

Fwd: 2012-2014 Capital Plan Input

Gertjan Hofman <ghofman@gmail.com>
To: ghofman@gmail.com

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----- Original Message -----

Subject:2012-2014 Capital Plan Input**Date:**Tue, 9 Aug 2011 15:39:52 -0700**From:**Lisa Slakov <lslavkov@telus.net>**To:**<mayorandcouncil@vancouver.ca>**CC:**<jerry.dobrovoly@vancouver.ca>, <dale.bracewell@vancouver.ca>, <penny.ballem@vancouver.ca>, <sadhu.johnston@vancouver.ca>

**VANCOUVER AREA
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Metro Vancouver's Cycling Advocates

August 9th, 2011

Dear Mayor and Council,

On behalf of the VACC Vancouver/UBC Committee, we would like to provide some input on the 2012-2014 Capital Plan.

First though, we would like to thank Council for the significant steps you have taken to improve cycling in the city and especially the forward thinking action of creating the separated lanes connection through downtown. This certainly is a noteworthy improvement in terms of creating cycling infrastructure that expands opportunities for a more diverse group of cyclists.

Nonetheless, when our committee has approached the City looking for substantial action on a number of cycling issues such as youth cycling education and overall cycling promotion; comprehensive cycle routing on the Cambie St Corridor, improved safety for the Kent Ave bikeway and a connection on that bikeway to the Canada Line Bridge; and creation of an Arbutus Corridor bikeway, the bottom line in terms of city staff's ability to take action on issues appears to be the amount of funding available for cycling. Consequently, we realized recently that city staff can only do so much with a quite limited budget and that a significantly increased funding pool is required in order to ensure that cycling, as the second highest priority transportation mode, has the mode share to reflect that degree of prioritization.

We were, therefore, very disappointed to see the direction being taken in the current draft Capital Plan which does not place adequate resources into the cycling budget to realize the types of changes required in network connectivity and specific projects that will allow our city to become the greenest city in the world by 2020. The city is currently proposing to invest just under \$25 million over 3 years in walking and cycling combined in the draft Capital Plan. This amount seems really inadequate when compared with the funding for cycling alone that is being made available in cities worldwide, such as \$71 million over 4 years in Sydney and \$42 million for the same time frame in Seville. We believe that Vancouver needs to double its current draft allocation for walking and cycling to \$50 million over 3 years in order to achieve its goals.

The city has been continuously underfunding cycling plans for years, resulting in a situation in which previous plans are often largely not realized, leaving our bicycle network incomplete and not feeling "safe and attractive to all", as the Greenest City 2020 Action Plan recommends. In order to ensure that this action plan doesn't go the way of previous plans and remain unfinished, adequate funding must be allocated to it; funding is the Action in the Action Plan.

In conclusion, we would like to make two final points. First, at a time when the City and its residents are concerned about affordability, it is important to note that cycling is a very affordable mode of transportation, both for users and for governments. And second, as the Greenest City 2020 Action Plan recognized, there must be a "continued commitment to reallocate road space...from the private automobile". Consequently, in order to find funding for cycling, we would look first at money allocated to improve motor vehicle transportation.

We hope that Council will make the necessary changes in the 2012-2014 Capital Plan in order to ensure that cycling is given appropriate funding to ensure that it takes its place in terms of mode share as one of the top priority transportation modes in Vancouver.

Best regards,

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Lisa Slakov and Heather Harvey

Co-chairs, VACC Vancouver/UBC Committee