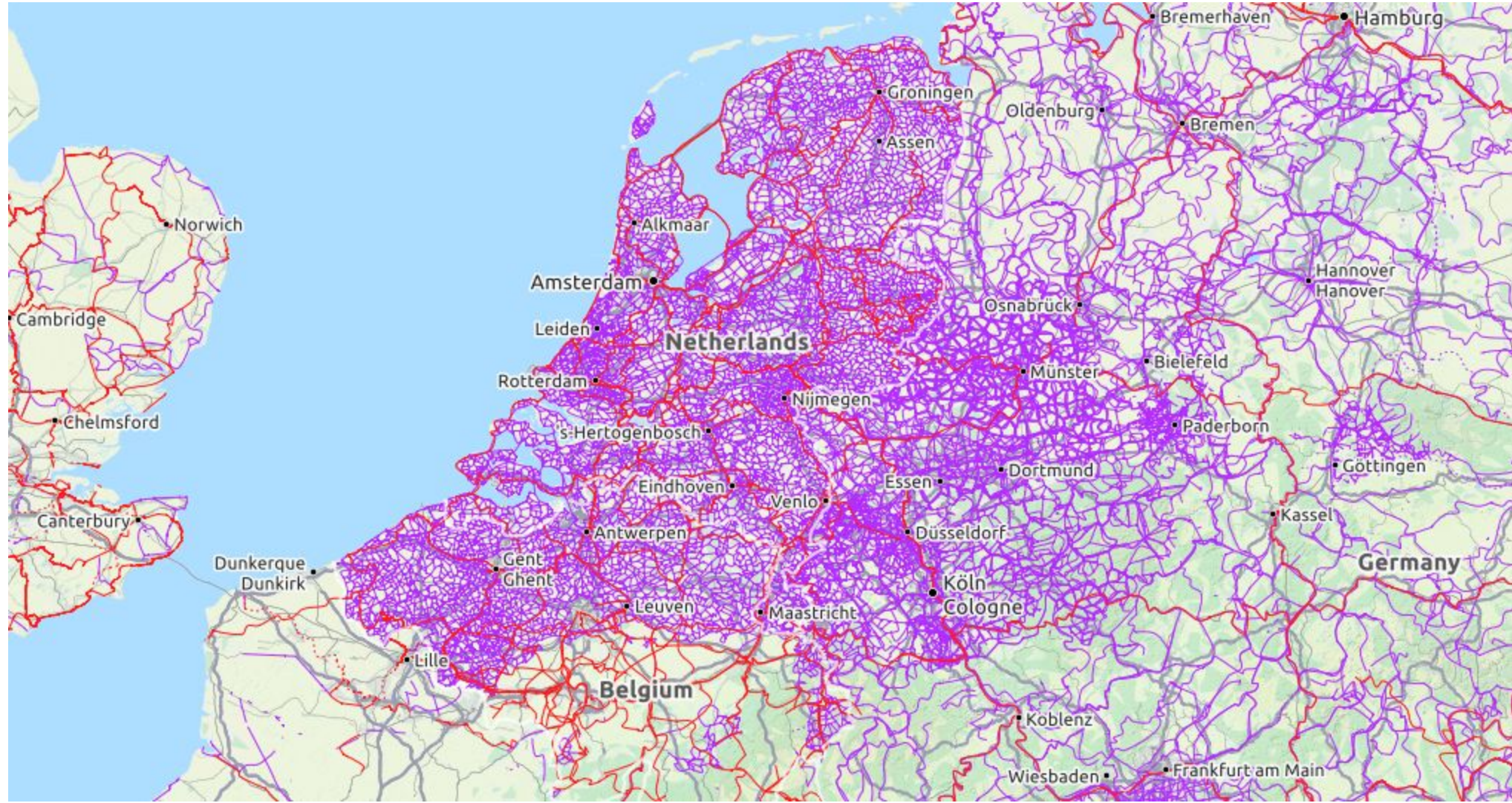
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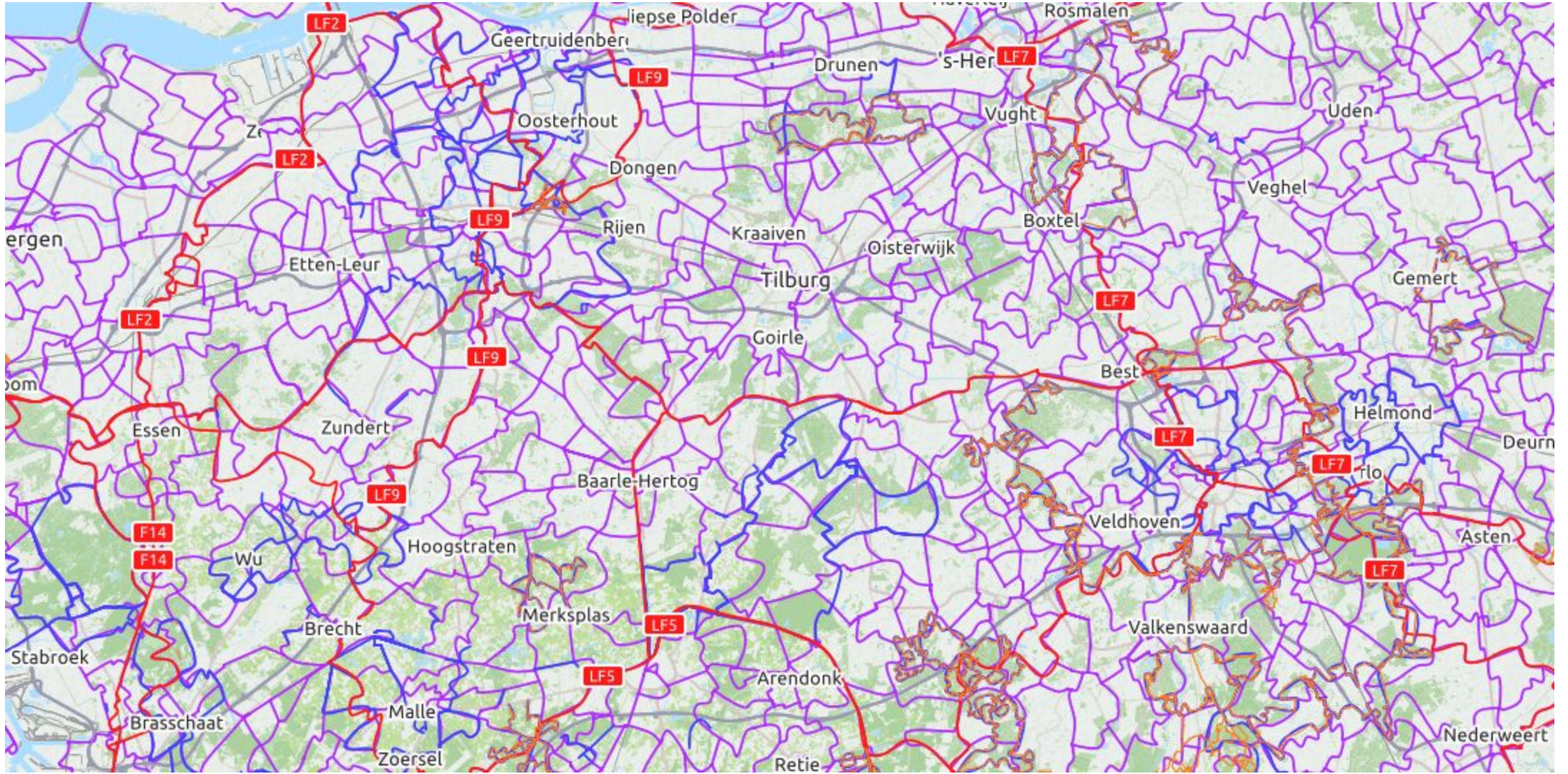
- Priority 1 Improved Coordination
- Priority 2 Integrated Planning
- Priority 3 Infrastructure and Facilities
- Priority 4 Road Safety
- Priority 5 Cycling Support and Promotion
- Priority 6 Increased Professional Capacity

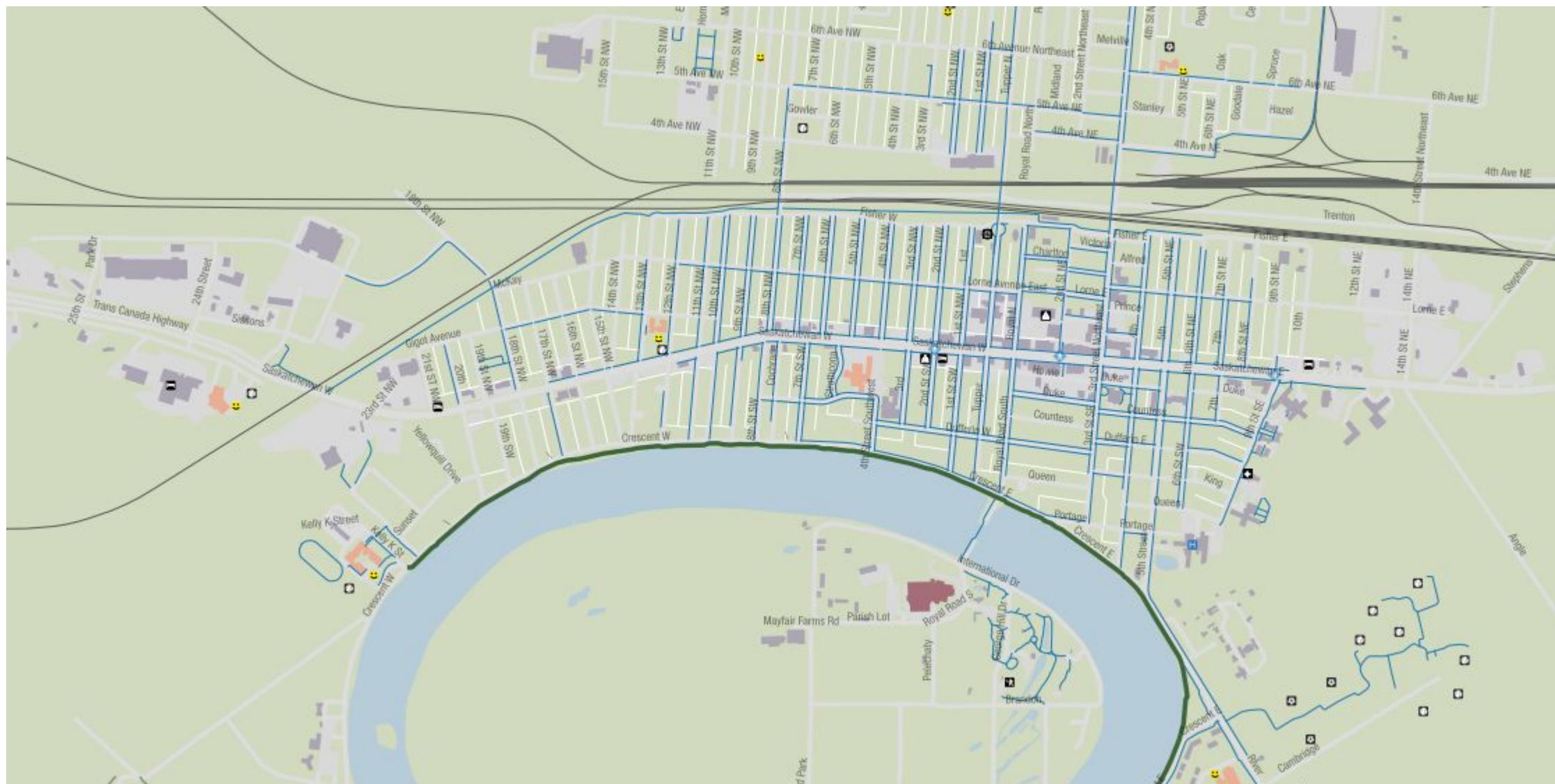












What does it take to get more people on bikes in Canada?

Hardware: Investments in cycling infrastructure

Software: Policy, Targets, Design Standards, Law

Orgware: People, Organizations, Collaboration,
Capacity

National Cycling Strategy

To guide the widespread adoption of everyday cycling across Canada



What is a National Cycling Strategy?

- A National Cycling Strategy is a plan to achieve the overall goal of more Canadians riding bicycles
- Written via consultation with stakeholders
- Is evidence-based, includes financial implications and results in a set of policies, guidelines and actions
- Will guide all levels of government and partners as they work to improve conditions for cycling across Canada

National Cycling Strategy for Canada

What would it cover?

- Infrastructure Design Quality

- Includes bike-friendly protocols/standards when building any nationally-funded infrastructure
- A review of standards, guidelines and funding criteria that are in place for transportation projects across Canada.
- Includes guidance to foster the adoption of important concepts like year-round accessibility, all-ages-and-abilities design, Vision Zero or even something as simple as conversational cycling

- The Role of Federal Government Ministries and Agencies, Provinces, Municipalities and First Nations
 - A clear understanding of how cycling rates are both affected by and affect the entire spectrum of government activity at the national level.
 - Detailed description of the federal government as a policy maker, an evidence-based leader, a coordinator and major funder.
 - A clear understanding of everyone's role and guidance so that they may better understand their contribution to the national strategy.

- Impact of Cycling on Health
 - A thorough understanding of the impact of daily physical activity on disease prevention and the Canadian healthcare system leading to empirical funding justification for infrastructure investment.
- Cycling and benefits to the Canadian Economy
- Land-Use Planning
 - Guidance on efficient planning approaches that encourage sustainable local travel, and internal policy considerations like the siting of federal government buildings.

- Cycling and the Environmental Benefits
 - A thorough understanding of the impact of climate change and the role of cycling in meeting our international commitment like CO2 emission reduction targets.
- Cycling and link to Transit
 - Comprehensive consideration and analysis of trip-chaining and cycling's contribution as a solution for the first and last mile of a transit journey.

- Cycling and Recreation
 - A review of the importance of cycling as a recreational activity for millions of Canadians, including the economic and health benefits of investing in mountain bike trails, amateur sports, etc.
- Cycling and Tourism
 - A national cycling strategy will help us understand and plan for the significant economic and cultural impact of daytrips, weekend trips, long distance touring and adventure cycling.
- Placemaking and the Knowledge Economy
 - A thorough understanding of cycling's role in building smarter cities and stronger communities.

- Rural and Northern Communities
 - From Canada's smallest rural communities to its largest cities, people ride bicycles. Each community is different, and a national strategy needs to consider everyone's needs.
- Road, Vehicle, Personal and Public Safety
 - A renewed approach to policy frameworks, safe vehicle design and technology that help eliminate death and serious injury on our roads, with a focus on reducing risk for vulnerable road user populations.
- Communications, Messaging and Education
 - A look at the messaging of Canadian government organizations and how they are contributing to the normalization of cycling.

- Children's Mobility

- Tailored strategies designed to provide more children with the opportunity to travel to school actively and safely.

- Accessibility and Electric Mobility

- Policy frameworks, regulations and design guidance that benefits everyone, especially those traveling on foot, in wheelchairs, or using electric-assisted chairs and bicycles.

- The Bicycle Industry

- Providing bicycles to 34 Million Canadians means big business. A National Cycling Strategy should help guide innovation, streamline the prospects of Canadian bicycle-related businesses

- Funding

- A review of funding and grant evaluation mechanisms in place for transportation projects across Canada.
- Projections for federal funding on bicycle-specific projects over the next 20 years.

- Targets

- A handful of key, clear targets helps to quickly and easily measure success.

- Monitoring, Evaluation and Review

- Methodology for ongoing measurement of key metrics, criteria by which success can be measured and a regular timeline for review.

Who could lead the development of a National Cycling Strategy?

- A federal government agency (or multi-ministerial group), on behalf of the federal government with the support of relevant internal and external stakeholders
- Stakeholders include:
 - federal government agencies (such as Health, Environment, Sport, and Infrastructure)
 - Provinces
 - Municipalities
 - NGOs
 - Research institutions
 - Industry groups
 - Cycling advocates community organizations

UPDATES

Active Transportation Eligible for Federal Transit Funding



National Cycling Strategy as Part of an Active Transportation Strategy





National Bike Summit

Thank You

