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Cycle Highways- Recent Advancements

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ATTN: Amanda Pellam, Ministry of Transportation and Infrastructure

This memo is an update to HUB Cycling's backgrounder titled "[Encouraging cycle highways to connect communities across Metro Vancouver](#)", sent to Ministry of Transportation and Infrastructure (MoTI) staff on Nov 27, 2017. We look forward to continuing to work with you to discuss the best locations for cycle highway routes within our transportation network.

1. Hwy 1- Lower Lynn

HUB Cycling's North Shore Local Committee has been working closely with MoTI to ensure cycle highway infrastructure is included as part of the Hwy 1- Lower Lynn improvements. Construction is expected to be completed in Summer 2019, including several hundred metres of physically protected mixed-use pathways that separate pedestrians from people cycling.

2. Pattullo Bridge

HUB Cycling has been in consultation with MoTI regarding accommodations for people cycling to, from, and across the new Pattullo Bridge.

We are pleased to hear MoTI's support (via Wendy Itagawa, Executive Project Director-01-09-18) to incorporate high quality cycling and pedestrian facilities into the project design including:

- Landscaped boulevards to separate mixed-use paths (bikes/ peds separated) from roadway traffic along the Surrey and New West connections
- Two barrier-separated multi-use paths, protecting users from motor vehicle traffic and separating people cycling from pedestrians, as well as the installation of a security fence to enhance safety and reduce noise and pollution while crossing the bridge.

3. Transportation Association of Canada's (TAC) support for Cycle Highways

In late November 2018, TAC hosted a webinar titled [Bicycle Highways: What Canada Can Learn from International Experience](#), featuring local and international planners who discussed the applicability of such infrastructure in a Canadian context. TAC's support for cycle highways sends a strong message to practitioners that these facilities should be considered in future transportation projects.

4. Capital Region of Denmark (CRD) releases Cycle Superhighways report¹

In an effort to reverse the decrease in bike trips at the national level, the CRD - in conjunction with 23 municipalities- is investing in 45 new cycle highway routes, aimed at generating a socio-economic surplus of \$1.1 billion CAD (via lower sick days and mortality rates, reduction in congestion and Co2). By 2045, a total of 295 million euros (\$444 million CAD) is expected to be invested in the network.

5. Growth of E-Bikes Extends Geographic Reach of Cycling and Benefits from Cycle Highways

E-bike sales and usage is growing worldwide. Recent trends show market share increases across Europe, including up to 28% between 2013-2015 in the Netherlands. Within the US, the Bicycle Product Suppliers Association saw e-bike sales double between 2016-2017² and sales remain strong amongst Canadian dealers. Locally, initiatives such as the North Vancouver Chamber's [E-Bike To Work Week](#) and potential municipal partnerships with JUMP e-bike share (HUB Cycling's 2019 Spring and Fall Bike To Work Week presenting sponsor) show that businesses and government are interested in expanding e-bike usage within the region.

A recent Dutch study³ projected that a significant increase in both cycle highway development and e-bike demand would increase trips by bicycle (and longer distance trips by e-bikes) as well as reduce motor vehicle congestion and both travel time and cost for all road users (p. 28). These results are possible as cycle highways increases the travel speed by bicycle from 15 km/h up to 24 km/h on an e-bike.

The increased speed and efficiency of e-bikes allow people to travel further distances without time or physical fitness constraints, making suburbs within cycling reach of employment centres and other common destinations.

Cycle highways are advantageous over public transport and individual motorised transport, due to their cost effectiveness to build and maintain, especially given that many suburbs are situated within cycling range (ex. 5-25km) of key destinations such as work, school, and shops.

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¹ [Cycle Superhighways, Capital Region of Denmark \(2018\)](#)

² [Bicycle Electrification at Crossroads of Unprecedented Possibilities \(Bike Europe, 2018\)](#).

³ [The Role of Walking and Cycling in Reducing Congestion: A Portfolio of Measures \(FLOW, 2016\)](#).