



***COMMUNITIES ON THE MOVE* DECLARATION: CREATING SMART, FAIR AND HEALTHY TRANSPORTATION OPTIONS FOR ALL BC COMMUNITIES**

VISION

We envision that in 10 years, across BC - in communities small and large, it will be easy, safe and enjoyable to get around, whether by walking, biking, public transit, driving, ride-sharing or in a wheelchair. We want to see the provincial government making progressive investments that support active, connected and healthy communities with a wide range of mobility needs.

This vision is guided by the following VALUES:

- **Safety for All Road Users**: The design and rules of the road should work towards a goal of zero fatalities so all British Columbians can arrive at their destination safely.
- **Healthy Communities**: It is easier for British Columbians to be active and healthy when there are safe biking and walking routes, good street design and regular transit.
- **Mobility for All**: Communities of all sizes need transportation options to enable everyone – including vulnerable groups such as children, older adults and those with disabilities or low incomes as well as non-drivers – to access education, employment, healthcare, recreation and cultural events and to foster important social connections.
- **Clean Air and Environment**: Public transit, telecommuting and active modes of transportation reduce local air pollution and carbon emissions that contribute to climate change.
- **Consideration of Community Needs**: All BC communities should have a range of convenient, affordable transportation options that are tailored to their context – whether urban or remote, dense or dispersed, small or suburban.
- **Cost Savings and Economic Opportunities**: Investments in active and public transportation can help to control rising healthcare costs while stimulating local business and tourism.

What will it take:

- **Increased support and long-term funding for transit**
 - Provide full funding (\$400M/year) and policy support for implementation of the BC Transit Strategic Plan 2030 and local government 'Transit Future Plans' to grow transit service and meet local needs.¹
 - Provide a fair share of capital funding and secure, predictable regional revenue tools for the full implementation of the TransLink Mayors' Council 10-Year Vision.
 - Provide funding for public transportation systems that serve small, rural, remote and isolated communities such as the use of school buses and bus services that feed into regional centres.

- **A Provincial Active Transportation Strategy**
 - Allocate \$100M per year over the next ten years to support the development of local cycling and walking infrastructure within a larger provincial network.² Priority should go to completing connected cycling and walking transportation networks.
 - Fund Active School Travel Planning and standardized cycling education for healthy, active children.
 - Increase capacity within the Ministry of Transportation by developing an Active Transportation unit that has the professional expertise to work on policy and planning.

- **Commitment to equity**
 - Improve handyDART service to meet demand and to expand accessibility to evenings, Sundays and holidays.
 - Revert back to the \$45 annual fee for Annual Bus Passes for Persons-with-Disability.
 - Ensure all public transit systems have affordable options for people with low incomes.
 - Ensure funding is allocated geographically and equitably across the province. Recognize infrastructure deficits for pedestrian, cycling and transit modes as well as limitations faced by rural, remote, geographically isolated and small communities as part of funding criteria.

¹ Analysis by [David Suzuki Foundation](#) shows that although \$4.75 billion in provincial funds was promised in the 2008 Provincial Transit Plan – eight years into the 12-year plan, only 23 per cent per cent (\$1.1 billion) of the provincial contributions have been realized. DSF calculates that an average annual investment of \$400 M would be required to bridge the funding gap and add the capacity and level of service necessary to reduce traffic congestion, increase ridership and meet the 2020 Climate Change goals as outlined in the 2008 plan.

² \$100 million is an estimate for BC based on our population and what leading jurisdictions spend per person, per year on active transportation infrastructure (Netherlands \$40/person/year; Winnipeg \$32/person/year; Brisbane \$51/person/year; London \$27/person/year). This may seem like a large request but not in terms of transportation infrastructure costs, for example this amount is very close to what the Ministry of Transportation is spending to renovate a single interchange on Highway 1.

- **Regional considerations**

- Work with local governments to establish a Rural Transportation Strategy. Develop and fund innovative community transportation systems, ride-sharing, tele-services and telecommuting options that can serve rural and remote British Columbians including those who can't drive or don't have access to a vehicle.
- Provide support for the development and implementation of Winter City Guidelines that give residents the opportunity to be active all year long. This should include operational measures such as snow-clearing for active transportation networks and improved winter road maintenance to reduce accidents.
- Update Traffic Engineering Standards for managing industrial traffic in resource based communities so that they guide improvements in air quality, pedestrian and cycling movement as well as safety.
- Support the Metro Vancouver Mayor's Council to pursue alternative funding mechanisms – such as vehicle levies, road pricing (including tolling), local fuel and parking taxes and expansion of community/group passes.
- Continue and expand the UPASS program to the students and employees of postsecondary institutions.

- **Commitment to Safety**

- Support the BC Road Safety Strategy and work with all levels of government and other partners to achieve a goal of safe streets and zero fatalities. Speed limits should be reduced and strictly enforced, including through the use of speed cameras and other proven measures.
- Prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices.

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