

Vancouver-UBC Local Committee

April 16, 2024

Virtual Meeting via Zoom



www.bikehub.ca/vancouver-ubc



VULC Meetings



Active listening

Pay close attention to what others are saying and avoid interrupting



Respectful language

No personal attacks, name-calling or dismissive language



One speaker at a time

Wait for someone to finish their point before making yours



Be concise

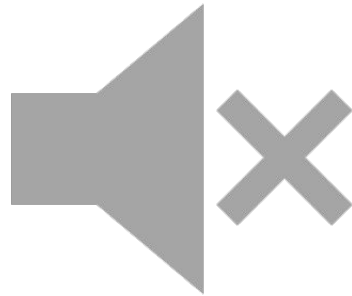
Get your question or comment across clearly and efficiently



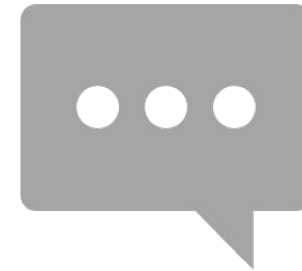
Respect the chair

The chair is responsible for making sure all agenda items are covered in a timely fashion, and discussion of certain items may need to continue outside of the meeting

Virtual Meetings



Please mute your phone or microphone when you are not speaking. A moderator may mute you. Ensure your name is displayed so that we know who you are.



We have a co-host who will watch the text chat and help make sure questions are addressed from online attendees.

Land Acknowledgement

We acknowledge that HUB Cycling operates on the traditional, ancestral, and unceded territories of the Musqueam, Squamish, and Tsleil-Waututh people. We recognize and respect the stewardship of this land and waters by these Indigenous communities, who have lived here for thousands of years and continue to do so. We acknowledge the historical and ongoing injustices that Indigenous peoples have faced and continue to face, and we commit to working towards reconciliation and decolonization in our community and beyond.





Welcome and Introductions

- Welcome to new attendees
- Minutes from March meeting
- Anything to add to the agenda?

Meeting Agenda

- Introductions and land acknowledgement
- Agenda, Action Item Review, Announcements and Upcoming Events
- Groups.io: What you missed
- Deep Dive: Changes to the Motor Vehicle Act and Regulations
- Updates from Working Group leads
- Consultations/CoV Updates
- HUB Cycling Regional Advisory Committee (RAC) - no update
- HUB Cycling Board Update - no update this month
- VULC Correspondence/Meetings
- Meeting Adjourns (8:00 pm)

Action Items Review

- Van311 – please report bike lane maintenance issues to the CoV using the smartphone app or by calling 311. Note the new features for reporting bike issues.
- Schedule an Assessment Ride (Jeff) - **done**
- Schedule an April Social Ride (Anthony) - **done**

Announcements

- [Go By Bike Week](#) and [Bike to School Week](#) both start June 3rd. Early registration is open.
- The [Bicycle Film Festival](#) is on May 18th at the Rio Theatre
- The [BCCC Active Transportation Summit](#) will be held June 18-19 in New Westminster

Announcements

- A UBC student research project has published a report entitled “Conflict Narrative: The Stanley Park Bike Lane”. We have asked HUB staff to post and circulate it.
- Translink has published new [Design Guidelines](#) for transit stops located adjacent to cycling infrastructure. This is an excellent resource that can apply beyond transit stops.
- Adam Hawk has a new [petition](#) calling on CoV staff to improve safety for cycling by following through on the CoV 2017 commitments related to local street bikeways. These changes are within the existing mandate of the City Engineer.



groups.io

If you're subscribed to "special announcements only" you missed discussions like these:

Cypress Ave. at Broadway intersection obstruction 6 #InfrastructureAlert #BroadwaySubway

On Friday, April 12, the intersection was completely blocked by a huge crane. Cyclists and pedestrians were diverted to 100 metres to the east to cross with no assistance. If that's still the situatio
By [mike v](#) · Apr 12 ·

HUB Vancouver UBC Local Committee Meeting Tuesday April 16 - 6:30 pm #MonthlyMeeting

Hi all, We will hold our monthly VULC meeting on Tuesday April 16th at 6:30 pm. We will meet via Zoom (details below); there is no in person meeting this month. Please log in between 6:15 and 6:30 on
By [Jeff Leigh](#) · Apr 12 ·

Clr Fry to introduce motion on 30 km/h speed limits Apr 10th 11

Next week, Clr Fry will introduce a motion asking staff to report back on a number of items related to expanding 30 km/h within Vancouver, and ways to reduce the speed and volume of traffic on Local
By [Anthony Floyd](#) · Apr 11 ·

Social Rides 2024 3 #SocialRides

Dear all, Let's do some social rides! I'd hoped to get all my ducks in a row for this coming weekend but it's not going to work out, so here is a list of dates that I propose for upcoming social rides
By [Anthony Floyd](#) · Apr 11 ·

Detour in place at Arbutus Greenway/King Ed #ArbutusGreenway #InfrastructureAlert

Work is going ahead at the King Ed/Arbutus intersection. Someone has posted a video of the detour that's now in place: https://www.reddit.com/r/vancouvercycling/comments/1c04nck/fancy_new_bike_detour_
By [Anthony Floyd](#) · Apr 10 ·

Watch "Bicycling for Everyone • Copenhagen & Barcelona / Guests: Sílvia Casorrán & Marianne Weinreich" on YouTube

https://youtu.be/CPG12XZleal?si=fFLx5XiavEqq4_Tp Eric Schwartz (he/him/his) C.604.724.7589 schwartz.eric.lewis@...
By [Eric Schwartz](#) · Apr 8 ·

Vancouver parks to allow e-bikes, scooters on cycling paths - Victoria Times Colonist

<https://www.timescolonist.com/local-news/vancouver-parks-to-allow-e-bikes-scooters-on-cycling-paths-8566371> Eric Schwartz (he/him/his) C.604.724.7589 schwartz.eric.lewis@...
By [Eric Schwartz](#) · Apr 8 ·

Dangerous Remnants of the Stanley Park Bike Lane between Second Beach Parking and Beach Dr. 3

The dangerous remnants of the Stanley Park Dr. bike lane between Second Beach Parking lot and Beach Dr. are an incomprehensible combination of poor layout, missing signage, bad paint striping and dead
By [Eric Schwartz](#) · Apr 7 ·

New BC minimum passing distance regulations, effective June 3rd 13

From June 3rd, 2024, motorists in BC must give people on bikes 1 m (3.3 ft) passing distance on roads <= 50 km/h, and 1.5 m (4.9 ft) on roads > 50 km/h, with penalties starting at \$368 + 3 points. htt
By [Anthony Floyd](#) · Apr 7 ·



Maple St at Broadway



Deep Dive: Changes to the BC Motor Vehicle Act and Regulations

Advocacy history on this issue

- 25 year initiative
- Previous MVA was drafted in 1957

Road Safety Law Reform Group

- BC Trial Lawyers Association
- Cycling Advocates (HUB Cycling, BCCC)
- Health Authorities and Health Research Agencies
- Municipalities
- A detailed Position Paper calling for changes to the MVA was published in 2018

Changes to the MVA and regulations: Definitions

Vulnerable road users in B.C. are defined as a pedestrian or person on:

- A cycle
- A motorcycle
- An animal or animal-driven vehicle
- An electric kick scooter
- An electric wheelchair or a mobility scooter

Changes to the MVA and regulations: Duty of Care

- Drivers must always take proper precautions around vulnerable road users on a public road
- Drivers must keep a safe distance when passing vulnerable road users
- New rules begin June 3, 2024. Education and awareness campaigns start then.
- Police can issue violation tickets and fines for contraventions of the new vulnerable road user safety laws. Penalties range from:
 - Failing to take proper precautions with vulnerable road users - \$109 and 3 driver penalty points.
 - Failing to maintain prescribed minimum passing distances - \$368 and 3 driver penalty points.
 - To a maximum fine of \$2,000 and 6 months of imprisonment.

Changes to the MVA and regulations: Overtaking distances

The minimum passing distances are:

- Highways 50 km/h or less: 1 m
- Highways 51 km/h or over: 1.5 m
- Drivers interacting with vulnerable road users who are in separated and protected cycling lanes and on sidewalks: 0.5 m
- The minimum passing distance is measured from the furthest protruding part of a passing motor vehicle (e.g. a mirror) and the furthest protruding part of vulnerable road user or their equipment (e.g. handlebar)
- Regulations for minimum following distances were not implemented

Changes to the MVA and regulations: Motor Assisted Cycles (e bikes)

A motor assisted cycle (e-bike) must have:

- Fully operable pedals (or hand cranks) capable of propelling the cycle, including when the motor is engaged and providing assistance propelling the device
- An electric motor of a certain maximum output and no combustion engine
- Safety features that stop the motor from propelling the device in certain instances (e.g. when braking or when not pedaling or applying the throttle)
- Motors and batteries that are securely fastened to the cycle (must have insulated and covered electrical terminals)
- Two or three wheels (must be at least 350mm in diameter)
- A braking system capable of quickly bringing the device to a stop

Changes to the MVA and regulations: Motor Assisted Cycles (e bikes)

Classes of e-bike in B.C.		
	Standard e-bike	Light e-bike
Minimum rider age	16	14
Maximum motor-assisted speed	32 km/h	25 km/h
Maximum motor power	500W	250W
Throttle assist	Yes	No

Changes to the MVA and regulations: Other Micro Mobility Devices

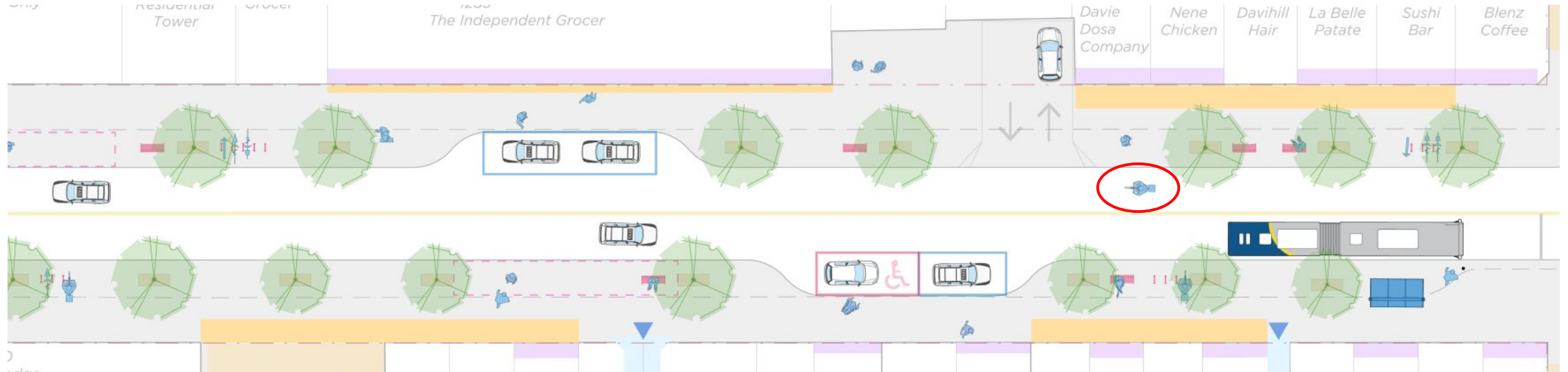
- The Kick Scooter Pilot was extended for four years, and is only running in participating communities
 - Focus is on collecting data for eventual inclusion in the MVA
 - Max device speed 25 km/hr
 - Minimum operator age 16 years
 - Equipped with handlebars, brakes, lights, bell or horn
- Potential for future consideration of other micromobility devices



Changes to the MVA and regulations: Potential Impacts on ICBC Claims

- ICBC benefits after a crash can depend on whether the person is deemed responsible, or not responsible, or whether responsibility is shared or not determined
- We don't know yet how vulnerable road user infractions may impact ICBC claims

Potential Impacts on Existing AT Infrastructure: eg: Davie St proposed improvements



- Under the new MVA, drivers are expected to cross the centre line to overtake a vulnerable road user safely, and can't legally squeeze through.
- From the BC Government press release: "If it is safe to do so, you can cross over a single or double yellow centre line to provide a vulnerable road user as much space as possible when passing." This is a change from past regulations about not crossing a double line.



Working Group Updates



Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – Two rides scheduled in East Van, April 20th and May 4th. Saturdays, 10 am. Meet Location TBA
- Cycling in Parks – Lisa – East Park consultation, e bikes and scooters now permitted on park paths
- Arbutus Greenway – Stan/Jeff/Anthony – Detour at King Edward, improvements at King Edward and at 41st
- Broadway Subway – Anthony – Maple detour for Cypress
- Elections Working Group – Lisa
- NE Quadrant Greenway – Clark
- Secure Bike Parking – Melanie – Working group charter drafted, looking for additional members
- Social Rides - Anthony – April 28th, 1pm start @ Olympic Village

VULC Social Rides

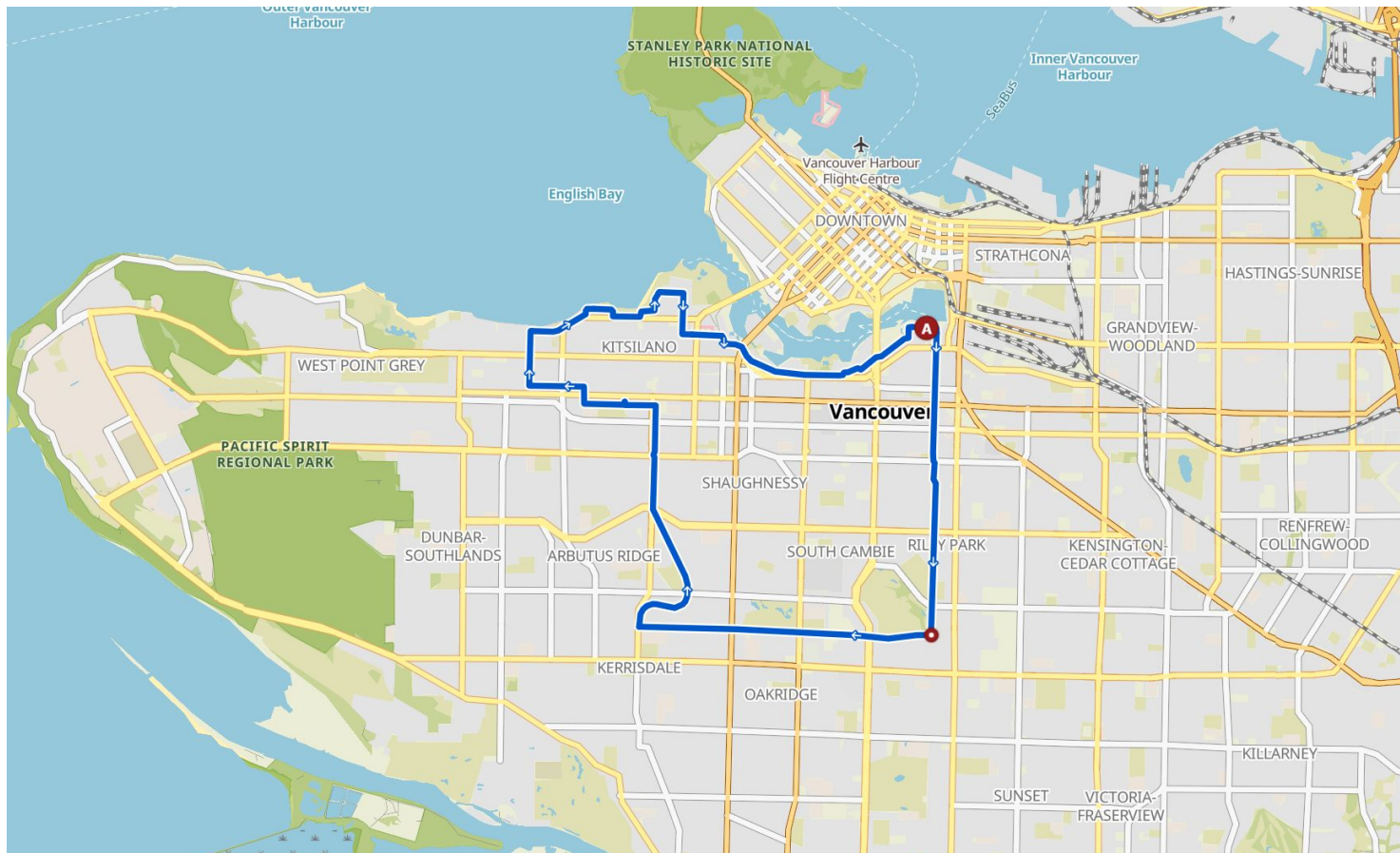
- Social pace rides (15 km/h average)
- Targeting ~20 km group riding (+ to/from)
- No drops! (No one left behind)
- All rides are loops
- Rain will not deter us
- Not assessment rides!



VULC Social Rides

Sunday Apr 28th @ 1 pm

Centre Loop



20 km. Start/stop @
Olympic Village Square (“The Birds”)

No gravel. Gelato at the end.

Look for Eventbrite registration link on
groups.io within the next few days

Required: Eventbrite registration,
online waiver, helmet

Contact
anthonyfloyd@gmail.com



Consultations / CoV Updates



Consultations - Gastown/Water St

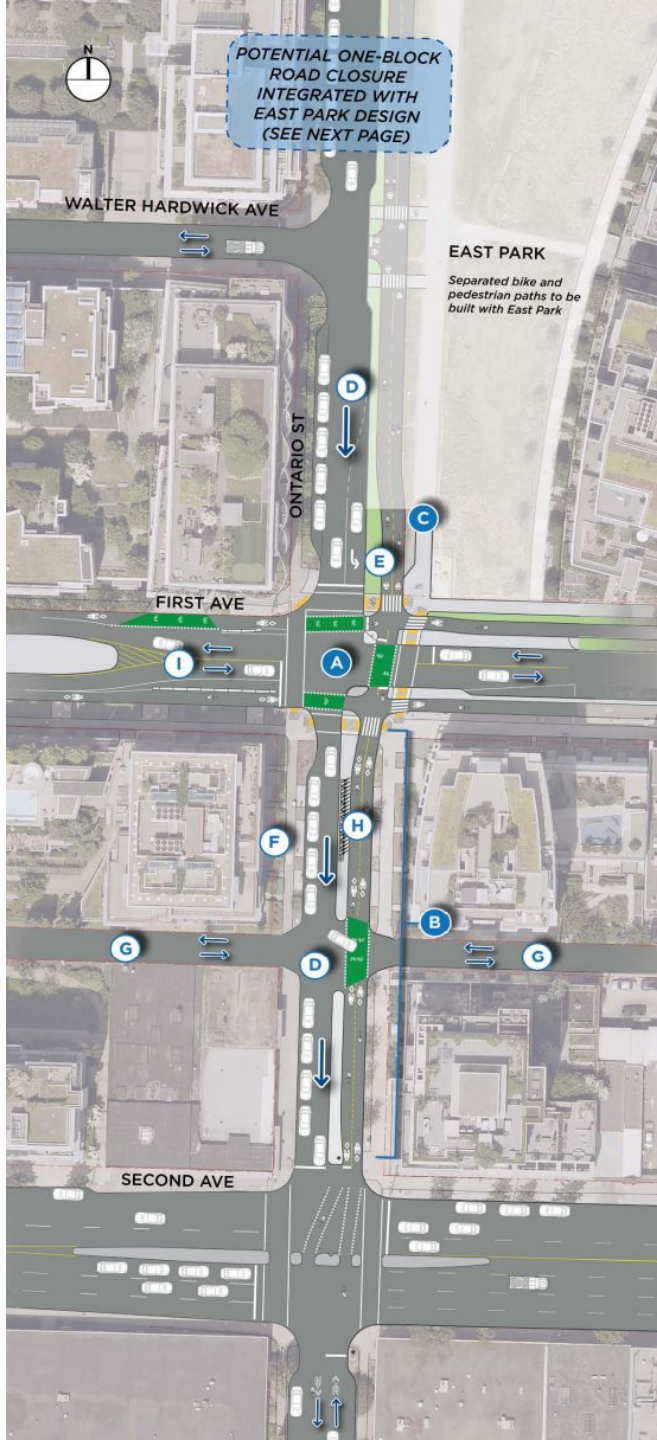
- Water St construction work is underway at the east end near Maple Square. Detour is in place for people walking and cycling. Work is underway to replace the cobblestones with bricks set in mortar (similar to the South False Creek Seaside Greenway improvements)
- Upcoming summer car light pilot
- BIA is planning a summer bike valet in Gastown

Consultations - East Park Improvements Braid Concept Design



Consultations - East Park Improvements Breathe Concept Design





Consultations - Ontario Bikeway Improvements

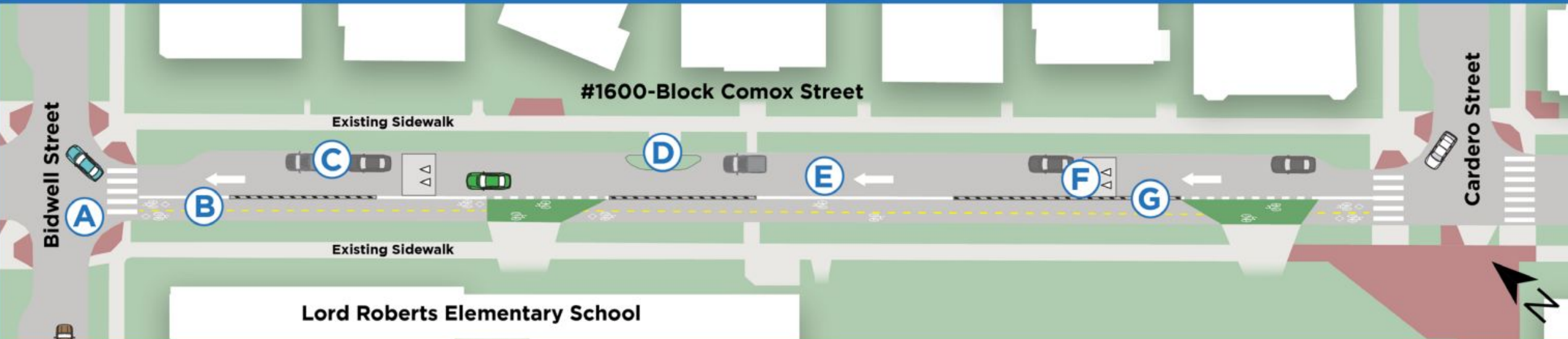
- A. Protected Intersection
- B. Two way protected bike lane on Ontario
- C. Future separated walking/cycling paths
- D. One way southbound travel on Ontario
- E. Dedicated southbound turn lane
- F. Parking
- G. Retained access to parkades
- H. Public Bike Share station
- I. Adjustments to the centre median west of Ontario

Consultations - E bike (and e scooter) access to the Seawall and Park Paths

- The CoV e scooter program is being aligned with the new BC MVA changes, and will run until 2028
- New rules for where e scooters can be used, including local streets, and certain roads posted over 50 km/hr (not just in cycle lanes)
- Planned launch of a public e scooter share system later this year
- As part of these changes, the City and Park Board have both approved changes to their respective bylaws to allow e scooters, and e bikes, on the Seaside Greenway and on park paths where cycling is allowed.

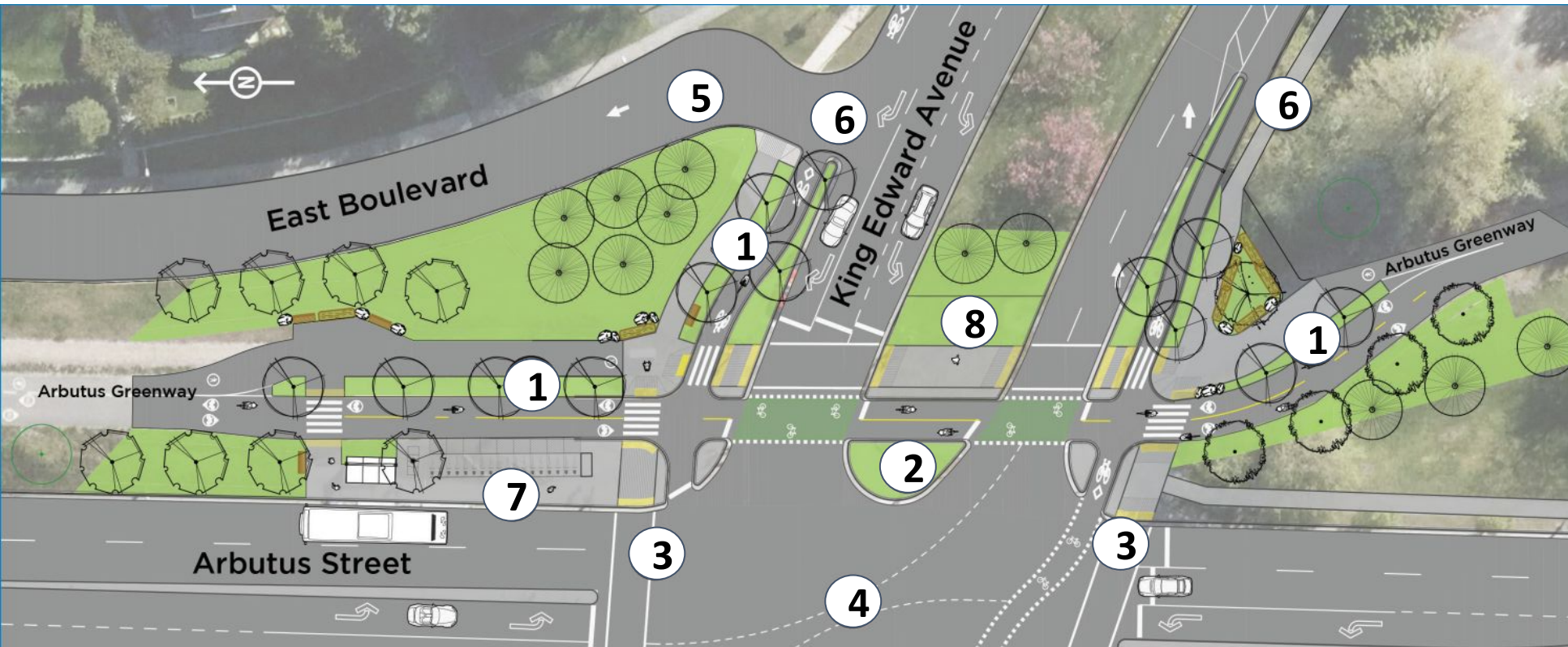
Consultations - Comox St Interim Protected Bike Lane

Draft Two-Way Bike Lane



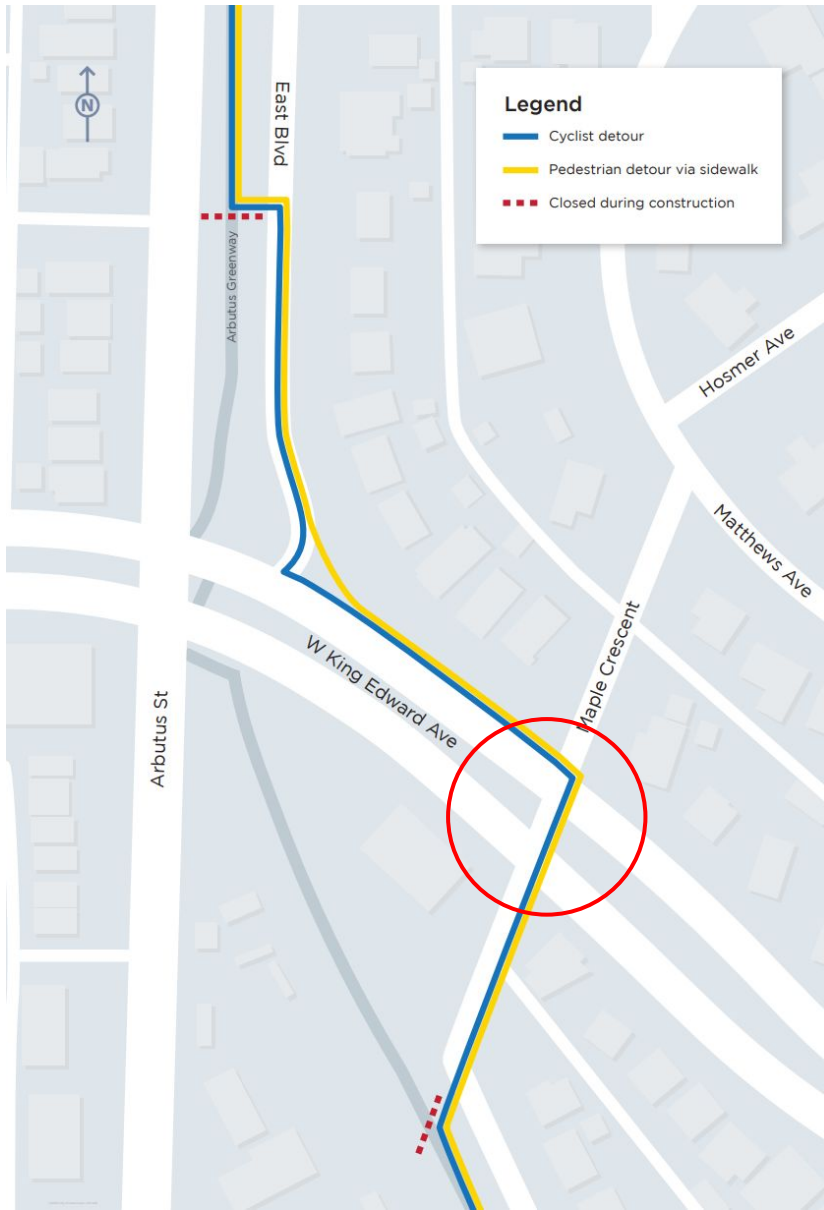
- Located in front of Lord Roberts Elementary School, where the School Street pilot ran

Consultations - Arbutus Greenway at King Edward Improvements



1. Separation
2. New Curbs and median
3. New Ramps
4. Signal Phasing
5. One Way traffic
6. Connection to W King Edward
7. Bike Share station
8. Rainwater features and plantings

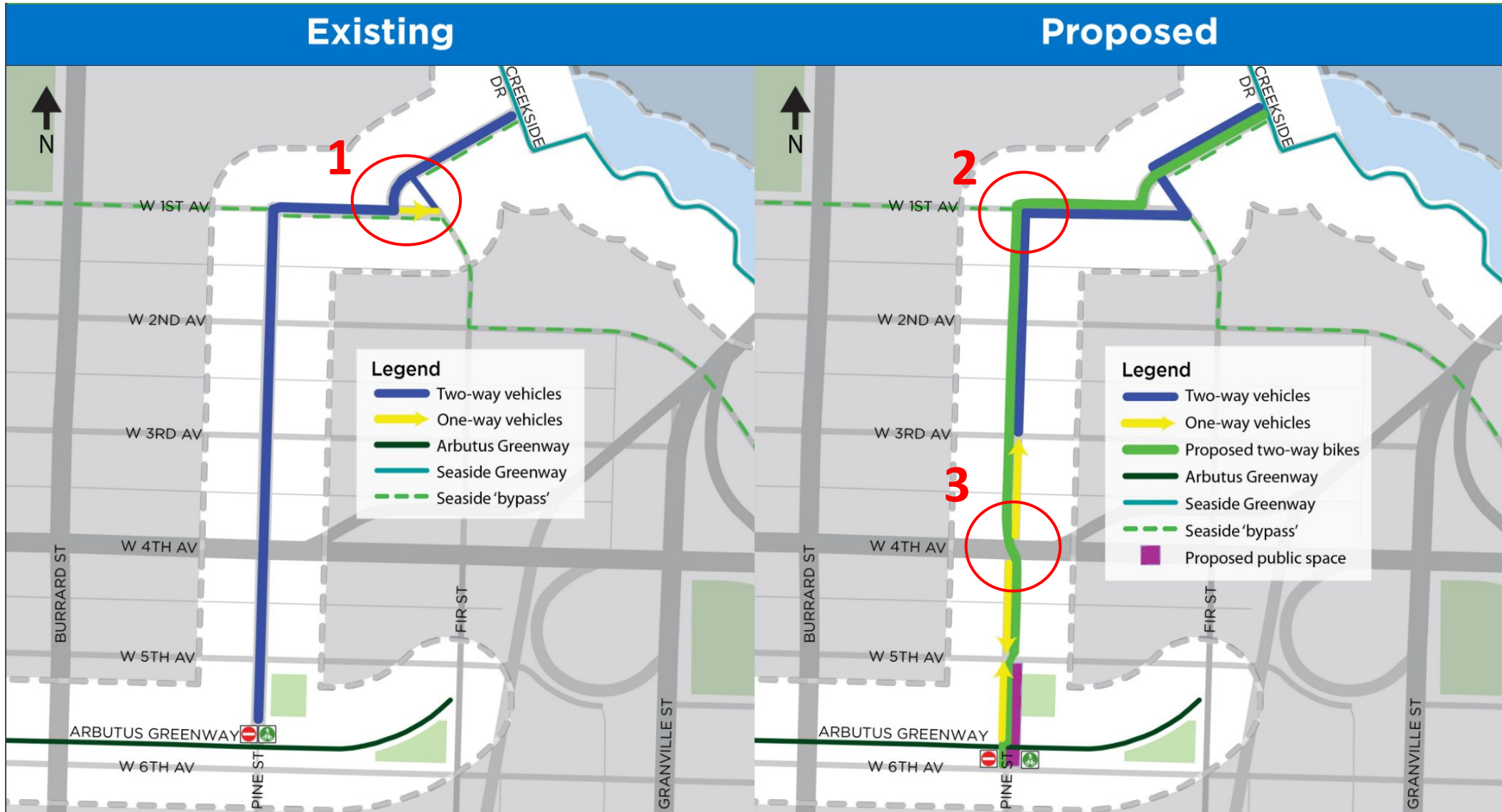
Consultations - Arbutus Greenway at King Edward Improvements - Detour during Construction



Consultations - Arbutus Greenway at 41st Improvements



Consultations - Pine and 1st Ave Connector





RAC / Board Updates





RAC Update

- No update this month



HUB Board Update

- No update this month



VULC

Correspondence/Meetings



Correspondence/Meetings

- Meeting with Pacific Centre cyclists re ramp access
- Meeting with Easy Park
 - Interest in creating secure bike parking at existing Easy Park facilities, with controlled access via an app
 - Discussion on key locations downtown
- Meeting with concerned parents of Lord Byng Secondary, QE Elementary re 16th Ave traffic calming



Wrap Up





Breakout Rooms

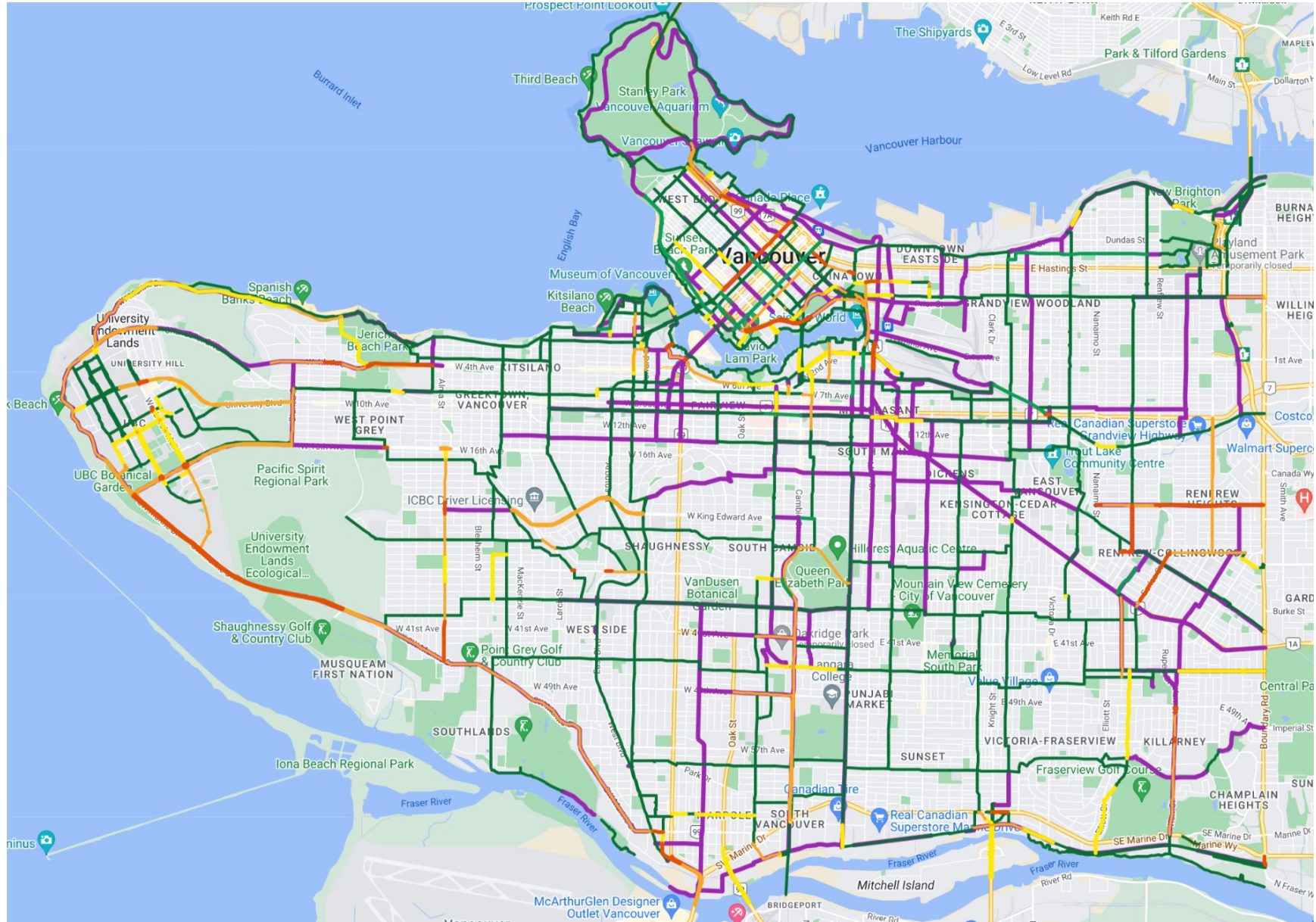
- Cycling in Parks
- General discussion



Appendices

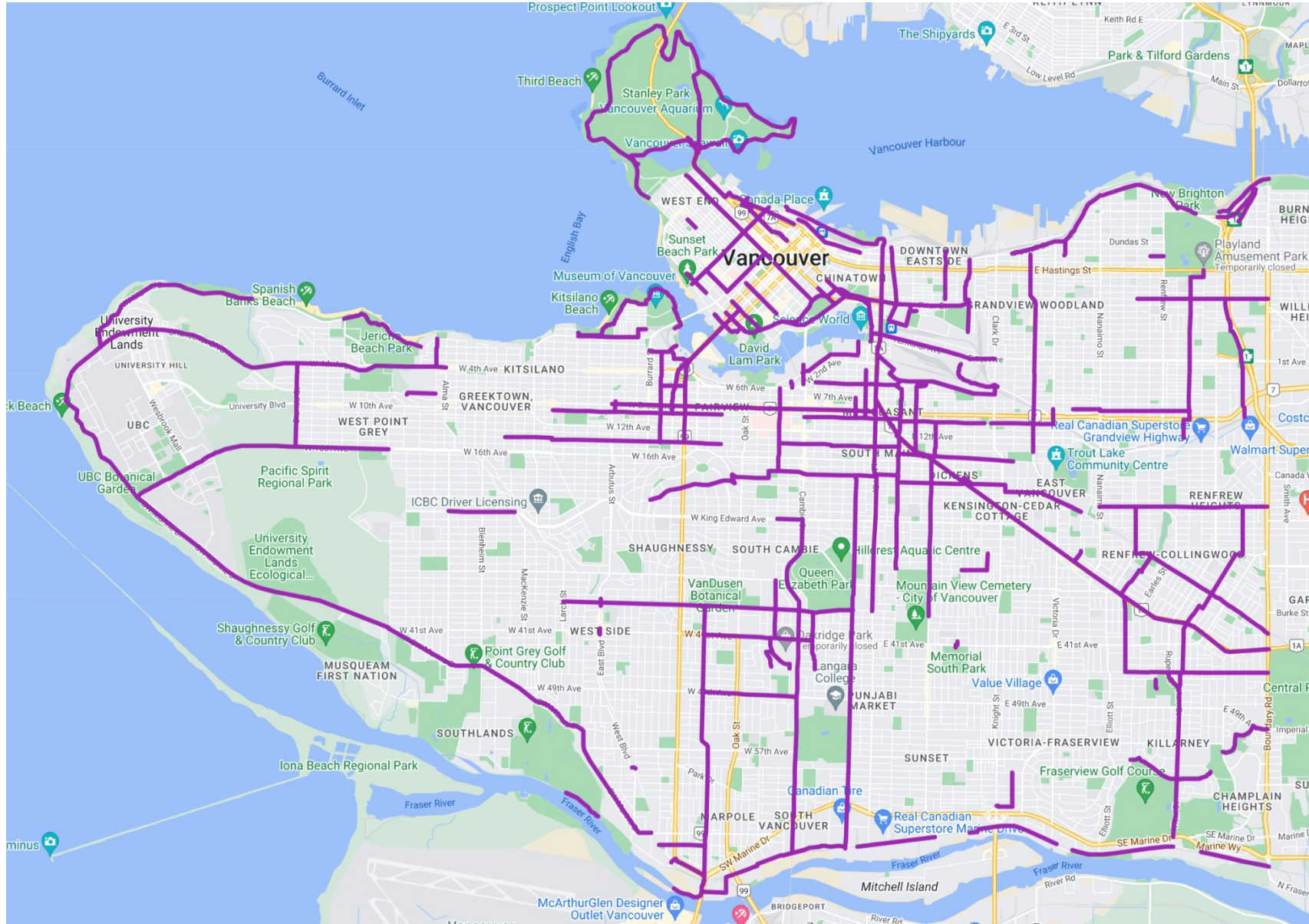


Prototype Gap Map (Vancouver/UBC) with SoC Route Data (Sept 2023)





Vancouver UBC Local Committee Priority Gaps (Sept 2023)



CoV Active Mobility Plan 2023

Active Mobility Plan Major Corridors 2023 - 2027

- Major Pedestrian/Public Realm Improvements
- Complete Street
- Greenway
- Existing Bikeways
- Under Review Through Planning Process

Major Pedestrian/Public Realm Improvements

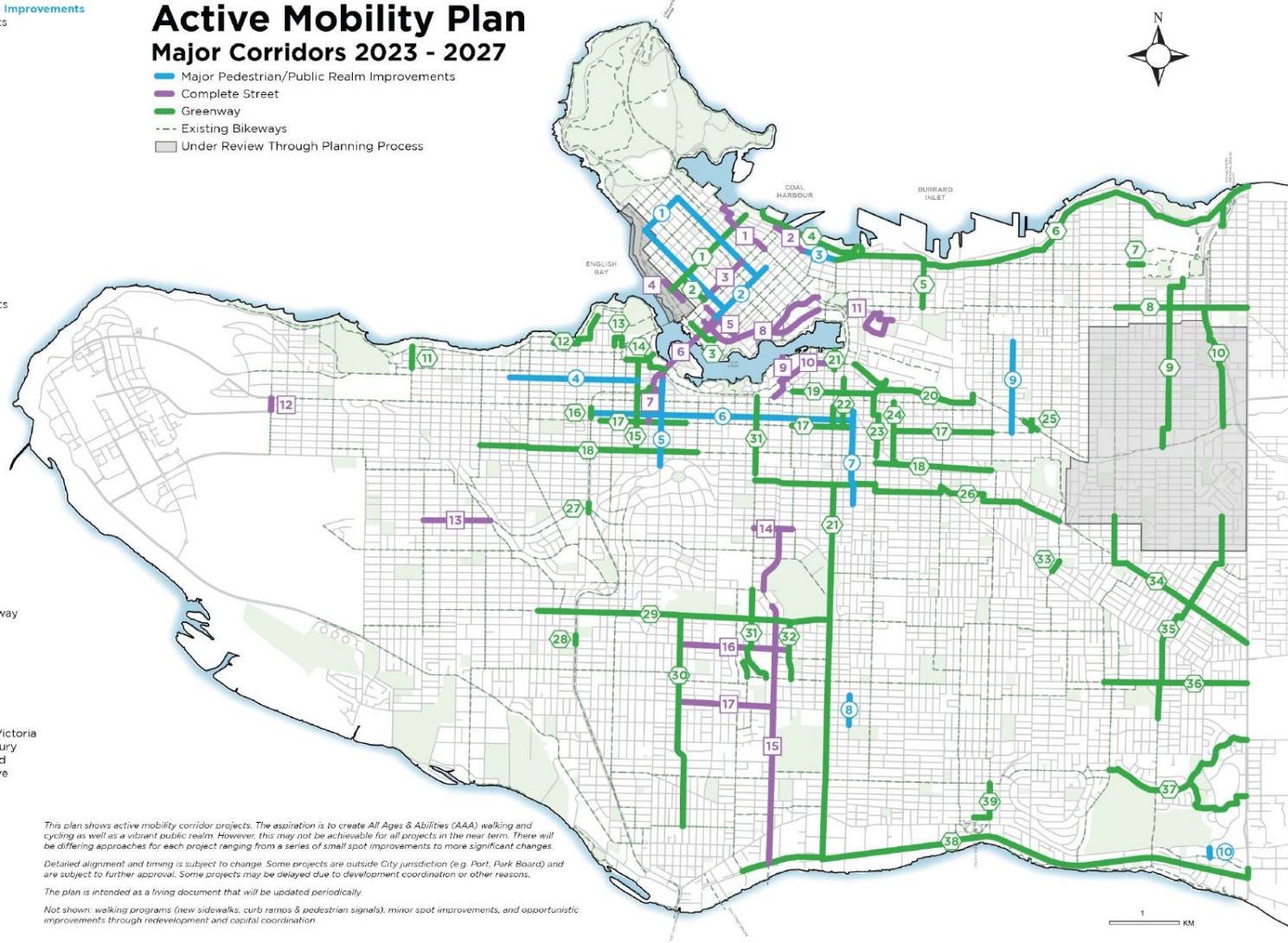
- 1 West End Commercial Streets
- 2 Granville - Downtown
- 3 Water
- 4 4th Ave
- 5 Granville - South
- 6 Broadway
- 7 Main - Mt Pleasant
- 8 Main - Punjabi Market
- 9 Commercial
- 10 East Fraser Lands Stairs

Complete Street

- 1 Melville
- 2 Cordova
- 3 Burrard
- 4 Pacific
- 5 Drake
- 6 Granville Connector
- 7 Fir Ramp
- 8 Pacific - Expo
- 9 Cambie Ramp
- 10 1st Ave
- 11 New St Paul's Hospital Streets
- 12 Blanca
- 13 King Edward - Dunbar
- 14 King Edward - Cambie
- 15 41st Ave
- 16 49th Ave

Greenway

- 1 Bute
- 2 Burnaby
- 3 Beach
- 4 Waterfront Road
- 5 Hawks
- 6 Portside
- 7 Pandora
- 8 Adanac
- 9 East Side Crosscut
- 10 Skeena
- 11 Highbury
- 12 Seaside - Kitsilano Beach
- 13 Greer - Cypress - Chestnut
- 14 Seaside Bypass - 1st Ave
- 15 Pine
- 16 Arbutus Greenway at Broadway
- 17 10th Ave
- 18 14th Ave - 15th Ave
- 19 5th Ave
- 20 Central Valley Greenway
- 21 Ontario
- 22 Quebec
- 23 Prince Edward
- 24 St George
- 25 Central Valley Greenway at Victoria
- 26 18th Ave - 19th Ave - Stainsbury
- 27 Arbutus Greenway at King Ed
- 28 Arbutus Greenway at 41st Ave
- 29 37th Ave
- 30 Hudson
- 31 Heather
- 32 Alberta
- 33 Gladstone
- 34 BC Parkway
- 35 Kerr - McHardy
- 36 45th Ave
- 37 Masumi Mitsui
- 38 Kent
- 39 Borden



This plan shows active mobility corridor projects. The aspiration is to create All Ages & Abilities (AAA) walking and cycling as well as a vibrant public realm. However, this may not be achievable for all projects in the near term. There will be differing approaches for each project ranging from a series of small spot improvements to more significant changes.

Detailed alignment and timing is subject to change. Some projects are outside City jurisdiction (e.g. Port, Park Board) and are subject to further approval. Some projects may be delayed due to development coordination or other reasons.

The plan is intended as a living document that will be updated periodically.

Not shown: walking programs (new sidewalks, curb ramps & pedestrian signals), minor spot improvements, and opportunistic improvements through redevelopment and capital coordination.

Protected Bike Lane
People cycling are protected from motor vehicles by physical barriers such as planters, curbs, or bollards; also includes off-street paths

Local Street Bikeway
People cycling share the roadway with motor vehicles on a relatively quiet neighbourhood street

Painted Bike Lane
People cycling have a dedicated painted lane, typically between the curb or parking lane and a driving lane

Shared Use Lane
People cycling share a lane with motor vehicles on a busy street; these lanes fill network gaps but are not comfortable for most

Route Legend
Most Comfortable
Least Comfortable

Connected AAA Network
The Connected All-Ages-and-Abilities (AAA) Network is a connected series of mostly protected bike lanes and some local street bikeways with lower traffic volumes.

Map Symbols

- Moderate Uphill Route
- Steep Uphill Route
- One Way Bike Route
- Temporary Closure (Broadway Subway construction; follow signs for detours)
- Mobi Station Zone (boundary contains all public bike share stations, including Downtown & Stanley Park)
- SkyTrain Station/Bus Loop
- Bike Parkade
- Train Station
- Bus Station
- SeaBus
- Passenger Ferry
- Hospital
- Community Centre
- School

What's New:

- Richards Street now has a protected bike lane from Pacific St to Cordova St
- Smithe Street now has a protected bike lane from Expo Blvd to Thurlow St
- Mobi by Shaw Go now has 500+ e-bikes
- On-demand bike lockers now available at VCC-Clark Station



Local Cycling Resources:

- BC Cycling Coalition Bike Sense Guide: bccycling.ca/bikesense-index
- HUB Cycling Education Programs, Events and Resources: bikehub.ca
- TransLink Bike Maps and Resources: translink.ca/riders-guide/bike-and-ride-on-transit
- The Bicycle Valet Service: bikevalet.ca
- Velopalooza Social Bike Rides: velopalooza.ca
- Our Community Bikes Programs and Services: ourcommunitybikes.org

Disclaimer of responsibility: This map is produced as a guide to cycling routes in the City of Vancouver. The City, its employees, officers, directors and representatives do not guarantee the accuracy of the information contained therein nor warrant the safety of any route, highway, road, street, designated cycling route or other shown in the map or information.

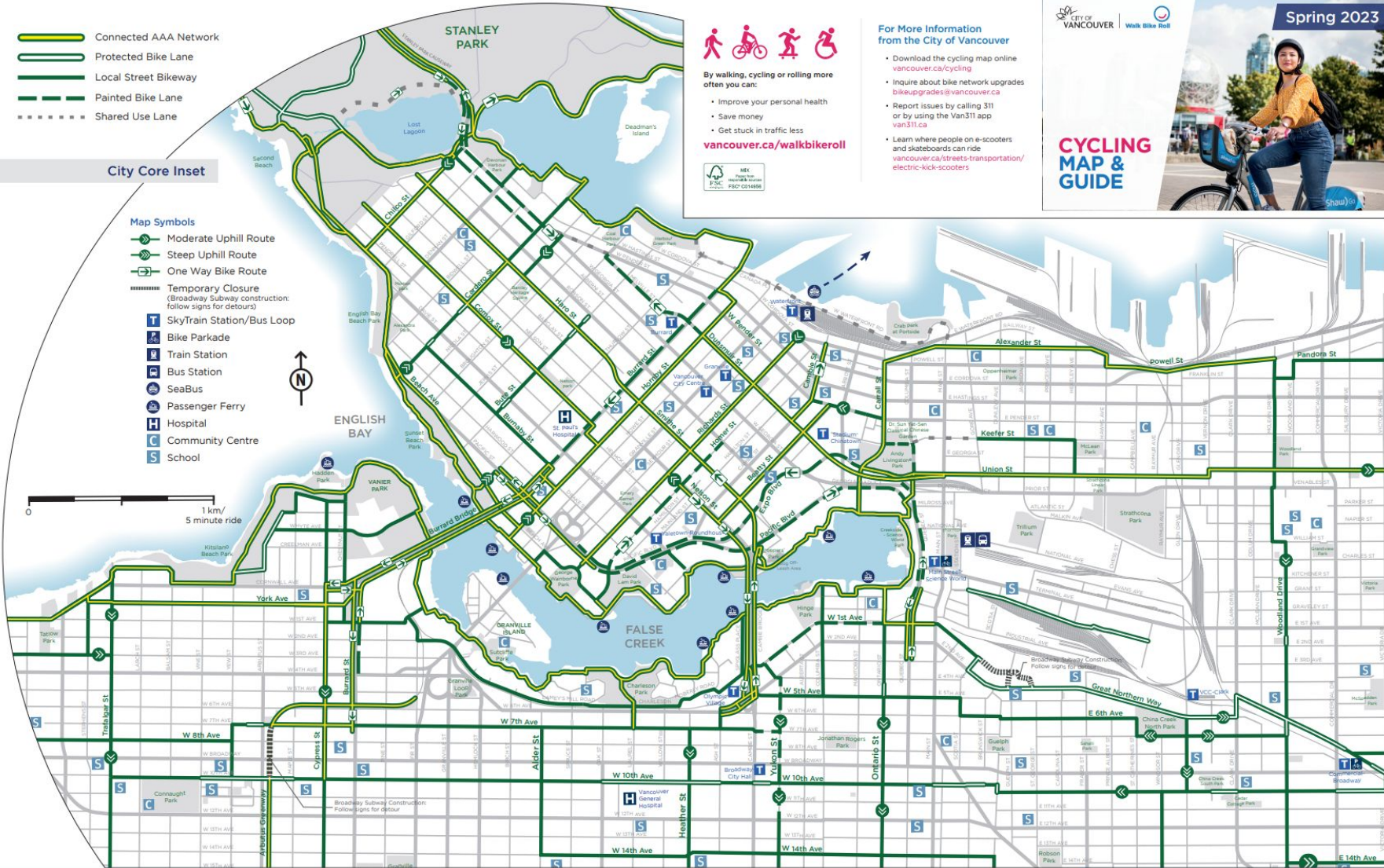
- Connected AAA Network
- Protected Bike Lane
- Local Street Bikeway
- Painted Bike Lane
- Shared Use Lane

City Core Inset

Map Symbols

- Moderate Uphill Route
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- Community Centre
- School

0 1 km / 5 minute ride



By walking, cycling or rolling more often you can:

- Improve your personal health
- Save money
- Get stuck in traffic less

vancouver.ca/walkbikeroll



For More Information from the City of Vancouver

- Download the cycling map online vancouver.ca/cycling
- Inquire about bike network upgrades bikeupgrades@vancouver.ca
- Report issues by calling 311 or by using the Van311 app van311.ca
- Learn where people on e-scooters and skateboards can ride vancouver.ca/streets-transportation/electric-kick-scooters

CYCLING MAP & GUIDE



Spring 2023

Mobi by Shaw Go is Vancouver's public bike share system where users can unlock and return bikes to any of the 250+ stations.

- The **Mobi Station Zone** is shown on the map on page 1.
- Mobi now has 500+ e-bikes available at any Mobi station.
- Download the 'Mobi by Shaw Go' App or visit mobibikes.ca to learn more.



Did you know?

Over 5 million trips have been taken on Mobis to date!

mobi | ShawGo



Pavement Markings & Signals

- Bicycle Indicates a bicycle route or lane
- Bicycle with Arrow Indicates the bike route direction is changing
- Bicycle Pathway Indicates an off-street cycling pathway
- Shared Pathway Indicates an off-street pathway shared by people walking and cycling

- Special Reserved Lane Indicates a reserved lane for the devices noted on associated signs or pavement markings. When combined with a bicycle this symbol indicates a dedicated bicycle lane. People cycling in the City of Vancouver are allowed to ride in these lanes.
- Sharrow (Shared Roadway) Indicates a roadway shared with motor vehicles.

- Crossbike (Elephant's Feet) Identifies a crosswalk where people biking do not need to dismount.
- Green Paint Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.

- Bicycle Box People cycling should position themselves at a red signal, allowing them to turn left, right, or go straight in advance of other vehicles.

- Bicycle Signal A dedicated signal for people cycling.

- Turning Left Using a Bike Box
- 1) Go straight through the intersection when the signal is green and wait in the turn box.
 - 2) Proceed left across the intersection when the signal changes.

Register your Bike with Project 529

It's free and takes only five minutes. In the event your bike goes missing, you can notify the police and community to help recover your bike.

For more information, visit: project529.com

Bikes on Transit

Public transit can help you and your bike go further. You can take your bike on the bus, SkyTrain, SeaBus, and WestCoast Express. Electric and folding bikes are also allowed on the system now (with some restrictions).

Bike Parkades Bike Parkades are indoor bike parking facilities for registered Compass customers and are available in Vancouver at Main Street-Science World, King Edward, Commercial-Broadway, and Joyce-Collingwood.

For more information, visit: translink.ca/ride-guide/bike-and-ride-on-transit

Vancouver Greenways Plan

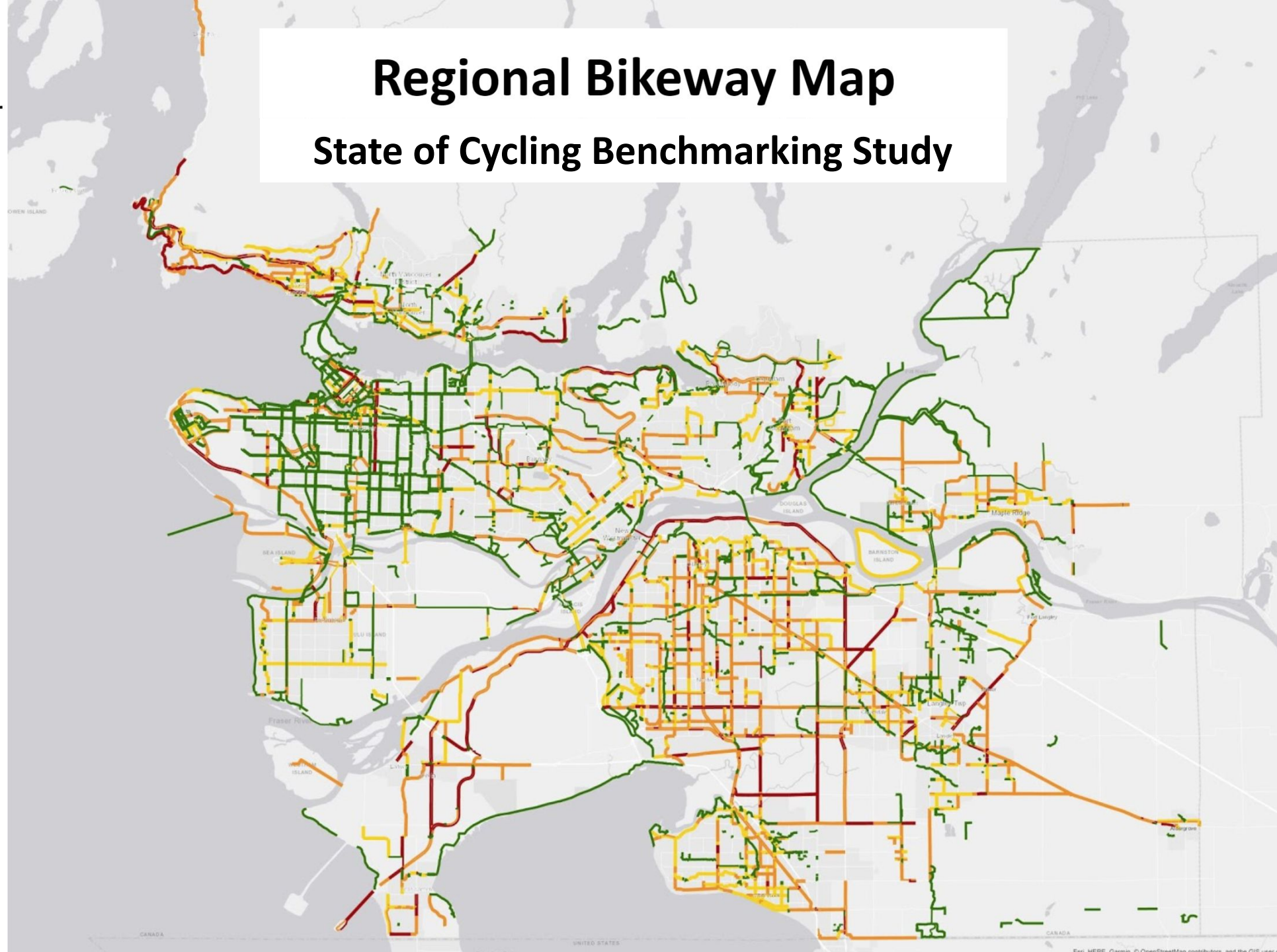
City Greenways Plan

- ① Seaside
 - ② Lagoon
 - ③ Central Valley
 - ④ Granville
 - ⑤ Downtown Historic Trail
 - ⑥ Carrall
 - ⑦ Portside
 - ⑧ Midtown Way
 - ⑨ Parkway
 - ⑩ Spirit Trail
 - ⑪ Ridgeway
 - ⑫ Arbutus
 - ⑬ Ontario
 - ⑭ Eastside Crosscut
 - ⑮ Masumi Mitsui
 - ⑯ Fraser River Trail
 - ⑰ City Centre
 - ⑱ Comox-Helmcken
- Greenway
Constructed or in progress
 - Proposed Greenway
Exact route to be determined through public consultation and detailed study
 - Bikeway
Constructed or in progress
 - TransCanada Trail

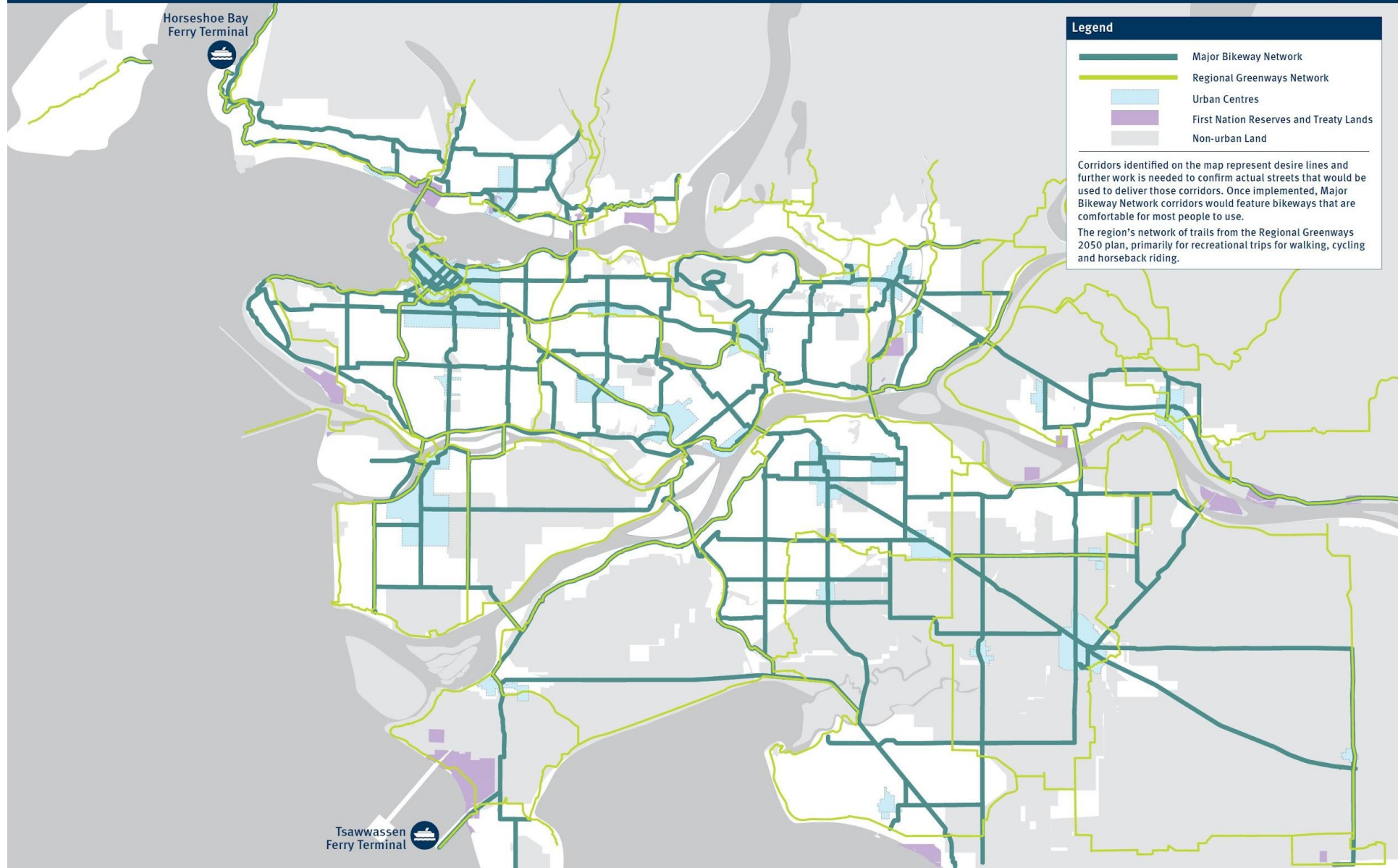


Regional Bikeway Map

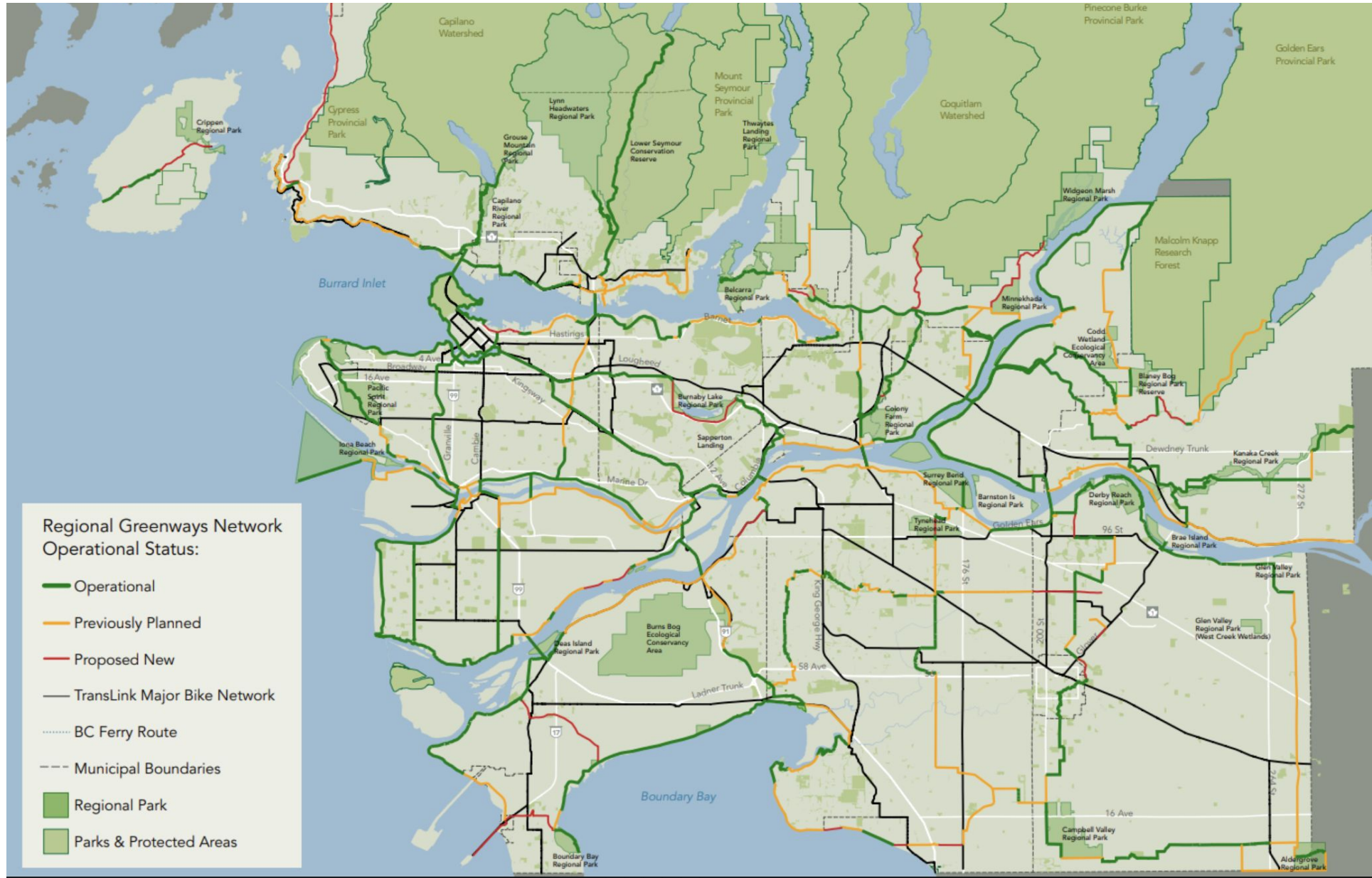
State of Cycling Benchmarking Study



Transport 2050 Regional Cycling Network



Metro Vancouver Greenway Plan





VULC Guiding Principles

Choice of infrastructure

Prioritize separated lanes and phase-separated signals over painted markings to assure safety and comfort for people on bikes.

“Paint is not infrastructure”

Choice of location

Prefer areas where people frequently travel, such as commercial high streets, transit nodes, work centers, schools, cross-town routes connecting these destinations, interregional routes, and other desirable destinations.

“Put infrastructure where people want to go”

Choice of route

Cycle routes that are winding and indirect have been shown to discourage cycling and can compromise safety.

“Prioritize direct routes for people on bikes, instead of unnecessarily winding paths”

Help for the vulnerable

Focus on infrastructure that encourages the use of bicycles by vulnerable and equity-deserving riders, and develop safe bypass routes for fast and confident riders.

“New improvements should appeal to people new to cycling, not just avid cyclists”

Infrastructure for parks

Advocate for safe and accessible cycling routes, not just to parks but also inside parks. People on bikes are park users.

“To and through parks”

Equitable advocacy

Consider the diverse needs of individuals and devices, including all ages and abilities, genders, children and families, incomes, backgrounds, people new and experienced in cycling, older people, people cycling with disabilities, and all types of bicycles including e-bikes, cargo bikes, recumbent bikes, hand-bikes, and other useful inventions.

“Equitable advocacy helps everyone”

Fresh ideas

Promote novel ideas like school streets, cycle-permeable parklets and plazas, and car-free blocks to encourage safe and comfortable cycling throughout the city.

“Roads are for people, not cars”

AAA cycling network

Encourage expansion of the AAA cycling network beyond Downtown and the Broadway Corridor, with a specific focus on underdeveloped areas on the south and east sides of the city, and connections to cycle networks in neighbouring municipalities.

“There is more to a city than its downtown”



VULC Guiding Principles (cont')

Speed limits

To enhance safety, lobby for a maximum speed limit of 30 km/h in areas where people driving and cycling share space. At 50 km/h, 80% of pedestrians will die in a collision. At 30 km/h, 85% of pedestrians survive a collision.

"Speeding vehicles endanger people on bicycles"

Bike crashes

Use the term "crash" to emphasize that most accidents are preventable, and call for engineering solutions to reduce them.

"Crash, not accident"

Respect

Practice constructive collaboration with staff and elected officials to achieve long-term goals and maintain respectful and nurturing relationships.

"Work with politicians and staff, not against them"

Theft

Push for safe and secure bicycle parking and end-of-trip facilities. They play a critical role in encouraging more people to cycle regularly. People will choose not to cycle if there is a risk their bike will not be there when they return.

"Bike thieves are everywhere"