



Your **Cycling** Connection

bikehub.ca



March 25, 2023

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Dear Mayor and Councillors,

We write to you today to ask that you reject the staff recommendation coming in the report to the Standing Committee on Policy and Strategic Priorities in the “Broadway Active Transportation Lanes - Next Steps” agenda item. The recommendation (“A” in the report) fails to meet the direction given to staff by council in the June 8 2022 Council Meeting.

The three options presented by staff can be summarized as:

- A) Maintain the current plan, which reduces the six vehicle lanes to four, with widened sidewalks, but with no active transportation lanes included on Broadway itself
- B) Maintain the existing sidewalk widths, and include two active transportation lanes, while reducing the six vehicle lanes to four
- C) Widen the sidewalks as per the original plan, and include two active transportation lanes, while reducing the six vehicle lanes to two

Active transportation lanes on the section of Broadway included in the Broadway Plan are essential to meet the city’s environmental, active transportation, and economic goals. Without these lanes, micro-mobility devices will compete with people walking on the sidewalks, people on bikes will avoid Broadway businesses, cycle logistics will be unable to make environmentally responsible deliveries to businesses and medical offices, and the city’s target of 66% of all trips being without a personal motor vehicle will be impossible to meet.

The committee recognizes the value of wider sidewalks and enhanced public spaces. Along Broadway, we believe that wider sidewalks can best be achieved through increased setbacks in new buildings anticipated under the Broadway Plan.

We applaud the City for recognizing that there are many types of micro-mobility devices to consider, including bikes; e-bikes; e-cargo bikes for deliveries; electric kick scooters (both personal and shared); and other emerging technologies. We recognize that City staff have linked the active transportation lanes on Broadway to Transportation 2040, our Climate Emergency Action Plan, and to the Vancouver Plan. As you recall, each of these policies directs staff to prioritize active transportation.

However, in the absence of any dedicated space for these increasingly popular forms of active transportation, we expect that many people will operate them on the sidewalks, creating unsafe and uncomfortable situations for all users. We disagree with the staff position that Option A is best for people walking for this reason. Manual counts on Broadway have shown a high percentage of users of micro-mobility devices operating them on the sidewalks, resulting from the lack of safe and comfortable infrastructure. In contrast, similar counts on recently improved streets such as 10th Ave. show minimal use of the sidewalks by micro-mobility device users.

The parallel cycle routes on 5th/7th Ave (“Off-Broadway Bike Route”) and 10th Ave do not provide direct access to businesses and jobs along Broadway; to retail establishments; to medical offices; nor to the new Broadway Subway stations. Further, there is limited protection on these routes. The 10th Ave route is only protected for 6 blocks of the 40 blocks of the Broadway Plan area (in the Hospital District, a half-block near Yukon, and a half-block near Arbutus), and the Off-Broadway route has no protection beyond five protected intersections (Arbutus, Burrard, Fir, Oak, Heather). Studies have shown that unless there are safe and comfortable active transportation routes that go directly to destinations, people are less likely to use active modes to go to those destinations.

Multi-modal connectivity is critical for realizing the benefits of our new subway. The City of Vancouver unanimously approved the adoption of Design Principles for the Broadway Subway project in 2018, including:

- Design for efficient movement to, from and around the station.
- That the station plazas and surrounding public realm are designed to allow for efficient, intuitive and comfortable transfers between the Broadway Extension and other transit services as well as other modes of travel (walking, cycling, motor vehicles, car share)
- (and) That stations be designed for maximum integration into the city’s pedestrian, cycling and transit networks, as well as the communities they will serve.

Not building these active transportation lanes now increases the economic cost of future active transportation lanes. The subway stations are being built now. The project teams will complete street restoration at each station, and it does not make sense to exclude active transportation lanes in the redesign of the Station Blocks. Retrofitting these blocks at some indeterminate time in the future will come at an increased cost to the City. For the Non-Station blocks, low-cost active transportation lanes could be implemented using quick-build materials, much like those on Smithe St and the Cambie St Bridge.

Not building these active transportation lanes actively limits the effectiveness of the new subway expansion. Building safe and comfortable active transportation routes to and around the subway stations effectively increases the range that people will both come to the subway to use it to go other places and go from the subway to visit other businesses, offices, and stores within the Broadway Plan area.

Not building active transportation lanes during this opportunity ignores both the BC Government's commitment in the Clean Transportation Action Plan and the City of Vancouver's commitment in the Climate Leadership Plan to significantly reduce Vehicle Kilometres Travelled (VKT) by 2030. The staff report does not take into account the target VKT reductions and then uses traffic congestion as a reason not to add protected active transportation lanes. Active transportation lanes have been shown, even in Vancouver, to have the most growth potential of the walking, cycling, and transit modes. Without active transportation lanes on Broadway, the City will be unable to meet its obligation to reduce VKT.

In addition to the environmental, safety, and economic reasons we have touched on here, we remind you of the overwhelming public support that citizens in Vancouver have given to bike lanes in recent years, and in particular the public support shown prior to the June 2022 council meeting that contained this amendment to the Broadway Plan. We cannot afford to not include active transportation lanes on Broadway, and the public knows this.

We ask that you consider adopting recommendation “B” or “C” in the staff report.

Sincerely,

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Director, and President, HUB Cycling

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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 24 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 that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.