



Move. Commute. Connect.

Active Transportation
Report Card 2019/2020

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cleanBC



Ministry of
Transportation
and Infrastructure

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What is Active Transportation?

If you are using your own power to get from point A to point B, that is active transportation! Any human-powered methods of travel, including walking, cycling (including e-bikes), water or winter transportation, or using mobility devices are all considered forms of active transportation.

Move. Commute. Connect. was released as a key component in our government's plans to create a cleaner and healthier B.C. for all residents. Since June 2019, we have been working with our partners to implement short term action items established in the strategy. These initiatives are only the beginning of encouraging widespread and systemic change so that more people can access key destinations using active modes of transportation.

Benefits of active transportation include:

-  Improved health
-  Economic opportunities
-  Health system cost savings
-  Tourism sector opportunities
-  Reduction of Greenhouse Gas Emissions
-  Equitable access to transportation
-  Money saving
-  Increased contact with community and neighbours

Goals

Double the Percentage of Trips Taken with Active Transportation

The Province has committed to doubling the percentage of trips taken using active transportation by 2030. We are striving to reach this target by supporting the adoption of active transportation as a safe and accessible way of getting to work, school or community activities. This commitment will only be accomplished by working with our partners and integrating active transport with other modes of transportation.

Safer Trips with Vision Zero

Vision Zero is an international movement with the goal of reducing the number of serious injuries and fatalities on the road to zero. Actions described in *Move. Commute. Connect.* support the Province's path to Vision Zero, and we continue to support this initiative.

Key Pathways

In 2019/20 we began implementing actions identified under each Key Pathway in *Move. Commute. Connect.*:

- Inspiring British Columbians to Choose Active Transportation
- Connecting You to Where You Need to Go
- Working Together and Planning for Active Transportation

Details on actions that contribute to these key pathways are found throughout the plan and listed in the [Appendix](#).

COVID-19 Pandemic

In March 2020 we faced the global crisis of the COVID 19 pandemic. Travel was restricted, businesses were forced to close, and people all over the world were told to stay home to prevent further spread of the Coronavirus.

The Province of B.C. implemented social distancing measures so that people could access essential services and travel within their communities with the appropriate safety measures in place. The Ministry of Transportation and Infrastructure developed *Reallocation of Roadway Space for Physical Distancing Guidelines* to help local governments ensure available active transportation space remained safe and accessible to the public.

As a collective we faced extraordinary circumstances due to the pandemic. Our communities have been impacted in numerous ways and we have had to rethink the ways in which we interact with the places we work, live and exercise. While people became more cautious to use public transit, particularly in the early days of the epidemic, there was an increase in walking, cycling, and other forms of active transportation. Now, multi-modal forms of transportation are more important than ever. These unforeseen outcomes have resulted in higher levels of physical activity and reduced greenhouse gas emissions. These changes highlight the importance of continued investment in more sustainable modes of transportation post-COVID-19.

CleanBC

CleanBC is the Province's overarching strategy to address climate change. It supports Government's three key commitments by laying the groundwork for a prosperous and sustainable future for all British Columbians, now and for generations to come.

The Government has made three key commitments to British Columbians, which are:

- Make life more affordable;
- Deliver the services people count on; and
- Build a strong sustainable economy

Through firm climate change commitments, we are transforming how we live, work, and travel, ultimately reducing pollution and creating better ways to power our future. Active transportation helps us reduce carbon pollution and build stronger communities by providing people with more sustainable, affordable and healthy transportation options.

“B.C.’s transportation sector accounts for 37% of total provincial greenhouse gas emissions.”

Gender Based Analysis Plus (GBA+)

Gender Based-Analysis Plus (GBA+) is an invaluable tool that assesses how diverse groups of people are affected by government policies, programs and projects. It is a key Provincial priority that is helping public servants better meet the needs of British Columbians. GBA+ was used along with the universal design guide principles in the development of the Active Transportation Strategy.

Looking through a GBA+ lens will ensure that everyone has access to safe and efficient active transportation regardless of age, experience, comfort level, gender, background or income. GBA+ includes more voices in the conversation which will ultimately help us create more cohesive and consistent active transportation networks throughout B.C.

Current State of Active Transportation in B.C.

People who primarily use active transportation to typical destinations

33% School

Of respondents with children usually use active transportation **to and from school.**



8% School (Adult)

Of adult respondents usually use active transportation **to and from school.**

10% Work

Of respondents usually use active transportation **to and from work.**



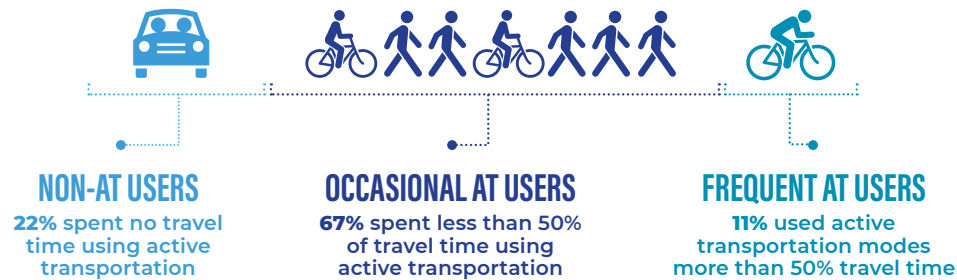
9% Community

Of respondents usually use active transportation **to and from shopping, visiting or accessing local services.**



Active Transportation User Types

Overall average active transportation (AT) usage to typical places amongst British Columbians was **17% of their travel time to work, school, and community activities in the past year.**



Barriers in Increasing Active Transportation Use



Inclement Weather



Age and Disability



Transporting Children



Distance to Destinations

Opportunities in Using Active Transportation

“

Infrastructure

We're hoping to get a bicycle route on the highway from our town to the next town where the kids go to school. If that should happen, I would expect the kids to ride their bikes more.

“

Health & Fitness

I think walking and cycling is good for health and I don't want my daughter to depend on a motor vehicle to go somewhere.

“

Environment

I would prefer to walk for health benefits and less vehicle emissions.



Partnerships

Collaboration with our partners is integral to meeting key priorities established in *Move. Commute. Connect.* It is a team effort, involving input and support from different groups. Roads, rails, and trails cross municipal and provincial boundaries, and strong partnerships are needed to help create connections across these jurisdictions. Working with local schools and school districts will enable us to establish safer travel routes for children. Input from community members, local government, and other key stakeholders will help us create a network of safe trails and pathways. The decisions we make affect our communities. We need support from our partners in order to create active transportation solutions that work for everyone.



Provincial Government



Federal Government



Local Government



Businesses



Service Providers



Indigenous Communities



**Pedestrian and Cycling
Advocacy Groups**



Member of the Public

Active Transportation Planning Grant

The Active Transportation Planning Grant Program provides funding to local governments to enhance and incorporate active transportation as part of their formal community development plans. This program is designed to support smaller communities to plan active transportation connections to destinations. Funding is provided by the Province of B.C. and is administered by Union of BC Municipalities (UBCM). More information can be found [here](#).



Regional Variations in Active Transportation Use

While active transportation is becoming more widely used in B.C., it can look different in communities across the province. Instead of riding a bike to and from work, it could involve walking, taking the bus, or even snowshoeing. B.C.'s diverse terrain and climates, as well as access to active transportation infrastructure, can present challenges, but it can also provide unique opportunities to develop community-specific plans and solutions.

Many of the same considerations apply to active transportation implementation across B.C., including accessibility, safety, funding, education, planning and design. Working with partners across the province, we want to ensure individual community needs are addressed so that the benefits of active transportation reach all British Columbians.

Examples of projects that received funding in 2019/20 under the Community Safety Enhancement Program:



\$50,000 towards the installation of a flashing crosswalk at Signal Hill Elementary School in Pemberton for improved safety for active transportation users.



\$110,000 towards pedestrian safety improvements along Highway 16 including pedestrian countdown timers and signage at signalized intersections.



\$232,000 towards improvements for active transportation users travelling along the Great Northern Rail Trail (also referred to as the BNR rail) from Nelson to Cottonwood Lake.

Examples of projects receiving Active Transportation Infrastructure Grant Program funding in 2020/21:



\$172,947 for the Government Road Multi-Use Path Project in Squamish that will be accessible for all ages and abilities and connects to an existing pathway leading to Brackendale Elementary school.



\$500,000 for the Balmer Drive and Alpine Way Connectivity Improvements Project in Elkford, which will deliver a new sidewalk that includes wheelchair ramps, crosswalks and connectivity to existing trails.



\$435,000 to the Burns Lake and the Lake Babine First Nation for a sidewalk improvement project that will connect to the local hospital, seniors' care facilities, medical clinics and other community facilities.

AT Use Across B.C.

People all across B.C. walk, ride and roll in their communities.



% that usually use AT to work
(total respondents = 2,280)



% that usually use AT to community activities
(total respondents = 3,791)

10.9%
 6.5%

Nechako

POP. 31,246

Northeast

POP. 53,422

5.2%
 4.6%

11.5%
 9.5%

North Coast

POP. 45,503

Cariboo

POP. 132,062

9.1%
 5.0%

11.6%
 10.0%

**Vancouver
Island/Coast**

POP. 715,380

**Thompson
/Okanagan**

POP. 482,933

9.2%
 6.6%

9.5%
 9.5%

**Mainland
/Southwest**

POP. 2,475,647

Kootenay

POP. 131,672

8.2%
 5.7%

Inspiring British Columbians: Education and Encouragement

As more people choose active transportation as their preferred way to get around, educating the public on how to safely and efficiently share our roads, trails and bike paths, is becoming increasingly important. Current and future education programs and public awareness campaigns are helping people safely use shared roads and pathways, while gaining a better understanding of the positive health and environmental benefits of active transportation.

Future Active Transportation Champions

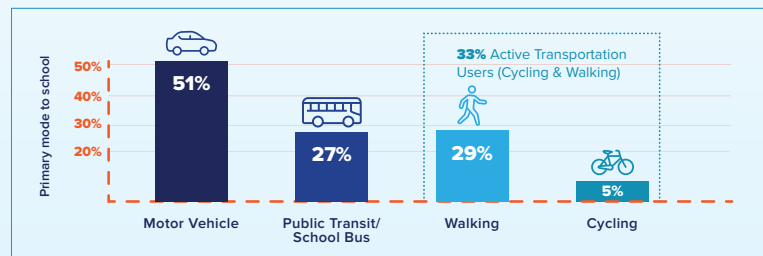
Children represent the future of sustainable transportation and providing them with the necessary skills, tools and opportunities to safely walk, ride or scoot is a priority for government. We are focused on encouraging school-aged children to use active transportation by providing educational programs that build kids' confidence and abilities.

School-aged children are the most likely to use AT on a regular basis, with 33% of households with at least one child walking or cycling to school.

Households with at least one child who usually took this mode to school:



33% School-Aged Children primarily use active transportation for trips to/from school



EveryoneRides Grade 4-5

EveryoneRides Grade 4-5 is designed to provide kids with the necessary skills and added confidence to ride their bikes to and from school. The pilot project is being delivered by *HUB Cycling* and will take place in schools and on-line across Metro Vancouver, Kelowna and the Capital Regional District of Victoria, with the ultimate goal of offering the program to all schools province wide. Each community will purchase a fleet of bicycles, including adaptive bikes, helmets and equipment that will remain in the communities for future use.

Active School Travel Planning

Active school travel planning is a popular and proven-effective strategy to increase the number of children who walk and ride their bikes to school. It benefits students, families, and communities by promoting physical and mental health, reducing carbon emissions, and increasing road safety in and around schools and neighbourhoods.

We are developing a made-for-B.C. approach that helps support communities and school districts deliver successful active school travel activities and campaigns. The ministry is partnering with *BC Healthy Communities Society* to develop and deliver active school travel planning and programming province wide. Grants will go directly to local governments and school districts to support their ability to build healthier communities, but recipients will not only receive funding but will also benefit from customized, facilitated services from a team of planners, public health practitioners, and community engagement and evaluation experts.

Community Campaigns

Providing increased opportunities to walk or ride is a great way to expose new active transportation users and encourage existing walkers and cyclists to showcase their commitment to sustainable travel modes. That is why, as part of active transportation strategy, we are increasing supporting to community-based active transportation campaigns, such as Bike to Work Week and Walktober. These initiatives will help people experience first-hand the benefits of more healthy, affordable and environmentally friendly ways to get from A to B.

Active Transportation Website

Creating a community of ready-to-ride, safe and skilled active transportation users involves providing easy to access information in a central location. To this end, we have completed work on an Active Transportation website that is a one-stop-shop for information on grants and funding, educational resources, relevant research, as well as tools and best practices related to active transportation. More information can be found at: gov.bc.ca/active-transportation





Move. Commute. Connect Goals:

Short term (less than 1 year) – Provide increased support to community-based active transportation programs and events (e.g. Bike to Work week)

Bike to Work Week

Started more than ten years ago as a one-day event, Bike to Work Week has become a week-long successful and highly subscribed cycling initiative. Delivered by [GoByBike BC](#), it encourages more people to ride their bikes to commute to work or school. Participants register for free and are eligible to win a variety of prizes by checking in at celebration stations along popular bike routes.

2019 Bike to Work Week Accomplishments (from [GoByBike BC](#)):

-  360,907 Kilometres Travelled
-  967 Teams
-  1,934 new riders
-  78,247 kilograms of greenhouse gas emission averted

Although a spring Bike to Work Week was planned for 2020, it has been postponed until the fall due to the COVID-19 pandemic.

Move. Commute. Connect Goals:

Medium term (1 to 2 year) – Establish an avenue to promote partnerships and create a website/resource hub to share tools, resources and best practices



Connecting You to Your Destinations: Infrastructure and Tools

Design and Engineering

Consistent province-wide active transportation design and engineering practices make it easier for communities to incorporate sustainable and accessible modes of transportation as part of their planning. Making walking and cycling facilities safe, comfortable and convenient helps everyone travel around the province more easily regardless of age and ability.

The BC Active Transportation Design Guide

The BC Active Transportation Design Guide was released in 2019 and is a comprehensive set of planning and engineering guidelines that assists communities of all sizes implement active transportation measures that meet the needs of their residents. The Active Transportation Design Guide will be updated regularly to reflect the changes in best practices. More information on the design guide can be found here.

- Number of Design Guide views to date: 10,000
- Total number of people who have taken the Design Guide Training: 500



Expanded Scrap-It Program

Move. Commute. Connect. includes a commitment to **expand the Scrap-It e-bike rebate and explore more e-bike supports.** Working with the Ministry of Energy, Mines and Petroleum Resources, we have achieved this goal by increasing the incentives for e-bikes. E-bikes make travelling over longer distances more realistic and make it a more reasonable option for people of all ages and abilities. British Columbians who trade in a vehicle for scrap now have access to a rebate of \$1,050 on a new e-bike, an incentive increase of \$200 from the previous year. This rebate supports *CleanBC* goals of reducing greenhouse gases from the transportation sector by taking high emission vehicles off the road.

We have also added a new provincial incentive up to \$1,700 for cargo e-bikes for businesses, under the *CleanBC-Go Electric Specialty-Use Vehicle Incentive Program*. Businesses can purchase up to five cargo e-bikes under the program, accessing innovative technology to serve their customers. Examples of business that use cargo e-bikes include mobile food and drink vendors; delivery providers and couriers; and grocery stores.

Move. Commute. Connect Goals:

Short term (Less than 1 year) – Expand the Scrap-It e-bike rebate and explore more e-bike supports.



Active Transportation Investments

Investing in infrastructure is a key component to encouraging and supporting active transportation uptake. We are prioritizing the expansion of the province's network of cycling and pedestrian paths so that people of all ages and abilities can access them.

We are serious about supporting increased active transportation uptake, and this is demonstrated by our commitment to integrate active transportation facilities as part of current and future provincial highway improvement projects. One example that shows our commitment to include active transportation in future major projects is the recently awarded Trans-Canada four-laning project.

Beginning this summer, the Trans-Canada Highway near the Village of Chase will be widened from two lanes to four, and included in this project is a grade-separated pedestrian crossing and multi-use pathway to link the Neskonlith Indian Band and the Village of Chase.

Another example is the Highway 1 Admirals/McKenzie Interchange Project. As part of this project, the ministry incorporated improved cycling and pedestrian safety by separating the Galloping Goose Trail from McKenzie Avenue.

The South Island Transportation Plan will also help identify improvement options for transit, cycling, pedestrian movements, ferry services, rail and existing roads and the connections between them. The study will look at current transportation demands from as far north as Duncan to as far west as Sooke, and develop a roadmap for future investments across all modes of travel.

Move. Commute. Connect. Goals:

Short term (Less than 1 year) – As provincial highways are developed, improved or reconfigured, integrate active transportation in their design and construction



Active Transportation Infrastructure Grants Program

In 2019, the ministry announced a redesigned cost-sharing program aimed at ensuring communities of all sizes have access to active transportation funding. The expanded Active Transportation Grants Program now includes different types of active transportation infrastructure from end-of-trip facilities to pedestrian walkways. The program offers two grant options for Indigenous and local governments, which includes municipalities, regional districts and the Islands Trust.

2020/21 intake Highlights:

- 132 applications from 114 communities
- \$9 million total investment for 2020/21
 - 44 projects will be funded for 42 Indigenous and Local governments across the province, leveraging \$21 million in total project value

Move. Commute. Connect. Goals:

Short term (less than 1 year) – Expand the existing Provincial Grant Program (BikeBC) to include all forms of active transportation and to support planning and infrastructure

Community Safety Enhancement Program

The Community Safety Enhancement Program is operated by the ministry, with a core mission to continuously undertake small improvements to infrastructure to make big impacts for local communities. Proposals are submitted by the ministry district offices after consultation with stakeholders. The Province provides up to \$5 million in funding.

Move. Commute. Connect. Goals:

Short term (Less than 1 year) – Continue to use the Community Safety Enhancement Program to support improvements to active transportation infrastructure in communities

Transit Minor Betterment Program

The Transit Minor Betterment Program is led by ministry staff and in 2019/20 provided \$1 million for small projects that support transit in the community. Examples of projects that have received funding under this program include:

- Intersection improvements at Highway 97 and Northwood Pulpmill Road in Prince George, including a pedestrian area, extended sidewalk and expanded bus pullout.
- Bike racks at Park & Rides and transit stops in the West Kootenays.
- A bus pullout to improve safety at the pedestrian underpass on Highway 3B at McBride Street in Trail.

Move. Commute. Connect. Goals:

Short term (Less than 1 year) – Continue improving connections and facilities at transit hubs and stops (e.g. through the Transit Minor Betterments Program)



Working Together: Policy and Planning

As we work to promote active transportation as a safe, convenient and environmentally friendly alternative to single-occupant vehicles, existing policies and legislation are being reviewed and updated to better accommodate the needs of people who walk, cycle and roll.

MVA Amendments to explore Potential Use of Electric Kick Scooters

Changes to the Motor Vehicle Act (MVA) were introduced and passed in October 2019 to allow government to establish pilot projects to research, test and evaluate regulatory frameworks to support the safe use of increasingly diverse modes of personal transportation.

In January 2020 the ministry launched Phase 1 Pilot Project Proposal process, which focuses on enabling the use of electric kick scooters and other similar forms of micro-mobility. The pilot project will enable the Province and participating communities to explore the potential of new and emerging transportation modes to move people safely and efficiently while reducing traffic congestion. It will also provide an opportunity for communities to test and evaluate how to regulate micro-mobility devices at a local level under their authority over streets and traffic. More information can be found [here](#).

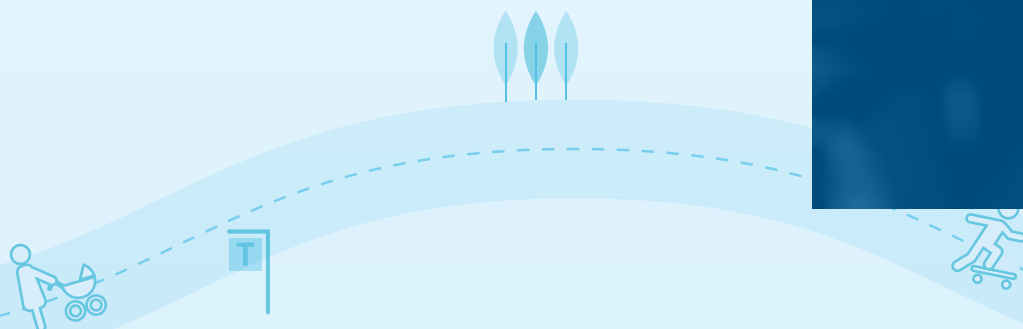
Research and Tools

The Active Transportation Strategy General Population Survey was conducted by BC Stats with the intent of gaining a better understanding of current active transportation use in British Columbia. The data gathered has provided important baseline information about prominent travel patterns among the public and is helping inform future decision-making to support increasing the percentage of trips taken by active transportation.

In addition to the general population survey, we are continuing to support data-sharing and consolidation with our partners, in order to better understand current active transportation use and prioritize future investments. Information gathered will help us identify barriers to participation, focusing on underrepresented populations, and will enable us to track increases in mode shift.

Move. Commute. Connect. Goals:

Medium term (1 to 2 years) – Review legislative, regulatory and policy frameworks – including the Motor Vehicle Act – to acknowledge all road users and emerging active transportation modes



Next Steps

The Provincial Government is committed to building a cleaner, greener future for all British Columbians, and active transportation is an integral part of this commitment. *Move. Commute. Connect.* is already changing the lives of the people of B.C. for the better.

Significant progress has been made in the first year towards increasing active transportation use, and in the coming years we will make sustainable transportation easier, safer and more accessible, so people can spend less time in their cars and more time walking, cycling and using other kinds of active transportation.

The unprecedented circumstances of the COVID-19 pandemic impacted travel behaviour and perceptions and resulted in an increase in interest in active transportation. Public Health Officer, Dr. Bonnie Henry, encouraged taking healthier routes to work and getting outdoors, espousing the many health benefits of walking or biking. The pandemic will have long-lasting impacts on travel patterns, and we will continue to explore data resulting from COVID-19 as we plan future investments in active transportation.

Through prioritizing investments in active transportation, we are working towards creating safer, healthier and more environmentally friendly options for people to commute to work, bike to school or run errands. Our government will continue to support active transportation in the coming years so that it is a viable choice for British Columbians of all ages and abilities.



Tracking Our Progress

	Goals in the short term (less than 1 year)	Completed/ Implementation and evaluation	Ongoing
1. Active Transportation is safe, easy and convenient	Expand the Scrap-It e-bike rebate and explore more e-bike supports	✓	
	Provide funding to promote Learn to Ride programs and safe and active routes to school planning	✓	
	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		✓
	Provide increased support to community-based active transportation programs and events (e.g. Bike to Work Week)	✓	
2. British Columbians have an integrated, safe and accessible active transportation system that works for everyone	Expand the existing Provincial grant program to include all forms of active transportation and to support planning and infrastructure	✓	
	Continue to use the Community Safety Enhancement Program to support improvements to active transportation infrastructure in communities	✓	
	Pursue options to secure further funding to support expanded Provincial Grant programs and supports for rural and Indigenous communities	✓	
	As provincial highways are developed, improved or reconfigured, integrate active transportation in their design and construction		✓
	Continue improving connections and facilities at transit hubs and stops (e.g. through the Transit Minor Betterments Program)	✓	
	Conduct enhanced road shoulder cleaning (e.g. of snow and debris) on provincial roads		✓
	Provide planning and design support to ensure that community planning addresses active transportation constraints and opportunities		✓
3. Policy and planning support integrated, comprehensive active transportation networks	Update the Ministry of Transportation and Infrastructure's cycling policy to become an active transportation policy		✓
	Support research to identify and address the barriers to participation in active transportation, with a focus on underrepresented populations	✓	
	Encourage use of the newly developed B.C. Active Transportation Design Guide at all levels of government for infrastructure and planning	✓	



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