

Vancouver-UBC Local Committee

July 18, 2023

Web Meeting via Zoom

For a better web meeting

- We may have many people online, so 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.
- Take advantage of the text chat function; ask questions, raise your hand to speak, or provide feedback on a topic. This gives us a text log for the preparation of our minutes. Test it out before 6:30 pm by letting us know you are online, just enter your first name. This will help us with the minutes.
- If you are not logged in to the Zoom meeting you won't see the presentation, but you can access it on our wiki, [here](#) and follow along.
- You can use computer audio (microphone and speaker), or dial in separately

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.



Meeting Agenda

- Agenda and Action Item Review
 - Announcements
 - Upcoming Events, Volunteer Call-Outs
 - Groups.io: What you missed
 - Vancouver Active Mobility Plan Gap Analysis
 - Committee Goals, Directions, Activities
 - Updates from Working Group leads
 - Consultations Update
 - RAC/Board Update
 - Other Business
 - Meeting Adjourns (8:00 pm)
- Break Out Rooms (8:00 pm)



Welcome and Introductions

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

Action Item Review

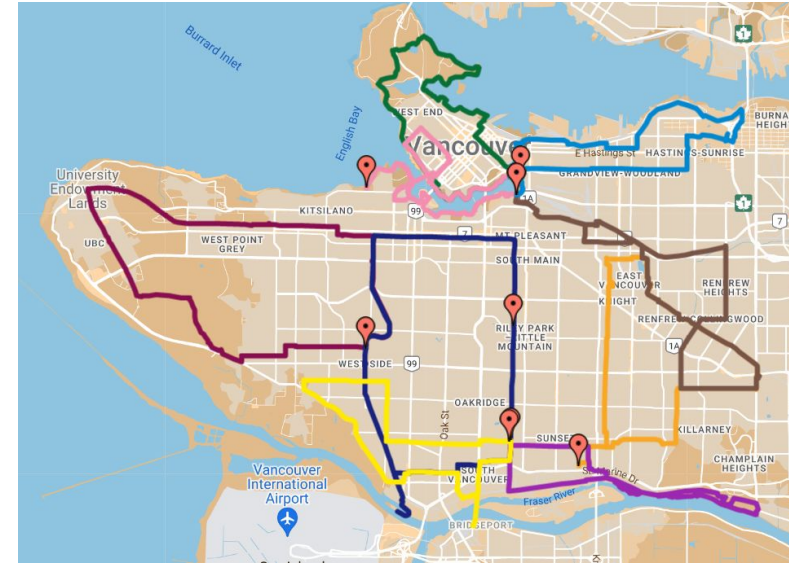
- Van311 – please report bike lane maintenance issues to the CoV using the smartphone app or by calling 311
- Social rides: July 4th, Kent Ave/River District
- Update guiding principles, submit for approval

Announcements

- No August meeting, next meeting is September 19th, 6:30pm. In-person? Remote? Hybrid? See survey later in meeting
- At the end of our regular meeting, at 8 pm, we will have several Zoom breakout rooms set up, for some of our working groups (Cycling in Parks, General Discussion)
- Volunteer opportunities and event announcements will follow...

VULC Social Rides

- Social pace rides (18 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

Date

Ride


Sunday, Feb 26, 2023 @ 1pm

SNOWED OUT

Sunday, Mar 26, 2023 @ 1pm

Tour de East Van, 17 km 

Sunday, Apr 23, 2023 @ 1pm

Ross St Gurdwara/SE Van, 18 km 


Tuesday, May 29, 2023 @ 7pm

Tour de Oakridge, 21 km 

Tuesday, Jun 6, 2023 @ 7pm

Tour de River District, 16 km 

Tuesday, Jul 4, 2023 @ 7pm

Tour de ~~Dunbar/Marpole~~ River District, 17 km 

Tuesday, Aug 1, 2023 @ 7pm

Tour de False Creek, 18 km

Tuesday, Sep 5, 2023 @ 7pm

Renfrew-Collingwood Loop, 22 km

Sunday, Sep 24, 2023 @ 11am

Steveston? Steveston!, 43 km

Sunday, Oct 22, 2023 @ 1pm

Tour de Point Grey, 21 km



Upcoming Events

Bike to Shop: August 1-31st

Bike to Bard (Bard on the Beach): “As You Like It”

August 8th, Meet at Riley Park 6pm, Olympic Village at 6:35pm, 7:30pm show start. 15% discount on tickets, email Anthony @ vancouver@bikehub.ca

HUB AGM: September 21st, 7-8:30pm (Zoom)
VULC Watch party? See anonymous poll in chat



Guiding Principles for our Advocacy Work



HUB Cycling Van-UBC Local Committee Guiding Principles for Advocacy

For
discussion



HUB Cycling Vancouver/UBC Local Committee Guiding Principles

Developed by consensus, 2023

When the Committee forms opinions on cycling initiatives, it will take into account these 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, 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"

Infrastructure for schools

Advocate for School Streets that provide a car-free block beside every school in Vancouver so that children and their parents can walk, bike, and roll to school during pick-up and drop-off.

"Safe schools for all children"

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 Vancouver than downtown"

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

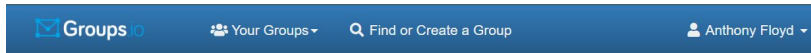
Push for safe and secure bicycle parking and end-of-trip facilities. They play a critical role in encouraging more people to cycle regularly. People will choose not to cycle if there is a risk their bike will not be there when they return.

"Bike thieves are everywhere"

Shared Responsibility

Respect all modes of transportation and ensure that vulnerable road users like people cycling, walking, and wheelchair users have safe, equitable access to the transportation network.

"Share and respect all modes"



Vancouver-UBC Local Committee vancouver-ubc@hubcycling.groups.io

As a member of this group, you can expect to receive meeting announcements, meeting agendas and minutes, action alerts, and other important announcements related to the work of the Vancouver-UBC Local Committee of HUB Cycling.

It is also forum for constructive discussion of issues concerning cycling as transportation for Vancouver-UBC Local Committee members and other interested individuals. The views expressed in this discussion list do not necessarily reflect the views of HUB Cycling.

HUB Cycling's Vancouver-UBC Local Committee meets monthly, virtually over zoom. All are welcome.


Third Tuesday of the month
6:30–8:30 pm
Virtually, via Zoom

You can also connect with us by following us on Twitter [@HUBVancouverUBC](https://twitter.com/HUBVancouverUBC) or Mastodon: [@HUBVancouverUBC@mstdn.ca](https://mstdn.ca/@HUBVancouverUBC)


Or email us at vancouver@bikehub.ca.

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


Crash this morning on Adanac 2

I don't know if anyone's keeping track of these things or if it's just too common for anyone to care about, but I witnessed a se
By [bpyoung@...](#) · Jul 14 · 

Jericho Lands survey closes July 16th #MakeYourVoiceHeard

The City's Jericho Lands survey closes July 16th. It is vitally important for them to hear the voice of people who ride bikes. P
By [Anthony Floyd](#) · Jul 13 · 


Poll: AGM Watch Party?

Hi everyone, I'll be bringing this up at the next LC meeting but I wanted to get a sense of interest before then. The HUB AG.
By [Anthony Floyd](#) · Jul 11 · 

Saucy sign at Broadway at Victoria

Someone really doesn't like the CVG crossing at Broadway/Victoria. (Not my photo, from [@urban__bird](#) on Twitter)
By [Anthony Floyd](#) · Jul 9 · 


Kent Street to Canada Line Bridge 6

I biked by a cyclist unconscious in the road today on Kent Ave at Ash St where you have to cross Kent to get to/from the Ca.
By [Doug Dosdall](#) · Jul 7 · 

2.9km walking/cycling tunnel opens in Norway

<https://www.euronews.com/green/2023/05/03/car-free-future-europes-longest-cycle-tunnel-aims-to-cut-traffic-in-this-norwegi>
By [Anthony Floyd](#) · Jul 4 · 

July 4th Social Ride 3 #SocialRides

Hi everyone, The July 4th VULC Social Ride is on! However, since we didn't do the June ride, I would like to know if people
By [Anthony Floyd](#) · Jun 30 · 

Vancouver 2023-2027 Active Mobility Plan Gap Analysis



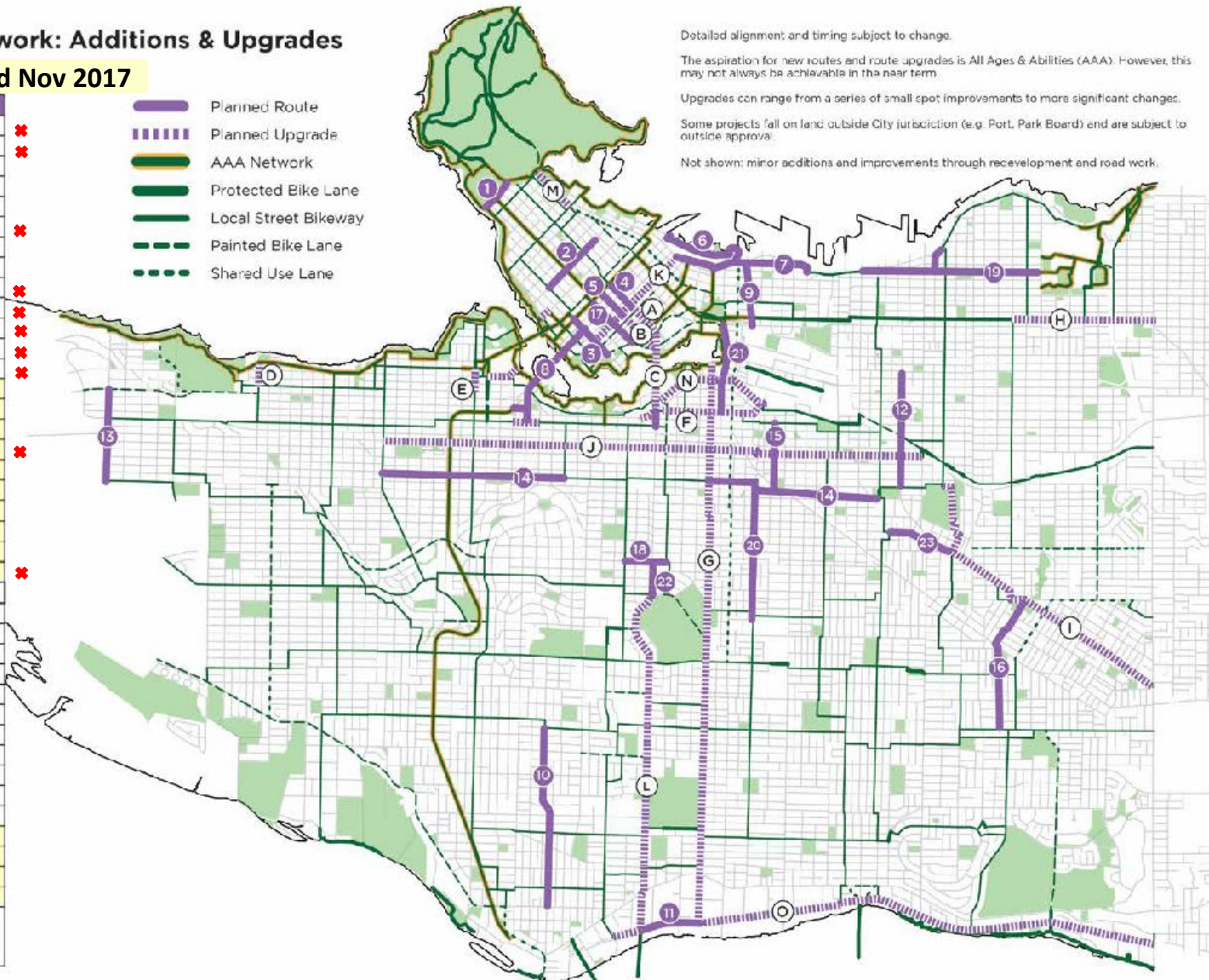
CoV Cycling Network Plan 2018-2022

5-Year Cycling Network: Additions & Upgrades

2018-2022

Added Nov 2017

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smiths
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
13	Banca
14	14th Ave
15	St. George Rainway
16	Duchess-Wales*
17	Helmcken
18	King Edward
19	Pandora-Semlin
20	Prince Edward
21	Quebec
22	Cambie
23	Stainsbury
Planned Upgrades	
A	Smiths
B	Nelson
C	Cambie Bridge
D	Highbury
E	Cypress
F	5th Ave
G	Ontario
H	Adanac
I	BC Parkway
J	10th Ave
K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent



* Park Board jurisdiction
** Port Authority jurisdiction
Number/Letter sequence does not imply priority

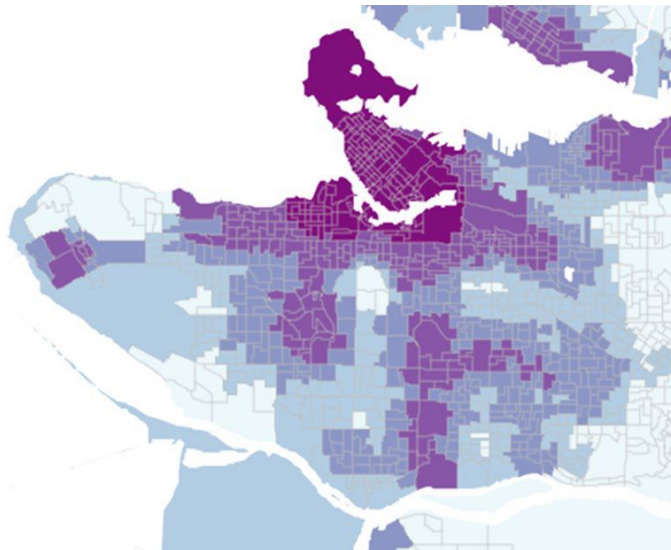
Active Mobility Plan (AMP)

What's New

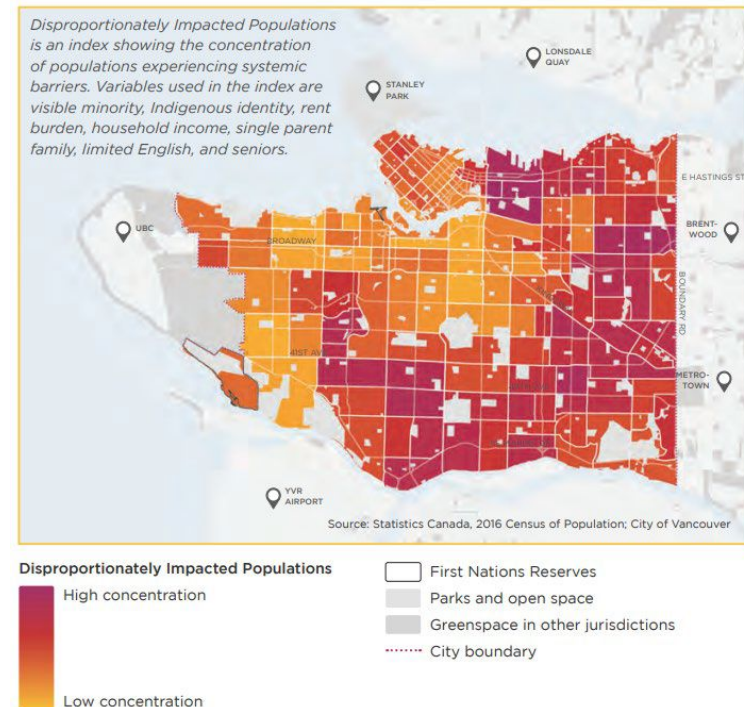
- The focus is now on walking and cycling, with more inclusion of micro mobility
- The AMP considers different types of AT investments, including Complete Streets, Greenways, and Pedestrian Focus areas
- The AMP has been linked to our Climate Emergency Action Plan (CEAP) and considers how we can reach our mode shift targets ($\frac{2}{3}$ of trips all trips by foot, bike, or transit by ~~2040~~ 2030), based on past mode shift and past AT investments (cycling has a strong correlation between new lane kms and mode share shift)

Active Mobility Plan (AMP) Equity Considerations

- Deliver projects serving geographically underserved areas
- Demographic equity factors considered in the route evaluation



Can-BICS Metric: Km/km2 of bicycle facilities



Active Mobility Plan Candidate Routes

- The City considered candidate routes from past plans, the HUB Cycling Priority Gap List, Advisory Committee recommendations, other CoV planning initiatives, and public feedback
- Considerations include:
 - Network gaps
 - Dangling nodes
 - Access to destinations
 - Safety, Equity & Facility Type upgrade

Active Mobility Plan Route Utility

- Destinations
 - Population served, Retail, Jobs, Population Access, Parks, Schools, Other Key Destinations
- Network Value
 - Network Spacing, Directness, Regional Connectivity, Dangling Nodes, Cycling Demand
- Comfort and Attractiveness
 - Slope, Attractiveness, Greenness
- Equity
 - Spatial Equity, Demographic Equity

Active Mobility Plan Route Impact Tool

- Route Utility (previous slide)
- Level of Infrastructure Improvement
 - Infrastructure Improvement
 - Intersection Improvement
 - Crash Data
- Overall Route Impact is a function of Route Utility and the Level of Improvement

Active Mobility Plan

The Stats

- Total Length = 114 km
- Total excluding pedestrian projects = 99km
 - Previous 5-year cycling plan had 68km
- Total by category
 - Pedestrian Projects = 15km
 - Complete Streets = 19.5km
 - Greenways = 79.5 km
- Estimate 60% of the plan (~69 km) has to be delivered over the next 5 years to achieve ~ 5% increase in cycling and ~1% in walking mode share, both needed to help achieve CEAP targets
- This is ~2x our historic pace
- Previous plans also did NOT build all routes to full AAA

Active Mobility Plan – Major Corridors

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

Complete Streets

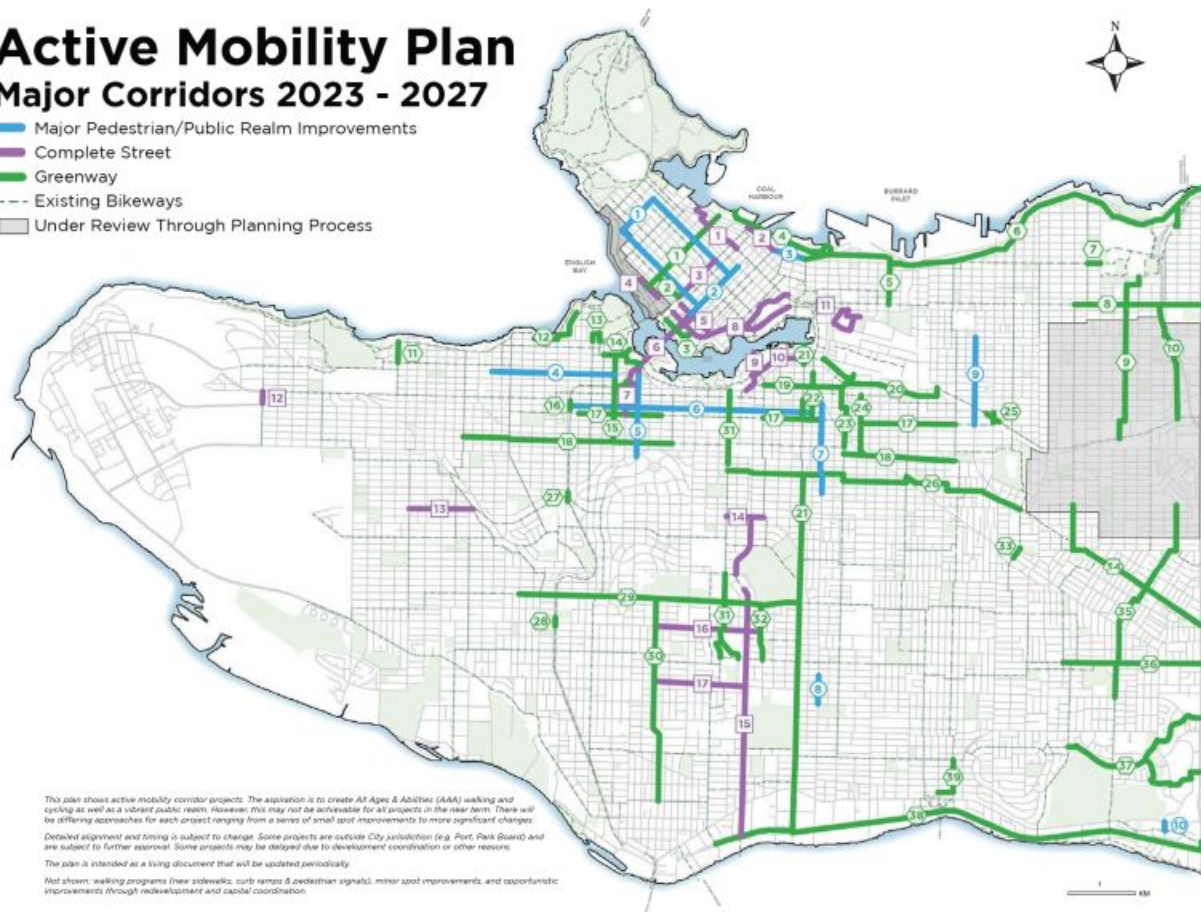
1. Melville
2. Cordova
3. Burrard
4. Pacific
5. Drake
6. Granville Connector
7. Fir Ramp
8. Pacific - Expo
9. Cambie Ramp
10. 1st Ave
11. New St. Paul's Hospital Streets
12. Blanca
13. King Edward – Dunbar
14. King Edward – Cambie
15. Cambie
16. 41st Ave
17. 49th Ave

Greenways

1. Bute
2. Burnaby
3. Beach
4. Waterfront Road
5. Hawks
6. Portside
7. Pandora
8. Adanac
9. Eastside 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 Edward
28. Arbutus Greenway at 41st Ave
29. 37th Ave
30. Hudson
31. Heather
32. Alberta
33. Gladstone
34. BC Parkway
35. Ker – McHardy
36. 45th Ave
37. Masumi Mitsui
38. Kent
39. Borden

Active Mobility Plan Major Corridors 2023 - 2027

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



Priority Gap List

Vancouver UBC Local Committee

[Google Map Version of the Van UBC Gap List](#)

Local Committee

Goals, Directions, Activities

VULC Goals, Directions, Activities

Live web survey!

(will be pasted into the chat)

<https://forms.gle/UkA6Y1Xncat8mykBA>

Section 1 of 8

2023-2024 VULC Goals, Directions, Activities

Some navel-gazing so we can plan for the "new year". Typically the Committee breaks for the summer and does not have an August meeting, then resumes in September. Help us shape future Committee meetings.

The survey is anonymous and doesn't require a log in, but there are a few "I'm interested in volunteering for X" responses, and if you select those, please send an email to vancouver@bikehub.ca to tell us who you are and what you're interested in helping with.

General Operation

The length of VULC meetings is ... *

- ☐ Too long
- ☐ Just right
- ☐ Too short

VULC meetings should ... *

- ☐ Only be virtual (ie Zoom)
- ☐ Be hybrid: in-person and streamed using Zoom



Working Group Updates



Updates from Working Group Leads

- Assessment Rides – Jeff, Anthony – No rides are planned this month. Clark has suggested a “south of CVG” East Side Crosscut ride.
- Cycling in Parks – Lisa - No update this month
- Arbutus Greenway – Stan/Jeff
- Broadway Subway – Anthony/Jeff – Traffic advisories being received
- Elections Working Group – Lisa
- East Van Greenway – Clark

Stanley Park Pipeline Project 2024-2029

<https://vancouver.ca/parks-recreation-culture/stanley-park-water-supply-tunnel.aspx>



Stanley Park Drive reduced to 1 lane for ~200m





Consultations



Regional Advisory Committee (RAC)

- Fraser Crossing Project Update
 - Meeting held with project team on the importance of active transportation connections, on both sides of the crossing
- Hwy 1 Widening Project
 - Phases 1 and 2 extended east to 264th
 - Phase 3 extends east to Abbotsford
 - Phase 4 will extend east to the Vedder Canal near Chilliwack

Regional Advisory Committee (RAC)





Wrap Up



Breakout Rooms

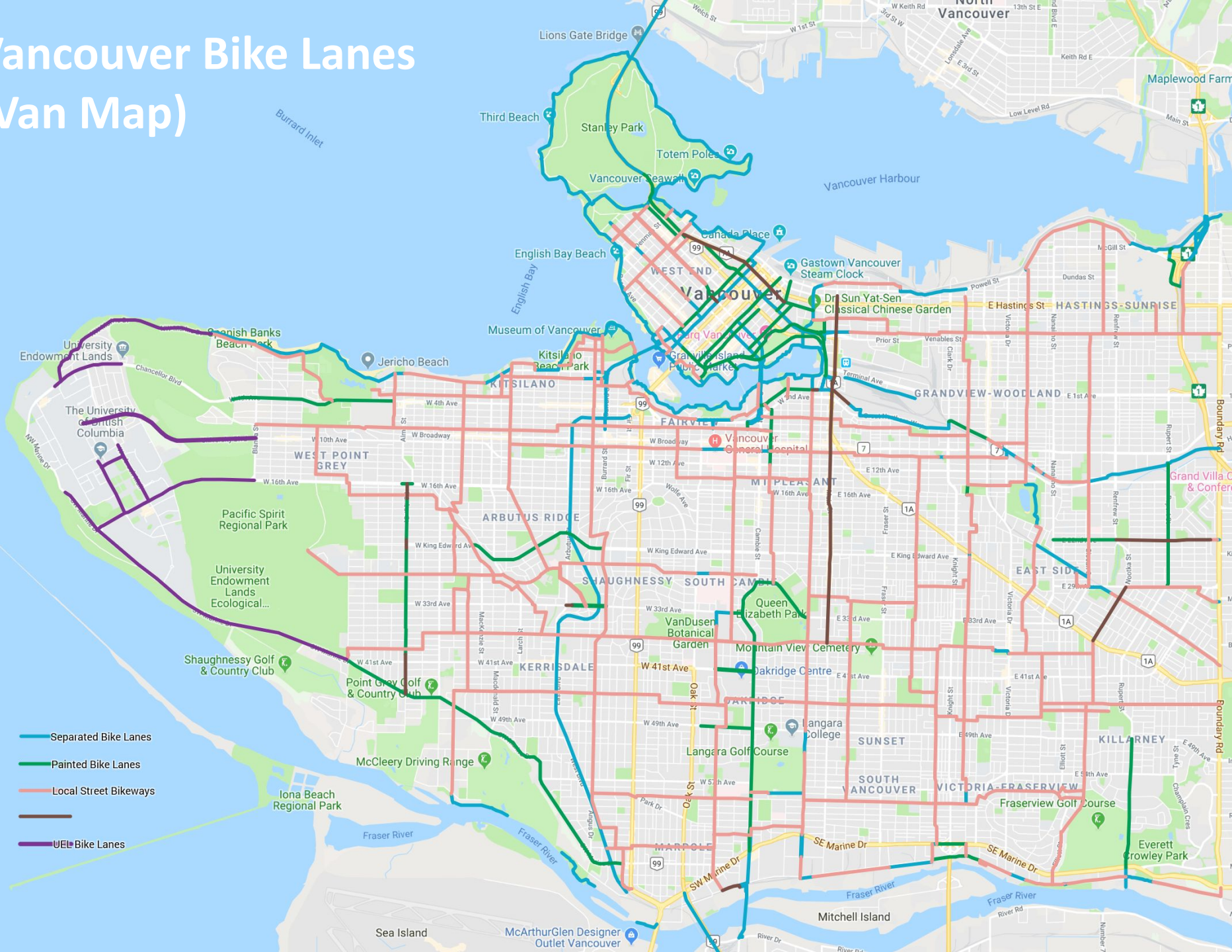
- We have set up several Breakout Rooms so that our working groups can continue with smaller group discussions.
- Each will have a moderator/leader. The rooms will be open for 30 minutes.
- Please select which one you would like to go to
 - Cycling in Parks (Lisa)
 - General Discussion (Anthony)



Appendices

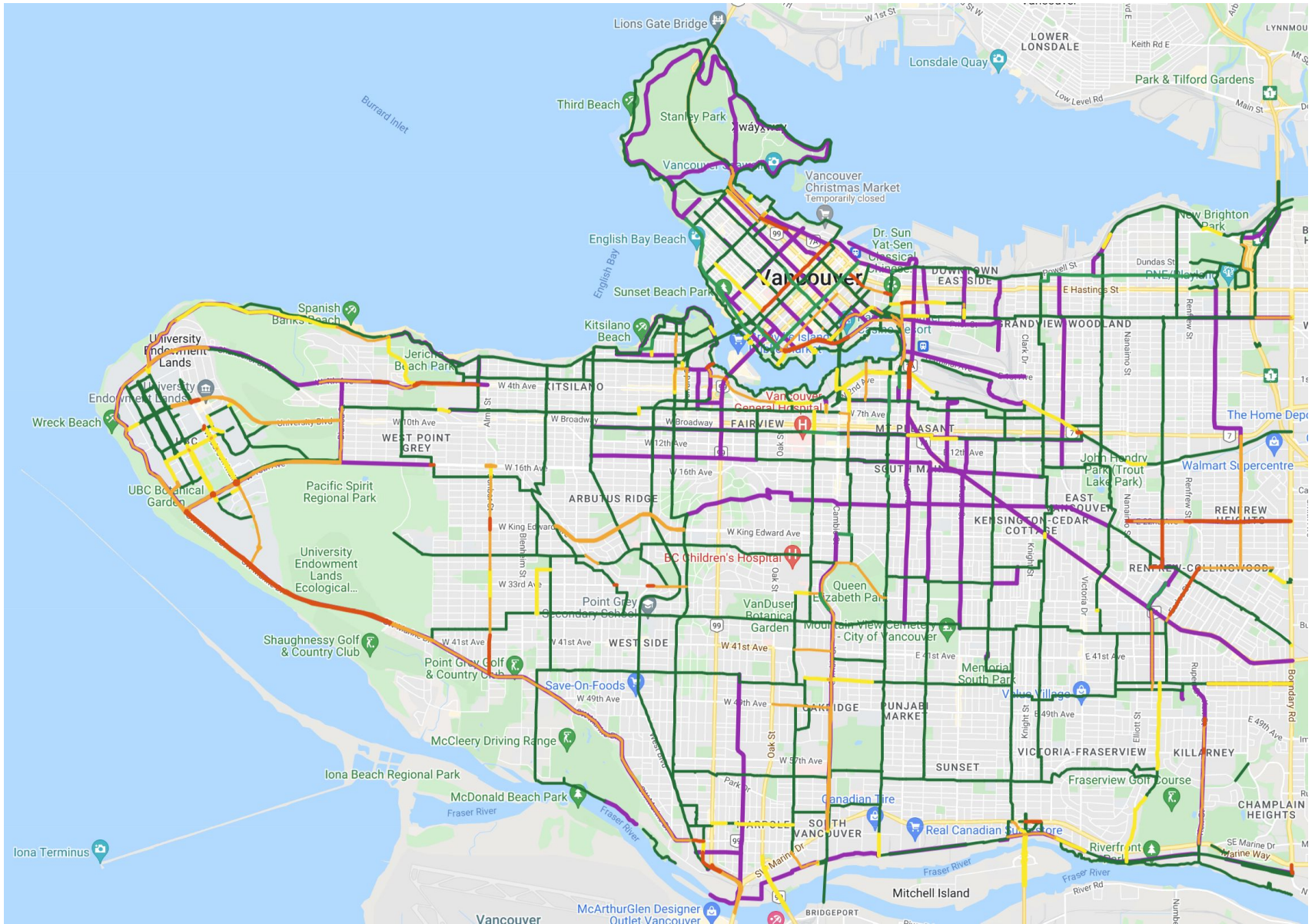


Vancouver Bike Lanes (Van Map)



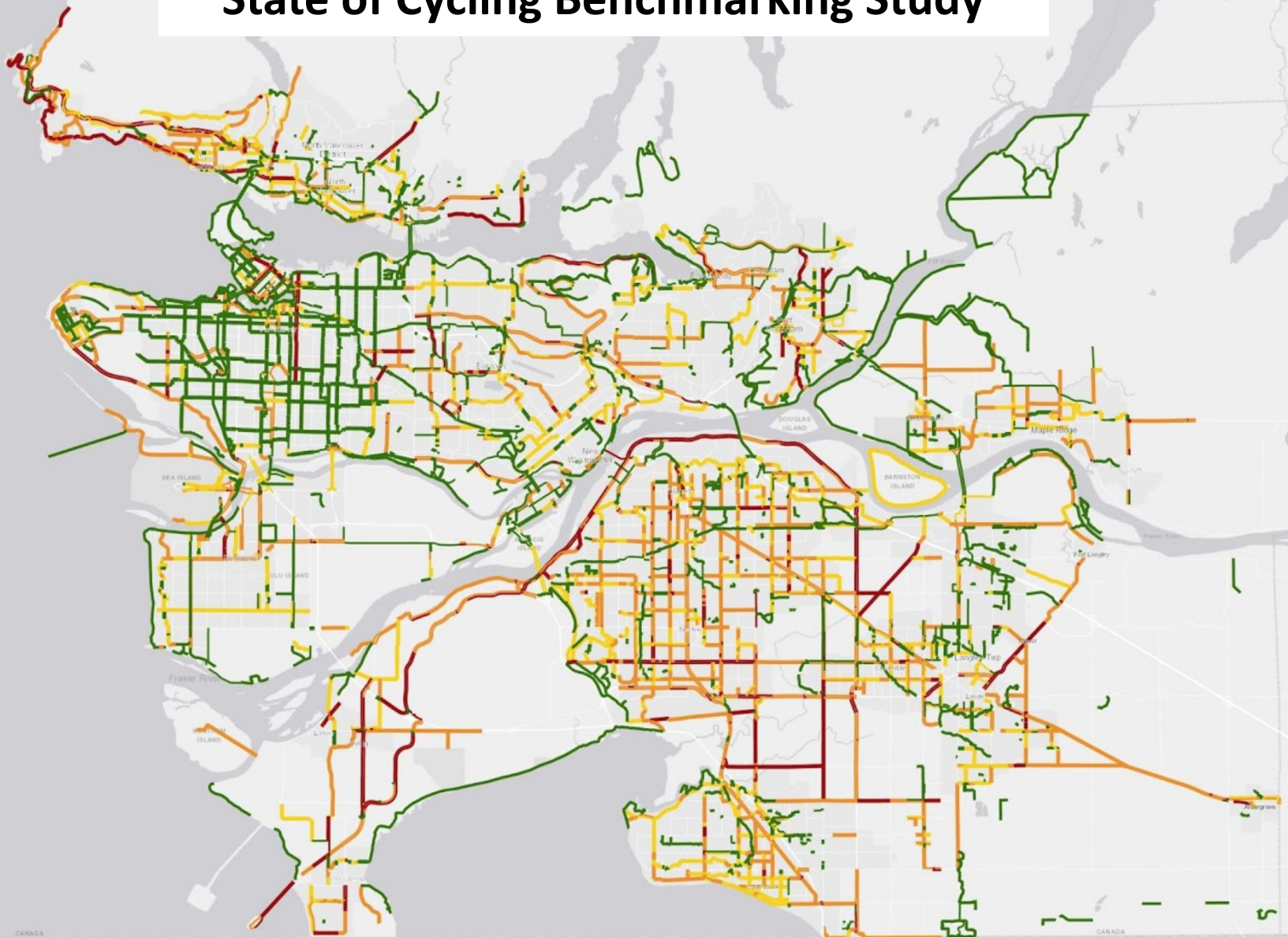


Prototype Gap Map (Vancouver/UBC) with SoC Route Data (May 2022)



Regional Bikeway Map

State of Cycling Benchmarking Study



CoV Cycling Network Improvement Budget



5-Year Cycling Network: Additions & Upgrades

2018-2022 Added Nov 2017

Planned Routes	
1	Park Lane*
2	Bute
3	Drake
4	Smitha
5	Nelson
6	West Waterfront Road**
7	Water-Alexander-Powell
8	Granville Bridge
9	Gore
10	Hudson
11	Kent
12	Commercial
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Planned Upgrades	
A	Smitha
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K	Richards
L	Cambie
M	Georgia
N	1st Ave
O	Kent

* Park Board jurisdiction
 ** Port Authority jurisdiction
 Number/Letter sequence does not imply priority

- Planned Route
- - - - Planned Upgrade
- AAA Network
- Protected Bike Lane
- Local Street Bikeway
- - - - Painted Bike Lane
- - - - Shared Use Lane

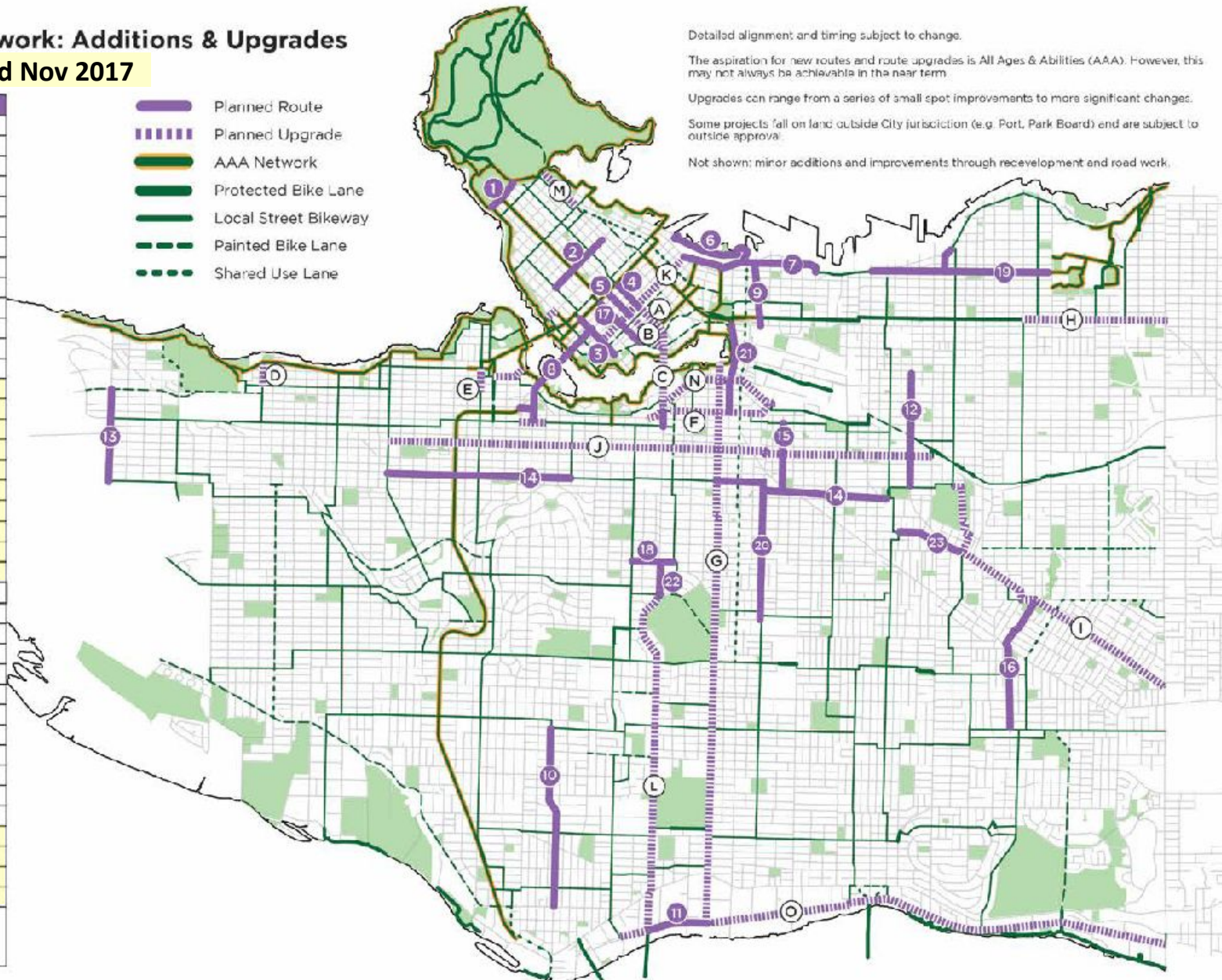
Detailed alignment and timing subject to change.

The aspiration for new routes and route upgrades is All Ages & Abilities (AAA). However, this may not always be achievable in the near term.

Upgrades can range from a series of small spot improvements to more significant changes.

Some projects fall on land outside City jurisdiction (e.g. Port, Park Board) and are subject to outside approval.

Not shown: minor additions and improvements through redevelopment and road work.



CoV Cycling Map – Fall 2021 Update

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 vehicles on a busy street; these lanes fill network gaps but are not comfortable for most

AAA Network
The most comfortable parts of the network are designated as All-Ages-and-Abilities (AAA) which are emphasized by the yellow highlighted routes. The 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
- 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

Pavement Markings

Bicycle
Indicates a bicycle route or lane

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. The arrow shows where a people cycling should generally position themselves



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



Pavement Markings (cont.)



Crosswalk (Elephants Feet)
Identifies the area where people biking may be crossing to provide wayfinding along protected bike lanes at intersections.



Green Paint
Highlights potential conflict areas with motor vehicles. Commonly used along protected bike lanes at intersections and driveways.



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

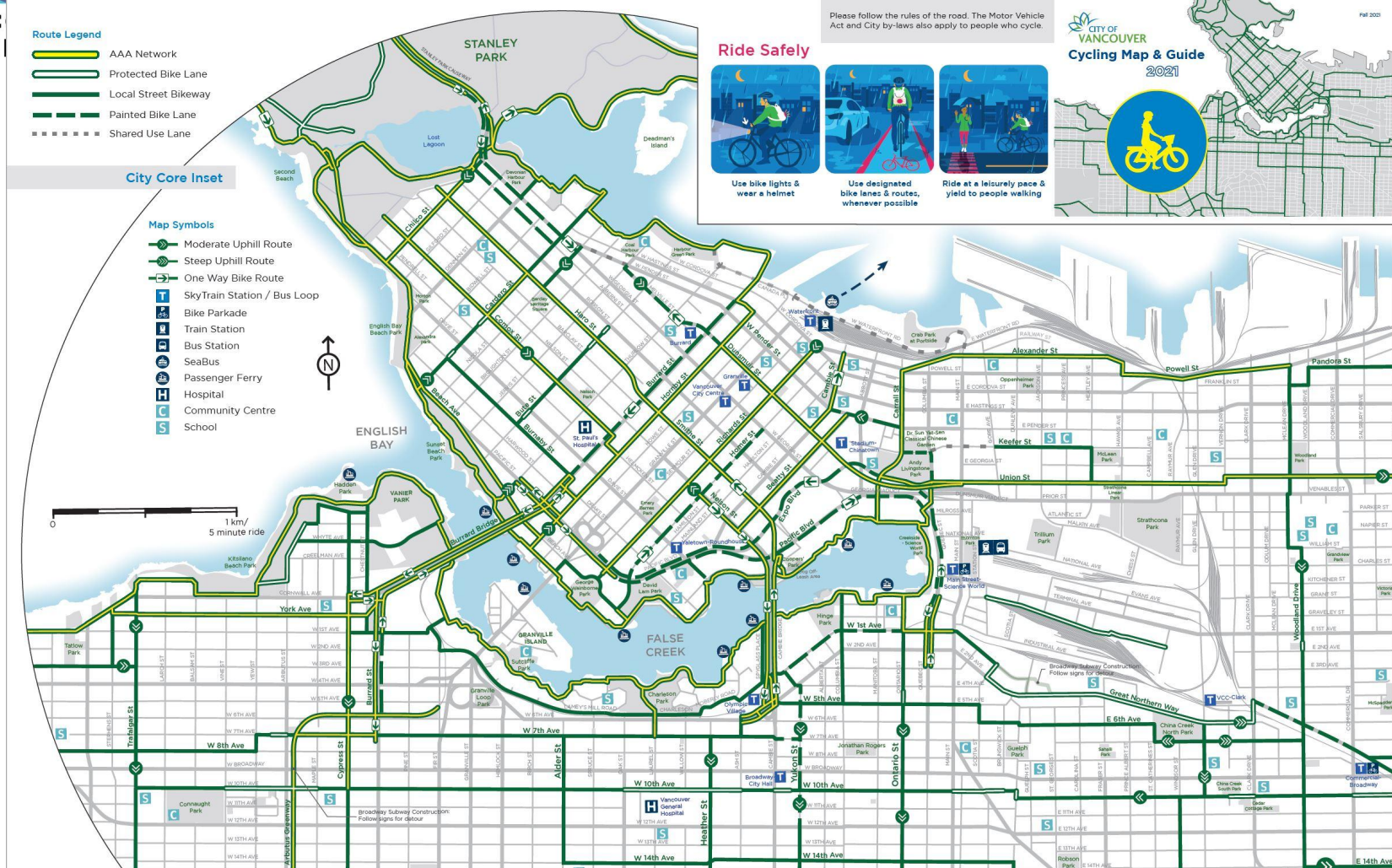


Bicycle Signal
Dedicated signal for people cycling



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

CoV Cycling Map – Fall 2021 Update



Mobi by Shaw Go is Vancouver's public bike share system

- Users can unlock a bike at any station, ride, and return it to any station
- Users can take an unlimited number of trips during their membership period
- Most of the stations have free Wi-Fi

For more info and current station locations:

- Visit www.mobibikes.ca
- Download the "Mobi by Shaw Go" App
- Call 778-655-1800

Check out the Mobi Station Zone on the Main Map. The boundary contains all public bike share stations, including Downtown and Stanley Park.



mobi | Shaw)Go

Walk + Bike + Roll: Getting Around the Vancouver Way



By walking, cycling, rolling, and taking transit more often, you can:

- Improve your personal health
- Improve the health of your environment
- Alleviate congestion on our streets

vancouver.ca/walkbikeroll

For More Information from the City of Vancouver

Phone/TTY: 3-1-1/7-1-1

Web: vancouver.ca/cycling

Bike network inquiries & small upgrade projects: bikeupgrades@vancouver.ca

Report garbage, graffiti, and much more with the City's VanConnect app: vancouver.ca/vanconnect

Micro Mobility: Where can I ride?

	Major Road	Local Road	Protected Bike Lane or Pathway	Sidewalk
Bicycle	✓	✓	✓	✗
E-Bike*	✓	✓	✓	✗
Moped	✓	✓	✗	✗
Skateboard	✗	✗	✗	✗
Push Scooter	✗	✓	✓	✗
Rollerblades	✗	✓	✓	✗
E-Scooter*	✗	✓	✓	✗
Mobility Scooter	✗	✗	✗	✓
Hoverboard**	✗	✗	✗	✗
E-Skateboard**	✗	✗	✗	✗

*Not for use on motorized wheelchairs. Vancouver bylaws prohibit the use of motorized devices (e-bikes and e-scooters) on the seawall.
**Currently, hoverboards and e-skateboards may not be operated on roads or sidewalks as per the BC Motor Vehicle Act.

Register your Bike to Reduce Theft

It's free and takes only 5 minutes. In the event your bike goes missing, you can activate the police and community to help recover your bike.

Always report a missing bike with police. Better reporting means more returned bikes and helps law enforcement to prioritize their efforts.



www.projects29.com

Bikes on Transit

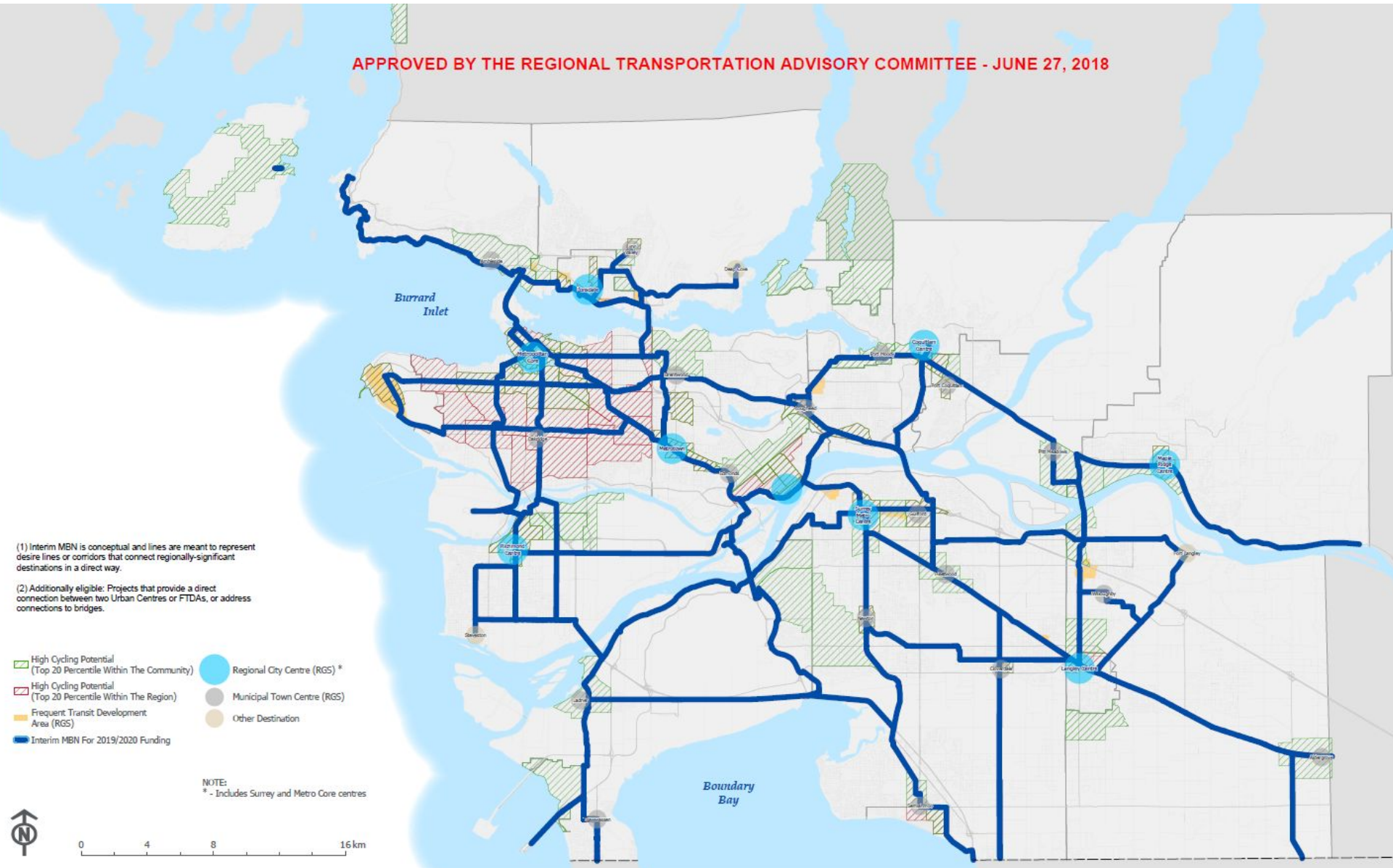
Public transit can help you and your bike go further. You can take your bike on the bus, SkyTrain, SeaBus, and WestCoast Express. Electric and folding bikes are also allowed on the system now (with some restrictions).

Bike Parkades are indoor 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 www.translink.ca

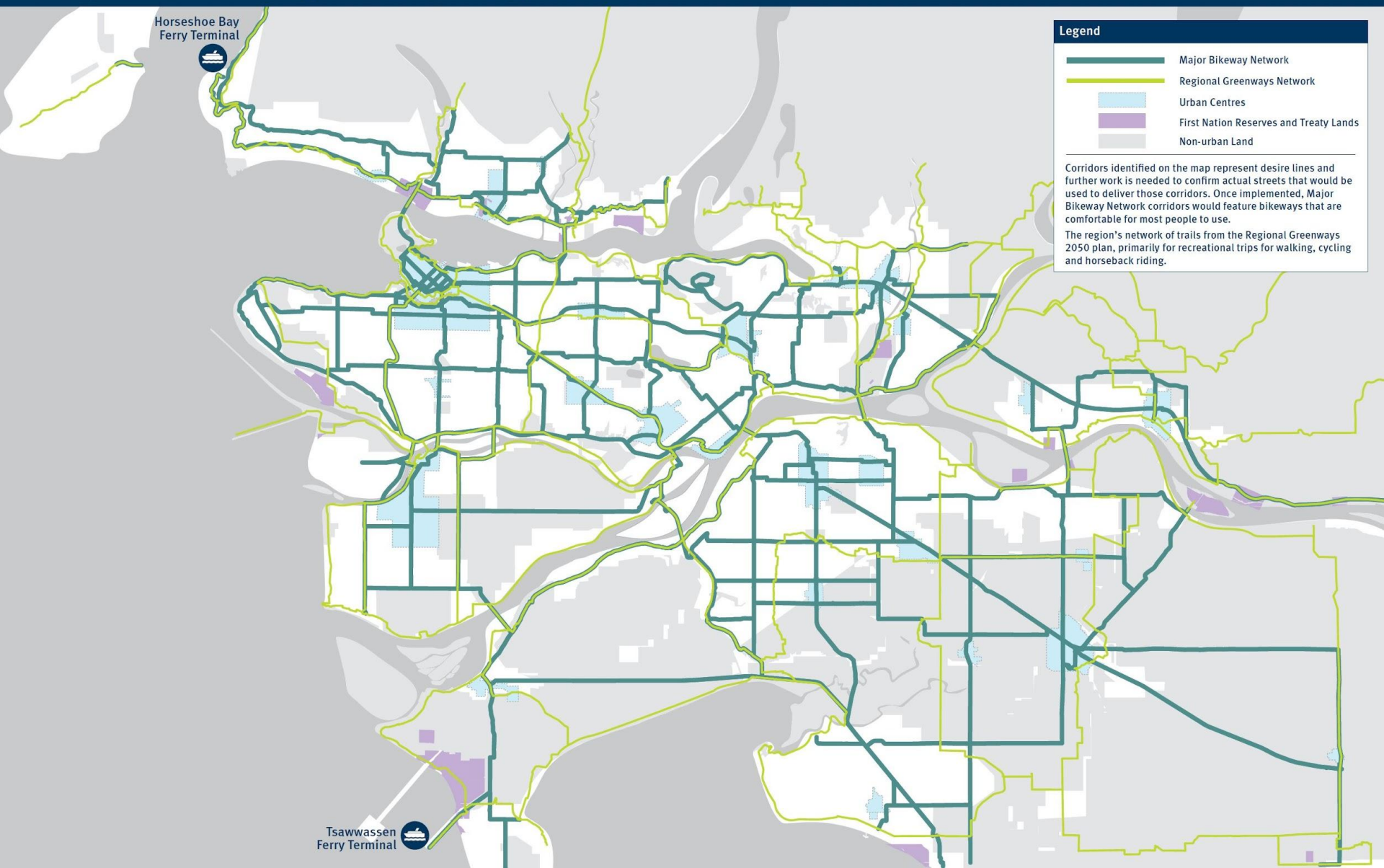
Translink Major Bikeway Network (MBN)

APPROVED BY THE REGIONAL TRANSPORTATION ADVISORY COMMITTEE - JUNE 27, 2018



Translink Major Bikeway Network October 2021

Transport 2050 Regional Cycling Network



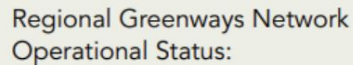
Vancouver Greenways Plan

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



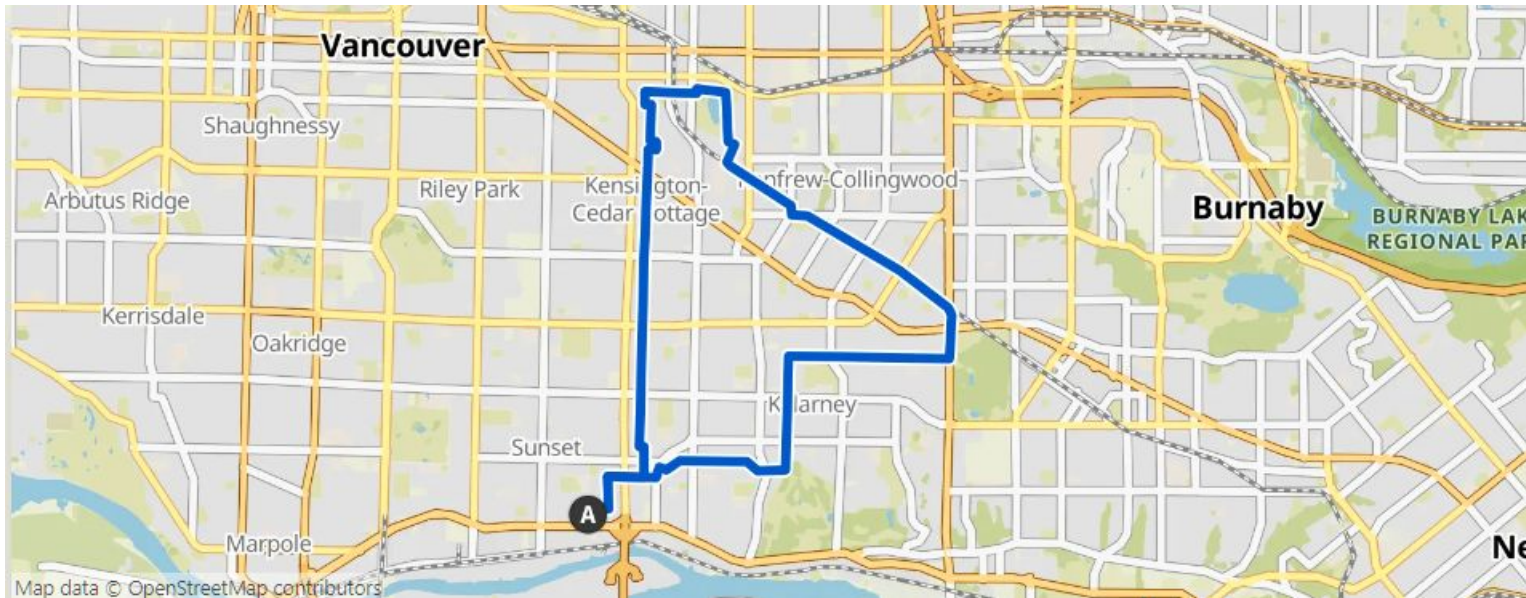




VULC Social Rides

Sunday April 23rd @ 1pm

Ross St Temple/BCP/SE Vancouver Loop



18.4 km. Start/stop @
KDS Vancouver Gurdwara

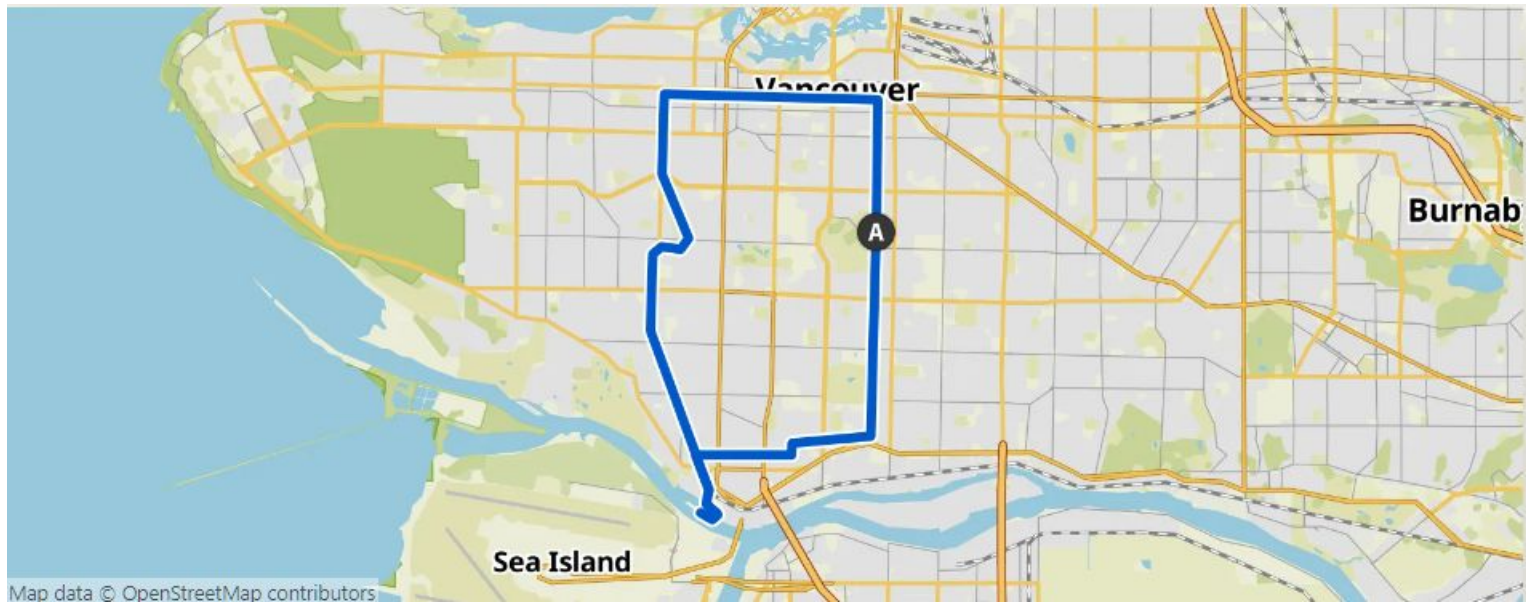
Contact anthonyfloyd@gmail.com

[Eventbrite Link](#)

VULC Social Rides

Tuesday May 2nd @ 7pm

Tour de Oakridge

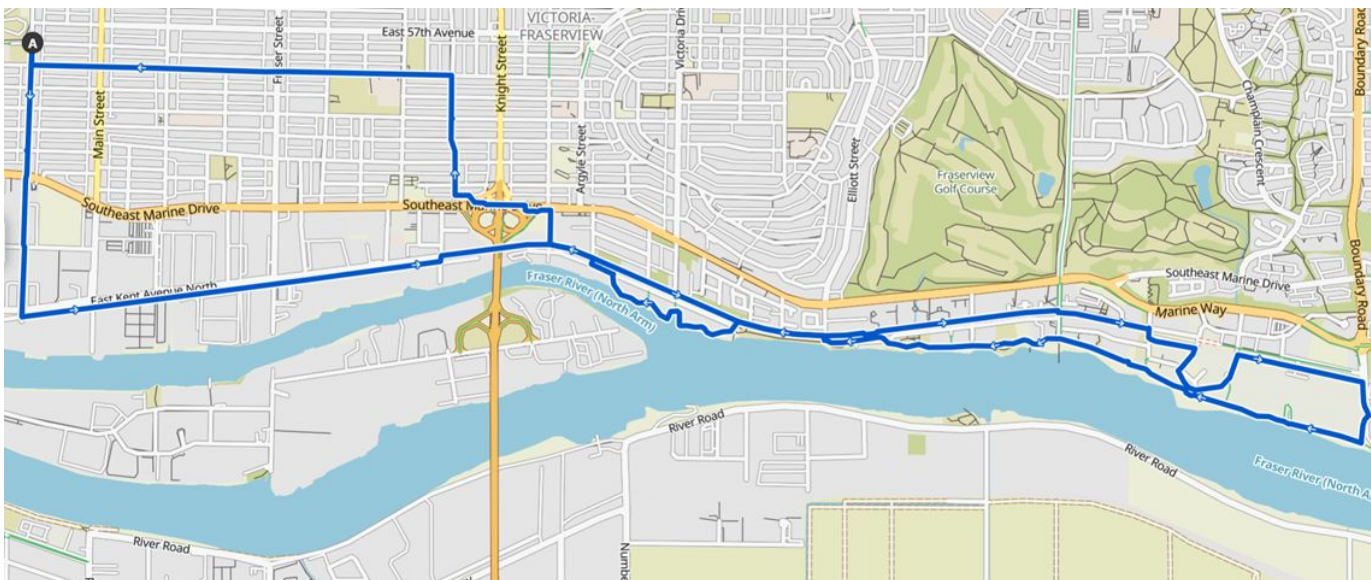


21.4 km. Start/stop @
Riley Park, incl stop @ Milltown
Contact anthonyfloyd@gmail.com

VULC Social Rides

Tuesday June 6th @ 7pm

River District/Kent Ave



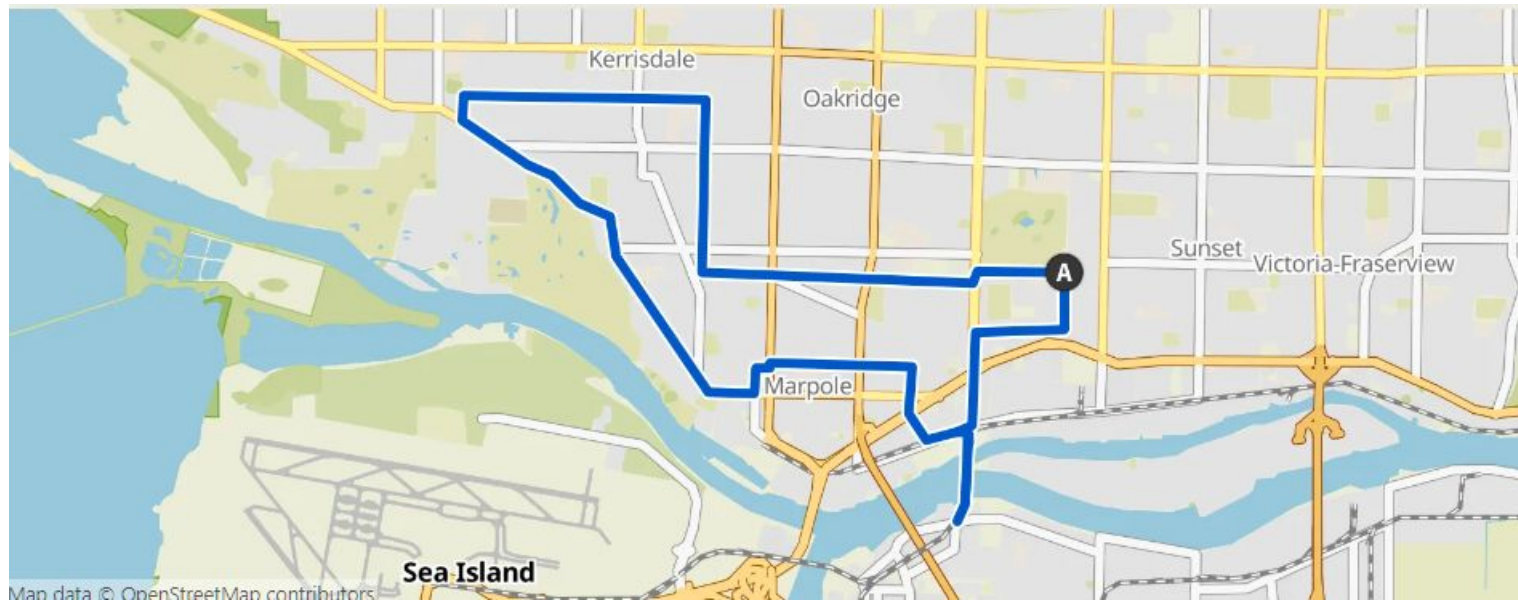
15.5 km. Start/stop @
Langara Golf Course, SE corner
(Ontario at 58th)

<https://www.eventbrite.ca/e/635165014657>

VULC Social Rides

Tuesday July 4th @ 7pm

Dunbar/Marpole + Canada Line Bridge



17.4 km. Start/stop @
Langara Golf Course, SE corner
(Ontario at 58th)

Contact anthonyfloyd@gmail.com

VULC Social Rides

Tuesday August 1st @ 7pm

False Creek



17.7 km. Start/stop @
Kits Beach

(At path 90° bend west of parking lot)

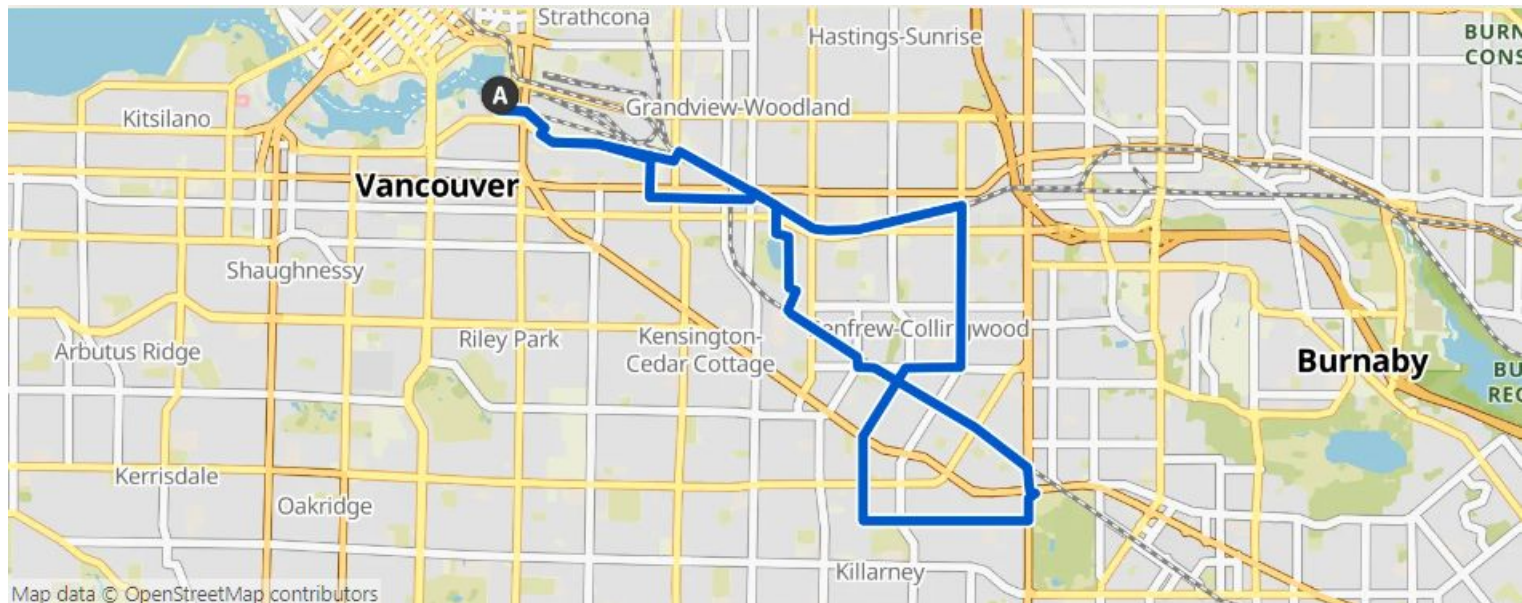
Contact anthonyfloyd@gmail.com



VULC Social Rides

Tuesday Sept 5th @ 7pm

Renfrew / Collingwood



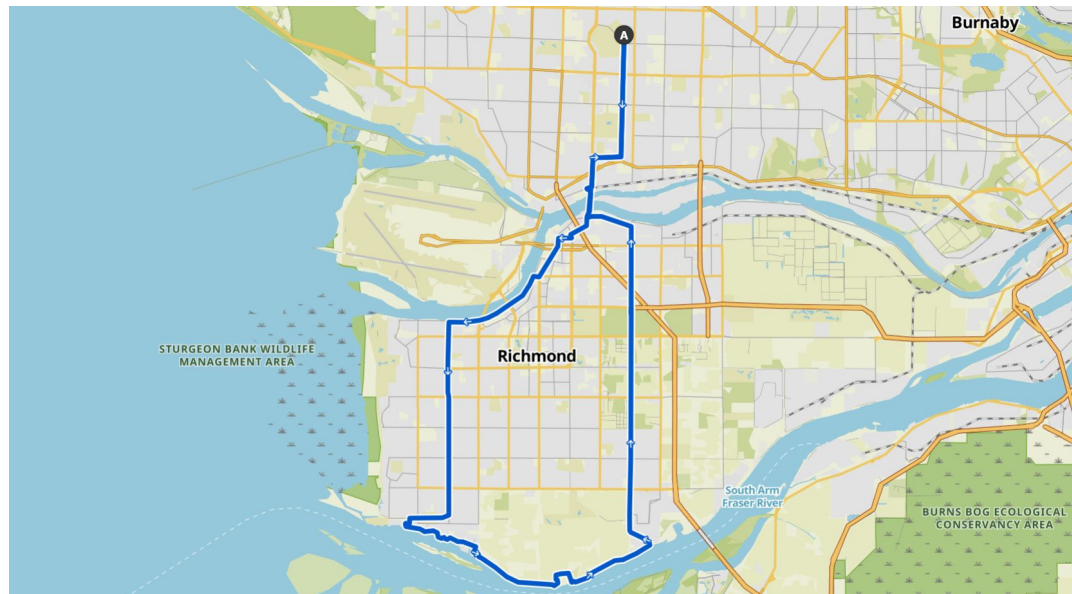
21.9 km. Start/stop @
Olympic Village Square
(The birds)

Contact anthonyfloyd@gmail.com



VULC Social Rides

Sunday Sept 24th @ 11am
Richmond!



42.7 km. Start/stop @
Riley Park

Contact anthonyfloyd@gmail.com

Contact anthonyfloyd@gmail.com



HUB Cycling Purpose

HUB Cycling has two purposes in its constitution:

1. To provide educational forums, classes, workshops, and seminars to the public that teach the following two subjects in Metro Vancouver:
 - a. how to cycle safely and interact safely with people cycling on the road and,
 - b. how to repair and maintain a bicycle.
 2. To conserve the environment and improve the health of people in Metro Vancouver by encouraging cycling as a mode of transportation through:
 - a. facilitating communication between cyclists by providing forums wherein people who cycle can discuss cycling issues;
 - b. facilitating communication between cyclists, motorists, pedestrians, bicycle retailers, non-political transportation companies and planners, real estate developers and other non-political groups dealing with people cycling by engaging these groups directly and presenting the interests of these various groups to each other;
2. (cont'd)
 - c. collecting and developing best practices related to cycling, which includes compiling research & developing expertise in relation to cycling infrastructure and urban design and resources for businesses & organizations interested in promoting cycling to the public;
 - d. organizing and operating non-political events that promote the use of the bicycle as an environmentally beneficial and healthy mode of transportation between destinations; and
 - e. improving public cycling facilities through engagement with decision makers & stakeholders in planning processes.

HUB Cycling Core Values and Goals

HUB Cycling Core Values

Community

- We believe that cycling is an exceptional catalyst for creating healthy, happy, connected and livable communities.

Sustainability

- Cycling plays a fundamental role in meeting the social and environmental needs of the people of British Columbia.

Collaboration

- Working with all stakeholders - the general public, the private sector, and the public sector - is pivotal as the best results for improved cycling infrastructure, training, and promotion come from working together.

Inclusivity

- We welcome and celebrate the diversity of all British Columbians through our work. We also recognize that socio-economic and cultural barriers must be acknowledged and considered through our advocacy, training, and promotion.

Innovation

- Through the power of creativity, proactivity, and innovation we will adapt to and create new opportunities to introduce positive change and reach more people.

Responsibility

- We are accountable to our members, supporters, and the general public through our promotion, education, and advocacy for cycling improvements. Evidence-based decisions, transparency, integrity, and dialogue are core to how we conduct our work. This fosters trust among all stakeholders.

HUB Cycling Goals

1. An expanded cycling network, with a focus on infrastructure that is comfortable for most users.
2. A network of strong HUB Cycling Local Committees that drive improvements in cycling infrastructure, education and promotion in their communities.
3. Improved and expanded cycling-related safety education for users of all transportation modes.
4. A modernized BC Motor Vehicle Act and other legislation to improve road safety and accountability for all.
5. Be British Columbia's trusted resource for cycling infrastructure, education and promotion.
6. Strengthened relationships with the communities we currently serve, and expanded collaboration with new communities throughout British Columbia.
7. Expanded participation in our current programming, and a suite of new programs to attract new user groups.
8. Expanded and diversified funding sources to maximize organizational impact and sustainability.
9. Increased cycling among groups that may face social, cultural, and/or financial barriers to cycling.
10. Better capture and utilization of data that supports evidence-based decision-making around cycling.

<https://bikehub.ca/about-us/our-strategic-plan>



HUB Cycling Local Committees

What is a Local Committee?

HUB has 10 local committees across Metro Vancouver who engage with decision makers to improve cycling conditions in their municipality.

Each committee meets regularly to discuss local cycling issues, perform assessment rides to document local conditions, develop reports and present recommendations to local councils / decision makers & plan local events to encourage cycling.

The Regional Advisory Committee (RAC) works on region-wide or cross-boundary projects and policies.

<https://bikehub.ca/get-involved/join-local-committee-0>

Key Messages

- Working together, people cycling can make a bigger impact on the decisions made in our communities related to cycling issues, policies & infrastructure improvements. HUB brings together and supports cycling enthusiasts of all levels to craft policy positions, share best practices; build community and promote cycling education programs.
- HUB committees have been central to the implementation of major cycling-related initiatives, programs & improvements in regional areas.
- HUB provides access to user perspectives, motivations, barriers, data collected from cycling programming and membership (BTWW survey results, etc)