



March 6, 2017

Dear Mayor and Council

Re: Proposed Council motion of March 7 2017 to delay work on Commercial Drive

HUB Cycling is a charitable non-profit, working to get more people cycling more often in Metro Vancouver. We believe that Commercial Drive has huge potential to support more cycling, more safely, and that more cycling means healthier, happier, more connected communities. The Grandview Woodlands area already has double digit cycling rates, and many more people will cycle when they feel safer doing so. We also feel that increased cycling can benefit, not detract, from the local businesses.

We do not support the motion to postpone work on Commercial Drive as it will create further unnecessary delays in making much needed improvements along Commercial Drive. We support the creation of a Complete Street on Commercial Drive and hope to see this project progress imminently.

We have been involved in the Grandview Woodlands Community Plan process, the Streets for Everyone work along Commercial Drive, and we sit on the Grandview Woodlands Community Plan Transportation Stakeholders Group run by the City.

We look forward to seeing proposed designs brought forth from City staff for Commercial Drive improvements, showing a more complete street. Until we see those designs, it is hard to have a conversation grounded in facts. We ask that councillors let City staff, and the process, work as designed. Once there is a design in front of us that we can consider, then we can all have a conversation. Until then, delaying is simply costing money, and putting more individuals at risk, as people attempt to travel on Commercial Drive by bicycle. It is far past time to move much more aggressively towards zero traffic fatalities in our City, and not delay actions due to the concerns of special interests.

I shop on Commercial Drive myself and I usually get to Commercial Drive by bicycle, as I do not live in walking distance. So, while I am not among the 44% of visitors who come from the immediate neighbourhood, I am among the 82% of visitors who come from the City of Vancouver, based on the City intercept survey. Only 17% of visitors arrive by vehicle, per the same study. This means that over 80% of visitors arrived by foot, bike, or transit. Within these figures, cycling is low compared to the mode share numbers for the neighbourhood. Why are there not more people cycling on Commercial Drive? The City survey showed that the biggest reason is that people don't feel safe. Having cycled there regularly, I understand that. It is time to address this situation. But we can't even get to that discussion until we let the process work, let the designers design, and have a proposal to discuss. We urge you to let that happen, and not put more blocks in the way.

Sincerely,

Jeff Leigh

Chair, Vancouver UBC Local Committee, HUB Cycling