COUNCIL MEMBERS' MOTION

For consideration at the Standing Committee meeting on Policy and Strategic Priorities on December 2, 2026

6. Accelerating Vancouver's Journey Towards a Safe, Convenient, Connected and Complete Active Transportation Network

Submitted by: Councillor Maloney

WHEREAS

1. The 2027–2030 Capital Plan's public engagement process identifies protected bikeways and enhanced cycling connections as key transportation priorities;

2. Active transportation is a key component of Vancouver's climate strategy to reduce greenhouse gas emissions, given that nearly 40% of the city's emissions originate from motor vehicles;

3. While the frequency and quality of public transit is dependent on Translink, the Provincial government, and Federal government, the City of Vancouver has both the responsibility and the opportunity to achieve significant improvements in the active transportation network;

4. The City of Vancouver's transportation goals are set out in the Transportation 2040 Plan and the 2023-2027 Active Mobility Plan. These plans set out to develop a fully connected cycling and walking network to encourage more people to choose active transportation, with the objective of over two-thirds of all city trips to be made on sidewalks, cycling infrastructure or transit by 2040;

5. During the last term, only 20 km of new and renewed active mobility lanes were constructed, excluding the removal of the Stanley Park Drive protected cycling lane (approximately 10 km). (City of Vancouver, 2026);

6. Disparities in active transportation are particularly important in historically underserved Vancouver neighbourhoods, with only 33% of daily trips in Vancouver Southeast, for instance, being made by walking, biking, or transit, compared to the citywide average of 53% (City of Vancouver, 2025);

7. Research recognizes providing infrastructure comfortable for most people as one of the best ways to promote the use of active transportation and recommends prioritizing connecting neighbourhoods with All Ages and Abilities networks to improve safety and access for commutes (Transport Policy, 2021 and SFU, 2026);

8. Our city has been left lagging in terms of active transportation accessibility by limited progress and cycling projects that remained focused on side streets, not meeting the goal of being comfortable for most people or All Ages and Abilities (AAA) criteria and not sufficiently time-competitive with driving;

9. The need to update our active mobility network was reflected in the Vision Zero Safe Mobility Plan (2026) from a road safety perspective, underlining the need for the city to regularly update its active mobility plan, prioritizing new routes and upgrades, and expanding protected lanes on busy streets;

10. Active mobility lanes on busy streets support local businesses as demonstrated by the experience of Downtown Vancouver (CBC and Economic Impacts of Bicycle and Pedestrian Street Improvements, 2020); and

11. Boldly accelerating the delivery of active transportation infrastructure would help the City of Vancouver to boost activity on commercial streets, address the City's transportation challenges, improve equity and road safety and help the City to advance its climate goals.

THEREFORE BE IT RESOLVED

A. THAT Council reaffirm its commitment to the Transportation 2040 objectives and recognize the importance of active transportation for achieving climate goals as well as for enhancing public spaces, well-being, and social connections;

FURTHER THAT Council recognize the gap between current delivery rates and Transportation 2040 targets, and the urgent need for a bold and ongoing increase in the rate of delivery of active transportation infrastructure to achieve the Transportation 2040 objectives within the planned timeframe.

B. THAT Council direct staff, as part of the planned update to the Active Mobility Plan, to report back by Q3 2027 with:

   i. An augmented program of active transportation projects to be delivered by the end of 2029, aiming to substantially close gaps in the All Ages and Abilities (AAA) network, with a target of 100 km of new and renewed infrastructure;

   ii. An implementation plan identifying priority routes that will deliver the greatest increase in ridership and improved equity outcomes, estimated costs, funding requirements and sources, and anticipated construction timelines;

   iii. Opportunities to accelerate delivery through quick-build infrastructure, integration with existing capital projects and streamlined planning and approval processes to minimize the time from decision to completion; and

   iv. An assessment of what can be delivered within approved budgets and what specific additional resources or Council decisions are required to achieve the target.

C. THAT Council direct staff, while the Active Mobility Plan is being completed, to identify and advance active transportation projects that can be delivered in 2027 within existing approved budgets, prioritizing improvements to road safety,

connections to schools and community facilities, and gaps in the existing protected cycling network;

FURTHER THAT staff report back by Q1 2027 on the projects identified for immediate action, anticipated delivery schedules and any aspects requiring Council direction.

D. THAT Council direct staff to immediately undertake preliminary design, transportation analysis and public engagement on options for quick-build, safe, continuous, protected active mobility lanes along Broadway between Yew and Main Streets, so that the City is ready to implement quick-build lanes as soon as the City resumes responsibility for Broadway from the subway construction project which is projected to be approximately in one year, to minimize disruption to local businesses.

E. THAT Council direct staff moving forward to provide detailed reporting on delivery of new and renewed active transportation infrastructure against Active Mobility Plan and Transportation 2040 objectives, per neighbourhood, through the expansion of the existing Annual Transportation Snapshot.

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