



January 30, 2023

Re: Proposed Budget Plan 2023-2027 and Active Transportation

Dear Mayor and Council,

HUB Cycling is a charitable not-for-profit organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We appreciate the cycling and safety improvements the District implemented over the last couple of years, including the 15th St. bikeway, East 29th and upper Lynn Valley Road protected lanes, as well as improvements around the Lower-Lynn highway interchanges and in Lynn Creek town centre. Active transportation seemed to be on a roll. On reviewing the District's proposed Budget Plan 2023-2027, we were alarmed to note that all but one cycling improvement will be deferred, along with many sidewalk projects.

While council might wish to limit tax hikes, the corollary is construction cost inflation. Projects deferred today will certainly cost more in future. Interest rates may come down and tax rates can change, but unfortunately, construction costs almost never follow suit.

In times like this council might look to green light relatively low-cost projects with a big bang for buck in tomorrow's dollars. Investments today in all forms of active transportation reduce health care costs, lessen traffic and eliminate greenhouse gases—easing the overall tax load. We urge council to rethink a “deferral budget” in general, and specifically to re-evaluate *all* active transportation project deferrals—including sidewalks.

Should a deferral budget find support at council, the following projects will provide the greatest gains for safety and increased ridership. We ask for their prioritization in the 2023 - 2027 plan.

1. **Main Street Gap** - This dangerous, westbound gap from Mountain Highway to Lynn creek is on one of the highest-use cycling routes. The current design forces people to ride directly alongside heavy truck, bus and automobile traffic. Addressing this treacherous gap will help complete the “Main to Marine” cycling network from West Vancouver through to Maplewood.
2. **Spirit Trail - Maplewood to Deep Cove** - Current cycling routes along Dollarton and Mt Seymour Parkway attract very few people. Residents of Seymour and Deep Cove areas simply do not have a

“comfortable for most” active transportation connection to the rest of the North Shore and beyond. The Spirit Trail will attract funding from other levels of government and address the needs of people who walk as well as people who roll.

3. **Lynn Valley Town Center to Lynn Creek Town Center** - This route is one of our committee’s three priority routes to create a connected North Shore-wide network, based on where people live, play and work. Populations in the town centers will increase, and we should be building active transportation corridors to connect them.

Deferring funding for active transportation is not in line with the Official Community Plan's walking, cycling and transit transportation target of 35% by 2030. Encouraging cycling helps the District meet its Community Energy and Emissions Plan goals and mitigate the climate emergency.

Dollars spent today on active transportation will reduce tomorrow’s overall tax burden.

Yours sincerely,

Don Piercy,
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