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November 27, 2017

ATTN: The Honourable Claire Trevena, M.L.A. Minister of Transportation and Infrastructure
The Honourable George Heyman, M.L.A. Minister of Environment and Climate Change Strategy

Re: Encouraging cycle highways to connect communities across Metro Vancouver

HUB Cycling is a charitable organization that works to make cycling better through education, events, and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone. We have more than 2000 members, 37,000 direct supporters, and ten active local committees across the region.

As part of our ongoing #UnGapTheMap campaign¹, HUB Cycling is encouraging the introduction of 'cycle highways' to connect Metro Vancouver's regional cycling network². Cycle highways are suitable for all ages and abilities (AAA) and provide direct, safe routes that connect communities and major destinations, such as jobs, schools, and public transit. This type of infrastructure is intended specifically for people cycling longer distance routes (5-20km+) and would include paved and lit paths that are separated from pedestrians and motor vehicles, with grade-separated crossings where necessary. Cycle highways are playing a major role in increasing bicycle mode shares in countries such as Denmark, Germany, Norway, the Netherlands, and the UK³. Even BC's own Galloping Goose and Lochside trails on Vancouver Island nearly resemble cycle highways, and their popularity attracts over 2,900⁴ and 500⁵ riders per day during peak period.

Following our meeting with Ministry of Transportation and Infrastructure (MoTI) staff in October 2017, we feel it is timely to present to you our recent advocacy efforts on cycle highways.

¹ More information about the UnGapTheMap Campaign can be found at <https://bikehub.ca/ungapthemap>

² [HUB Cycling's cycle highways webpage](#).

³ *The Guardian*, (2016). "[Could intercity cycle highways revolutionize the daily commute?](#)"

⁴ EcoCounter (2017). [Galloping Goose Trail- Eco-Totem](#).

⁵ Capital Regional District (2017). [Regional Cycling Counts](#).



Cycle highways: Our work to date

To date, HUB Cycling has gathered 100 Letters of Support from cycle highway advocates throughout the region. These responses highlight the diversity of people who would benefit from cycle highways and the range of trip purposes, including both utilitarian and recreational. One respondent noted, “I’m 72 years old and I love to cycle everywhere, but the scattered bike paths and unsafe bike lanes make it a very difficult process. Cycle highways that kept cyclists off busy roads and allowed us to go longer distances safely would greatly enhance our communities.” Please see the attached PDF document for a full list of cycle highway supporters.

Growing momentum for cycle highways

Given TransLink’s 2040 vision to have 15% of all trips less than eight kilometres made by bicycle,⁶ as well as increased AAA cycling infrastructure planned in municipalities throughout the region, it is discouraging that governments have yet to invest in high-quality, longer distance infrastructure such as cycle highways. Not only would routes of this nature increase bicycle ridership to work and other destinations, they would also attract more tourists to view our beautiful scenery by bike, spending along the way.

Furthermore, improved cycling infrastructure has a noticeable economic benefit, as seen most recently in areas such as Portland and Quebec. The City of Portland benefits by \$90 million/year from bicycle-related activity,⁷ while people traveling by bike in the province of Quebec spent over \$166 million annually in the local economy.⁸

Similar to highways for motor vehicles, highways for bicycles efficiently transport people from destination to destination but for a fraction of the price to taxpayers, and with significant health and air quality benefits. With cycle highways improving connectivity, societal health, and local economies, we believe that now more than ever is the time to grow the conversation towards investing and introducing this type of infrastructure into our region. We hope that our ongoing efforts around infrastructure, including the crucial data gathered through our #UnGapTheMap campaign, will continue to be of value as part of

⁶ TransLink (2011). [Cycling for Everyone: A Regional Cycling Strategy for Metro Vancouver](#).

⁷ http://www.altaplanning.com/App_Content/files/fp_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf

⁸ Vélo Quebec. [Economic spin-offs](#).



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MoTI's efforts in improving and expanding cycling connections across Metro Vancouver and beyond. We look forward to continuing to work with you to discuss the best locations for these valuable additions to our transportation network. Please do not hesitate to contact us for more information.

Sincerely,

Alexander Clarkson
Board Chair, HUB Cycling

Copies: Matt Foley, Ministry of Transportation and Infrastructure
 Andrew Hind, Ministry of Transportation and Infrastructure
 Jesse Skulmoski, Ministry of Transportation and Infrastructure
 Alan Callander, Ministry of Transportation and Infrastructure
 Cam Filmer, Ministry of Transportation and Infrastructure
 Rex Hodgson, TransLink
 Matt Craig, TransLink
 Richard Campbell, British Columbia Cycling Coalition