

The Importance of Cycling Infrastructure in Long-term Infrastructure Planning:

An addendum to the Federation of Canadian Municipalities'
Long-Term Infrastructure Plan (LTIP) Submission



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Who we are

Canada Bikes is the new national voice for commuter, touring and recreational cycling. We represent provincial and local cycling associations and will work with organizations and governments across Canada, to improve conditions for those who choose to take their next trip by bicycle. The long term goal and mission of Canada Bikes is to make it possible for Canadians of all ages and capabilities to be able to cycle safely and enjoyably within and between all communities in Canada. Canada Bikes recognizes that suitable cycling infrastructure and programs can capture the significant benefits that come with a cultural shift towards cycling.

Canada Bikes seeks to form working partnerships with other organizations such as the FCM and individuals that understand the positive role of Active Transportation and physical activity in infrastructure, planning and health policy and legislation.



The benefits of including cycling in infrastructure planning

Transportation (including transit) represents at least 57%¹ of infrastructure spending. The single best strategy for reducing the costs of urban transportation and its associated infrastructure costs are through a shift from private vehicles to cycling. This is almost entirely dependent on the availability of safe and appropriate cycling infrastructure, which can lower infrastructure costs substantially.² This can be done while providing or creating meaningful jobs that are productive and sustainable. Surveys show that a majority of Canadians will cycle for some or all of their local trips if suitable infrastructure is available.³

It is well recognized that cycling provides considerable and broad social, environmental and economic benefits. For example, cycling substantially reduces road building and maintenance costs by substituting low cost cycling infrastructure. It cuts private and public travel costs and congestion. Cycling also appreciably increases individual and community health while reducing healthcare budgets. It eliminates greenhouse gas emissions and air and other pollutants and creates healthy environments.

It is critical to include cycling in the transportation mix for sustainable transportation planning and new mainstream policy. Most Canadians want access to safe and appropriate cycling infrastructure as an appropriate option for many trips. The lessons learned in Europe are that cycling is a winning solution that can have significant mode share and be utilized year round, even in winter conditions.



Pent-up Demand: Cyclists in Winnipeg Prior to the Completion of a Cycling Corridor

1 Infrastructure Canada, *Building a Better Canada Together*, June 2012, p.13

2 Cycling Vision Ottawa meta-research on the comparative cost of cycling infrastructure: <http://www.cycling-vision.ca/resources/research/bicycle-infrastructure-pt1.html>

3 Willingness among Canadians to cycle more is 66%, see: Richard Campbell, Margaret Wittgens, *The Business Case for Active Transportation, Gor for Green and Better Environmentally Sound Transportation*, March 2004

Safety First

A primary objective of transportation infrastructure provision is safety and it is a goal of the Canadian Government to have the safest roads in the world.⁴ The economic cost of collisions is 3 times that of congestion and 25% of congestion is caused by collisions.⁵ It is therefore critical to construct, upgrade and maintain safe roads, bridges and other transportation infrastructure – and also use measures including traffic calming, pedestrian/cyclist traffic signals and multi-use paths – to improve the safety of cyclists, pedestrians and motorists.

Safe cycling infrastructure is a precondition for widespread cycling uptake. A larger cycling mode share will lead to higher levels of physical fitness, particularly among children and youth. Taking a more comprehensive approach to transportation in Canada, by including cycling as an important and legitimate mode of transportation, will over the long term save lives and money by reducing health, accident and infrastructure costs while increasing the quality of life for all Canadians.

Canada Bikes has unique expertise on including cycling in planning, policy, legislation, and infrastructure decision making. We draw on long-term and state-of-the-art knowledge from our board and networks and look forward to working with the FCM so that present and future documents reflect a more comprehensive approach to transportation issues.



A Family Traveling Together Using Montreal's Dedicated Cycletracks

4 <http://www.tc.gc.ca/eng/roadsafety/tp-tp15144-1235.htm>

Road Safety Strategy 2015 is Canada's third national road safety program. The first two helped reduce the number of deaths and serious injuries resulting from road crashes in Canada but there is much room for improvement. The Road Safety Strategy 2015 slogan is Rethink Road Safety. Its vision is to make Canada's roads the safest in the world.

5 Estimates of Full Cost of Transportation in Canada: <http://www.tc.gc.ca/media/documents/policy/report-final.pdf> (Page 37). Transport Canada estimates the societal cost of motor vehicle crashes amount to 1.5% of GDP in Canada. By comparison, congestion costs only amount to between 0.5% to 0.7% of GDP. However, as around 20% of congestion and thus congestion cost is due to collisions, the lower estimate of less than 0.5% of GDP seems reasonable.