

## HUB Cycling Our Mission:

To get more people  
cycling, more often.

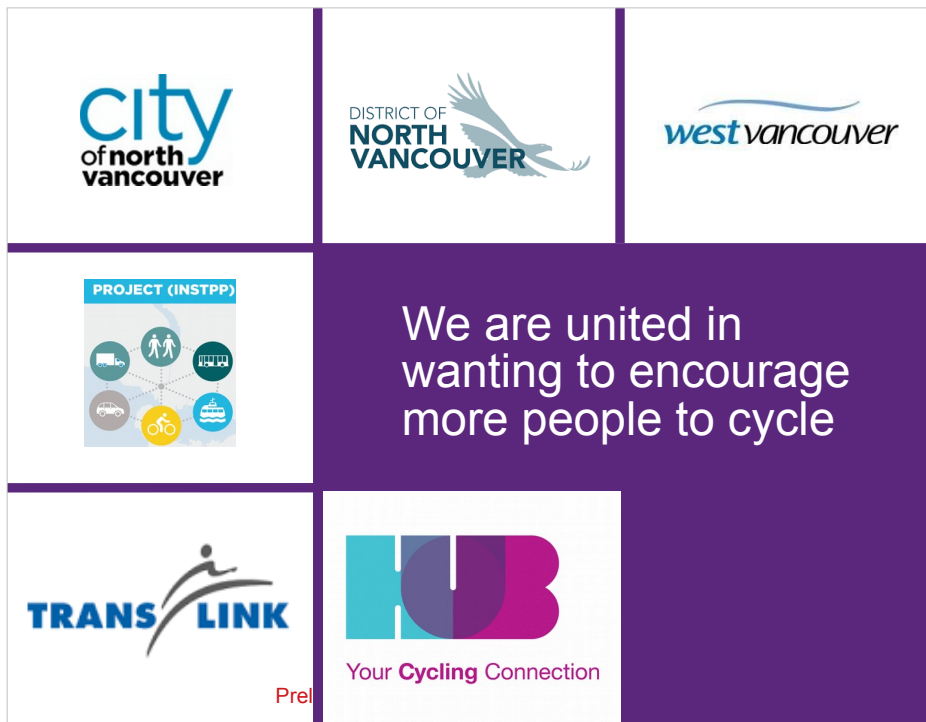


[www.bikehub.ca](http://www.bikehub.ca)

Prelimina

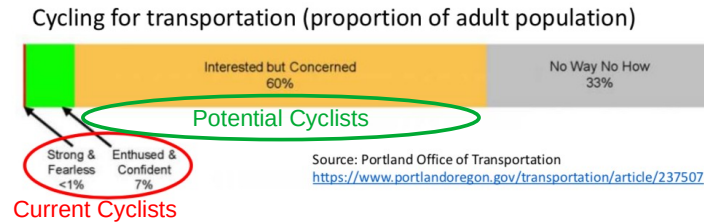


- HUB Cycling is a charitable non-profit organization, established in 1998 (originally named the Vancouver Area Cycling Coalition).
- We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities.
- We're leading the way in making cycling an attractive choice for everyone.



- The 3 North Shore municipalities, INSTPP, and the BC Govt all want more people to use bikes for transportation.
- From the INSTTP summary report:
  - *Improving transit service and infrastructure for transit, cycling, and walking to make them viable alternatives to the auto for more trips.*
  - *Implementing programs to encourage behavioural change that reduces reliance on automobiles.*

# How do we get more people Cycling?



- Attracting "Interested but Concerned" people will require "Safe" Bike Infrastructure.
- Studies on people's willingness to cycle show that "Heavy/Fast Traffic" and "Risk of Injury" are the primary deterrents.

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

- Studies on people's willingness to cycle show that Heavy/Fast Traffic and Risk of Injury are the primary deterrents.
  - 1) Much of the North Shore's bike routes consist of sharrows or painted bikelanes on the side of busy arterial roads next to parked cars.
  - 2) These will only attract a small percentage of the population.



Hornby Bike Lane

## Safe bike infrastructure attracts more people

- Vancouver and other cities have shown that building safer infrastructure results in significantly more people using bikes for transportation.
- This safe infrastructure must get people from where they Live to where they want to go (work, shop & play).



### What is a Safe Bikeway?

- Protected on-road bike lanes
- Low-speed, low traffic residential streets
- Bike Pathways
- Plus extensive way-finding signage

- Safe bikeway infrastructure:
  - Protected on-road bike lanes
  - Pathways
  - Low-speed, low traffic residential streets (traffic calmed), often parallel to major traffic arteries.
- Bikeways are named to strengthen identity, are well marked, and have extensive way-finding signage listing major destinations & connections.
- They are becoming common in Vancouver, Burnaby and other parts of the Metro region (i.e. Union / Adanac, Central Valley Greenway, Sea-to-River)

# HUB North Shore 2019 Goals

---

01

#1 Work with all the North Shore municipalities to complete three safe bikeways.

02

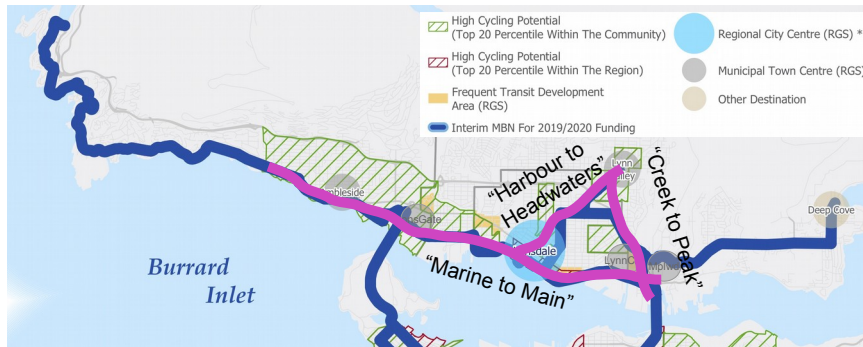
#2 Encourage the municipalities to establish an "Active Transportation Manager"

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

## HUB's 3 Top Priority Safe Bikeways



Link where people Live with where they Work, Shop & Play.  
Overlaps with TransLink's MBN (blue lines)

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

- HUB North Shore's 3 top Safe Bikeways (purple lines) link key destinations and connections on the North Shore.
- Bike infrastructure on TransLink's Major Bike Network (MBN) are eligible for 75% funding from TransLink. The infrastructure must be Class A (All Ages & Abilities, i.e. protected, not just painted lanes or sharrows).
- TransLink's MBN (blue lines) is conceptual and lines are meant to represent desired corridors that connect regionally-significant destinations in a direct way.

## Goal #2: Active Transportation Manager

---



MAKE PROGRESS  
TOWARD REGIONAL  
AND MUNICIPAL  
TRANSPORTATION  
PLAN TARGETS FOR  
WALKING AND  
CYCLING



COORDINATE  
BETWEEN  
PLANNING AND OPS



INTER-  
MUNICIPALITY &  
INTER-  
GOVERNMENTAL  
ROLE



RESOLVE  
INTERDISCIPLINARY  
ISSUES

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

- Tasked with making progress towards Regional and Official Community Plan targets for walking and cycling.
- Coordinator between Planning, Engineering & Operations and works within and between municipalities to implement active transportation policy and network improvements.
- Particular focus on resolving inter-disciplinary and cross-jurisdictional issues.
- **Include INSTPP**
- Could be a shared resource between the 3 North Shore municipalities. Both Victoria and Vancouver have Active Transportation Managers.

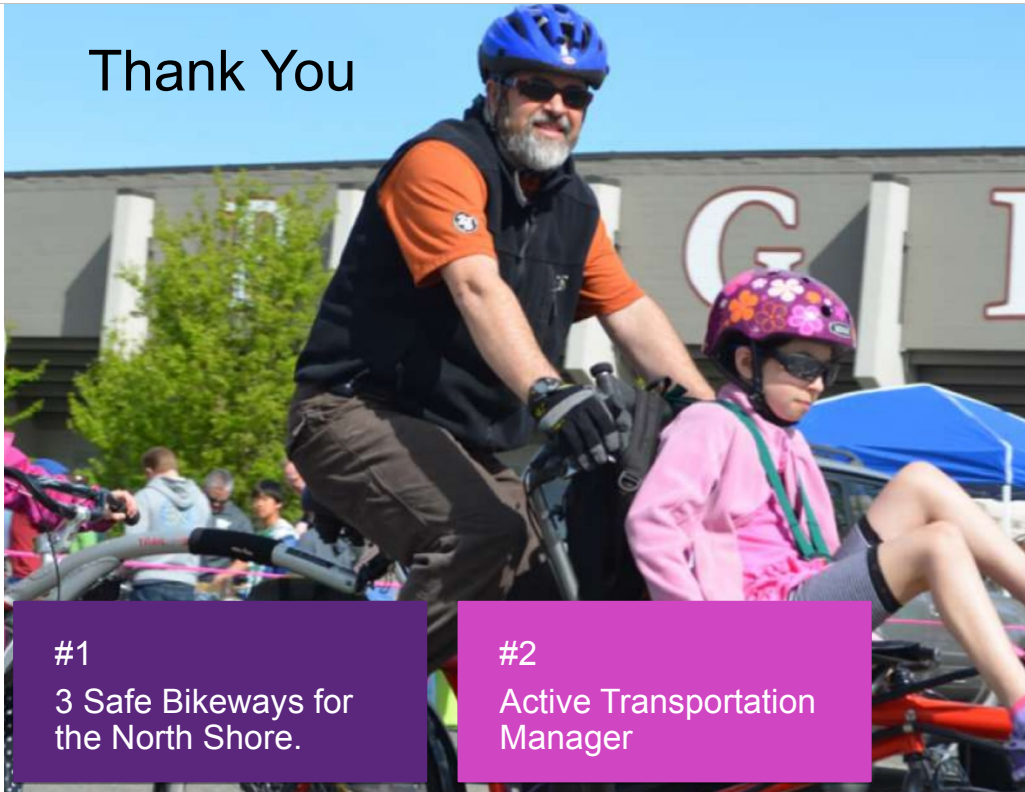




# Your Thoughts ?



not approved for distribution



Key take-away:

To get more people cycling more often, we need to build AAA infrastructure connecting key locations on the North Shore, and thus we want a focused effort across the 3 municipalities to complete these 3 priority bikeways.

Thank you.

## Backup Slides

- Next Steps
- Why these 3 bikeways?
- HUB's Long term Vision
- Why not use the Spirit Trail?

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

These are not part of the regular presentation.

They are included to answer common questions that people may ask during the presentation.

## Next Steps

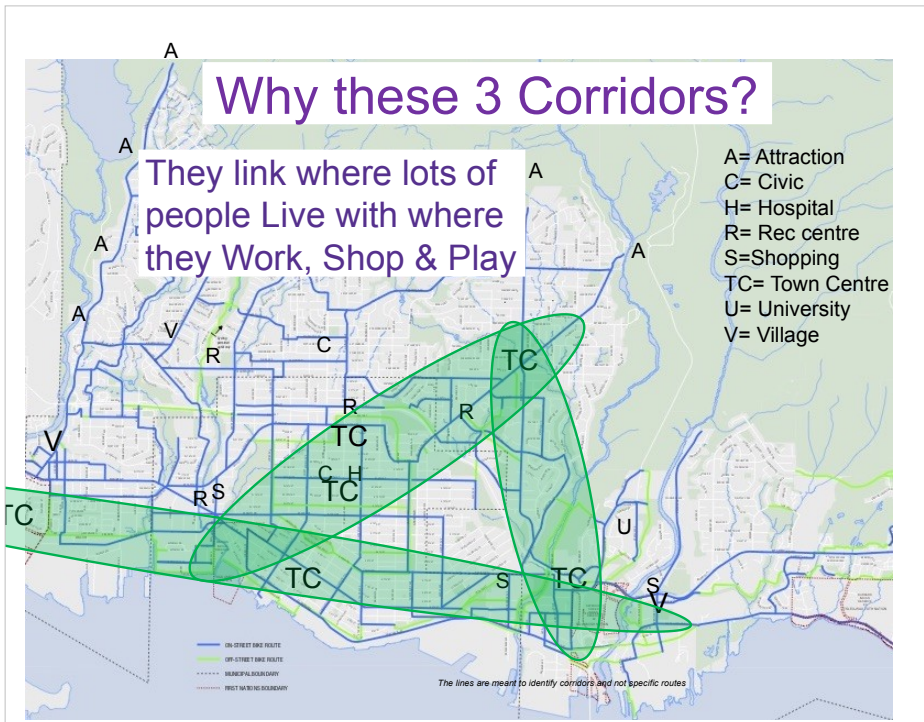


- North Shore Municipalities adopt the 3 Safe bikeways project (similar to Spirit trail). Perhaps as part of INSTPP.
- Develop and fund a multi-year implementation Plan - from the "Active Transportation" budget.

[www.bikehub.ca](http://www.bikehub.ca)

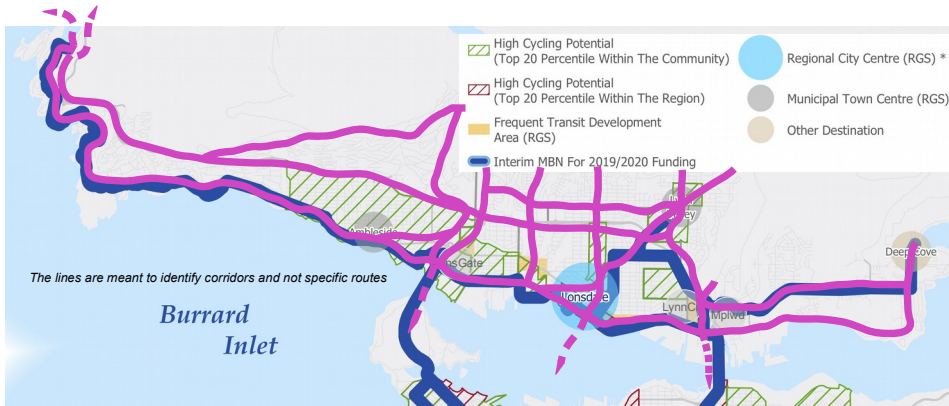


Preliminary Draft - not approved for distribution



- The three priority routes were selected to connect the major population centres & destinations, as well as with the bridges and the Seabus.

# Long Term Goal



HUB North Shore's Long Term Goal is a mesh of Safe Bikeways connecting where people Live with where they Work, Shop & Play, both on and off the North Shore.

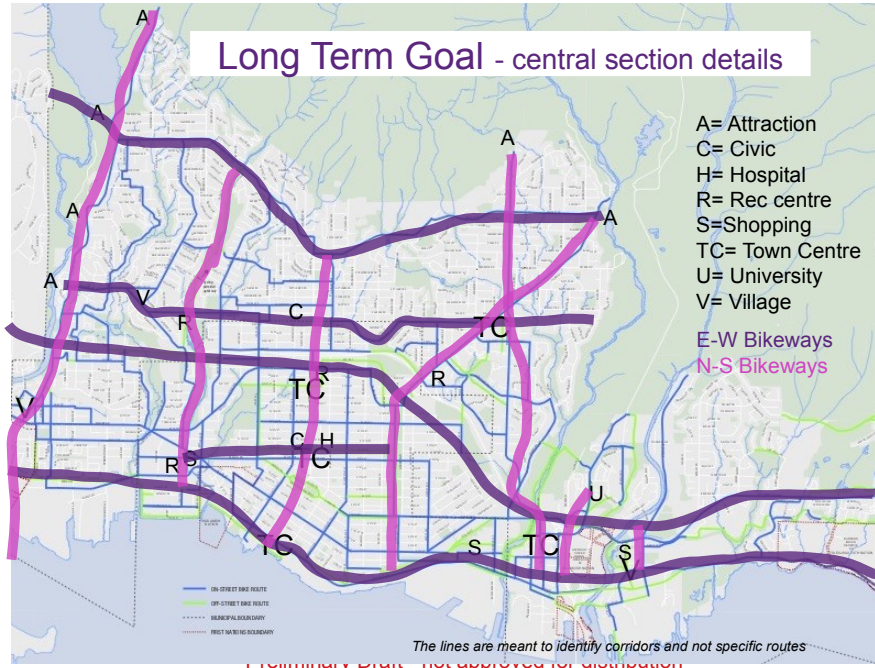
[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

- HUB North Shore's Long Term Bikeway vision provides direct connections between the North Shore's major destinations (Town Centres/Villages, Shopping, Recreation & Civic Centres, Cap U & Local Attractions) and provides connections to the adjoining communities.
- The 3 Priority bikeways are a key foundation for building this network

# Long Term Goal - central section details



Preliminary Draft - not approved for distribution

## Why not use Spirit Trail?

- Recreational, Multi-User Path.
  - It host large number of pedestrians, dogs-on-leash and other hazards.
  - People don't appreciate cyclist hurrying close by on the shared pathway.
- It is not very direct.
  - People cycling for transport want the shortest, safe route to their destination. Transportation Bikeways are like arterial roads.
  - Spirit trail wanders along, taking a more scenic route.
- Does not connect to most major destinations.

[www.bikehub.ca](http://www.bikehub.ca)



Preliminary Draft - not approved for distribution

There is nothing inherently wrong with Spirit Trail, it works well for some users but not for all types of trips

An analogy would be of travelling to Horseshoe Bay via Marine Drive versus via Upper Levels.