



Your **Cycling** Connection

“getting more
people cycling
more often”



Photo: John Moir

**HUB-North Shore Committee
Delegation Presentation**
to Mayor and Councillors of
the District of West Vancouver

7th February 2020

HUB Cycling is a charitable non-profit, established 1998

We make cycling better through education, action and events

Our priorities:

- **Accelerate investment** in safe cycling infrastructure and facilities to connect the region and **“Un-Gap the Map”**
- **Amend the *Motor Vehicle Act*** to a *Road Safety Act* focusing on all users (pedestrians, cyclists and drivers)
- **Changes to ICBC driver training** with BEST and BCCC
- **Public education programs:**
 - **“Bike to School”;**
 - **“StreetWise” riding safely; and**
 - **“Workplace Cycling Workshops”**

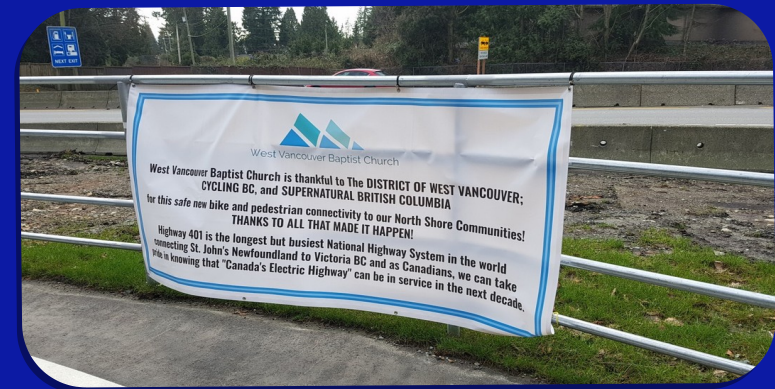
HUB North Shore is actively engaged in West Vancouver

Community event participation:

- Bike to Work Week Celebration stations
- Coho Festival and Gleneagles Bikefest
- Bike to Shop Days

Local project planning:

- Hugo Ray Connector
- Wayfinding signage
- Spirit Trail and Welch St bridge improvements
- Improving cycling on the Capilano Pacific Trail



Paul Stott

Award-winning Cycling Infrastructure



Peter Scholefield

West Vancouver Staff Planners, John Calimente and Emily Willobee, accepting the HUB 2017 Cycling Infrastructure Award to the District

HUB-North Shore strongly supports the District's policies to encourage cycling

OCP - Provide alternatives to driving

- Complete the cycling network; provide protected bike lanes
- Improve public and private infrastructure for cycling and destination bike parking

Council's Strategic Goals:

- 2041 Mobility target - 25% of trips by walking, cycling or transit (47% increase from 2011 level)
- Support NXSTPP

Community Energy and Emissions Plan:

- Strengthen cycling infrastructure in, around and between walkable villages and to shops and key destinations
- Expand the *Safe Routes to School Program* to other community facilities

Five reasons to do more to meet West Vancouver's strategic goals

1. More people cycling = **less GHG emissions** and **less traffic congestion**
2. Trips less than 5km are quicker by bike and more **energy efficient**. Improve North Shore network connections and get people quickly from where they live to where they want to go.
3. **Minimize conflicts** between cyclists and other road users and other mixed-use path users; **reduce potential injuries**
4. Accommodate increasing numbers of **E-assist bikes**, including *Cycling Without Age* trishaws
5. Encourage an active, **healthy lifestyle** for all ages and abilities

Who's going to cycle?



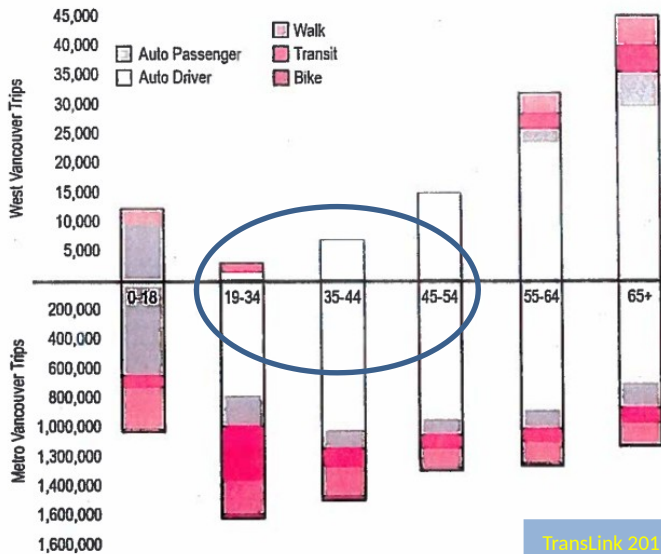
REGULAR
CYCLIST
25%

INTERESTED BUT
CONCERNED
41%

NOT INTERESTED
IN CYCLING
34%

Statistics from TransLink's Regional Cycling Strategy, 2011

Figure 2: Comparison of West Vancouver and Metro Vancouver trips by mode and age¹¹



Demand among the 'interested but concerned' is high but:

- **Steep Hills** and the risk of injury riding in **Heavy/Fast Traffic** are primary deterrents
- **Is secure bike parking** available at our destination?

What do we do to get more people in West Vancouver to cycle?

1. **Provide Safe Bike Routes** from where most people live to where they want to go – work, shops, schools and play
2. **Make it more convenient:**
 - **More bike parking** racks in Ambleside and Dundarave, and **more wayfinding signage**
 - **Safe bicycle storage** in workplaces and multi-family residences
3. **Launch bike education** in schools



What is a Safe Bikeway?



Photo credits: HUB Library; Google Street View

A safe route along Marine Drive corridor warrants top priority

It's a high density residential corridor where many people able to cycle live

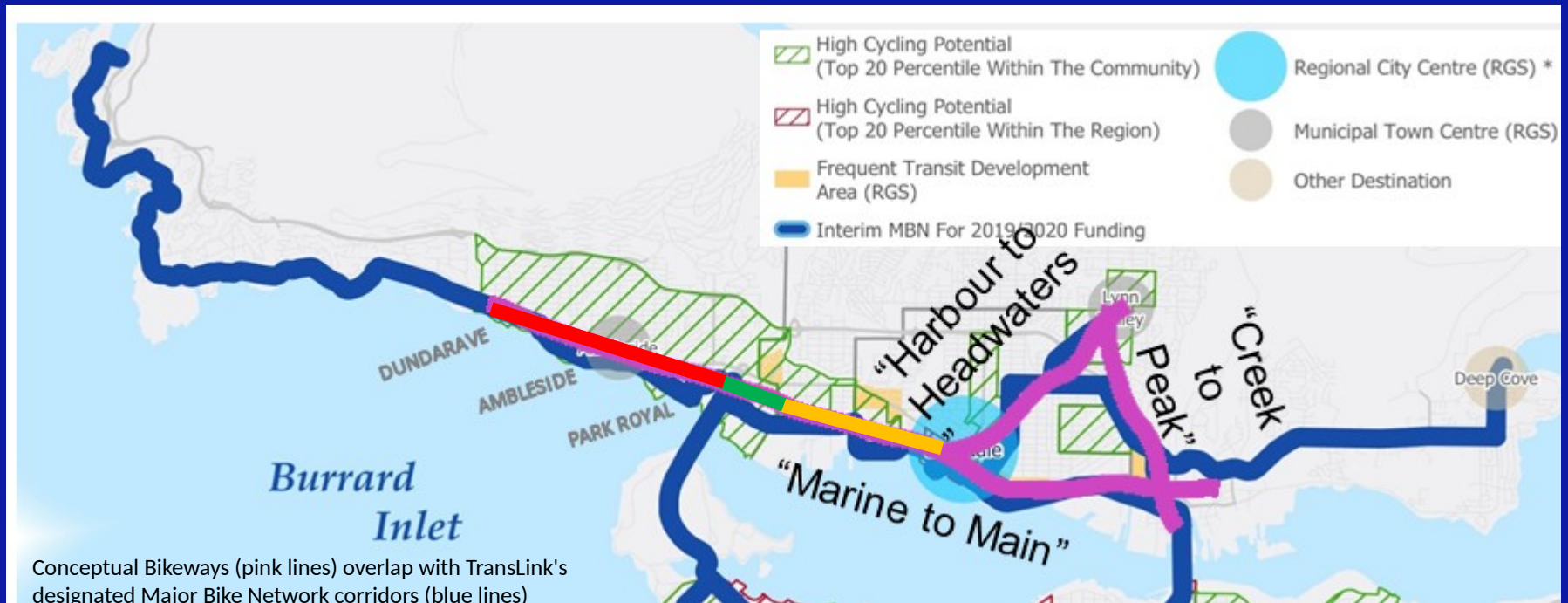
It's where people work, shop and play, e.g.:

- Dundarave, Ambleside and Park Royal shopping and services
- Library, recreation, seniors activity and sports facilities
- Dundarave, John Lawson and Ambleside parks and beaches

It links the North Shore together and provides access to the bridges and downtown

HUB's 3 Top Priority Safe-Bikeways

A goal for NXSTPP - linking the places where most people Live with where they Work, Shop & Play.



Proposed Marine to Main implementation phasing:

— DWV Section 2021-4? — DWV Section 2020+ — DNV Section 2020

HUB North Shore's Recommendations

1. **Update DWV Transportation Strategy** to prioritize Active Transportation modes consistent with the OCP
2. Develop prioritized list of **protected bikeways** with 'Marine to Main' corridor as #1
3. **Create a 2020-24 implementation plan** leveraging external funding for Active Transportation



Paul Stott

Supplemental Slides

- Marine2Main Concept (West Van Section)
- West Vancouver OCP Active Transport Network
- HUB's Long Term Vision
- Why not use the Spirit Trail?
- Route Safety vs Preference
- Active Transportation Funding Sources
- *Cycling without Age Service*

'Marine to Main' Concept (West Vancouver Section)

- Top Priority Bikeway
- Possible feeder Bikeways as per OCP

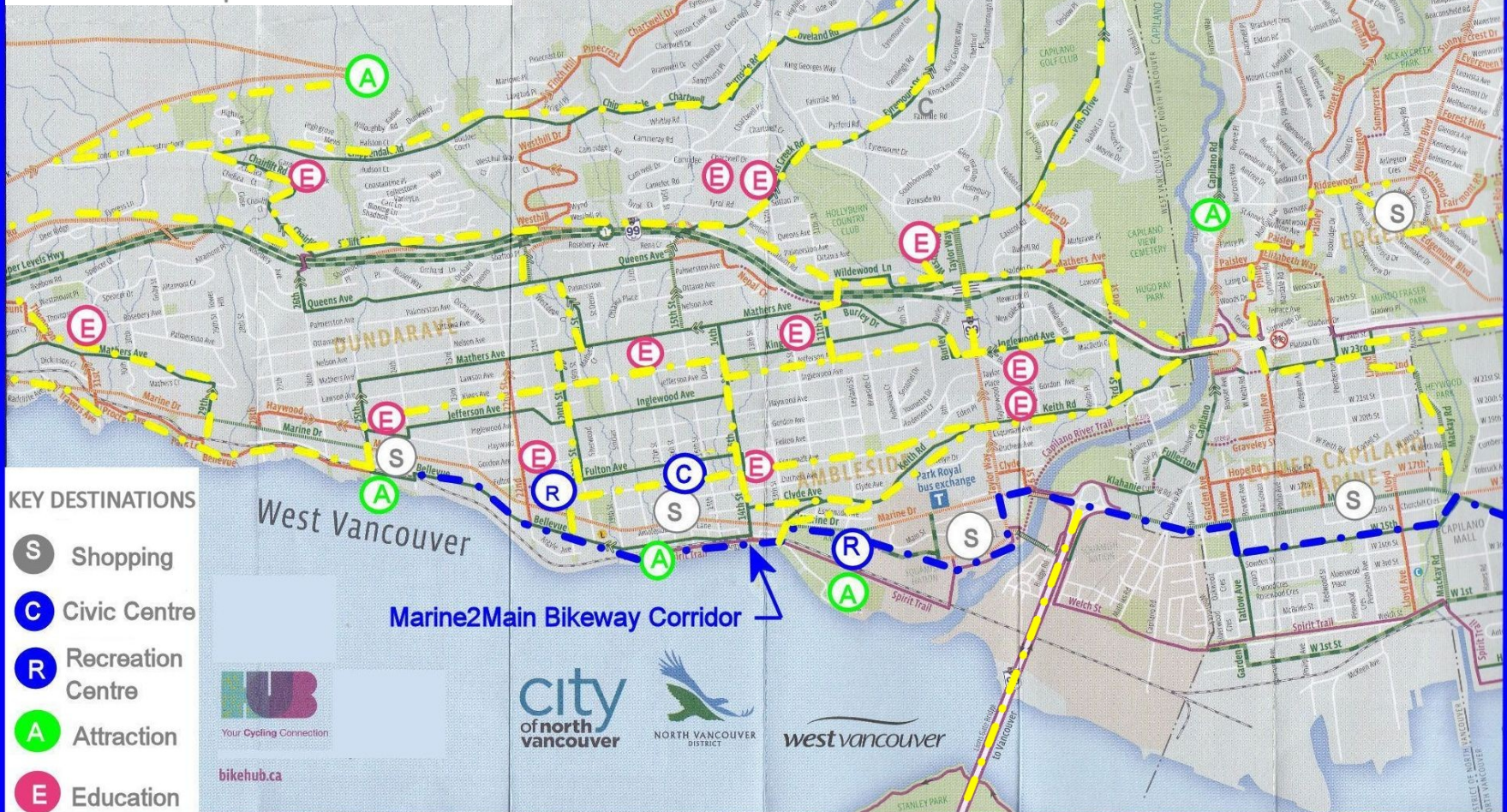
Note: the lines are meant to indicate broad corridors and not specific streets

On-street bicycle route
with signs or pavement markings or both

- neighbourhood street bikeway
- major street bicycle lane
- major street shared lane

Informal bicycle route
recommended but not signed or marked

- neighbourhood street
- major street shared lane



West Vancouver OCP Active Transport Network

MAP 11. ACTIVE TRANSPORTATION



The Long Term Goal



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

Why not just use Spirit Trail?

- It is a busy, recreational, Multi-User Path not well suited for commuter and sport cyclists.
- It hosts a large number of pedestrians, strollers, dogs-on- (and off-) leash and other obstacles.
- Pedestrians don't appreciate cyclists hurrying close by on the shared pathway.
- People cycling for transport want the shortest, safe route to their destination. Transportation Bikeways are like arterial roads.

Route Preference vs Safety



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



BIKE INFRASTRUCTURE FUNDING (2019-2020)

FEDERAL PROGRAMS



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/ FTDA's 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

The 'Cycling Without Age' Service

“Cycling Without Age takes mobility-challenged seniors and disabled people out for an electric-assist-powered cycle ride as shown in the picture right - through the city, to the water and the countryside.

We break them free from social isolation. Make them smile. Bring back their memories. And let them be part of society again and thereby renew their appetite for life itself. ”

www.bikehub.ca



<https://cyclingwithoutage.ca/northshore>

Slide #16