

HUB Cycling

Mission: to get more people cycling, more often



Your **Cycling** Connection



The North Shore and Cycling: the vision



Climate Crisis

Climate Crisis

Climate Crisis

Active Transportation

Active Transportation

Active Transportation

Bicycle Master Plan

Bicycle Master Plan

AAA Bike Network

Vision Zero



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Trip Counts Across North Shore

- **Vancouver**
7% of all trips
- **North Vancouver**
2% of commuting trips



How do we get more people to use bikes for transportation?



1. Make bike routes safe
2. Build them where people want to go

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





Vancouver

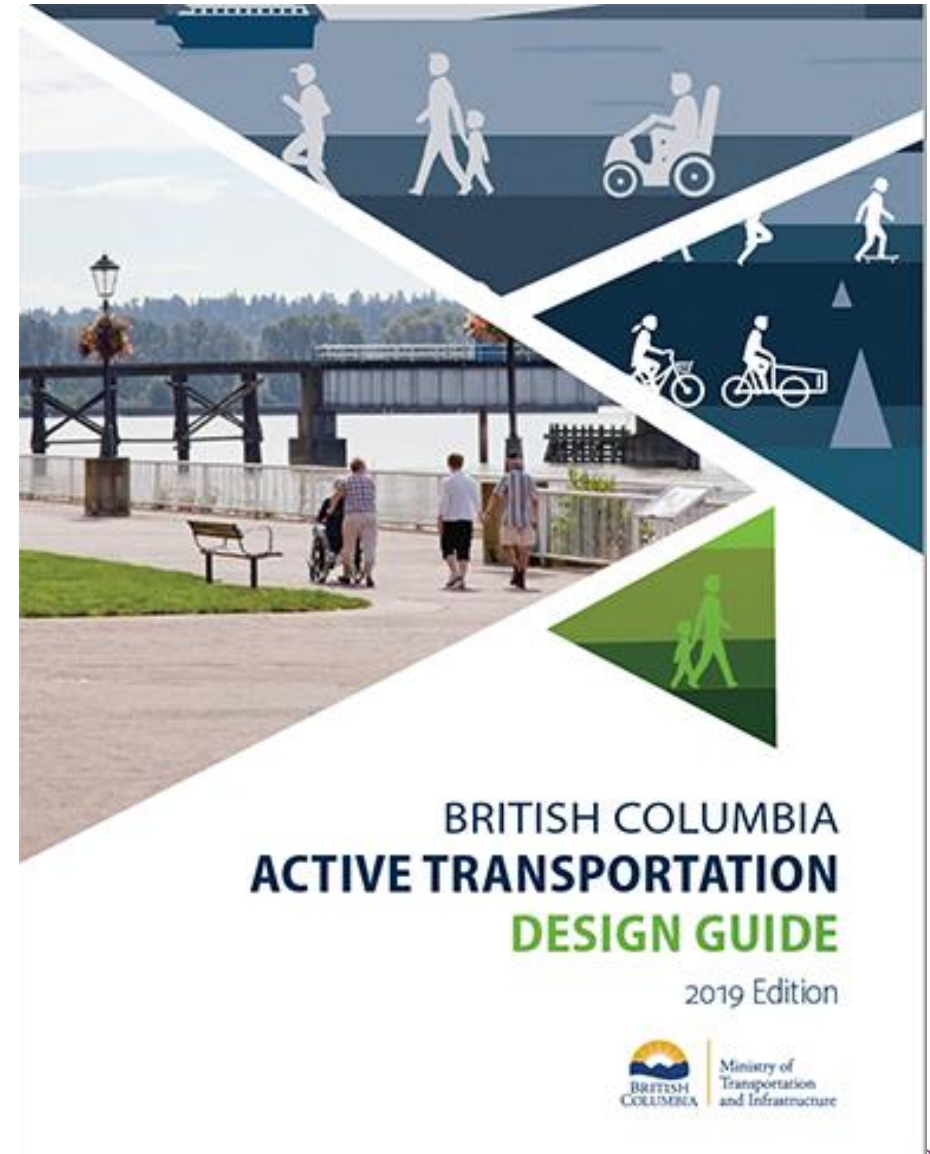
54%

increase in cycling trips from 2013 to 2017

Safe, convenient bike infrastructure attracts more people

We have a lot on the North Shore

- We have the vision
- We have a master plan
- We have the know-how
- We have examples from neighbouring municipalities and around the world
- We have provincial support



But...

Majority of bike facilities
are still painted lanes on
busy streets



Where's the disconnect?

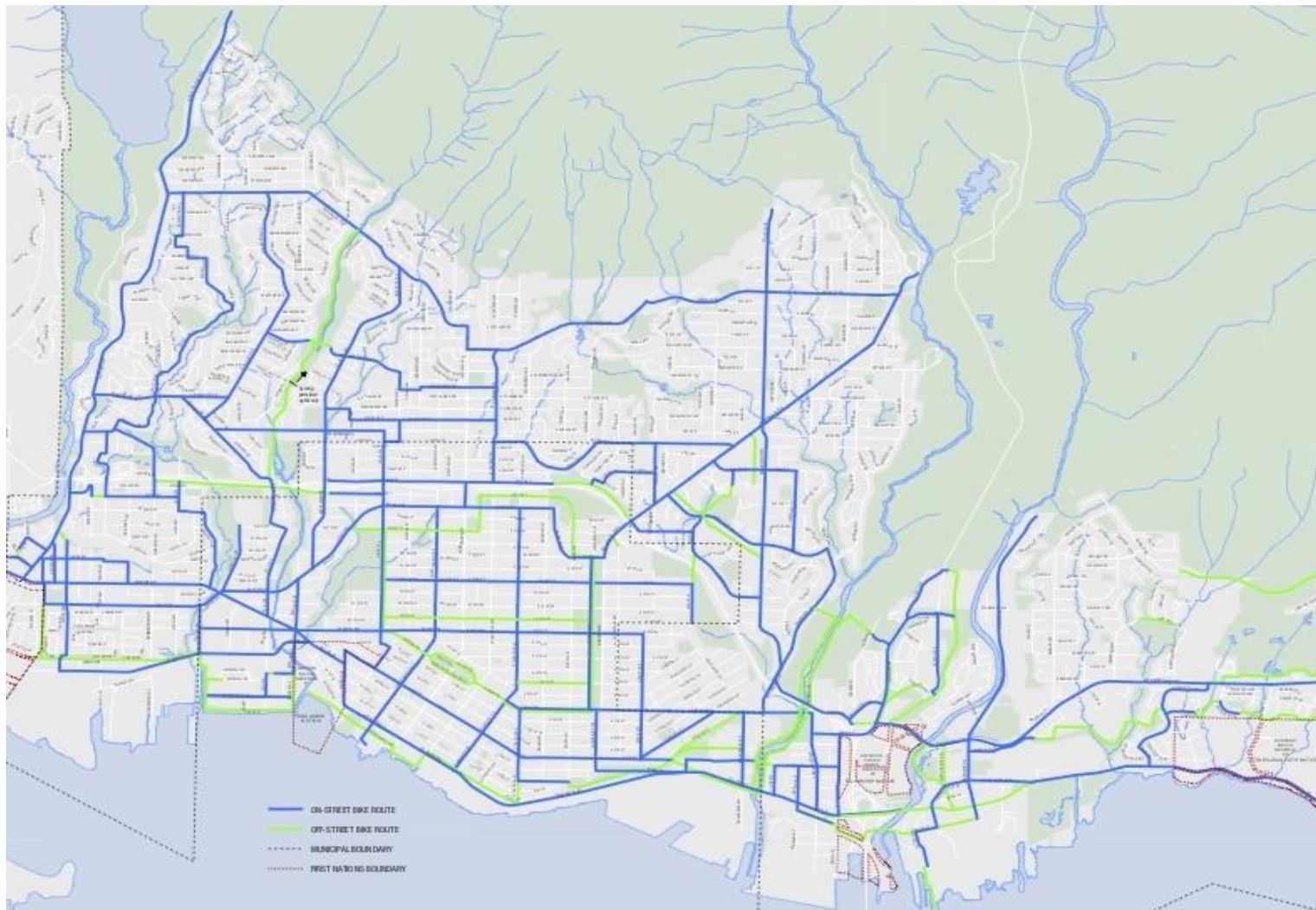
Route Prioritization

\$ Funding



Route Prioritization

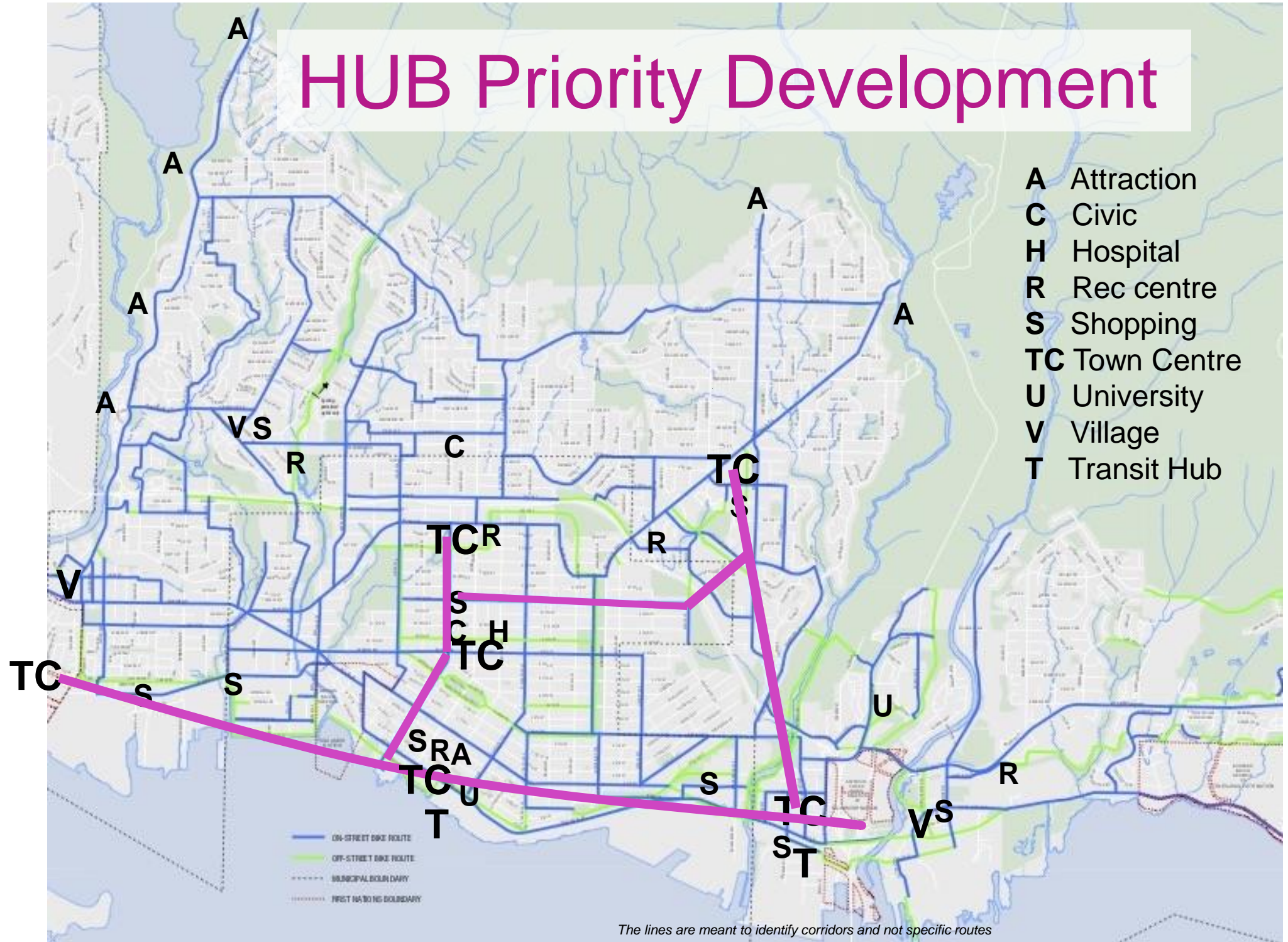
Current North Shore Bicycle Master Plan does not prioritize routes



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HUB Priority Development

- A Attraction
- C Civic
- H Hospital
- R Rec centre
- S Shopping
- TC Town Centre
- U University
- V Village
- T Transit Hub



The lines are meant to identify corridors and not specific routes

Funding



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

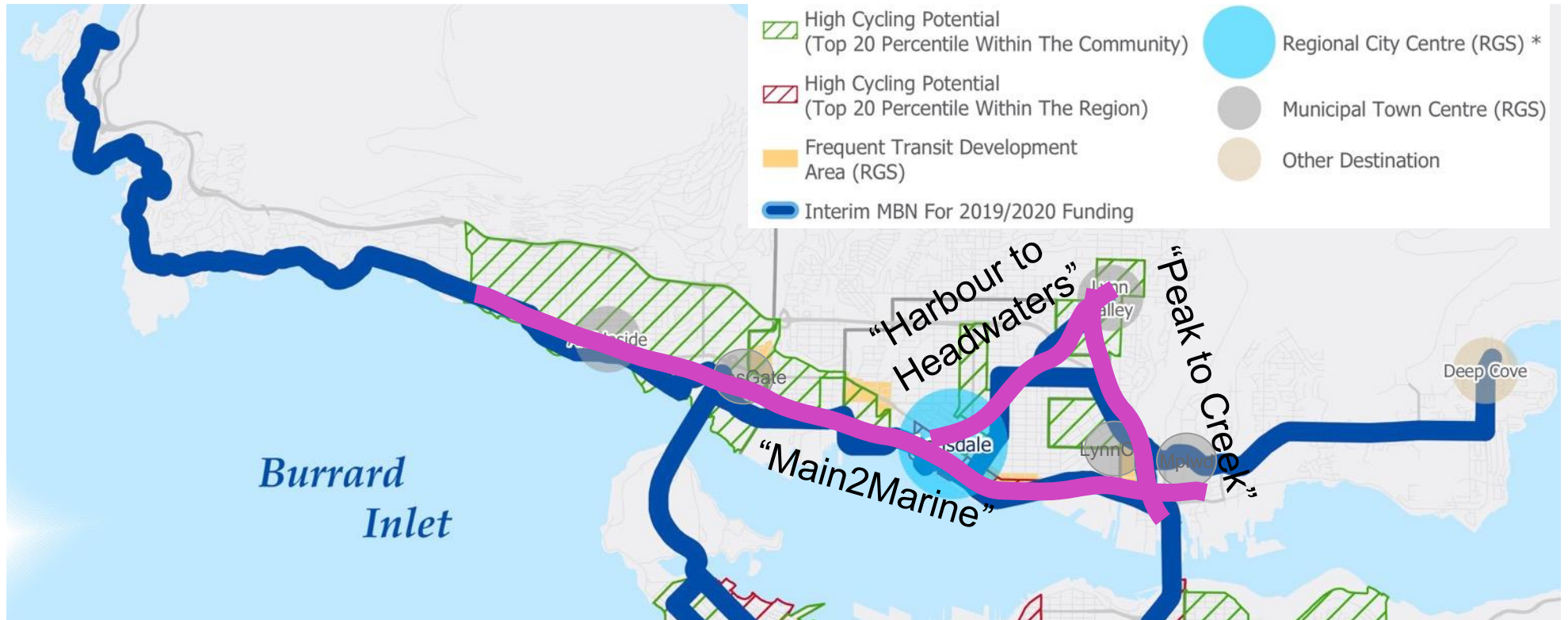
WITT Program [Fall 2019]

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

Priority Routes + Funding



HUB priorities: Where people want to go + overlaps with the funding



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Current City projects that will contribute to these routes

Casano-Loutet bridge – Harbour to Headwaters route

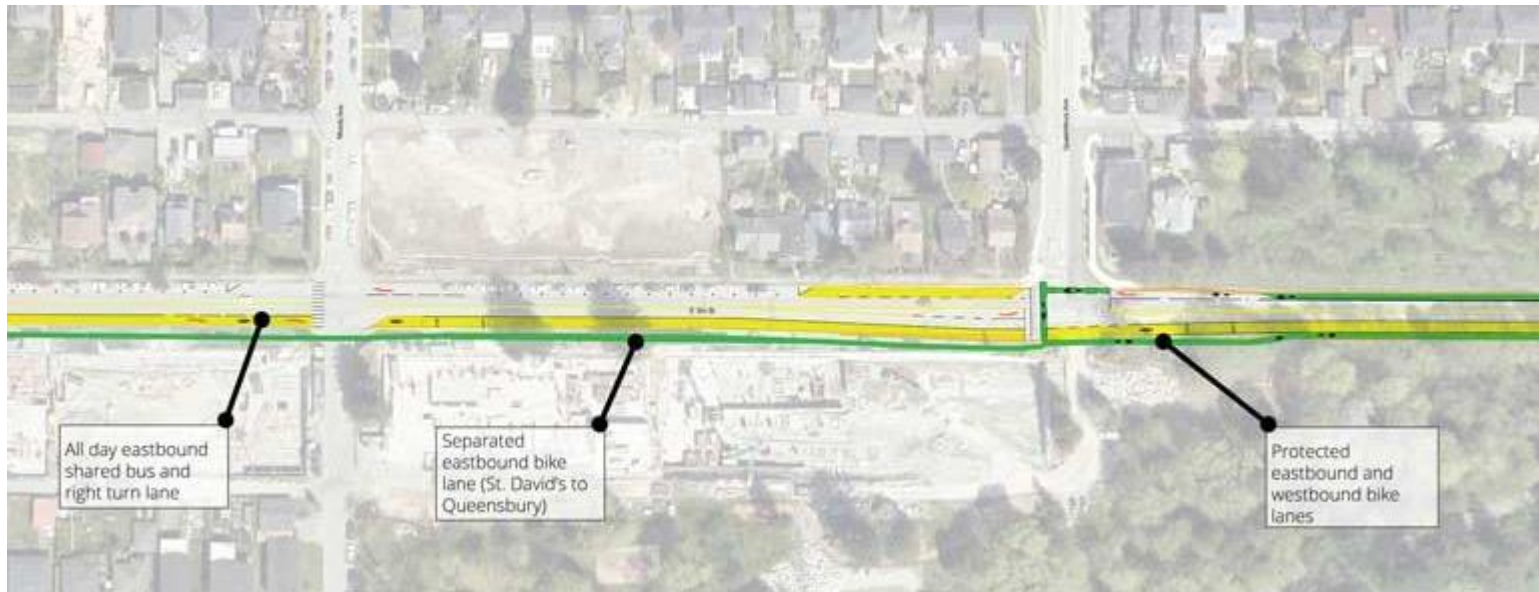


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TransLink Rapid Bus project

Main to Marine Route

- AAA off Marine bike route funding
- 3rd Street separated bike lanes eastbound from St Davids to Queensbury
- 3rd Street hill protected bike lanes both sides
- Eastbound off-street bike lane Gladstone to Brooksbank



We recommend all North Shore municipalities:

- Direct staff / consultants to prioritize the 3 routes in the North Shore Bicycle Master Plan
 - “Main to Marine”
 - “Harbour to Headwaters”
 - “Peak to Creek”
- Leverage grants to build segments of the three routes inside municipal boundaries
- Use these names to “brand” the routes
- Think cooperatively and regionally

Thank you for helping to
make cycling for
transportation possible on
the North Shore



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Next slides are supplemental



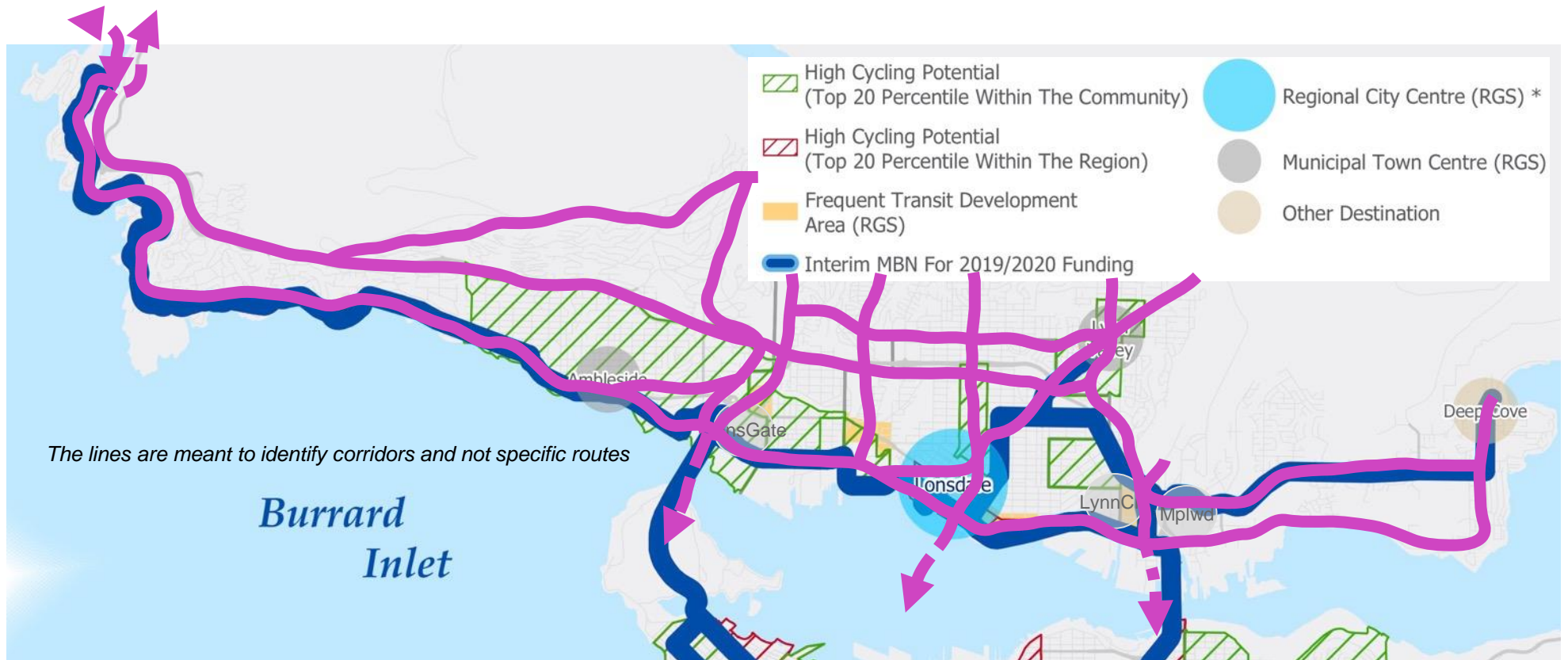
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Why not use Spirit Trail?

- Recreational, Multi-User Path
 - Pedestrians, dogs-on-leash and other hazards.
 - People don't appreciate cyclist hurrying close by on the shared pathway.
- Indirect / Inconvenient
 - 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



Long Term Goal

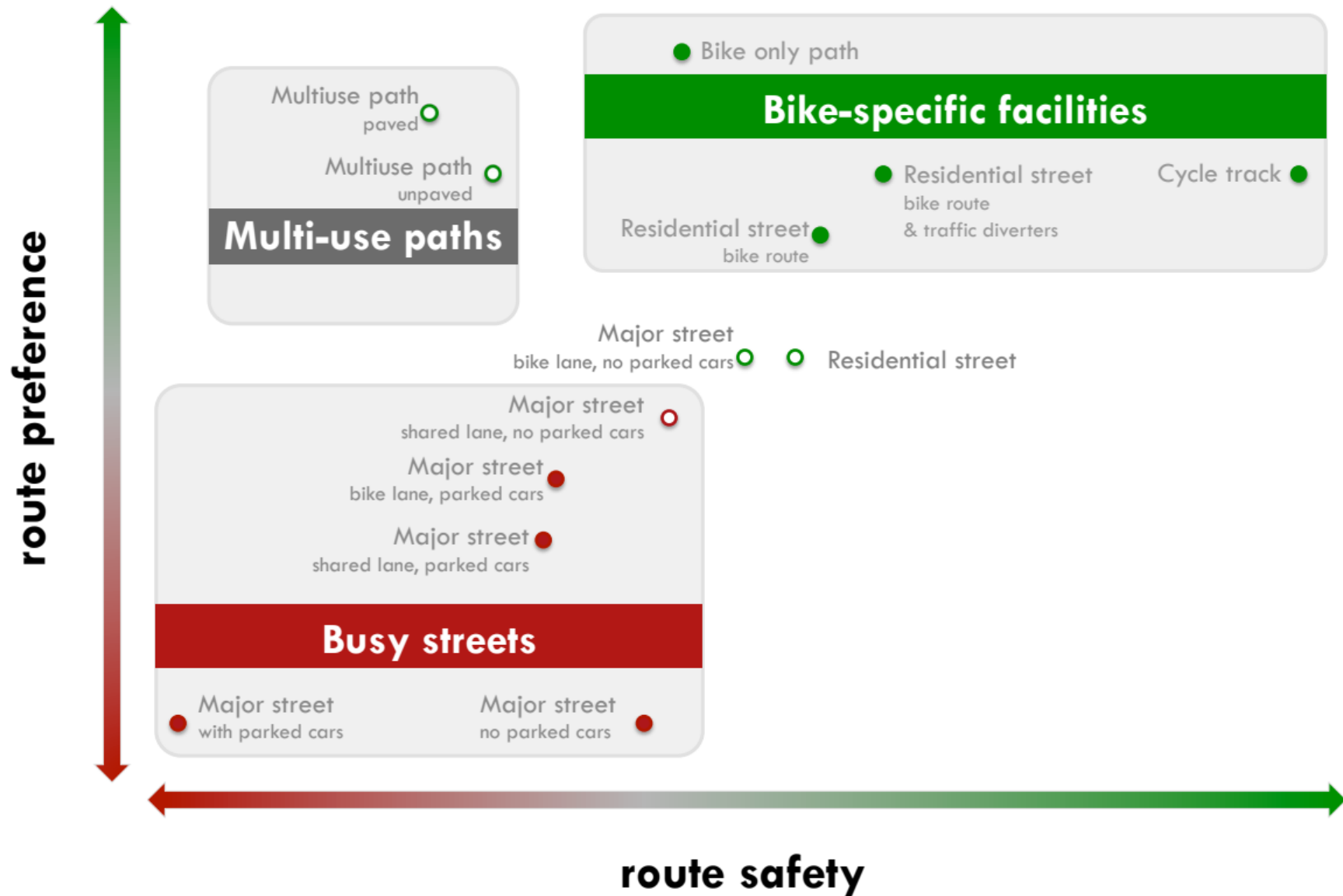


A network of safe bikeways connecting where people live work, shop, play, both on and off the North Shore.



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Route Preference vs. Safety



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



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