

HUB Cycling Recommends Active Mobility Lanes be Included on Broadway

The City of Vancouver [Broadway Plan](#) as drafted did not include a recommendation for Active Transportation infrastructure on Broadway, instead focusing on reducing on-street parking and widening the existing sidewalks. An amendment to that plan was passed by Council on June 22 2022, committing council to building an All Ages and Abilities safe active transportation lane along Broadway, and directing staff to report back with options.

Staff have developed concepts for how to accomplish this, via reallocation of the existing six vehicle lanes, and are presenting three options in their [Report to Council](#). Notably, staff are recommending Option A, not building Active Mobility lanes.

- A) Maintain the current plan, which reduces the six vehicle lanes to four, with widened sidewalks, but with no Active Mobility Lanes included on Broadway itself.
- B) Maintain the existing sidewalk widths, and include two Active Mobility Lanes, while reducing the six vehicle lanes to four.
- C) Widen the sidewalks as per the original plan, and include two Active Mobility Lanes, while reducing the six vehicle lanes to two.

We recognize the value of wider sidewalks and enhanced public spaces. Along Broadway, we believe that wider sidewalks can best be achieved through ongoing redevelopment.

We applaud the City for recognizing that there are many types of micro mobility devices to consider, including bikes; e bikes; e cargo bikes for deliveries; electric kick scooters (both personal and shared); and other emerging technologies.

We recognize that City staff have linked the Active Mobility lanes on Broadway to Transportation 2040, our Climate Emergency Action Plan, and to the Vancouver Plan. Each of these policies directs staff to prioritize active transportation.

In the absence of any dedicated space for these increasingly popular forms of active transportation, we expect that many people will operate them on the sidewalks, creating unsafe and uncomfortable situations for all users. We disagree with the staff report position that Option A is best for people walking, for this reason. Manual counts on Broadway have shown a high percentage of users of micro mobility devices operating them on the sidewalks, because of the lack of safe and comfortable infrastructure. Similar counts on recently improved streets such as 10th Ave. show minimal use of the sidewalks by micro mobility device users.

The off-Broadway cycle routes on 8th and 10th do not provide direct access to businesses and jobs along Broadway; to retail establishments; nor most importantly, to the new Broadway Subway stations.

Multi modal connectivity is critical for realizing the benefits of our new subway. The City of Vancouver unanimously approved the adoption of [Design Principles](#) for the Broadway Subway project in 2018, including:

Design for efficient movement to, from and around the station. That the station plazas and surrounding public realm are designed to allow for efficient, intuitive and comfortable transfers between the Broadway Extension and other transit services as well as other modes of travel (walking, cycling, motor vehicles, car share)

(and) That stations be designed for maximum integration into the city's pedestrian, cycling and transit networks, as well as the communities they will serve.

It is not possible to integrate the stations into the cycling network without safe and comfortable active transportation infrastructure extending to each station. And while the focus in 2018 was on cycling, Active Mobility today extends far beyond cycles.

The subway stations are being built now. The project teams will complete street restoration at each station, and it makes sense to include Active Mobility Lanes as part of that design in the Station Blocks, instead of coming back to retrofit them later at increased cost to the City. For the Non-Station blocks, we recommend that the City use quick-build materials to construct protected lanes, while managing costs.

We support Option B, and call on Council to direct staff to complete the work they were tasked with in June 2022.

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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 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. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.