



September 26, 2014
Mayor and Council
City of Vancouver

Dear Mayor and Council,

The HUB Vancouver/UBC Committee would like to **support the Active Transportation Policy Council's (ATPC) motion regarding the city's budget for active transportation in the 2015-2018 Capital Plan.**

Our committee has provided input to the City's Capital Budget process over the last couple of cycles, noting that the budget allocated for bicycling improvements has not been adequate to successfully meet the goals outlined in various city plans. The desire to **increase cycling and other active transportation mode share is not a "nice to do"; it is imperative if we are to achieve our City's goals**, especially in the face of Vancouver's population growth predictions. We will need to move more people with no more space, and cycling is an important part of the solution as it is significantly more space-efficient than motor vehicles, and much more cost-effective to build for and maintain. As noted in the ATPC motion, other world cities are moving forward quickly with ambitious investments in safe and connected cycling infrastructure in order to ensure that mode share targets can be realized.

For example, Portland has made significant "up-front" capital expenditure plans for their upcoming bicycling infrastructure projects. **A 2013 White Paper issued by the Portland Bureau of Transportation recognizes clearly "the affordability of bicycle transportation and the large return on investment it offers [and], in the world of non-automotive travel, bicycling is the low-hanging fruit. In order to achieve our goals for climate change, health, equity, and movement of goods we need to dramatically increase our heretofore limited investments in bicycling and active transportation."**

HUB believes that Vancouver **needs to immediately increase its budget allocation for bicycling infrastructure, at least utilizing the \$45 million allocated for new transportation projects exclusively on active transportation infrastructure in the City.** Experience shows that significant up-front investment will result in rapid increases in mode share and subsequent municipal benefits such as overall transportation budget savings, decreased congestion, increased livability and health benefits.

Finally, HUB urges Council and Park Board to fully complete the **Seaside Greenway and to bring the whole of the Seaside Greenway route to the safety and comfort level of an**



“all ages, all abilities” route.

Regards,

Lisa Slakov and Jeff Leigh

Co-chairs, HUB Vancouver/UBC Committee

Cc: Active Transportation Policy Council

Vancouver Park Board