



## HUB Submission to Canada Transportation Act Review

Dec 29, 2014

On behalf of the HUB Cycling Board of Directors, nine regional volunteer committees, staff, and 1,500 members from across British Columbia, thank you for the opportunity to make this submission to the Canada Transportation Act review process

HUB Cycling works to improve cycling in Metro Vancouver through action, education and events. More cycling means healthier, happier, more connected communities. Cycling already has a big impact on urban transportation in Metro Vancouver, with over 4% of trips made by cycling in the City of Vancouver and with sections of the city having a cycling mode share of over 14%.

HUB is fully supportive of the submission to the Canada Transportation Act Review process which was made by Canada Bikes. As mentioned in their submission, cycling offers many benefits to society including improved health, less pollution and reduced motor vehicle congestion. Furthermore, cycling projects have very high benefit to cost ratios compared to projects which only support motor vehicles. Improved support for cycle tourism will have a big economic impact, especially for smaller communities in Canada.

Below are some examples on how Transport Canada policies affect cycling in Metro Vancouver.

### Vancouver International Airport (YVR)

YVR has done an amazing job of providing cycling facilities on airport land. This could be a model for other airports in Canada. On the other hand, they could be more welcoming to cycle tourists by providing a dedicated bike boxing/deboxing area in the airport. We understand that Victoria Airport has such a facility and it would be good to see these facilities at all major airports in Canada.

### New Building Canada Plan

We appreciate that the federal government supports cycling projects through their infrastructure funding process. Unfortunately, road funding projects often do not support cycling. An example is an upgrade to Pipeline Road in Stanley Park which was made worse for cycling. Two port funded highway projects were recently completed in Metro Vancouver. The Powell Street Overpass Project in Vancouver featured a separated two way bike path while the Low Level Road Project in North Vancouver only had bike lanes beside a high speed highway. We urge Transport Canada to put a priority on funding road projects which create complete streets with separated cycling facilities.



### **Conclusion**

Cycling offers many economic benefits and we encourage the Canada Transportation Act Review Panel to add a cycling component to the review process.

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