

HUB Cycling Our Mission:

To get more people
cycling, more often.



Your **Cycling** Connection

www.bikehub.ca





We are united in
wanting to encourage
more people to cycle



Your **Cycling** Connection

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.
- *Statistics from TransLink's Regional Cycling Strategy, 2011*



Hornby Bike Lane

Safe, convenient bike infrastructure attracts more people

Vancouver: 54% increase in cycling from 2013 to 2017

HUB North Shore 2019 Goal #1

- Get the North Shore municipalities to commit to building three safe bikeways that connect where people Live with where they Work, Shop & Play.

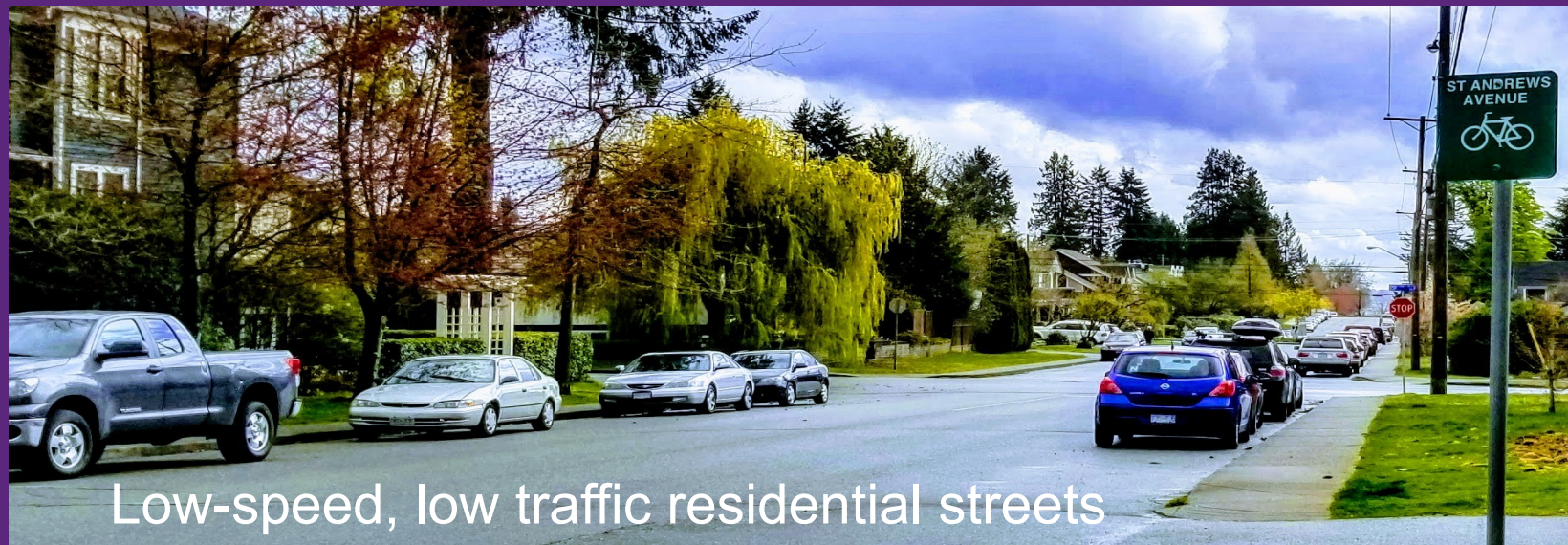
What is a Safe Bikeway?



Protected on-road bike lanes

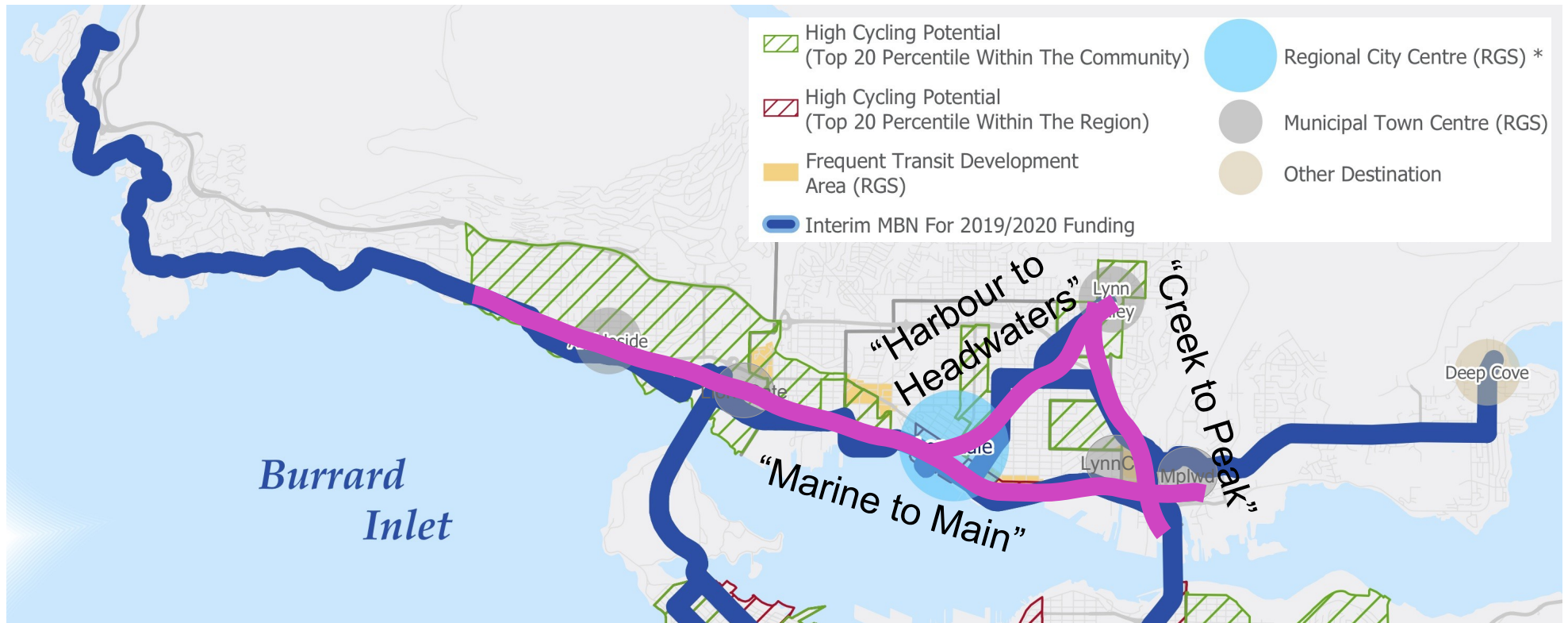


Cycle-only Pathways



Low-speed, low traffic residential streets

HUB's 3 Top Priority Safe Bikeways



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

Goal #2: Active Transportation Coordinator



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



Your Thoughts ?



Your **Cycling** Connection

Thank You

A man with a beard and a blue helmet is riding a bicycle with a child. The man is wearing an orange shirt and a black vest. The child is wearing a pink shirt and a purple helmet with floral patterns. They are outdoors in front of a building with large letters 'G' and 'I' visible. Other people and a blue tent are in the background.

#1

3 Safe Bikeways for
the North Shore.

#2

Active Transportation
Coordinator

Backup Slides

- Next Steps
- Why these 3 bikeways?
- HUB's Long Term Vision
- Why not use the Spirit Trail?
- Route Safety vs Preference

Next Steps

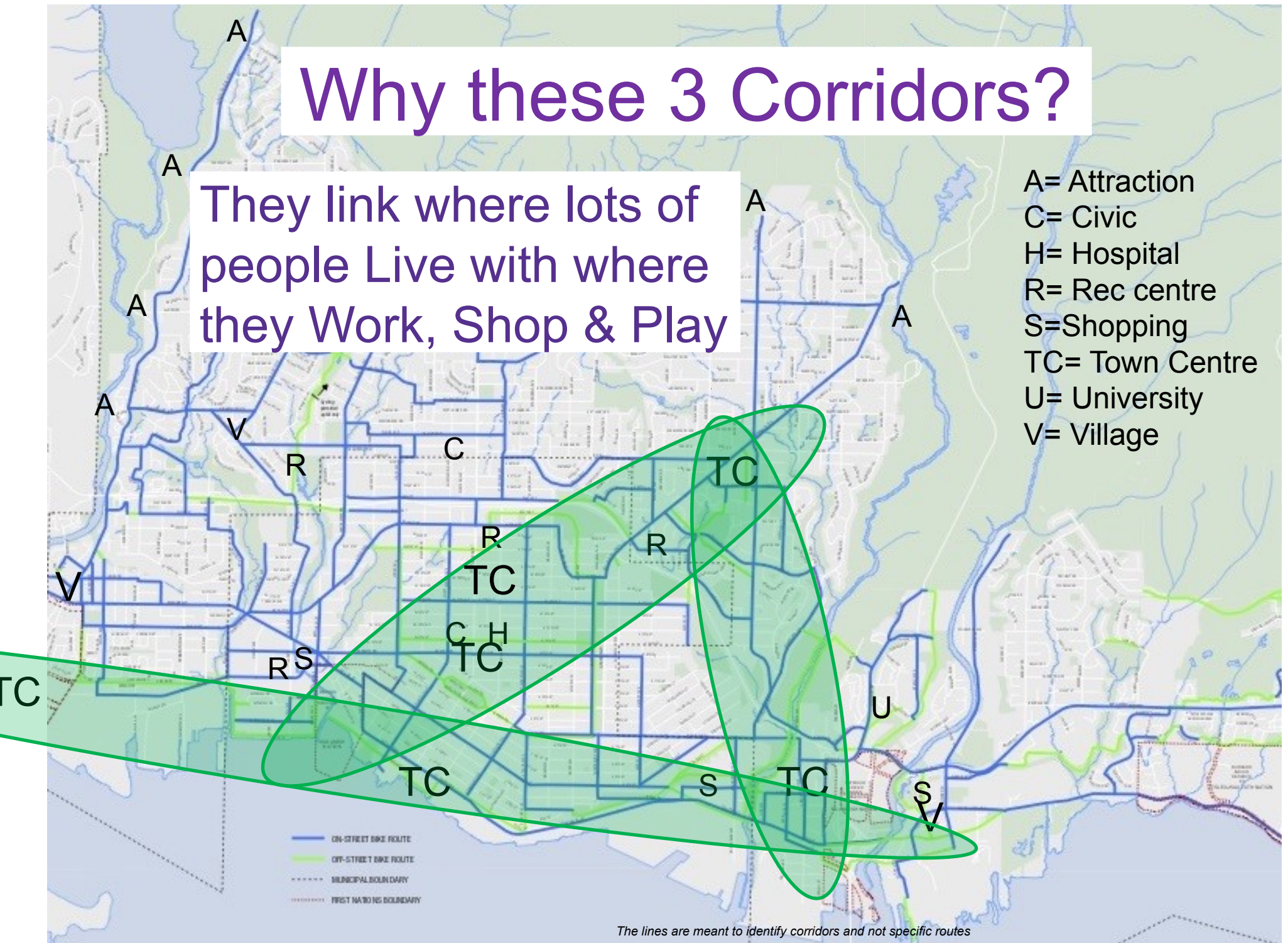


- North Shore Municipalities adopt the 3 Safe bikeways project (similar to Spirit trail). Perhaps as part of INSTPP.
- Develop and fund a multi-year implementation Plan - from the "Active Transportation" budget.

Why these 3 Corridors?

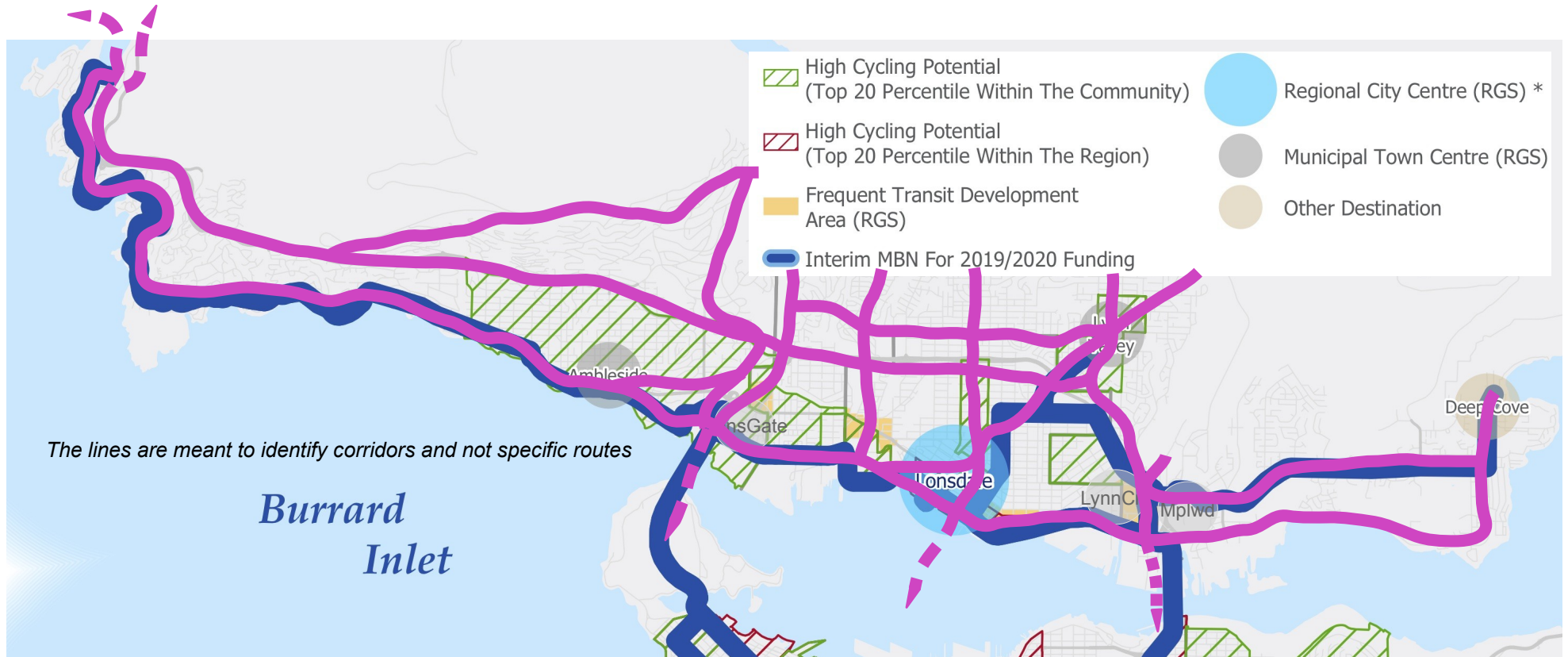
They link where lots of people Live with where they Work, Shop & Play

A= Attraction
C= Civic
H= Hospital
R= Rec centre
S= Shopping
TC= Town Centre
U= University
V= Village



The lines are meant to identify corridors and not specific routes

Long Term Goal



A mesh of Safe Bikeways connecting where people Live with where they Work, Shop & Play, both on and off the North Shore.

Long Term Goal - central section details

A= Attraction
C= Civic
H= Hospital
R= Rec centre
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E-W Bikeways
N-S Bikeways

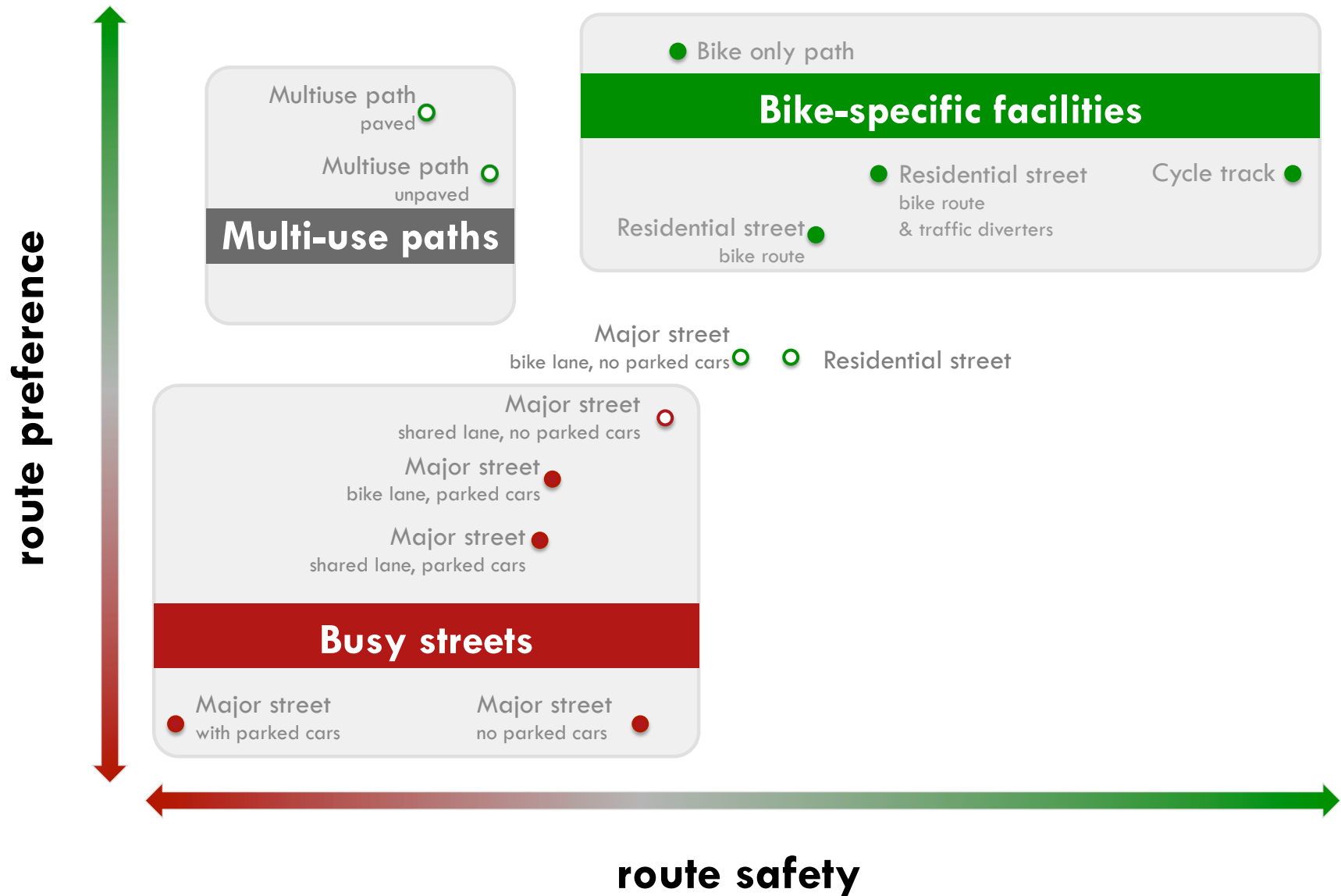
ON-STREET BIKE ROUTE
OFF-STREET BIKE ROUTE
MUNICIPAL BOUNDARY
FIRST NATIONS BOUNDARY

The lines are meant to identify corridors and not specific routes

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.

Route Preference vs Safety



From "What route types best motivate cycling?" By Kay Teschke, UBC.

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Your Cycling Connection

HUB Strategic Initiatives

- Un-Gap the Map
- ICBC driver training
- Update the Motor Vehicle Act to a Safe Roads Act

#UNGAPTHEMAP

*The bike route
just dumped you.*

Adopt a Gap



HUB Cycling Our Mission:

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- HUB Cycling is a charitable non-profit organization, established in 1998.
- "We make cycling better through education, action and events".
- HUB's Priorities:
 - Un-Gap the Map
 - Accelerate investment in cycling infrastructure & facilities to connect the region
 - Amend the Motor Vehicle Act to improve safety measures and clarity on road use for all
 - Changes to ICBC driver training with BEST and BCCC



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- More people cycling supports the goals of the 3 North Shore municipalities, INSTPP and the BC Government
- 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.*
 - *If we can move just 7% of people from vehicles, many of our traffic problems would be eliminated.*

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.
- *Statistics from TransLink's Regional Cycling Strategy, 2011*

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- To increase the use of Active Transportation, we need to focus on the "Interested but Concerned" people.
 - 1) Recent bike fatalities have highlighted these concerns.
 - 2) 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.
 - 3) These will only allow a small percentage of the population to bike.



Hornby Bike Lane

Safe, convenient bike infrastructure attracts more people

Vancouver: 54% increase in cycling from 2013 to 2017

- Vancouver and other cities have shown that building safer infrastructure results in significantly more people using bikes for transportation.
- It must also be in the right place. The infrastructure must get people from where they live to where they want to go (work, shop & play).
- It must be direct and convenient.
- A just released UBC study shows that the closer you live to an urban greenway, the more physically active you are.
- <https://www.sciencedirect.com/science/article/pii/S0091743519300192?dgcid=author>

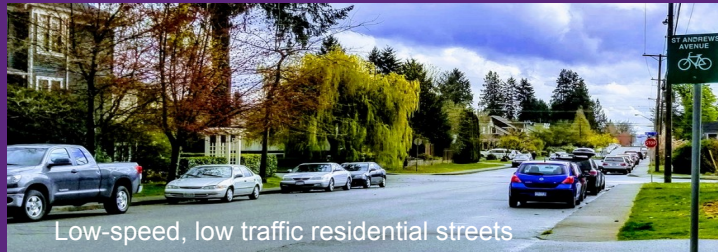
HUB North Shore 2019 Goal #1

- Get the North Shore municipalities to commit to building three safe bikeways that connect where people Live with where they Work, Shop & Play.

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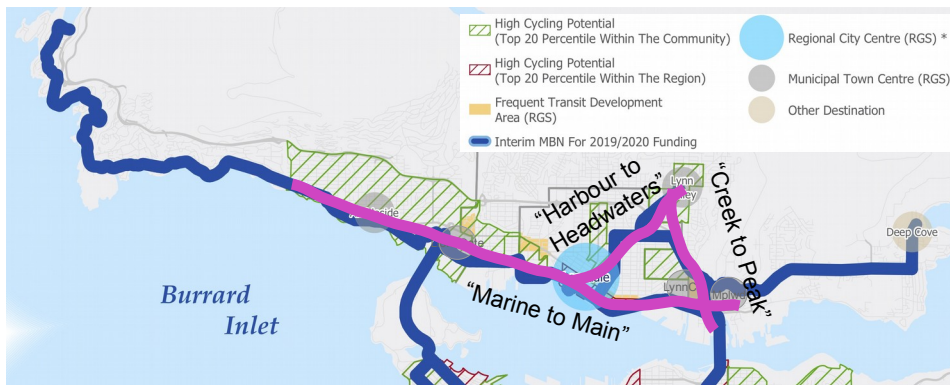


What is a Safe Bikeway?



- Safe bikeway infrastructure:
 - Protected on-road bike lanes (1-way preferably)
 - Cycle-only Pathways (not Multi-use paths)
 - Low-speed, low traffic residential streets (traffic calmed), often parallel to major traffic arteries.
- Bikeways are named to strengthen identity, are well marked, with extensive way-finding signage listing major destinations & connections. TransLink has a good way-finding guidelines document.
- 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's 3 Top Priority Safe Bikeways



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

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- 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 Coordinator



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

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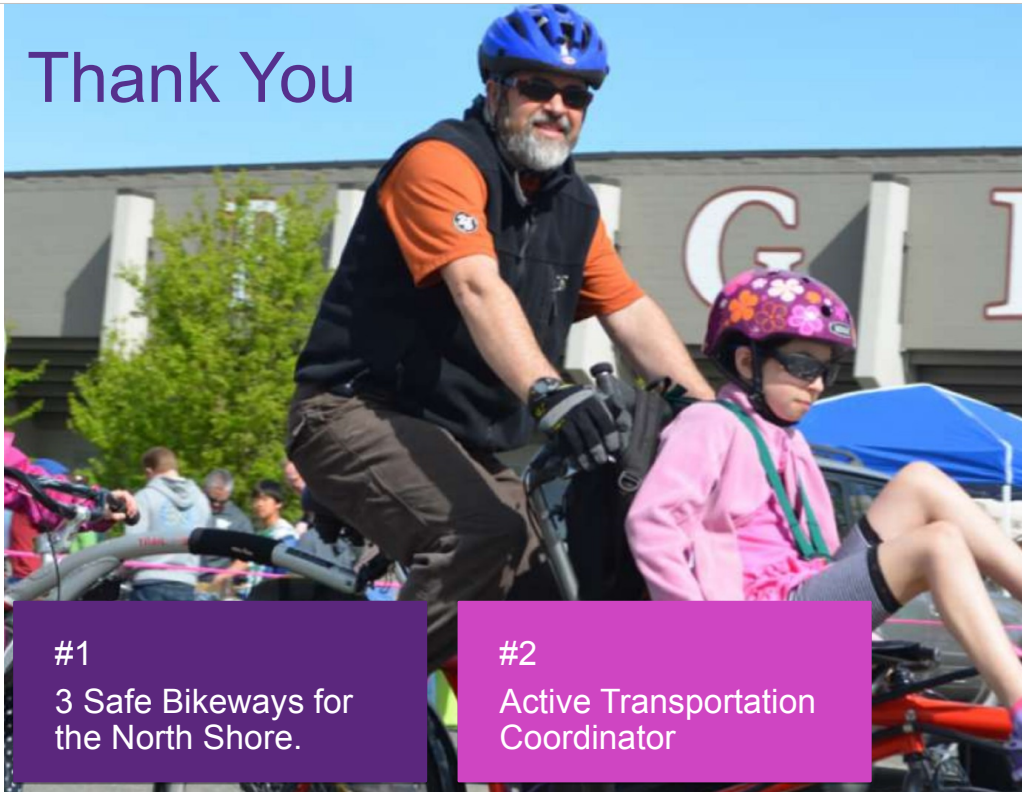
- Tasked with making progress towards Regional and Official Community Plan targets for walking and cycling.
- Coordinator between Planning, Engineering & Operations and works within and between municipalities to implement active transportation policy and network improvements.
- Particular focus on resolving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



How can we achieve these goals?

What can HUB do to help make this happen?

Thank You



#1

3 Safe Bikeways for
the North Shore.

#2

Active Transportation
Coordinator

Key take-aways:

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

For 2019 we would like to get commitment to start the 3 bikeways project and an Active Transportation Coordinator.

Thank you.

Backup Slides

- Next Steps
- Why these 3 bikeways?
- HUB's Long Term Vision
- Why not use the Spirit Trail?
- Route Safety vs Preference

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These are not part of the regular presentation.

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

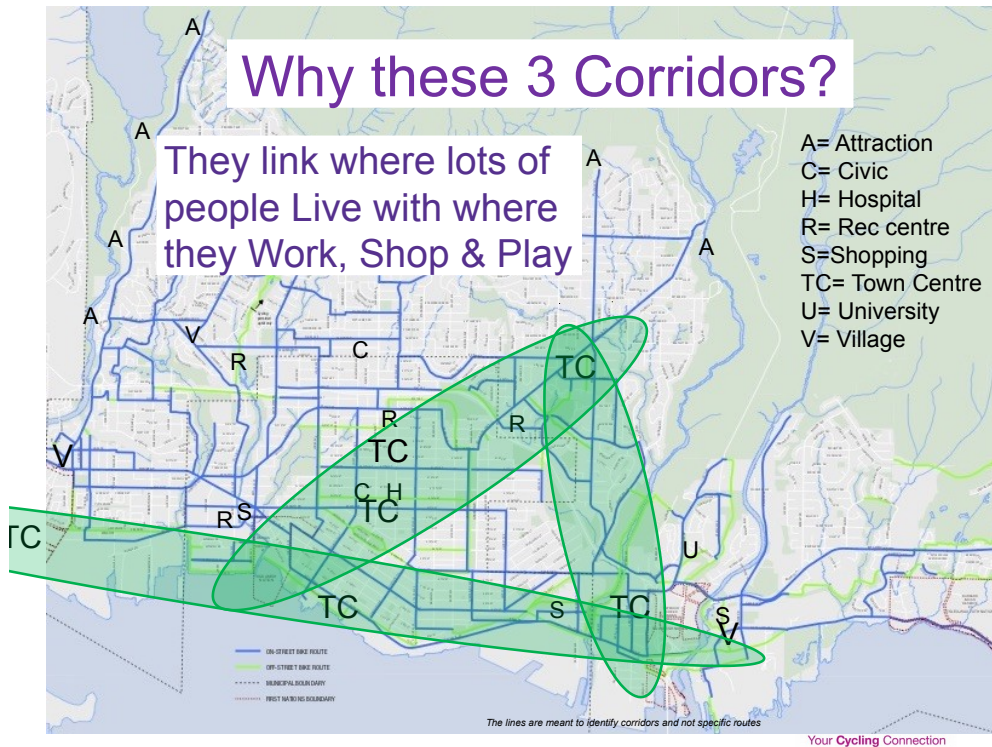
Next Steps



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- Develop and fund a multi-year implementation Plan - from the "Active Transportation" budget.

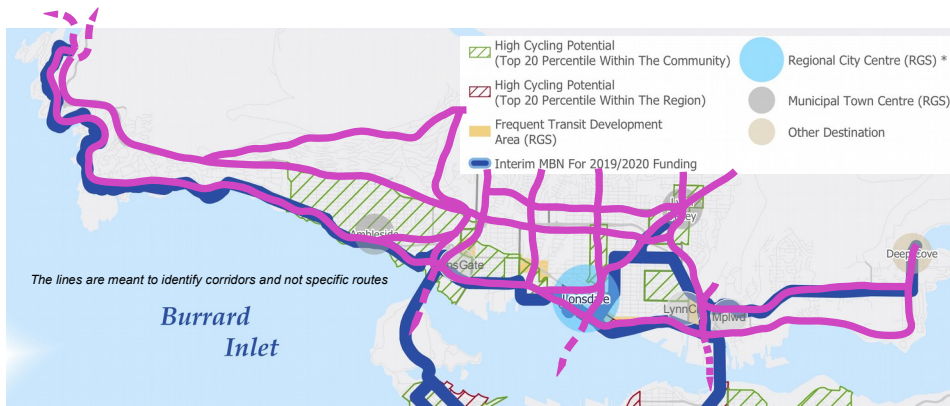
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- The three priority routes were selected to connect the major population centres & destinations, as well as with the bridges and the Seabus.

Long Term Goal



A mesh of Safe Bikeways connecting where people Live with where they Work, Shop & Play, both on and off the North Shore.

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- 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
- #UnGapTheMap - a tool to help complete the network.

Long Term Goal - central section details



Why not use Spirit Trail?

- Recreational, Multi-User Path.
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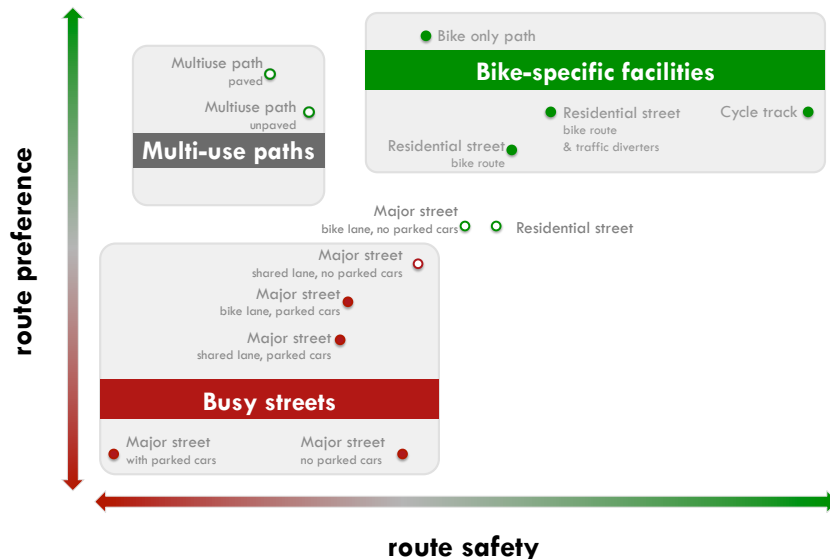


There is nothing inherently wrong with Spirit Trail, it works well for some users but not for all types of trips

Recreation vs Transportation.

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

Route Preference vs Safety



From "What route types best motivate cycling?" By Kay Teschke, UBC.
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Multi-user paths are often considered appealing, but research has shown that they are not as safe as Bike-specific facilities.

See

<https://app.dnv.org/OpenDocument/Default.aspx?docNum=2885191>

<http://cyclingincities.spph.ubc.ca/motivating-cycling/opinion-survey/>

HUB Strategic Initiatives

- Un-Gap the Map
- ICBC driver training
- Update the Motor Vehicle Act to a Safe Roads Act



Driver training to include driver training around cyclists, increased awareness, signage

Changes to the MVA

Safe passing distance 1 meter

Allow Municipality to set default Speed limits (30 km/h)

Increased fines (dooring, unsafe passing distance)

Rename to the Road Safety Act

Clarification on e-bikes and electric assist