



HUB Cycling Feedback: Transport 2050 Phase III

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Transport 2050 Team (transport2050@translink.ca)

CC: Keane Gruending (keane.Gruending@translink.ca)
HUB Cycling's Regional Advisory Committee (hub.rac@bikehub.ca)

HUB Cycling is pleased with the continuing opportunity to provide feedback on the development of the Transport 2050 plan. We appreciate the inclusion of many of our ideas from the previous phases in this new draft.

Transport 2050 is an exciting and visionary plan that lays out a future vision for a transportation system that is accessible, safe and active. Transport 2050 has continually evolved through the different stages of development. We are pleased that the latest iteration includes key equity, inclusion and reconciliation elements and has a strong focus on promoting active transportation, including cycling.

HUB Cycling is strongly supportive of the plan and the inclusion of 850 kilometres of safe and comfortable cycling facilities as part of the Major Bikeway Network. This Phase III draft does an excellent job balancing competing priorities and elements while advancing a vision of safe, healthy, equitable communities and a focus on transit and active transportation while ensuring other modes are reliable when they are needed. While this is a 2050 vision, we encourage Translink and others involved to frontload key improvements so that elements of this vision can be realized much sooner than 30 years. Our feedback on Phase III is detailed in the attachment.

We look forward to continuing to work with TransLink to achieve a connected bike cycling network across the region that is accessible for all ages and abilities.



Sincerely,

Erin O'Melinn
Executive Director
HUB Cycling

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.



Transport 2050 - Phase III Feedback

THEME: Access for Everyone

Strongly support

Comments:

- Appreciate the inclusion of equity in the draft vision, including as a strategic lens
- People have different needs for moving around the region depending on the situation. It's important to have a wide variety of interconnected mobility options to enable people to access the most sustainable, economical and convenient option
- Important to have interconnected modes, allowing people to transfer from transit, driving and rolling easily and seamlessly

GOALS

- Convenient
- Reliable
- Affordable
- Safe and Comfortable
- Carbon Free

Strongly support

Comments

- Care is needed to ensure that making driving more reliable and convenient is not at odds with the mode shift goals toward active transportation and transit and safety goals
- Excellent to see that comfort is woven into the goal and includes elements of equity
- Vision Zero is a key element to include in the goals
- Transit should be integrated with active transportation, allowing a combination of shorter trips via walking, cycling and rolling with longer trips by fast and frequent long-distance transit
- With the increasing popularity of new micromobility modes such as e-bikes, long-distance cycling will become more viable and can be an alternative to transit over some long-distance routes. Long-distance cycling facilities need to connect key destinations and intersect with major transit facilities to allow multi-modal trips



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- Compact, dense, mixed neighbourhoods are important to encourage and enable people to take many of their trips by active transportation. These neighbourhoods also have a double bonus of making transit a more viable option
- Mobility hubs for micromobility and active transportation modes integrated with major transit facilities should include secure and convenient storage facilities that accommodate a variety of devices and have options for charging for e-devices
- Creating 'green waves' with signal timing to allow uninterrupted travel for people cycling is a major step toward encouraging more long-distance cycling
- Education and training for people cycling helps improve confidence and comfort and encourages more people to ride
- Excellent to see the inclusion of moving freight via e-cargo bikes and other low emission vehicles
- Wider bikeways should not only be pursued to accommodate micro-delivery options but also to allow greater accessibility for various sized vehicles and future proof for greater numbers of people cycling and using e-bikes and other micromobility devices

STRATEGIC LENSES

- Reconciliation
- Social Equity
- Resilience

Strongly Support

Comments:

- Explicitly noting the colonial and racist roots of our transportation system is needed to move forward in healing
- This draft plan has done an admirable job incorporating more equity considerations

TRANSFORMATIVE ACTIONS

- Supporting walkable, complete and affordable communities
- People-first streets
- Traffic-protected bikeways within every urban centre
- Frequent local transit service
- Fast and reliable transit service
- Prioritizing the movement of transit
- Shared mobility
- Zero-emission vehicles



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- Digital tools
- Universal basic mobility

Strongly support

Comments:

- Traffic-protected bikeways in every urban centre combined with 850 kilometres of major bikeways is a great start. This needs to include protection or separation from higher volume and higher speed traffic all across the region, not limited to the urban centre or major routes
- A region-wide network of shared bikes, scooters and cars will allow people the freedom to move around easily and in their desired mode
- Building a network of safe and comfortable major bikeways, combined with quality bike parking, will enable many more people to cycle to local and regional destinations easily
- A region-wide, interconnected network of shared devices and vehicles will allow convenient travel and easy mobility. Consideration should be given to ensure that trips using shared devices can seamlessly begin and end all across the region
- Enabling easy charging for e-bikes, e-scooters, and other electrified devices is a key element. Charging should be incorporated into bike parkades and end-of-trip facilities as much as possible.
- HUB Cycling strongly supports the notion of universal basic mobility. People's need and ability to move around should not be limited by the ability to pay

NEW NETWORKS

Fast and Reliable Transit Network

Strongly support

Comments:

- An additional 300 kilometres of rapid transit will do much to improve access all across the region
- Careful planning will be needed to ensure that much of the new street-level transit has priority consideration and right-of-way for highly reliable trips
- Heavy rail transit like SkyTrain is more effective at moving trips away from motor vehicles and should be used where demand and density are appropriate

Major Bikeway Network

Strongly support

Comments:

- HUB Cycling is enthusiastically supportive of the vision for the Major Bikeway Network (MBN), creating a full network of routes connecting town centres and major destinations and allowing safe and convenient travel region-wide for people cycling, rolling and using other modes
- Adding 850 km of major bikeways as part of the MBN is key to ensuring that cycling in the region is safe, comfortable and efficient for riders of all ages and abilities
- Cycling acts as a ‘silver bullet’ working toward many overarching goals, including more trips walking, rolling and taking transit, vision zero goals, sustainability, carbon-neutrality and more with little to no downside
- Long-distance, regional routes that connect major destinations and are paved, lit, direct, and comfortable (also called cycle highways) should form part, if not all, of the Major Bikeway Network
- Consistent and quality wayfinding is an excellent way to make bikeways easy and comfortable to navigate. Branding across the Major Bikeway Network will quickly show users they are using part of the network, raise awareness of the MBN in general, and combined with wayfinding, provide a comfortable and accessible experience for users
- HUB Cycling is pleased to see key routes added to the updated MBN to ensure easy and convenient regional access for people cycling and rolling, including
 - Burnaby connection between Hastings Street and Edmonds Town Centre
 - Additional east-west connector on the North Shore north of the low-level route
 - Surrey connection between Highway 91 and Newton
 - Corridor along the Barnet Highway in the Tri-Cities
 - In Vancouver, connections along Kent Ave and SW Marine Drive, connecting Granville Street to UBC