



Your **Cycling** Connection

bikehub.ca



## HUB Cycling Recommendations - Transport 2050: Phase II

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Transport 2050 team ([transport2050@translink.ca](mailto:transport2050@translink.ca)):  
CC: Keane Gruending ([Keane.Gruending@translink.ca](mailto:Keane.Gruending@translink.ca))

Thank you for the opportunity to take part in the stakeholder engagement for Phase II of Transport 2050. HUB Cycling is excited to see People First Streets and Rapid Transit included in the three actions and pleased to see many of HUB's ideas and vision in the phase II draft.

HUB Cycling envisions a future where cities are built for people, and most travel is conveniently done by sustainable modes of transportation. Technology and other transportation modes support and complement sustainable transportation without overwhelming. The cycling network is safe, comfortable, connected and allows people to travel short and long distances with appropriate facilities and multi-modal connections. This results in happier, healthier, more equitable communities and a stronger future for all.

## Feedback on Draft Plan:

### TRANSPORT 2050 DRAFT GOALS

- Convenient
- Reliable
- Affordable
- Healthy & safe
- Carbon-free

We agree with these principles and are glad to see that affordability and accessibility are part of the goals. We believe there should be a more substantial element of equity to ensure transportation options are inclusive and freely available.

### TRANSPORT 2050 DRAFT ACTIONS

**Action:** Creating People First Streets - Making it safe and comfortable for you to walk, bike, or roll.

*Strongly Support*

#### Considerations:

- People First streets should be a connected network of high-quality active transportation infrastructure suitable for all ages and abilities (AAA), including accessible features
- TransLink should provide municipalities with guidelines on building AAA facilities. Any cost-sharing funding should include criteria ensuring new infrastructure is AAA
- Provision should be made to fill gaps in the existing network, including upgrading poor quality infrastructure and filling in missing infrastructure, so the active transportation network is AAA
- The active transportation network should have integrated multi-modal systems such as bike share at transportation hubs (e.g. transit stations), and end-of-trip facilities, including secure parking and charging outlets that can accommodate different sized active transportation devices, including cargo bikes, bike trailers, and e-assist devices
- With the current increase in micromobility and e-assist devices, the network should be future-proofed with wide facilities that can accommodate different active transportation modes and speeds
- The active transportation network should include provisions for commercial purposes such as bike couriers, food delivery, and e-cargo bikes used for deliveries and moving freight. Parking and staging areas for bicycle freight should be provided at key commercial areas
- Funding is necessary and should include systemic cycling education and a per capita active transportation amount tied to population growth
- There is a need for ongoing active transportation data collection and monitoring, including trip counters and evaluation of the state of the active transportation network (e.g. [State of Cycling](#))
- People First streets needs to include an equity focus - ensuring quality facilities and education are available in underserved communities
- Inter-regional connections (e.g. cycle highways that are paved, lit, direct and with few intersections) should be included to allow longer distance travel between important destinations and facilitate commuting, recreation, and tourism. These connection will link key destinations, especially along with the Major Bike Network
- In addition to reducing speeds and prioritizing active transportation in neighbourhoods, this should also include urban villages (e.g. Newton town centre) and key amenities such as community centres and schools

**Action:** Building Out the Next Generation of Rapid Transit - More than tripling the rapid transit network, making it quicker and easier to travel across the region.

- Option A: Focus on SkyTrain - build about 200 km total - 100 km Skytrain + 100 km LRT (Light Rail Transit) and BRT (Bus Rapid Transit)
- Option B: Mix - total 400 km: 50 km SkyTrain + 350 LRT and BRT

*Strongly support increased rapid transit. Support both options, with caveats and considerations below*

Considerations:

- The chosen option should be able to provide appropriate capacity to areas with high demand/high potential demand without requiring an upgrade in the future to a higher capacity line (e.g. a BRT would provide necessary capacity without needing an upgrade to SkyTrain in the future)
- Transit upgrades should increase people's accessibility to services and amenities in the region (e.g. 45 minutes to access many destinations in the region by transit)
- Since SkyTrain tends to have a greater ability to entice people away from private vehicles, if option A is selected, the proposed 50 km of Skytrain needs to be enough to put in more car-dependent areas to entice people away from driving
- The fixed nature of a SkyTrain line is more likely to encourage transit-oriented development, new businesses, and increased development, as well as amenities close to the station such as bike parkades and bike share stations. These tradeoffs should be considered if option B is chosen
- One option is a combination of options A & B. For example, 75 km of SkyTrain and 225 km of BRT and LRT. This will provide much of the benefits of SkyTrain (enticing people out of their vehicles, increased capacity, more favourable to development) while providing over 100 km of BRT and LRT compared to option A alone
- Multi-modal transportation should be encouraged by ensuring a multimodal transportation system appropriate for each community around transit hubs while improving accessibility and connectivity between modes (transit stations, intermodal terminals, bicycle and pedestrian facilities) and coordinating land use to improve the first and last mile of multi-modal journeys
- Improving rapid transit should also include improvements to inter-regional transit - such as the West Coast Express - to promote greater access in its service area at off-peak times and on weekends
- Transit investment needs to be fairly and equitably distributed between neighbourhoods. Racialized and financially marginalized communities should not receive the lowest quality transit investment compared to other communities. A higher percentage of quality transit investments should be earmarked for these communities that have been systematically underserved

**Action:** Leveraging Autonomous Vehicle - Enabling convenient access to car trips without adding to congestion.

*Support, with Reservations*

Considerations:

- HUB Cycling is pleased to see that issues related to autonomous vehicles are being considered early. It's essential to plan for the future we want, rather than waiting for it to be decided for us
- The future with autonomous vehicles can go different ways. If we continue with 'business as usual' with private ownership of autonomous vehicles and driving subsidies (e.g. free parking), we will end up with even more vehicle miles travelled (and 0 person trips) with increased congestion. The more hopeful idea is that we would shift to more of a sharing economy with autonomous vehicles. Instead of owning vehicles, you'd have access to AVs similar to a Modo model and use a vehicle when needed

- This needs to be managed carefully. Business as usual with AVs has the potential to reverse trends toward sustainable and active transportation. This autonomous vehicle action needs to be carefully stated to be in service of the first two actions (people first streets and rapid transit). Otherwise, AVs can easily be at odds with these actions and actively undermine them.
- TransLink's suggestions (promoting car sharing, reducing empty cars on the road, reducing congestion) are steps towards this and envisions the kind of future we want. With these suggested elements, there is an option to increase mobility (for seniors, those with limited mobility), reduce congestion, and open up road and parking spaces to support the goal of people first streets

HUB Cycling strongly supports the five draft goals and the People First Streets and Rapid Transit actions. Care should be taken to ensure that People First streets have a network approach, are appropriately funded, plan for the future, and include inter-regional connections, data collection, commercial applications and equity considerations. The rapid transit action should plan for accessibility to the region, include enough permanent infrastructure to enable related development and multi-modal connections and infrastructure, and include enough SkyTrain lines to entice people away from their vehicles and accommodate demand now and into the future. Autonomous vehicles should be included in the planning process early while ensuring they do not undermine the other two actions.

Sincerely,

Julie Facchin  
Co-Chair, Regional Advisory Committee  
HUB Cycling  
[julie.facchin@gmail.com](mailto:julie.facchin@gmail.com)

Jeff Leigh  
Co-Chair, Regional Advisory Committee  
HUB Cycling  
[jcleigh@telus.net](mailto:jcleigh@telus.net)

## About us

HUB Cycling is a charitable not-for-profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements such as #UnGapTheMap to create a connected cycling network.

HUB Cycling's mission is to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.