



To: Public Works and Transportation Committee

Date: April 20, 2016

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6460-01/2016-Vol
01

Re: Endorsement of Bike Right Initiative

Staff Recommendation

1. That the proposed Bike Right Provincial Framework for Cycling Education as outlined in the staff report titled "Endorsement of Bike Right Initiative" dated April 20, 2016 from the Director, Transportation, be endorsed;
2. That a letter indicating the City's support of the Bike Right Provincial Framework for Cycling Education Initiative be sent to the Premier of British Columbia and the Ministers of Children & Family Development, Environment, Health, and Transportation & Infrastructure; and
3. That a copy of above report be forwarded to the Richmond Council-School Board Liaison Committee for information.

Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Parks	<input checked="" type="checkbox"/>	
Recreation	<input checked="" type="checkbox"/>	
Sustainability	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: DW	APPROVED BY CAO

Staff Report

Origin

Bike Right was initiated in 2011 by a group of Metro Vancouver-based cycling educators and active living advocates¹ concerned by decreasing rates of children cycling.² After researching a number of potential solutions, the group is advocating a comprehensive cycling education framework as the appropriate tool to address this trend in communities across the province.

Bike Right is seeking the support of local governments in BC to establish a cost-effective provincial cycling education standard and framework that will provide young people with the ability, awareness and confidence to choose cycling as a fun and healthy transportation option.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

Analysis

Bike Right Initiative

The Bike Right initiative seeks the implementation of a provincial framework for cycling education in B.C. (Attachment 1). The framework would establish universal standards for cycling training, provide accreditation for instructors, and ensure accessibility to effective cycling education for children and youth across the province.

The bicycle has an important role to play if B.C. is to realize its ambitious health, environmental and economic goals. Encouraging cycling in B.C. has predominantly been focused on increasing access to and awareness of cycling through investments in infrastructure and facilities. A necessary complement to these measures is to engage those interested in cycling with the ability to do so confidently and safely through province-wide investments in education and training.

Bike Right is seeking collaboration with the Province of B.C. to implement a provincial framework for cycling education for B.C.'s children and youth, including certification, support, instructor training, and promotion. With the Province's support, the framework would establish a recognized standard for effective cycling education for children and youth, and would build the capacity needed to ensure access to, demand for and delivery of effective training in every community in the province. Bike Right is initially targeting children and youth but the Framework is adaptable for application to any age.

¹ Bike Right is led by a steering committee with representatives from several cycling and active-transportation organizations in Metro Vancouver including HASTe BC, HUB Cycling, PEDAL, and the British Columbia Cycling Coalition.

² <http://www.theglobeandmail.com/news/national/education/fewer-canadian-students-walking-or-cycling-to-school-raises-concerns/article29535846/>

The Bike Right Framework is modeled after Bikeability, the United Kingdom's national cycling training standard and its associated program. Since it was instituted as a national program of the Department of Transportation in 2006, Bikeability has demonstrated that trained children cycle more often, cycle more to school, cycle more on the road, cycle with more confidence on the road, and enjoy cycling more.

Support of Bike Right Initiative to Date

Bike Right is supported by a network of diverse groups that represent cycling and active living stakeholders from over 20 communities across B.C., including community groups, educators, researchers, local government, public health, and the private sector (Attachment 2). Municipalities that have endorsed the initiative include the City of Vancouver, City of Kelowna, City of Nanaimo, City of North Vancouver, and the City of Vernon. Financial support to develop the initiative has been provided by TransLink, ICBC, Mountain Equipment Co-op, and the Bullitt Foundation, a Seattle-based organization that provides grant funding for projects and initiatives that promote sustainability.

The City of North Vancouver also unanimously endorsed a motion at its April 18, 2016 Council meeting to submit a resolution to the Union of British Columbia Municipalities (UBCM) for consideration at the September 26-30, 2016 UBCM convention (Attachment 3).

Alignment of Bike Right Initiative with City Objectives

Richmond's *Official Community Plan* includes a target to reduce community greenhouse gas (GHG) emissions 33 per cent below 2007 levels by 2020, and 80 per cent below 2007 levels by 2050. Support of the Bike Right initiative would be consistent with the following City objectives within the *Official Community Plan*:

- Vibrant Cities: Section 4.2 – Recreation and Wellness
Objective 4: Encourage people to make healthy, active lifestyle choices throughout their lives.
- Mobility and Access: Section 8.4 – Cycling
Objective 2: Support skills training programs for cyclists, motorists and other road users (e.g., the mobility challenged).

Richmond's 2014 Community Energy and Emissions Plan (CEEP) outlines an array of strategies and actions for the City to take to reduce community energy use and GHG emissions, including:

- Strategy 4: Prioritize and Fund Walking, Rolling and Cycling
- Action 10: Prioritize Walking, Rolling and Cycling Infrastructure

By 2041, the City aims to have more than one-half of all trips in Richmond by non-vehicle modes – walking, cycling and transit. In 2008, the vast majority of trips in Richmond were automobile trips (83 per cent) with transportation GHG emissions from passenger vehicles representing 41 per cent of the City's total GHG emissions. Richmond has made significant investments in walking, rolling and cycling infrastructure and walkways through a variety of capital improvement programs to facilitate this shift.

Adoption and implementation of the Bike Right initiative would support and complement the City's investment in cycling and rolling infrastructure by providing not only Richmond residents but all communities and individuals across B.C. with opportunities to adopt an active transportation lifestyle that results in long-term behaviour changes, healthier citizens and safer communities. Providing effective and accessible bicycle and traffic safety education across the province based on best practices and successful modelling will have a positive impact on the health, well-being and development of all children and youth in British Columbia.

Financial Impact

None. Implementation of the Bike Right Framework is expected to be fully funded by the Province of BC.

Conclusion

The proposed Bike Right Framework is consistent with the City's transportation, sustainability and wellness goals. City endorsement of the Framework would add impetus to efforts to initiate and establish a provincial cycling education standard and framework that will provide young people with the ability, awareness and confidence to choose cycling as a fun and healthy transportation option.



Joan Caravan
Transportation Planner
(604-276-4035)

JC:jc

- Att. 1: Proposed Bike Right Framework
- Att. 2: Sponsors to Date of Bike Right Framework
- Att. 3: City of North Vancouver Resolution for UBCM Consideration

Bike Right Framework

Framework

OBJECTIVE

To increase cycling activity among British Columbia's children and youth, and thereby improve their safety, health, and quality of life, through effective and accessible cycling education.

APPROACH

Establish a provincially recognized standard for effective cycling skills & safety education.

Build capacity to ensure access to and demand for cycling skills & safety education throughout the province.

COMPONENTS

Certification process for cycling education curricula & programs based on evidence based, peer reviewed standard.

Resources to build local capacity for cycling education, and ensure access for remote, at-risk and marginalized communities.

Instructor training regime to train cycling educators who can teach to the standard.

Promotional campaign to bolster demand for youth cycling education by highlighting the positive connections between children and bicycles.

Sponsors to Date of Bike Right Framework



**City of North Vancouver Proposed Resolution for UBCM
Endorsed at April 18, 2016 Council Meeting**

22. Support for a BC-Wide Youth Cycling Education Framework – File: 16-8480-01-0001/2016

Submitted by: Mayor Mussatto

THAT Council support the submission of the following resolution to the Union of British Columbia Municipalities (UBCM) for consideration at the September 26-30, 2016 UBCM convention:

WHEREAS the transportation sector represents the largest part of British Columbia's total greenhouse gas emissions (GHG), with individuals generating over half of their own GHG emissions through transportation activities;

WHEREAS studies have shown that the number of cyclists increases significantly when investments in cycling infrastructure are complemented by education and awareness programming;

WHEREAS existing cycling education programs in British Columbia rely on local funding and are therefore unevenly available across the province, and do not have consistent, formally-instituted teaching standards or oversight;

AND WHEREAS emerging evidence suggests that consistent, comprehensive and effective cycling skills training for young people influences their future transportation decisions towards increased cycling;

NOW THEREFORE BE IT RESOLVED THAT UBCM urge the Province of British Columbia to implement and fund a province-wide cycling education framework for children and youth as proposed by BC Bike Right Network.