



HUB Cycling's #UnGapTheMap campaign presents....

20 in 20 Infrastructure Challenge

A friendly municipal competition to complete up to 20 “easy fixes” in 20 days

To date, [HUB Cycling's #UnGapTheMap campaign](#) has prioritized over 300 infrastructure priority gaps throughout Metro Vancouver's bicycle network. Thanks to your efforts, municipalities and other decision makers have filled countless critical gaps across the region, contributing to a safer and more connected cycling experience for all ages and abilities (AAA) of riders.

While filling major gaps often requires a comprehensive project timeline, “Quick Fixes” such as repainting a faded bicycle lane or repairing a pothole on a bicycle route are small improvements with high user impact. At HUB Cycling, we believe Quick Fixes are the ‘low-hanging fruit’ of bicycle infrastructure because they are exempt from public consultation processes or Council approval and require minimal resources from Public Works (See Appendix A for HUB Cycling's Quick Fix Inventory). Importantly, Quick Fixes remind the general public that small-scale enhancements are intricately part of a larger, multi-pronged effort to #UnGapTheMap.

With this in mind, HUB Cycling's *20 in 20 Infrastructure Challenge* is an exciting and friendly competition that encourages municipalities to complete up to 20 “easy fixes” in 20 chosen days or less between July 2nd and September 28th, 2018. In the Fall of 2018, a jury formed by HUB Cycling will assess the completion of Quick Fixes, based on quantity and quality. While all participating municipalities will be recognized for their efforts, the top three winners will be awarded at HUB Cycling's *Bike Awards* in February 2019.

20 in 20 Infrastructure Challenge Timeline

Friday, June 1st, 2018

- On behalf of HUB Cycling Local Committees, HUB Cycling staff email participating municipalities a draft *Quick Fix Wish List*.

Friday June 1st - Friday, June 29th, 2018

- Municipal staff revise the draft *Quick Fix Wish List* to ensure that selected Quick Fixes are feasible and correspond to scheduled construction and maintenance timelines.

- Municipal staff choose up to 20 days to schedule chosen Quick Fixes between July 1st and September 30th, 2018.
- Municipal staff submit finalized *Quick Fix List* to HUB Cycling staff.

Monday, July 2nd - Friday, September 28th, 2018

- Municipal Public Works crews conduct up to 20 Quick Fixes.
- Municipalities are encouraged to send Quick Fix updates (preferably photos) to HUB Cycling staff who will showcase the progress on their social media platforms and website.

October & November, 2018:

- Municipal staff submit the status of their *Quick Fix List* to HUB Cycling staff.
- A jury formed by HUB Cycling will assess the completion of Quick Fixes, based on quantity and quality.

February 2019:

- While all participating municipalities will be recognized for their efforts, the top three winners will be awarded at HUB Cycling's *Bike Awards*.

Appendix A.

HUB Cycling's Quick Fix Inventory

Quick Fixes are low-cost and time-efficient bicycle infrastructure maintenance upgrades or installations. At HUB Cycling, we believe Quick Fixes are the 'low-hanging fruit' of bicycle infrastructure because they are exempt from public consultation processes or Council approval and require minimal resources from Public Works. Suggested Quick Fixes may include:

Bicycle Parking

- ☐ Installing Class B (short-term use) bicycle parking

Lighting

- ☐ Replacing or installing lighting along a designated bicycle route, including at intersections, bridges, under and over passes, crossings, paths or trails, tunnels, and viaducts

Maintenance and Repairs

- ☐ Repainting a faded bicycle lane or shared-lane marking (sharrow)
- ☐ Repairing rough pavement or a pothole along a designated bicycle route
- ☐ Maintenance of trees, hedges, roots or other foliage that may impede the use of bicycling infrastructure (ex. exposed root or overgrown hedge on a Mixed-Use Pathway)

Physical Protection Delineation

- ☐ Installing plastic bollards, jersey barriers or other types of protected bike lane delineators to an existing on-street painted bicycle lane or bicycle-vehicle conflict zone

Signage and Wayfinding

- ☐ Re-orienting stop signs to provide a thoroughfare to traffic on a designated bicycle route
- ☐ Converting a four way stop intersection to a two-way stop, giving priority to traffic on a designated bicycle route
- ☐ Replacing share the road signs with 'Bikes May Use Full lane', 'Do Not Pass Bicycles', or other signage that prioritizes people cycling
- ☐ Installing bicycle route wayfinding signage

Signalization and Signal Detection

- ☐ Changing signal phasing to a lead pedestrian interval or lead bike interval
- ☐ Installing bicycle signal detection along a designated bicycle route (ex. an induction loop, a bicycle/ pedestrian push button or video detection)

Surface Treatments

- ☐ Installing skid-resistant green paint to identify potential bicycle-vehicle conflict areas (ex. at street or driveway crossings or through intersections)
- ☐ Installing a bicycle box
- ☐ Installing a shared lane marking (sharrows)
- ☐ Installing a bike ramp (typically connecting an on-street bikeway to an off-street bikeway)
- ☐ Repainting to create a recessed stop line for vehicles, so that people on bicycles are more visible in the right bike lane

Traffic Calming

- ☐ Reducing the speed limit on a designated bicycle route to 30 km/hr