

Quality transportation choices for all:

ATU 1724 Response to TransLink's
2022 Investment Plan and Transport 2050: 10-Year Priorities

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Introduction & Context

TransLink's *Discussion Guide for Consultation on the 2022 Investment Plan and Transport 2050 10-Year Priorities* asserts that "The Metro Vancouver region, and everyone who lives, works, and plays here, enjoys a broad range of quality transportation choices" (p 5).¹ That simply isn't true for many lower-income seniors and people with disabilities, as previous TransLink documents and many other sources show.²

The Discussion Guide sets out to detail "priority investments to meet the increasing demand for transit and support the transportation needs of Metro Vancouver's growing population." While the Discussion Guide includes some good commitments regarding HandyDART service and other items essential for meeting the transportation needs of Metro Vancouver's growing population of people with disabilities and older seniors, it falls far short of what is needed.

In March 2019 TransLink and a group representing HandyDART users settled a class-action human-rights complaint that was launched under the previous BC Liberal government. The Human Rights Tribunal complaint alleged that people with physical and cognitive disabilities are provided with inferior transit service compared to that which is available to those who can use conventional public transit.³

The Guide asserts that Transport 2050 aims to "ensure access for everyone" (p7). Our response outlines changes needed to meet this aspiration.

Our response focuses on HandyDART service and the needs of older seniors and people with disabilities, with some consideration of the broader context including the urgent need to respond effectively to the climate and inequality crises.

Aging population – Growing HandyDART Demand

In 2017 the Mayors' Council on Regional Transportation released a backgrounder titled *HandyDART: A Backbone of Provincial Healthcare*, which notes that TransLink's 2017 "10-Year Vision . . . will still leave Metro Vancouver with about half of the accessible transit trips per capita that are provided in other similar Canadian cities, including the Capital Region."⁴

"Providing the services and urban environment older seniors need will be a defining social and political challenge"

¹ <https://engagetranslink.ca/2022-investment-plan-and-transport-2050-10-year-priorities>

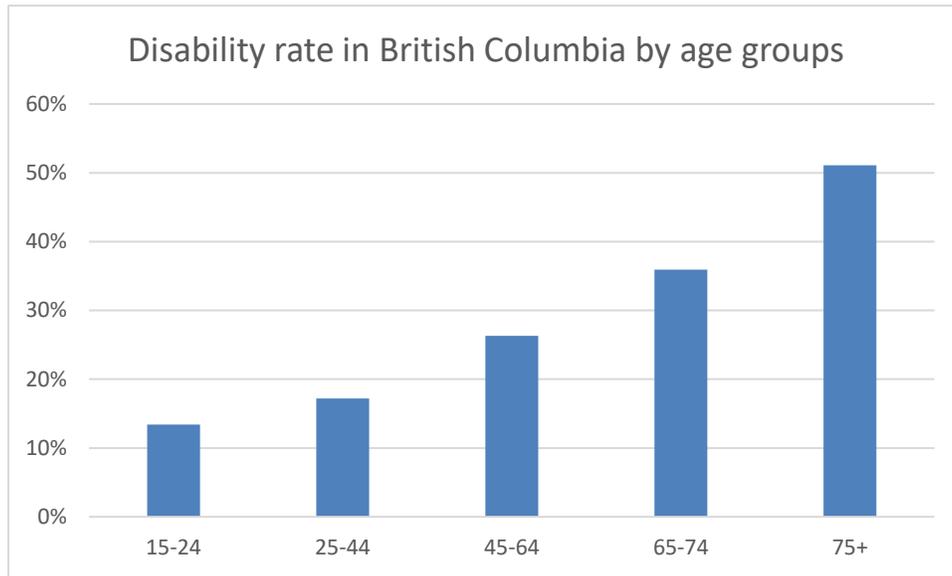
² E.g. <https://ecoplanning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

³ <https://handydartriders.ca/?p=484#more-484>

⁴ ecoplanning.ca/wp-content/uploads/2021/09/Mayors-Council-HandyDART-backgrounder-April-2017.pdf

In the same year, Statistics Canada was conducting the most recent Canadian Survey on Disability. The rates of disability for British Columbia, ranging from 13% for the 15 to 24 age group to 51% for people 75 and over, are shown in **Figure 1** below.

Figure 1 – Disability increases with age, particularly past age 70



Source: Statistics Canada, Canadian Survey on Disability 2017⁵

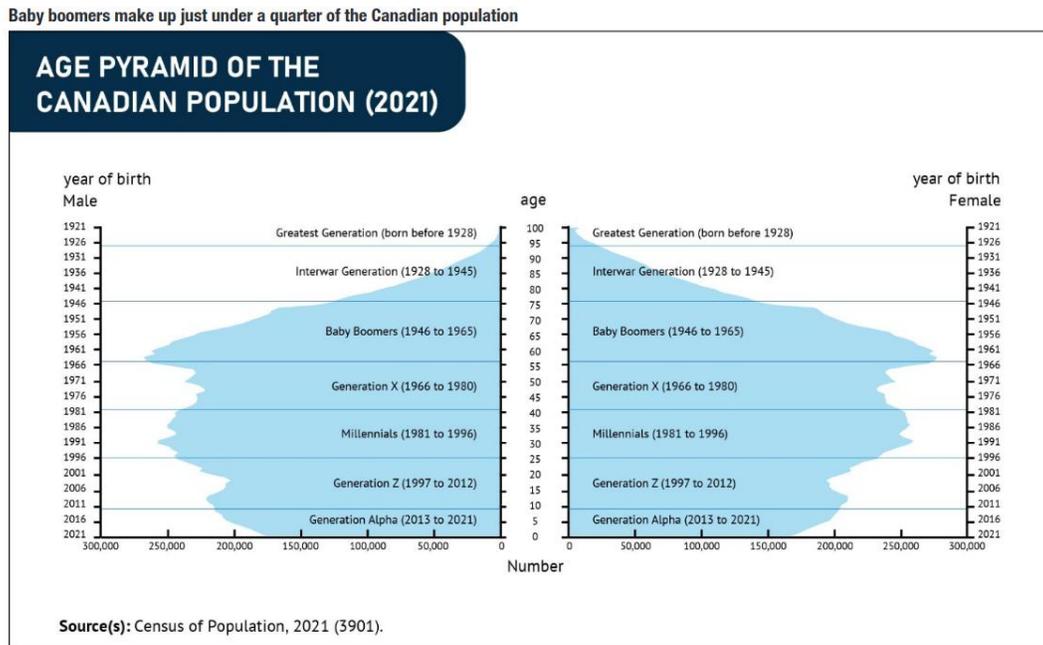
Statistics Canada recently released information on Canada’s aging population from the 2021 census. The Canadian Press reported that “seniors over the age of 85 are the fastest-growing age group in the country, marking another milestone on the slow march to what experts warn will be a crisis in care for the country’s elders. . . . The pace of aging is expected to accelerate with every new candle added to the boomer generation’s birthday cake.”⁶

In 2021 the oldest people in the baby boom generation turned 76, and in the coming decade providing the services and urban environment older seniors need will be a defining social and political challenge in Metro Vancouver and across the country. Figure 2, the Statistics Canada age pyramid below illustrates the scale of coming changes.

⁵ <https://www150.statcan.gc.ca/n1/pub/71-607-x/71-607-x2019035-eng.htm>

⁶ www.timescolonist.com/national-news/2021-census-shows-number-of-seniors-over-85-expected-to-triple-in-next-25-years-5303975

Figure 2 – Age pyramid shows how Canadian population has, and will, age



The boomer generation is generally healthier and more active than previous generations, but disability increases sharply after age 70. A key question is how to provide the needed services so a larger proportion of older seniors can live independently, and transportation is a key and often neglected component of that.

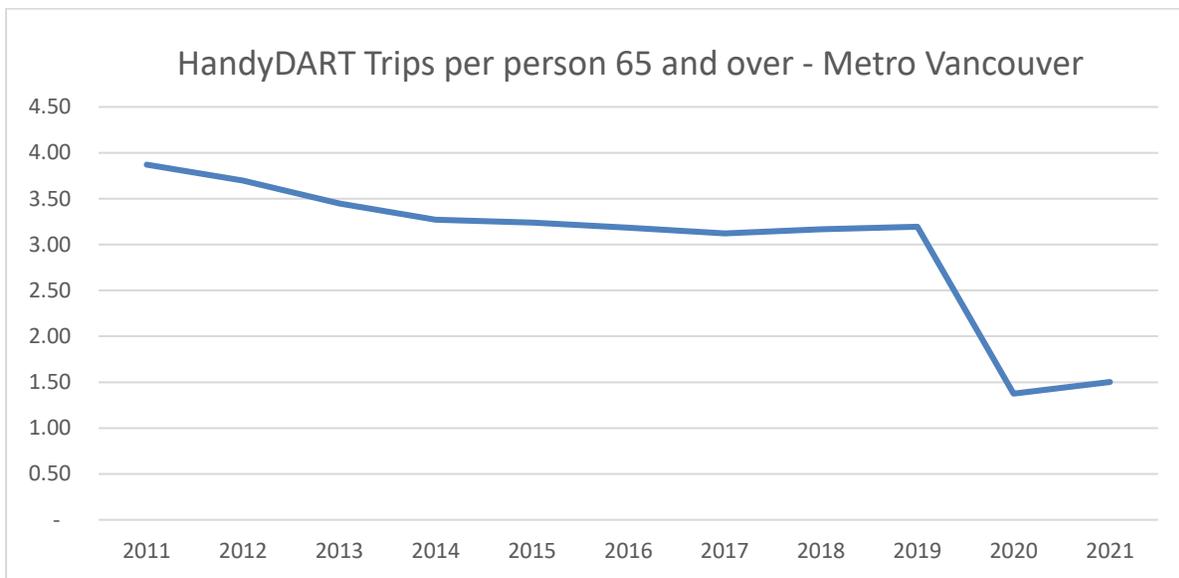
The Canadian Press notes that “Wait-lists for long-term care beds can already stretch on for years, leaving people stuck in hospitals because there is nowhere else for them to go, or families struggling to care for their loved ones at home.” But the boomer generation had fewer children than previous generations, so a larger proportion don’t have family to provide care such as driving them to medical appointments and social activities. In addition, a significant proportion of the children of boomers don’t own cars or have driver’s licences.

More HandyDART service can reduce long-term care and hospital stay expenses. The BC Seniors Advocate states “On average, a long-term care bed costs taxpayers \$27,740 more per year than two hours of daily home support.”⁷ Good paratransit service is one of the crucial supports that allows people to live independently. During the pandemic, overdependence on long-term care cost lives as well as money. Respecting the rights of older senior and people with disabilities to live independently costs less than the unethical alternative.

⁷ www.seniorsadvocatebc.ca/osa-reports/report-home-support-review/

TransLink held the number of HandyDART trips per capita approximately constant over the last decade, until the COVID-19 pandemic. However, the number of HandyDART trips per person 65 and over declined significantly between 2011 and 2019 as shown in **Figure 3** below. In 2011 TransLink was providing 3.87 trips per year for every person 65 and over (down from 4.07 in 2008). By 2013, when the crisis of HandyDART service was documented in the report *Metro Vancouver’s Aging Population and the Need for Improved HandyDART Service*, and widely reported in the media, the level had dropped to 3.45.⁸ From 2017 to 2019 the levels ranged from 3.12 to 3.19 trips per person 65 and over. *TransLink provided twenty two percent less HandyDART service per person 65 and over in 2018 than in 2008.*

Figure 3 - Reduction in HandyDART service per person 65 and over



Data Sources: TransLink Data & Statistics Canada. Table 17-10-0135-01 Population estimates⁹

TransLink provided twenty two percent less HandyDART service per person 65 and over in 2018 than in 2008.

A large and rapid increase in HandyDART service is needed to restore service to pre-COVID levels and reverse this reduction in service relative to need.

Adequate HandyDART service is essential for many seniors and people with disability to live independently rather than going into long-term care, and the ongoing

COVID pandemic will add to the need.

⁸ <https://ecoplanning.ca/wp-content/uploads/2011/01/ATU-HandyDART-Report-Final-Nov-15-2013.pdf>; www.cbc.ca/news/canada/british-columbia/handydart-trip-denials-up-670-since-2008-says-group-1.2433056

⁹ January 2022 www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1710013501

COVID is creating more need for HandyDART

The ongoing COVID pandemic is having severe impacts on older seniors and people with disabilities.¹⁰ The federal *COVID-19 Disability Advisory Group Report* documented access related harms including “social isolation and loss of access to supports [and] loss of access to services crucial to well-being, including occupational therapy, mental health services, and maintenance/repairs of disability aids.”¹¹ Improved HandyDART service is one way of reducing this ongoing harm.

We know that a significant, but not yet well documented, percentage of the Canadian population has been disabled by COVID-19 already. Some of these disabilities will be permanent, and some will last for years. Those affected include all age groups including children, younger working age people, and seniors who were healthy and active before contracting COVID.¹²

Disabilities caused by COVID-19 will increase the need for HandyDART service, and other mobility options for people with disabilities, in both the short and long term.

The cost of privatization

HandyDART, can we afford it? This question has been asked for decades by those who provide funding. The question should be, how can we afford to contract it out? Tax dollars continue to funnel into the private management companies that operate publicly owned HandyDART vehicles.

None of the HandyDART yards in Metro Vancouver are permanent locations, and electrification of the fleet is impractical without permanent facilities

The cost of HandyDART is inflated due to the funding of profit and the cost of administering contracted out services meanwhile creating instability that conventional transit is not burdened by. Every time a new contractor takes over, years of efficiency gains are lost as new management implements new procedures. Employee morale suffers along with efficiency and quality of service.

None of the HandyDART yards in Metro Vancouver are permanent locations, and electrification of the fleet is impractical without permanent facilities. BC Transit in Victoria is taking this necessary leap to protect our environment; they can electrify

¹⁰ <https://thetyee.ca/Analysis/2022/03/30/Stop-Leaving-Disabled-People-Behind/>

¹¹ www.canada.ca/en/employment-social-development/corporate/disability-advisory-group/reports/2020-advisory-group-report.html#h2.03

¹² E.g. <https://www.scientificamerican.com/article/a-tsunami-of-disability-is-coming-as-a-result-of-lsquo-long-covid-rsquo/>; <https://www.theguardian.com/world/commentisfree/2022/mar/30/long-covid-coronavirus-covid-pandemic-health>

their HandyDART fleet because they are building a new permanent HandyDART facility as discussed below.

Excessive use of taxis is another form of privatization that degrades the reliability, safety and accessibility of HandyDART

Due to changing management companies over the decades policies and procedures protecting this safe and professional service are thrown in the dumpster when a new company takes over.

Excessive use of taxis is another form of privatization that degrades the reliability, safety and accessibility of HandyDART, particularly for the most vulnerable riders.¹³

HandyDART has not suffered devastating layoffs due to the pandemic. The Provincial Government recognised the costs of losing over half of the workforce. A slow rebuilding of a devastated service would have caused untold suffering for seniors and people with disabilities. This forethought was met with gratitude. Moving forward requires this kind of forward thinking; stability is crucial for attracting and retaining qualified workers and there is presently a nearly unprecedented shortage of qualified workers.

For disabled persons and Seniors' HandyDART is the link to surviving and thriving through the challenges ahead. The necessity of stability in administration and funding are unequivocal, and inadequate HandyDART service is a human rights violation.

Electrification of HandyDART requires permanent facilities

With provincial, federal and regional funds, BC Transit Victoria is building a new permanent HandyDART centre to “respond to the growing needs for handyDART services in Greater Victoria [with] infrastructure to support a fully electric fleet... installed during construction”¹⁴ In contrast, TransLink has a detailed Low Carbon Fleet Transition Plan that fails to even mention HandyDART.¹⁵

Multiple manufacturers are already taking orders for electric vehicles suitable for HandyDART use. Many of the present HandyDART vehicles are based on the Ford Transit chassis, and Ford is already taking orders for the electric Transit chassis.

¹³ <https://ecoplanning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

¹⁴ www.bctransit.com/viewroyal/handydart

¹⁵ <https://www.translink.ca/news/2020/february/translink%20low%20carbon%20fleet%20strategy>
https://www.translink.ca/-/media/translink/media-releases/2021/january/translink_low_carbon_fleet_transition_plan_update_2021_01_18.pdf

It is not practical to electrify TransLink’s HandyDART fleet without permanent, publicly owned, operations and maintenance centres. The Legislature’s BC Budget 2022 consultation report recommends “investing in electric buses [and] increasing accessible transportation options such as HandyDART”¹⁶

It is time for TransLink to do what Victoria has already done, and get funding from the provincial and federal governments for permanent operations centres with equipment for charging electric HandyDART vehicles. This would shift a significant proportion of the cost of HandyDART from TransLink’s operating budget (which is largely funded by property taxes and fares) to a capital expense. Capital expenses (particularly for the electrification of transit) are eligible for federal and provincial funding, so this could be a major financial benefit for TransLink.

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Regional priority setting for capital funding

Both the provincial and federal governments committed to shift infrastructure spending “from higher to lower-emitting types of transportation” in the 2016 Pan-Canadian Framework on Clean Growth and Climate Change.¹⁷ The obvious implication is that funding should be shifted away from highway expansion, which makes traffic worse and increases greenhouse gas pollution, to public transit infrastructure.

The 10-year priorities draft concludes with a section on Funding the 10-Year Priorities. This section states that it is “critical that we lay the groundwork today for the kinds of policies and investments that will be needed to reach our shared goals over the coming years. Especially with the urgency that climate change and the affordability crisis present” (p 51)

We agree that Metro Vancouver needs “a significant overhaul to how we fund regional transportation – with substantial new regional funding and continuing partnership with and funding from the governments of British Columbia and Canada” (p 51).

¹⁶ “Develop a comprehensive, province-wide public transit plan to ensure accessible, affordable public transportation options are available across the province, with a view to addressing gaps in the provision of regional transportation services, investing in electric buses, increasing accessible transportation options such as HandyDART, and addressing the needs of small, rural, remote, and Indigenous communities” (p96).

<https://www2.gov.bc.ca/gov/content/governments/finances/budget/consultations>

¹⁷ <https://ricochet.media/en/3616/bidens-earth-day-summit-shows-canada-is-stuck-in-the-slow-lane-on-climate>

In 2021 the Capital Regional District (CRD) unanimously approved a groundbreaking new policy on transportation infrastructure prioritization in the region. Greater Victoria's regional district is now prepared to advocate for transportation investments that contribute to meeting regional sustainable transportation, affordability, and greenhouse gas reduction targets. As a result, the region could see hundreds of millions of provincial and federal dollars invested in electric rapid bus lines, cycling routes, and sidewalks instead of highway expansion projects.¹⁸

A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade. However, it is unclear if the Metro Vancouver Regional District or TransLink is best placed to adopt such a policy and lead the advocacy efforts.

A similar policy in Metro Vancouver could see billions of dollars shifted to transit

Key Recommendations

- Document the increasing number of older seniors and people with disabilities. Increase HandyDART service levels to reverse the relative reduction in service since 2008 and to match peer regions such as Greater Victoria. Avoid screening out riders to artificially suppress demand.
- Apply for federal and provincial funding to buy land and build permanent HandyDART facilities to allow the fleet to be electrified (and to reduce operating expenses which the federal government is reluctant to fund on a permanent basis). Study the multiple advantages of bringing HandyDART operations in house, including attracting and retaining qualified employees, in the context of fleet electrification.¹⁹
- Bring HandyDART operations in house to increase efficiency. Fund increased HandyDART and conventional bus service by increasing the property tax at a higher rate than proposed in the short term, and increase advocacy for federal operating funding to provide a longer-term solution.
- Avoid the excessive use of taxis in HandyDART service, as this degrades the reliability, safety and accessibility of the HandyDART system.
- Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).
- Significantly increase the scale and ambition of bus priority measures, and ensure HandyDART is considered in transit priority measures.
- Substantially reduce, rather than increase, transit fares.

¹⁸ www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways

¹⁹ The benefits of in-house paratransit operation are discussed in detail in <https://ecoplanning.ca/wp-content/uploads/2011/01/Quality-HandyDART-Final-Oct-16-2017.pdf>

- Make concerted efforts to make Metro Vancouver as a whole, not just the conventional transit system, more accessible for people with disabilities and older seniors. This should include increasing the budget for, and number of, accessible washrooms at transit facilities and ensuring that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink.

Further discussion of these issues in the context of the 2022 Investment Plan and 10-year Priorities, as well as further recommendations, are ordered according to Discussion Guide page number below:

2022 Investment Plan – Discussion and Recommendations

These comments and recommendations are ordered according to page number in the Discussion Guide.

- The investment plan calls for bus service at 4% below pre-COVID levels for three years, which will likely result in routine overcrowding making conventional transit less accessible for people with disabilities and older seniors (both physically, and due to COVID risk). It also calls for reinstating “a 3% HandyDART service increase in 2023, originally planned for 2021 but deferred due to the pandemic” (p24).

Recommendation: Increase both conventional bus and HandyDART services in every year of the investment plan. (Funding for increases is discussed below).

- The investment plan proposes installing bus priority infrastructure, which will improve reliability and speed for both conventional buses and HandyDART vehicles. “Bus priority measures also reduce operating costs. Those savings can be reinvested into more frequent or expansive service” (p24). It is not clear if efficiency improvements *will* result in increased HandyDART service or if service hours will be reduced to hold the number of trips at planned levels.

The plan also proposes “to ensure funding is directed at projects that have the greatest impact on reducing travel time and improving reliability throughout bus service in the region” (p 24). It is not clear if HandyDART will be included in these calculations.

A large amount of road space will need to be reallocated to bus lanes to meet the CleanBC target of reducing distances traveled in light duty motor vehicles 25% by

2030.²⁰ Meeting this ambitious traffic evaporation target will likely even require exceeding the City of Vancouver’s Climate Emergency Plan target of reallocating 11% of road space to sustainable transport by 2030.

Close to 600 people died, and a much larger number suffered severe negative health impacts, from the 2021 heat wave in BC. People with disabilities and seniors are disproportionately vulnerable to climate impacts. This is just one of the reasons ATU Canada supports transformative action to improve public transit and rapidly reduce greenhouse gas pollution.²¹

Recommendation: Significantly increase the scale and ambition of bus priority measures, and ensure HandyDART is considered in transit priority measures.

- The investment plan proposes constructing and operating six accessible washrooms (p 25). A transit system is not accessible without accessible washrooms. We fully support this investment and suggest that it should be increased to increase the overall accessibility of the transit system and region.

Recommendation: Increase the budget for, and number of, accessible washrooms.

- The investment plan includes “\$19.2 million for Walking Infrastructure to Transit [and] \$50.5 million for Bicycle Infrastructure Capital Cost Sharing between 2022 and 2024” (p 28). The aspiration is to make walking, cycling and rolling “the most convenient choice for short trips” (p 15). However, present interpretations of the archaic BC Motor Vehicle Act prevents many people from using wheelchairs or mobility scooters on bike and roll routes. This is discriminatory and counterproductive. The City of Victoria recently voted unanimously to work with the province on this issue.²²

Recommendation: Ensure that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink.

- The Investment Plan includes \$1.5 billion for low-carbon fleet investments, but HandyDART is excluded from this plan (p29). Electrification has multiple benefits,

²⁰ www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf; www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25

²¹ www.atucanada.ca/press-releases/transit-union-says-damning-ipcc-report-shows-need-transformative-change

²² www.gvat.ca/blog/2021-10mobilityscooters; www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673

including quieter vehicles and better air quality which is even more important to the health and wellbeing of people with disabilities and older seniors than for the general public. The discriminatory decision to exclude HandyDART from the low-carbon fleet program must be reversed.

Recommendation: Include HandyDART in the low-carbon fleet program. Build permanent HandyDART facilities to allow electrification (as discussed above in the introductory section of this submission).

- The investment plan proposes 2.3% annual fare increases between 2022-2024 and 2% fare increase between 2025-2031 (p 32). ATU Canada advocates for fares to be affordable for all, and instead supports fare-freezes and reductions.²³ Higher transit fares are a significant barrier to mobility and access for people with disabilities, many of whom live on very low incomes. Lower transit fares are also almost certainly necessary to meet the CleanBC target of reducing vehicle traffic 25% by 2030.²⁴

In response to the global energy crisis caused by Russia’s invasion of Ukraine, the International Energy Agency has called on member countries including Canada to reduce transit fares and take other urgent steps to reduce oil consumption.²⁵

Recommendation: Substantially reduce transit fares, instead of increasing them. TransLink should call on the Government of Canada to fund energy crisis fare reductions as recommended by the International Energy Agency.

- The investment plan proposes a very modest property tax increase and states that “increasing property tax also further adds to housing affordability challenges in the region” (p 33). However, Transport 2050 focuses on combined transportation and housing costs and increased property taxes dedicated to the most cost-effective transit improvements such as increased bus service, more bus lanes and signal priority would likely reduce overall affordability challenges in the region.

The plan proposes increasing the TransLink portion of property tax by 1.15% per year and “is estimated to cost an additional \$3 per residential property in 2023”. As members of the Keep Transit Moving Coalition, we believe that the federal government should be

²³ www.atucanada.ca/blog/free-public-transit-canada

²⁴ www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf; www.straight.com/news/eric-doherty-traffic-evaporation-means-we-can-reach-bcs-new-climate-roadmap-promise-of-25

²⁵ www.iea.org/reports/a-10-point-plan-to-cut-oil-use

funding transit operations on an ongoing basis.²⁶ The federal government has more ability to design strongly progressive taxes, such as introducing a wealth tax on billionaires.²⁷

However, increasing the property tax above what the investment plan proposes would increase fairness if the revenue replaced fare increases and was devoted to bus lanes, more bus service and more HandyDART service.

As discussed above under the heading *Regional priority setting for capital funding*, both the provincial and federal governments committed to shift infrastructure spending “from higher to lower-emitting types of transportation” in 2016. In addition, Greater Victoria’s regional district is now prepared to advocate for transportation investments that contribute to meeting regional sustainable transportation goals.²⁸ A similar policy in Metro Vancouver could see billions of dollars shifted to transit capital projects, including new permanent HandyDART facilities, over the next decade. However, it is unclear if the Metro Vancouver Regional District or TransLink is best placed to lead the advocacy efforts.

Recommendations: Increase the property tax at a higher rate than proposed in the short term, and increase advocacy for federal operating funding to provide a longer-term solution. Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).

Transport 2050: 10-Year Priorities – Discussion and Recommendations

These comments and recommendations are ordered according to page number in the Discussion Guide.

- The 10-year priorities draft suggests that enough HandyDART service will be provided to “minimize trip refusals and denials” and “extend hours of operation by six hours to make trips available 24 hours a day” (p 38). The summary of proposed key priorities suggests that over 10 years HandyDART service will be increased only “by 60% to meet future ridership demand” (p 16). The priorities section proposes to “more than double current bus service,” an increase of over 100% for conventional bus in other words (p 37).

²⁶ www.keeptransitmoving.ca/

²⁷ www.policynote.ca/billionaires-wealth/; www.policynote.ca/tax-the-rich/

²⁸ www.capitaldaily.ca/news/opinion-crd-must-push-province-to-fund-rapid-bus-instead-of-expanding-highways

Meeting Transport 2050 objectives will in all probability require far more than a 60% increase in HandyDART service giving Metro Vancouver's rapidly growing population of people with disabilities and older seniors, even with unprecedented action to make the whole region more accessible.

Recommendation: Match HandyDART service increases to the increasing demand, without screening out riders to artificially suppress demand or limiting the increase to 60% over 10-years.²⁹ This must be in addition to concerted efforts to make Metro Vancouver as a whole, not just the conventional transit system, more accessible for people with disabilities and older seniors.

- The 10-year priorities draft proposes major investments in a Reliable and Fast Transit Network (RAFT) including a bus rapid transit network (p 41). As discussed in more detail above in the 2022 Investment Plan section, bus lanes and other transit priority infrastructure can improve the speed, comfort and reliability of both conventional transit buses and HandyDART.

Recommendation: Significantly increase the scale and ambition of bus priority measures, and ensure that HandyDART is considered in transit priority measures.

- The 10-year priorities draft calls for “making active transport the most convenient choice for shorter trips, to support everyday travel as well as access to nature. The proposed investments aim to greatly expand sidewalk coverage and ensure that more parts of the region benefit from traffic-separated and connected biking and rolling infrastructure” (p 45).

The needs of people with disabilities and older seniors should be prioritized in the design and regulation of the Walkway Network and Major Bikeway Network. *The aspiration to make rolling “the most convenient choice for short trips” should be taken seriously.* The need for elements such as benches at frequent intervals along sidewalks and paths should be acknowledged and budgeted for.

Present interpretations of the archaic BC Motor Vehicle Act prevents many people from using wheelchairs or mobility scooters on bike and roll routes. This is discriminatory and

²⁹ <https://handydartriders.ca/?p=496#more-496>

counterproductive. The City of Victoria recently voted unanimously to work with the province on this issue.³⁰

Recommendations: TransLink should take steps to ensure that people using wheelchairs or mobility scooters are not excluded from any bike and roll infrastructure funded by TransLink. Benches and other elements needed by seniors and people with disabilities should be included and budgeted for.

- The 10-year priorities draft calls for installing “200 new bike lockers and . . . 6 new bike parkades in underserved areas” (p 45). Often the needs of people with disabilities are not considered when planning bike parking.

Recommendation: Ensure that adult trikes and other adaptive cycles as well as mobility scooters for people with disabilities are accommodated and prioritized in ‘bike’ lockers and ‘bike’ parkades (p 45). Consult with people who use these mobility devices regarding their needs and priorities.

- The 10-year priorities draft includes Customer Information and Travel Management as well as Automated, Electric, and Shared Mobility (p 47-48) The draft does not emphasize meeting the needs of seniors and people with disabilities in these initiatives.

Recommendation: Fully consider the needs of people with disabilities and older seniors, including ensuring that the needs of people who do not use smart phones and/or have visual disabilities are prioritized. Explicitly target seniors in travel demand management. Include devices such as mobility scooters in shared micromobility initiatives.

- The 10-year priorities draft calls for investing in “multimodal data collection, management, and analysis” to “Deliver insights for planning, system management, project evaluation and to monitor progress toward achieving regional goals” (p48).

Recommendation: Ensure all modes of travel, including wheelchairs and mobility scooters, are including in data collection and analysis.

- The 10-year priorities draft concludes with a section on Funding the 10-Year Priorities. This section states that it is “critical that we lay the groundwork today for the kinds of policies and investments that will be needed to reach our shared goals over the coming

³⁰ www.gvat.ca/blog/2021-10mobilityscooters; www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673

years. Especially with the urgency that climate change and the affordability crisis present” (p 51)

We agree that Metro Vancouver needs “a significant overhaul to how we fund regional transportation – with substantial new regional funding and continuing partnership with and funding from the governments of British Columbia and Canada” (p 51). More discussion of these issues is found above in the *Regional priority setting for capital funding* section.

Recommendations: Broaden TransLink’s ambition for overhauling the funding of regional transportation. Increase advocacy for federal operating funding for transit. Work with the Metro Vancouver Regional District to advocate for reallocating infrastructure funds from highway expansion to public transit infrastructure (such as permanent HandyDART maintenance and operations centres).

