

# HUB Cycling Our Mission:

To get more people  
cycling, more often.



Your **Cycling** Connection

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



# HUB Cycling

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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 a *Road Safety Act* focusing on all users (pedestrians, cyclist and vehicles)
  - Changes to ICBC driver training with BEST and BCCC

# HUB North Shore Committee

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- Community events:
  - Bike to Work Week Celebration stations
  - Blueridge Good Neighbour day
  - Parkgate Community day
- Provide input on local projects:
  - Lower Lynn interchanges design
  - East 29<sup>th</sup> safety improvements
  - West 15<sup>th</sup> way-finding signage
  - Lynn Valley road underpass design
  - West Queens & Highlands bike lane pilots

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# Why do we need more people cycling, more often?

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- Environment:
  - Reduce transportation-related emissions as part of the CEEP
  - Address the climate crisis and Climate Emergency declaration
  - Cycling infrastructure has a smaller footprint than roadways designed for motor vehicles
- Health and Safety:
  - Encourages an active lifestyle for all ages
  - Reduces crash severity and exposure
  - Reduces noise stressors in urban areas
- Congestion:
  - Trips made by cycling in lieu of motor vehicles can relieve overcrowded roadways

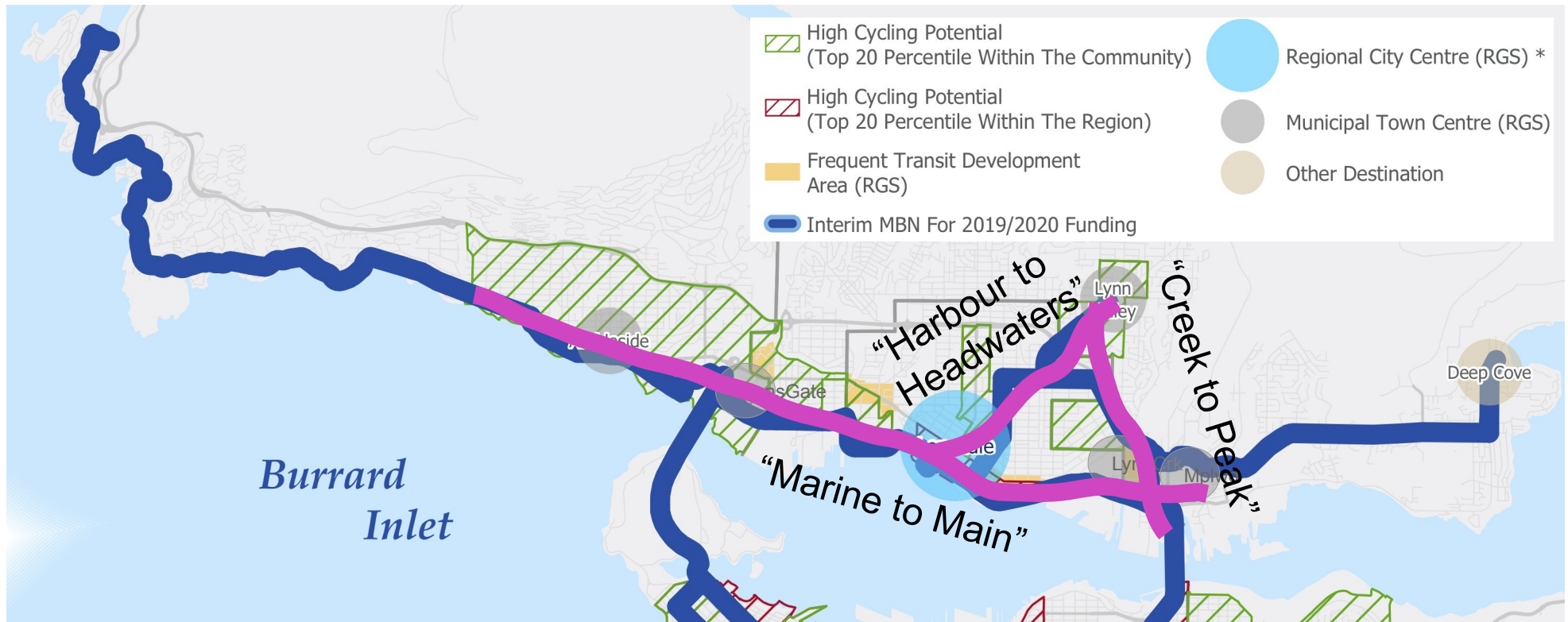
# How do we get more people cycling?



- 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
- Safe, convenient bike infrastructure attracts more existing trips to cycling and accommodates the next generation of travellers



# HUB's 3 Top Priority Safe Bikeways



Link where people Live with where they Work, Shop & Play.

Conceptual Bikeways (pink lines) overlap with TransLink's Major Bike Network corridors (blue lines)

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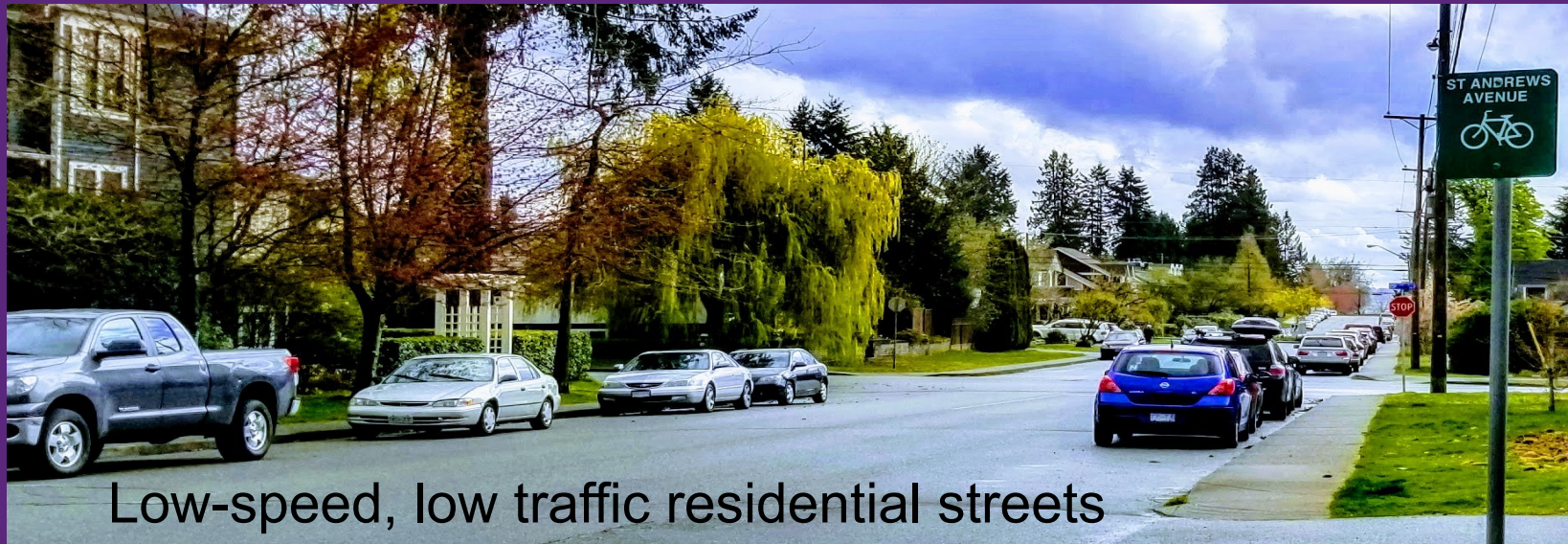
# What is a Safe Bikeway?



Protected on-road bike lane



Cycle-only pathways



Low-speed, low traffic residential streets



# HUB's Recommendations

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- Request inclusion of a prioritized list of key bikeways as part of the Bike Master Plan updates
- Create a implementation plan leveraging outside funding for Active Transportation



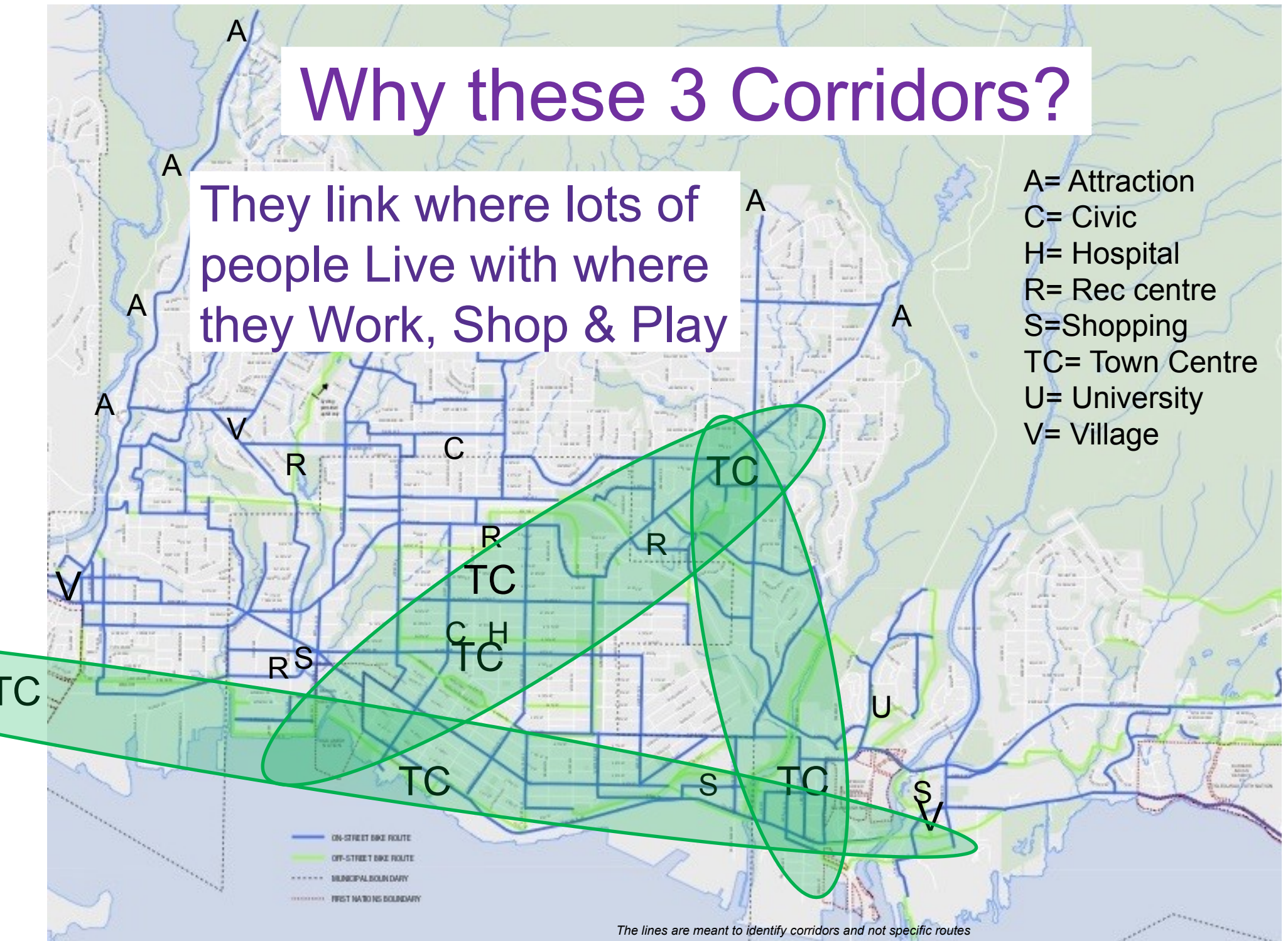
# Supplemental Slides

- Why these 3 bikeways?
- HUB's Long Term Vision
- Why not use the Spirit Trail?
- Route Safety vs Preference
- Active Transportation Funding sources

# Why these 3 Corridors?

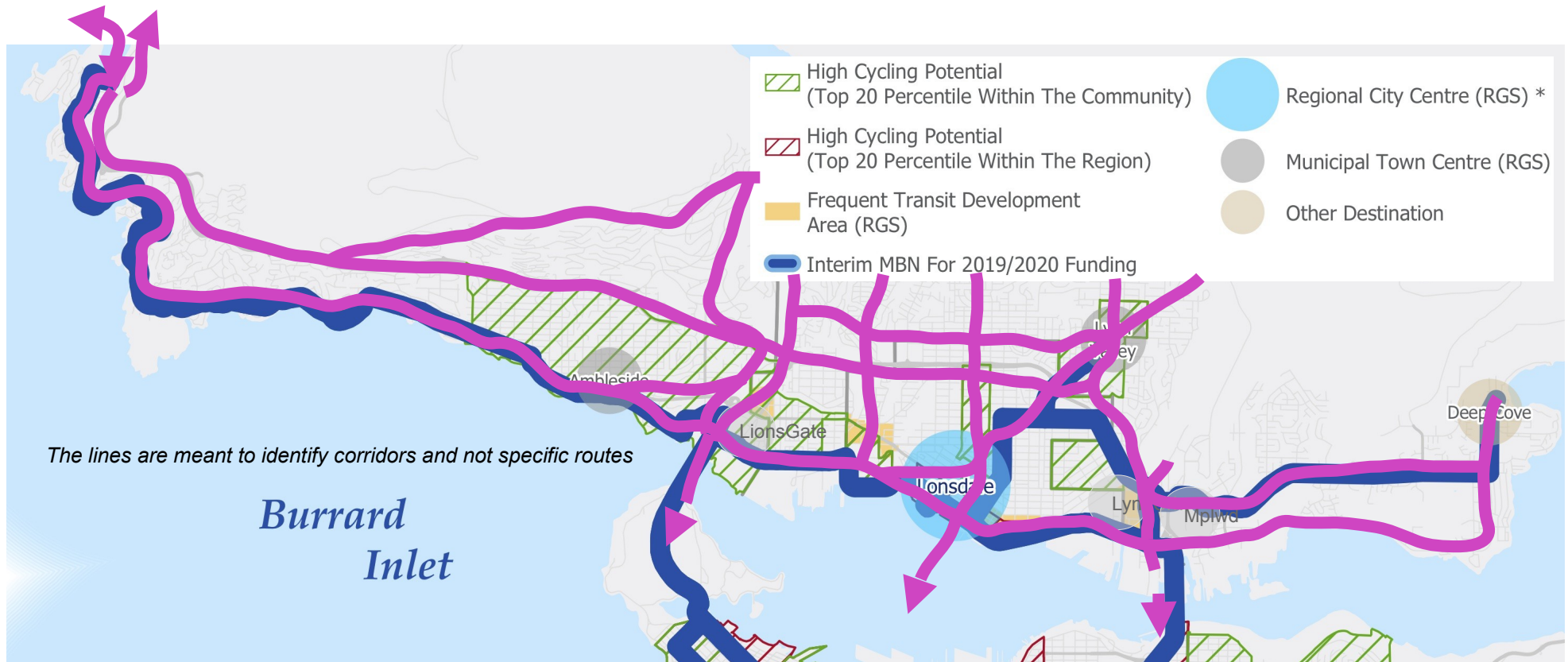
They link where lots of people Live with where they Work, Shop & Play

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 Network 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  
S= Shopping  
TC= Town Centre  
U= University  
V= Village

E-W Bikeways  
N-S Bikeways

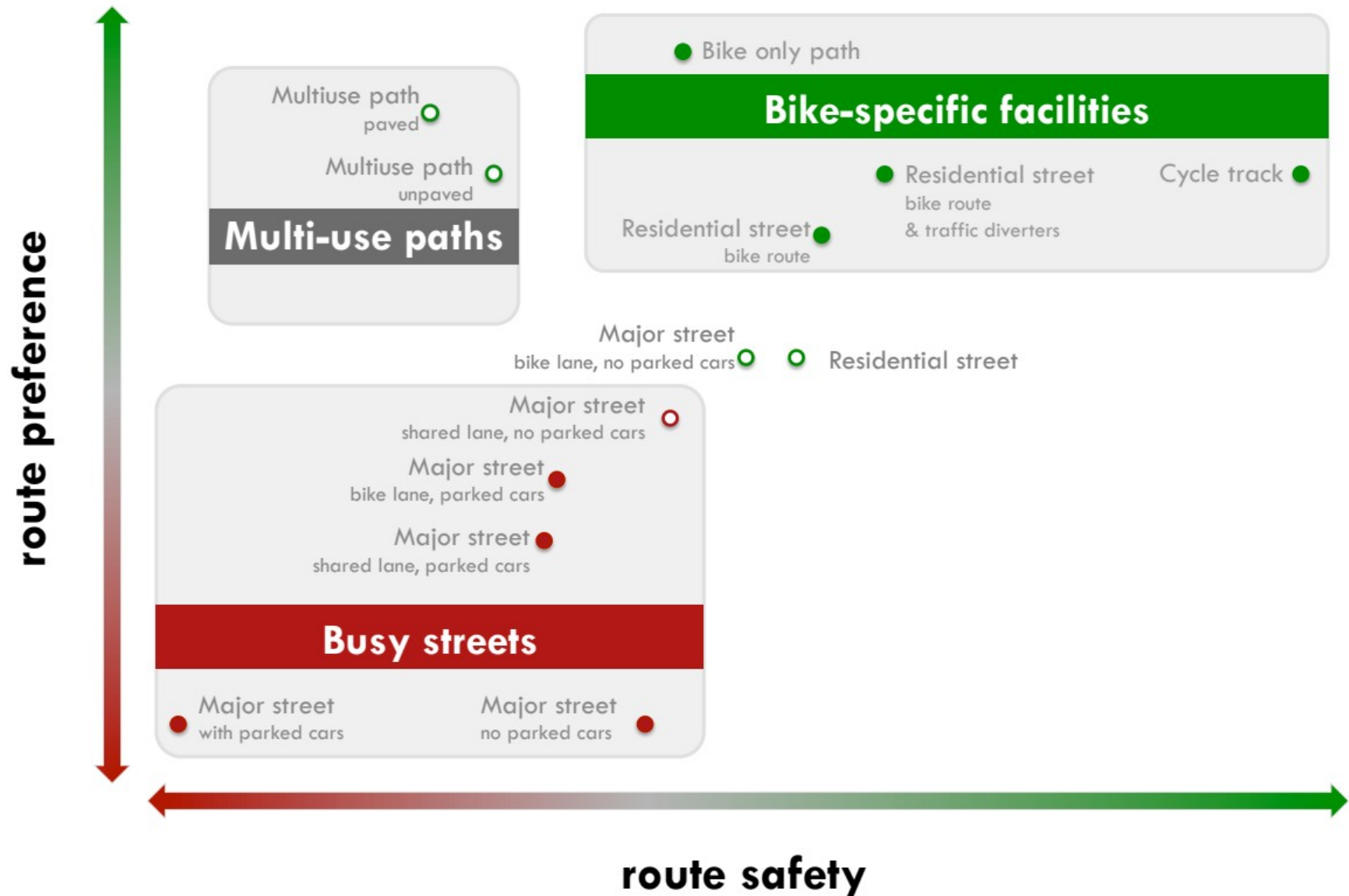
ON-STREET BIKE ROUTE  
OFF-STREET BIKE ROUTE  
MUNICIPAL BOUNDARY  
FIRST NATIONS BOUNDARY

*The lines are meant to identify corridors and not specific routes*

# Why not just use Spirit Trail?

- Recreational, Multi-User Path.
  - It hosts a large number of pedestrians, dogs-on-leash and other hazards.
  - People don't appreciate cyclists 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.  
[www.bikehub.ca](http://www.bikehub.ca)





# BIKE INFRASTRUCTURE FUNDING (2019-2020)

## FEDERAL PROGRAMS



FEDERATION  
OF CANADIAN  
MUNICIPALITIES

**MUNICIPAL GREEN FUND (Aug 2019)**



**GREEN INFRASTRUCTURE FUND**

## PROVINCIAL PROGRAMS



**BIKE BC PROGRAM (Feb 2020)**



**ROAD IMPROVEMENT PROGRAM**



**COMMUNITY WORKS FUND**

## REGIONAL PROGRAMS



**Co-funds, operates, maintains, and administers various greenways and trails**



**Vision Zero Seed Grants**



**MRNB Program [Fall 2019]**

Class 1 (AAA): 75% cost-sharing + in Urban Centres/ FTDAs or MBN  
Class 2 (Comfortable for most): 50% cost sharing + located in areas of high cycling potential.

**BICCS Program [Fall 2019]**

Class 1 (AAA): 75% cost-sharing + along FTN or MBN  
Class 2 (Comfortable for most): 50% cost-sharing

**WITT Program [Fall 2019]**

Pedestrian facility upgrades that promote integration of walking and cycling with transit.

### Acronyms

FTN= Frequent Transit Network, MBN= Major Bike Network, BICCS= Bicycle Infrastructure Capital Cost Sharing  
WITT= Walking Infrastructure To Transit, MRNB= Major Road Network and Bike, FTDA= Frequent Transit Development Area