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## HUB Cycling Feedback: Metro 2050 Draft

November 26, 2021

Metro 2050 Team ([regionalplanning@metrovancover.org](mailto:regionalplanning@metrovancover.org))

HUB Cycling is pleased to see this update to the goals and targets of Metro 2040. Land use planning is essential to determine future growth, the types of communities we build, and transportation options and patterns. HUB Cycling fully supports Metro 2050's goal to accommodate new growth through more compact and dense development. These complete communities should have housing, jobs and other amenities all within walking, cycling and rolling distance. A well-planned land development strategy is key to ensuring a variety of transportation options to limit congestion as the region grows.

Our vision for the future is a region designed for people, with compact communities that make walking, cycling, rolling and taking transit easy and convenient. People can move around in a variety of ways, and ever more travel is done by sustainable transportation. Cycling is comfortable, safe and accessible to everyone. Higher density and more compact developments means that jobs and amenities are near where people live, and everyone in the region is close to high-quality, comfortable and direct cycle routes suitable for people of all ages, abilities and socio-economic backgrounds. Longer distance, protected, intuitive cycling routes (cycle highways) connect major destinations with communities, allowing easy access to the region via cycling.

Metro 2050's goals are key to achieving this vision. Land use planning and transportation are intertwined. We need to have compact, mixed-use communities to allow people to move around the region by walking easily, biking, rolling and taking transit. With an estimated 35,000 people moving to Metro Vancouver every year, it's imperative to have a visionary plan like Metro 2050 to guide long-term land use planning.

HUB Cycling is strongly supportive of the draft Metro 2050 plan. We are pleased to see such a well-rounded plan with visionary yet realistic goals. Metro 2050 includes key elements that are needed moving forward, including addressing social equity, reconciliation with Indigenous Peoples, and improving accessibility and mobility.



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## Feedback

### Metro 2050 Guiding Principles

1. Put growth in the right places
2. Protect important lands
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure

### Comments:

HUB Cycling is strongly supportive of these guiding principles. It is important to plan for growth in the appropriate spots, build compact communities that encourage active transportation and transit, protect our agricultural and ecologically sensitive lands while providing ample choices for where people live, work and how they move around the region.



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## Metro 2050 goals

**Goal 1 - Create a Compact Urban Area**

**Goal 2 - Support a Sustainable Economy**

**Goal 3 - Protect the Environment and Respond to Climate Change and Natural Hazards**

**Goal 4 - Provide Diverse and Affordable Housing Choices**

**Goal 5 - Support Sustainable Transportation Choices**

## Comments:

- HUB Cycling is strongly supportive of the five goals that form the basis of Metro 2050
- Care should be taken to align with TransLink's updated Major Bikeway Network of long-distance cycling routes that connect urban centres, allowing multiple options for people to move around (cycling, walking, transit, etc.), especially in the more densely populated areas
- Continued, frequent collaboration between Metro Vancouver and TransLink will help keep the interdependent aspects of land use and transportation complementing one another in our shared goals.
- Complete communities should also include cycling - not just transit and walking. Cycling expands the 15 minute reach nearly fourfold compared to walking in the same time period, expanding access to housing, jobs, and amenities. Cycling especially can connect people to the wider transit network, allowing them to cycle to their connection on the frequent transit network. Physically, economically and socially disadvantaged people need access to walking and cycling for short trips and the ability to use cycling and walking along with transit for longer trips
- Cycling and active transportation should be key pieces to achieve Metro Vancouver's carbon neutrality goal. Walking, cycling, and other forms of active transportation produce zero emissions while providing a range of societal benefits, including heart health, cardiovascular system, lower stress, and lower risk for several diseases, including high blood pressure, hypertension and diabetes. New technologies, such as e-bikes and e-kick scooters, also have very low emissions while providing similar health benefits
- A regional parking strategy is an excellent goal for the region. We need a strong network of alternative ways to move around aside from driving. With wide swaths of land being used to provide parking well below the market rate, this reduces the amount of land available to provide housing to the region and is also a subsidy on driving, which runs contrary to the Metro 2050 goals. A regional parking strategy will help address this and make other modes, such as transit and cycling, more feasible. Metro Vancouver best



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- leads a parking strategy to provide consistency across the region. Care should be taken to include equity considerations, so some households are not unfairly burdened
- There is a need to future-proof for new and emerging mobility options. Devices such as e-bikes, e-cargo bikes, e-kick scooters and other active transportation options are growing in popularity. Consideration should be given to both accommodate existing and emerging forms of active transportation through land-use policies (such as end-of-trip facilities) and accommodating safe and comfortable long-distance cycling and active transportation networks
  - Metro Vancouver's Regional Greenway Network is an important element of this plan and will provide opportunities for people to stay active in their communities. The Greenway Network should work in tandem with TransLink's Major Bikeway Network (MBN) and connect to long-distance cycling facilities as outlined on the MBN

HUB Cycling is pleased to support the draft Metro 2050 plan to build a resilient and equitable future, giving people multiple options in how they live, move and work, while working toward reconciliation and a stronger future together.

Sincerely,

Jeff Leigh  
Chair, Regional Advisory Committee  
HUB Cycling  
[hub.rac@bikehub.ca](mailto:hub.rac@bikehub.ca)

### **About HUB Cycling**

HUB Cycling is a charitable not-for-profit organization that has spent over 20 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. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.