

May 5, 2022

To Kevin Quinn, Chief Executive Officer, TransLink

CC Mayor Jonathan Cote, Chair, Mayors Council on Regional Transportation  
Mike Buda, Executive Director, Mayors Council on Regional Transportation  
Sarah Ross, Vice President Transportation Planning & Policy, TransLink

**Re: 2022 Investment Plan and Transport 2050: 10-Year Priorities**

Dear Mr. Quinn,

I am writing to you to express HUB Cycling's strong support for TransLink's **2022 Investment Plan and Transport 2050: 10-Year Priorities** for future investment plans.

Metro Vancouver residents are highly motivated to cycle now more than ever by surging gas prices, and issues relating to congestion, affordability, health, quality of life and the climate crisis. And technology is providing an extra boost to demand. Electric-assist bikes are now widely available and hugely popular. They are flattening the steep hills we find in some of our local cities, and facilitating longer and more reliable trips for people of a wide variety of ages and abilities.

HUB Cycling strongly supports TransLink's plans to **rapidly complete up to 75% of the Major Bikeway Network (MBN)** with traffic-separated routes to address vital regional objectives of improving walking and cycling access to transit stations and building out the Major Bikeway Network and Urban Centre bikeway networks. Only 46% of the existing Cycling Network is safe and comfortable for most people (State of Cycling, 2019). This 450km of cycling infrastructure will help #UnGapTheMap. It will allow hundreds of thousands of Metro Vancouver residents, who are interested in cycling for transportation, to feel safe doing so with a more connected and intuitive set of routes. Connecting the gaps in the Major Bikeway Network also supports TransLink's aim of making active transportation the most convenient choice for shorter trips.

We recommend that **TransLink must front-end load most of the cycling funding early in the 10-year plan**. Protected bike lanes are quicker and more affordable to build and have minimal operating requirements. Front-ended investments are wise while the larger-scale BRT system is being planned. Upfront higher investment in cycling will provide the 41% of people who want to shift to cycling (TransLink Regional Cycling Strategy, 2011), the safety and convenience to do so as soon as possible, helping relieve urgent pressures like affordability. Early investment in cycling creates first and last mile connectivity so that when the BRT and other bus improvements are complete and folks are considering habit changes, they will see they can connect right from their door, removing initial bus stop waiting times, regardless of feeder transit availability in lower density residential areas.

HUB recommends that TransLink **increase the share of Major Bikeway Network contributions up to 100% cost share with municipalities** as they have very limited funding sources. Currently,

TranLink funds only up to 75 percent of the total eligible costs of infrastructure that is comfortable for people of all ages and abilities. Municipal governments across the world are feeling challenged to develop long term plans and find funding for connected active transportation networks. The MBN has regional transportation significance beyond municipal borders and 100 % cost sharing of infrastructure development supports regional economic growth, job creation and long-term prosperity.

The **BC Parkway improvements, MBN connections and the explosion of e-bike interest tie closely into the concept of cycle highways** which are wildly successful in other parts of the world and can be here as well. HUB Cycling's comprehensive report on cycle highways, which will be published later this month, highlights the demand and benefits of cycle highways for the region of Metro Vancouver and outlines recommendations to begin the process. Similar traffic modeling on the 675km of proposed cycle highway routes in the Netherlands found improved mobility and commuters are estimated to save 3.8 million hours per year and with e-bike usage, 9.4 million hours. In Denmark, the cycle highway network is estimated to create 720,000 fewer car journeys.

We appreciate the current vision to provide 200 new bike lockers and 6 new bike parkades for underserved areas. We encourage TransLink to **provide on-demand bike lockers at all rapid bus stops and provide bike parkades at all transit stations**, so that residents don't have to wonder when and where they will be supported to bike to transit. The support will be consistent across the system. Bike parking should include charging stations for electric assist bicycles and micro mobility. It's not just about a safe ride, but also what happens at the end of it. We recommend TransLink incentivize, support and install publicly accessible cycling end of trip facilities at key destinations including secure parking, showers, lockers, change rooms, repair areas.

To avoid narrow visions of the future, we recommend that **TransLink proactively engage with diverse stakeholders** representing a range of perspectives and interests. Inclusion and participation of various equity-seeking groups, particularly marginalized voices, racialized communities, and First Nations, is also essential to address the needs, aspirations and concerns of all segments of our society. Further, engagement is vital to increase buy-in for policies and programs.

Thank you for developing this bold vision that will help create a more liveable, healthy and connected region.

Sincerely,

Jeff Leigh  
Chair, Regional Advisory Committee, HUB Cycling  
hub.rac@bikehub.ca

#### **About HUB Cycling**

HUB Cycling is a charitable organization that works to make cycling better in Metro Vancouver through education, events, research, and collaboration. We have more than 3,000 members, 40,000 direct supporters, and ten active local committees across the region. We have a Regional Advisory Committee, composed of board members at HUB Cycling, and we work in a coordinating role with 10 HUB Cycling Local Committees in Metro Vancouver, and on regional cycling issues, often with representatives of TransLink.