

# Major Bikeway Network and Urban Centre Bikeways Action Plan

## HUB Cycling Local Committee Workshop

November 26, 2024

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# Meeting Purpose

## Meeting Purpose:

- Learn about the Major Bikeway Network and Urban Centre Bikeways Action Plan
- An opportunity to provide feedback related to emerging work from the Action Plan process, including:
  - MBN corridors and Urban Centres for near-term improvements, and
  - Key stakeholders who could lend support in the implementation of these improvements

**Poll:** What is your level of familiarity with the Major Bikeway Network?







# People-First Streets & Walking, Biking, and Rolling

A transformation to more people-first streets where active transport is the most convenient choice for short trips.

## Biking & Rolling Infrastructure

- Complete up to 450 kms of the 850km Major Bikeway Network
- Bikeway networks in all 26 Urban Centres
- New bike lockers, bike parkades, and counters

# What Is the Major Bikeway Network?

- **Regional spine** for active travel that connects Urban Centres and communities across the region
- **“Comfortable for Most”** bikeways that are comfortable, direct, connected, cohesive, and navigable
- Supports a diversity of users, including those across ages, abilities, genders, and backgrounds

TRANSPORT 2050 IMPLEMENTATION

## Moving Towards a Major Bikeway Network

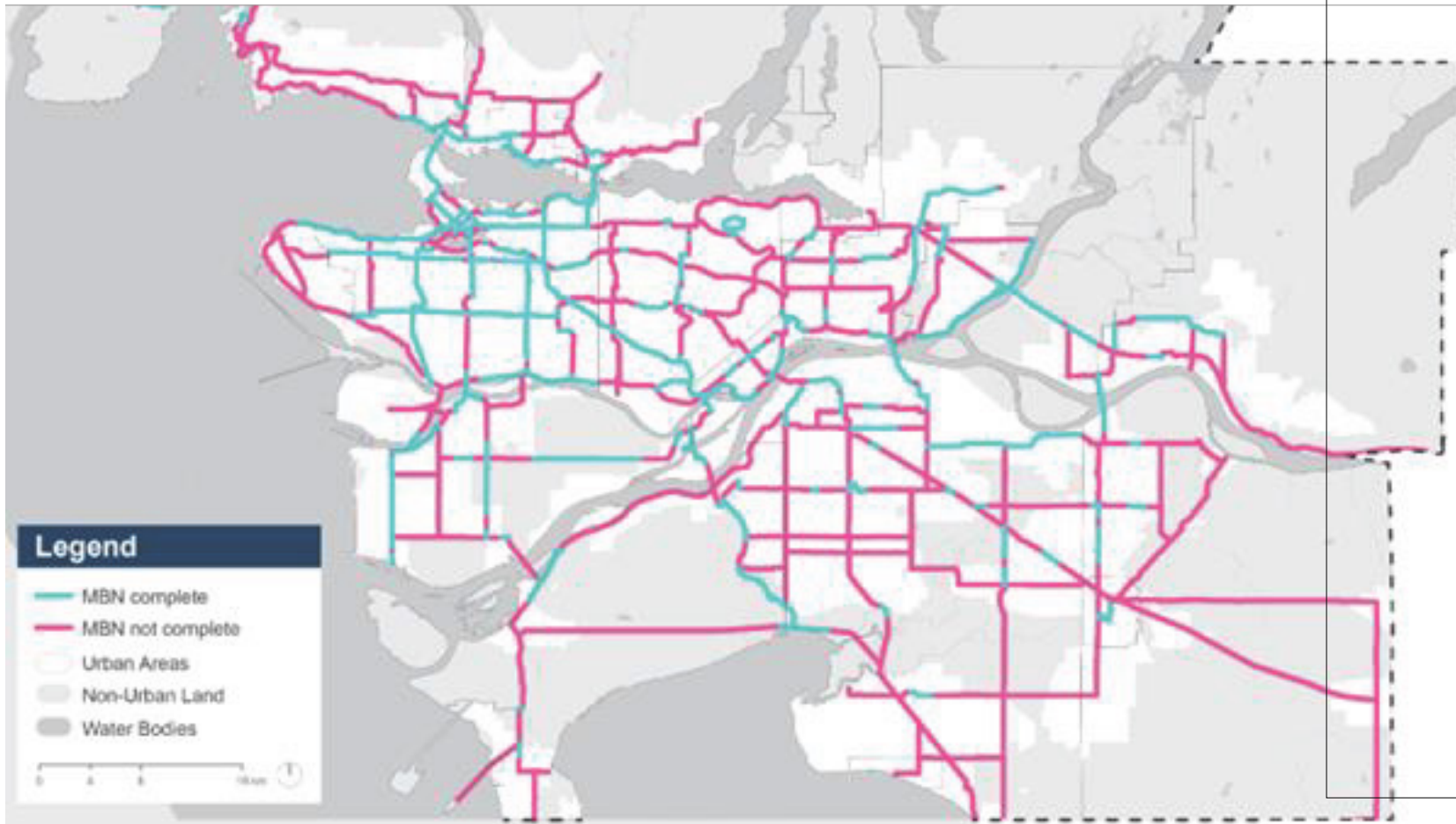
translink.ca



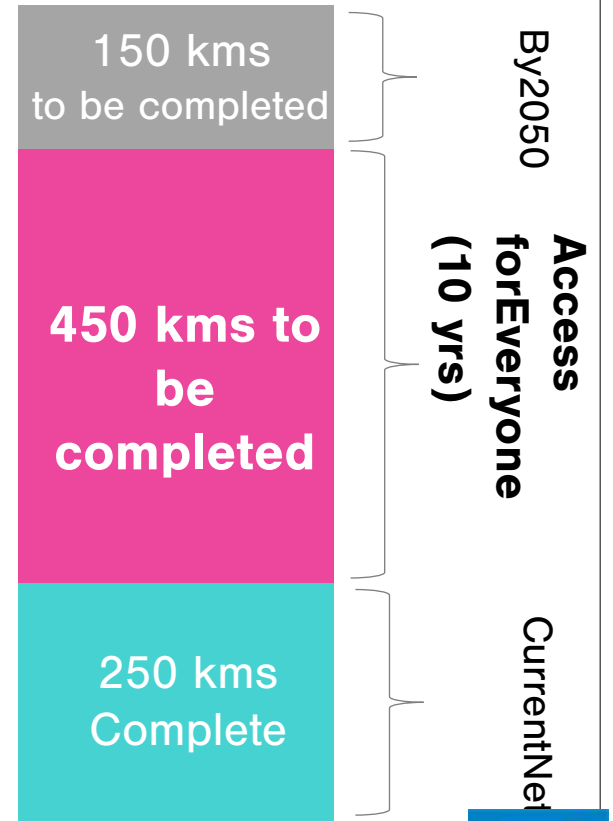
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Destination V	1
Destination I	8



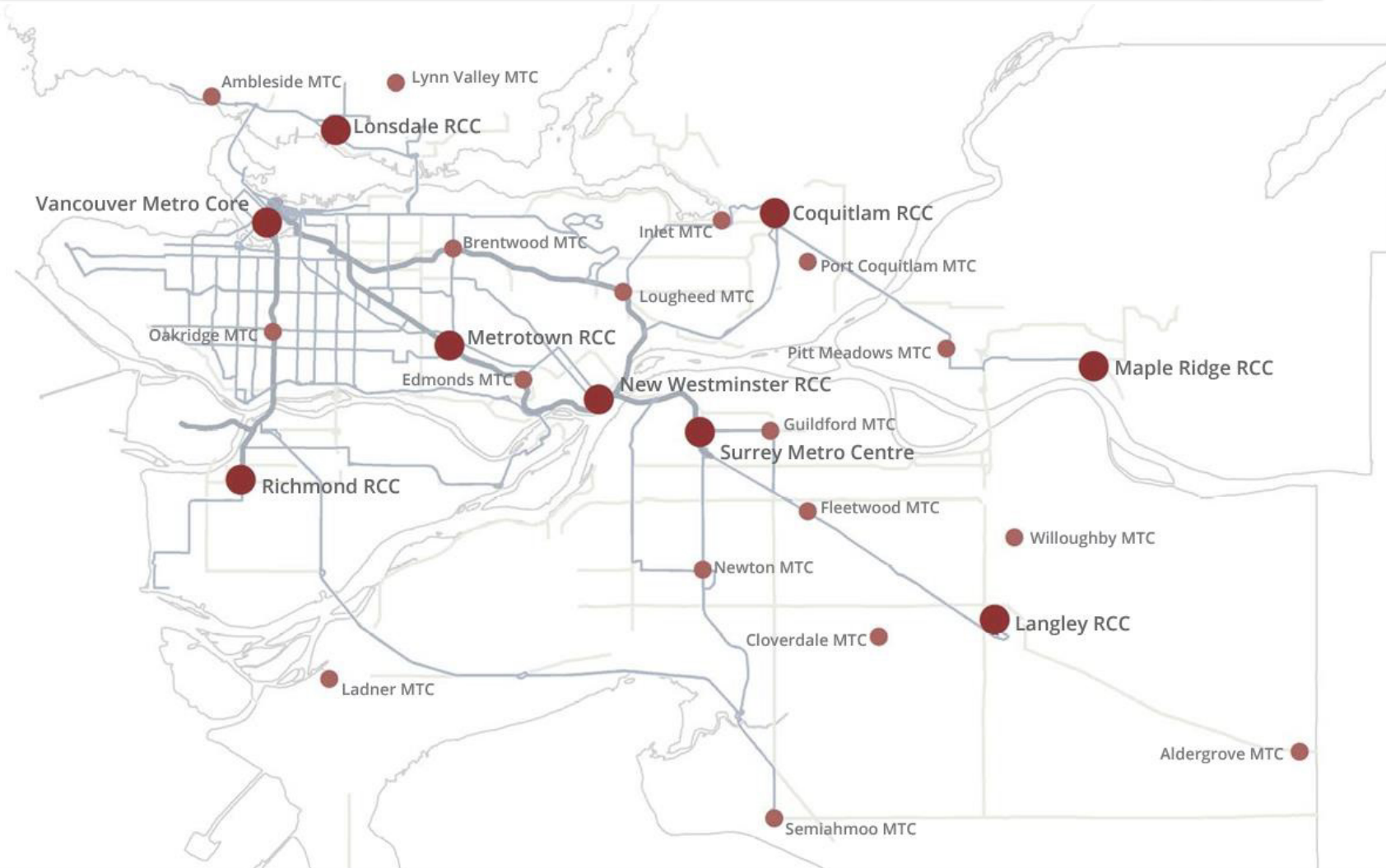
# Major Bikeway Network: Status



## Full Transport 2050 MBN Network



# Urban Centre Bikeways



**Access for Everyone**

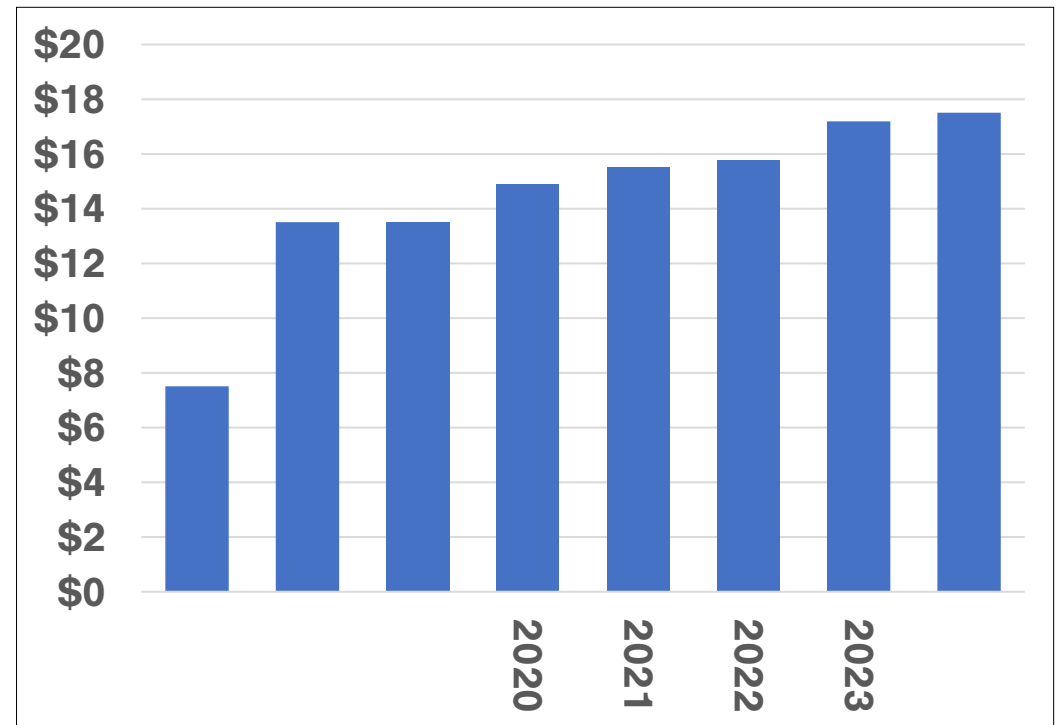
**“Core Cycling Networks” in all 26 Urban Centres within 10 years, including:**

- 9 Regional City Centres (RCC)
- 17 Municipal Town Centres (MTC)



# TransLink's Role: Plan, Manage, Fund, Coordinate

Regional funding dedicated for bike infrastructure through cost-share programs (\$millions)





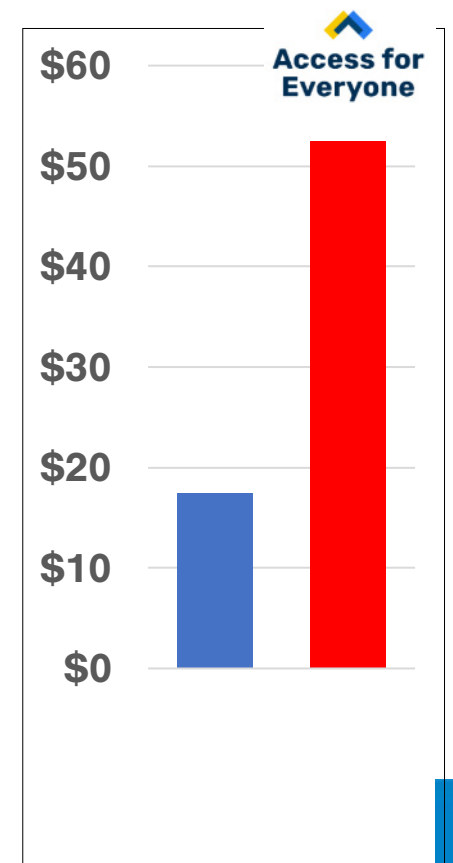
Source: City of New Westminster (Agnes Greenway)

# How Bikeways Are to Be Delivered

## MBN & Urban Centre Bikeways Action Plan (2024)

- Strategic corridor prioritization
- Design and wayfinding standards
- Monitoring and marketing
- Advancing Access for Everyone through the 2025 Investment Plan
- Delivered through the TransLink's Bicycle Infrastructure Capital Cost Share Program (BICCS)

Access for Everyone would triple annual bike funding

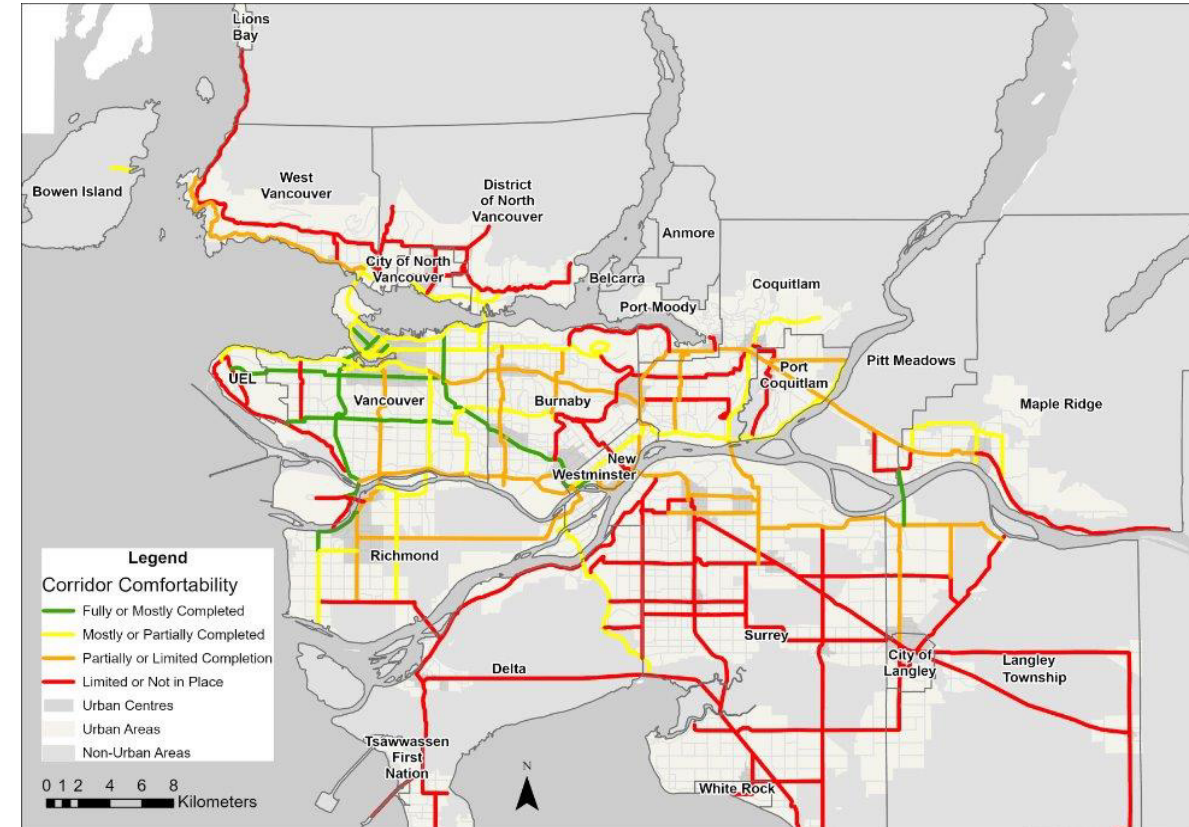


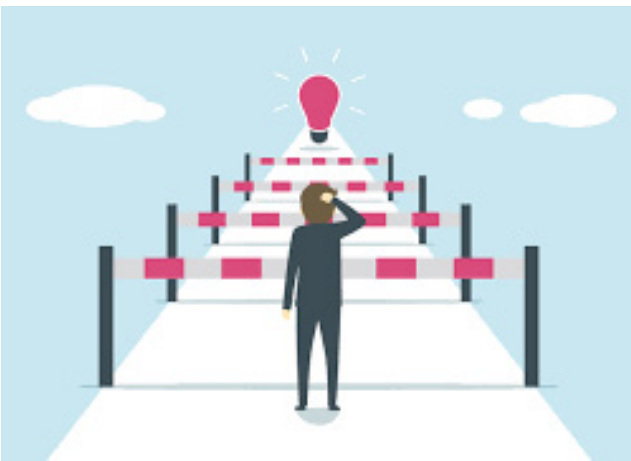
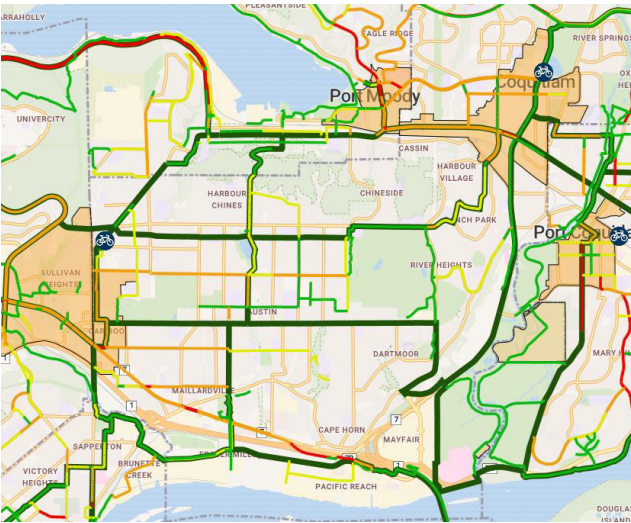


# Why do we need a MBN and Urban Centre Bikeways Action Plan?

- Today, **only 30% of the MBN is completed** and many gaps remain to creating a network of connected bikeways
- Of the 86 identified MBN corridors, **40% of MBN corridors include two or more Local Governments**, pointing to the need for regional coordination
- Despite long-standing regional policy direction, **only a few of the region's Urban Centres** have successfully managed to put bikeway networks in place

	Length of corridors	Percentage
Completed to a standard considered “Comfortable for Most” people to use	250-km	30%
Not completed to a “Comfortable for Most” standard	600-km	70%
<b>Total MBN</b>	<b>850-km</b>	<b>100%</b>





## Key tasks for advancing the MBN and Urban Centre Bikeways Action Plan

- Task 1: Document existing conditions for the MBN/UC bikeway networks
- Task 2: Seek to clarify and confirm streets on which MBN corridors will be delivered
- **Task 3: Identify priorities for developing a near-term MBN/UC bikeway networks**
- Task 4: Identify and develop strategic relationships and partnerships
- Task 5: Marketing and communicating the MBN
- Task 6: Barriers and opportunities for delivering MBN/UC bikeway networks
- Task 7: Monitoring progress with MBN/UC bikeway networks
- Task 8: Develop MBN/UC bikeway network design guidance
- Task 9: Develop approach and guidelines for MBN OMR funding
- Task 10: Advance implementation of priorities
- Task 11: Develop Action Plan document

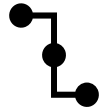




# Identifying Priorities: Approach

## Objectives and criteria for strategic prioritization of MBN corridors and Urban Centres

**Advance connected networks**



**Fill gaps in the MBN and create comfortable and safe networks**



**Connect bikeways within and between Urban Centres**

**Get more people cycling**



**Support increased cycling and cycling mode share across the region, including in areas with high cycling potential and with consideration to social equity**

**Do it quickly**



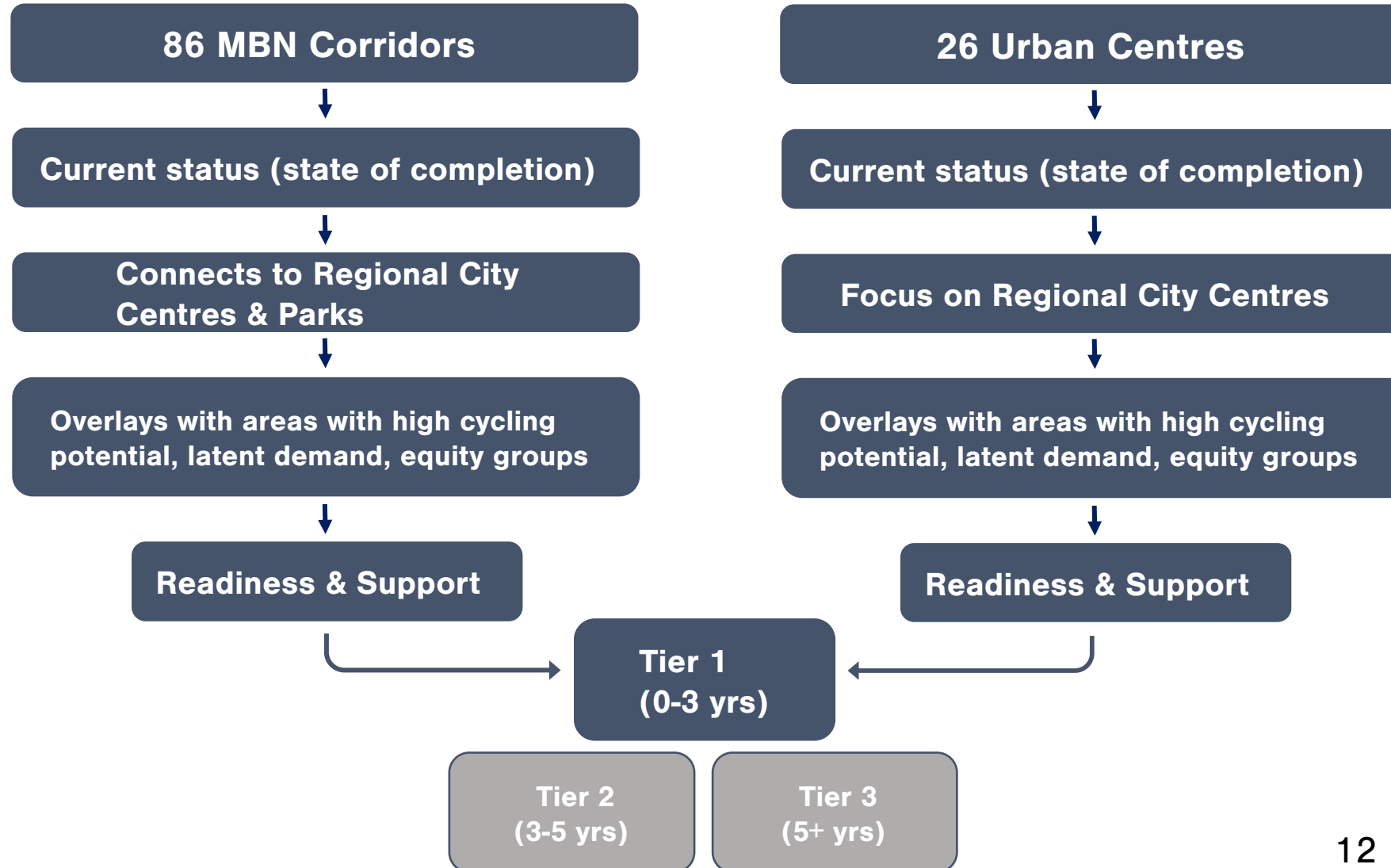
**Prioritize areas where local gov't support allows investments to be delivered in a timely way**



**Consideration to implementation opportunities and degree of challenges**

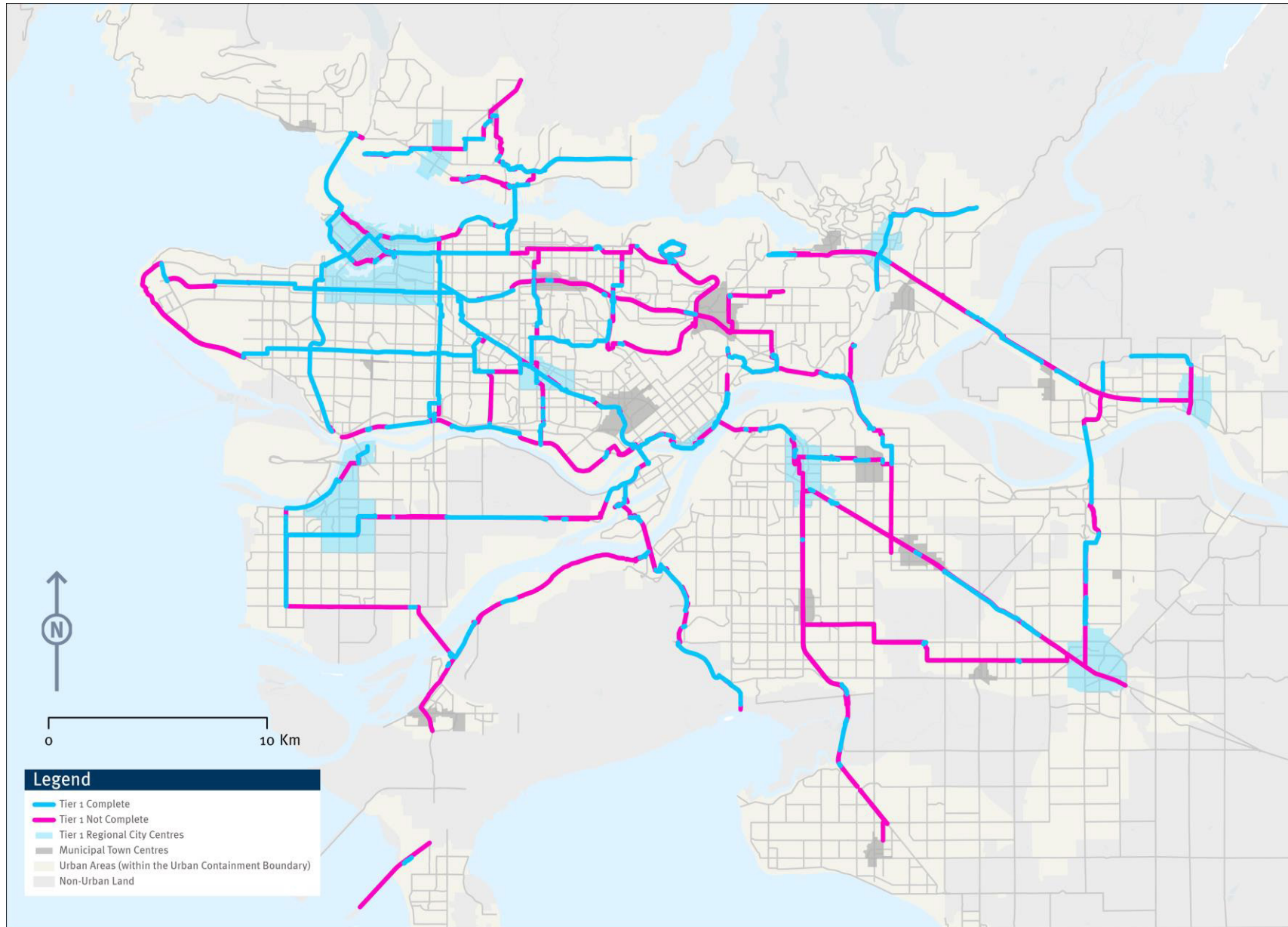


# Prioritization Approach MBN Corridor and Urban Centre criteria filtering





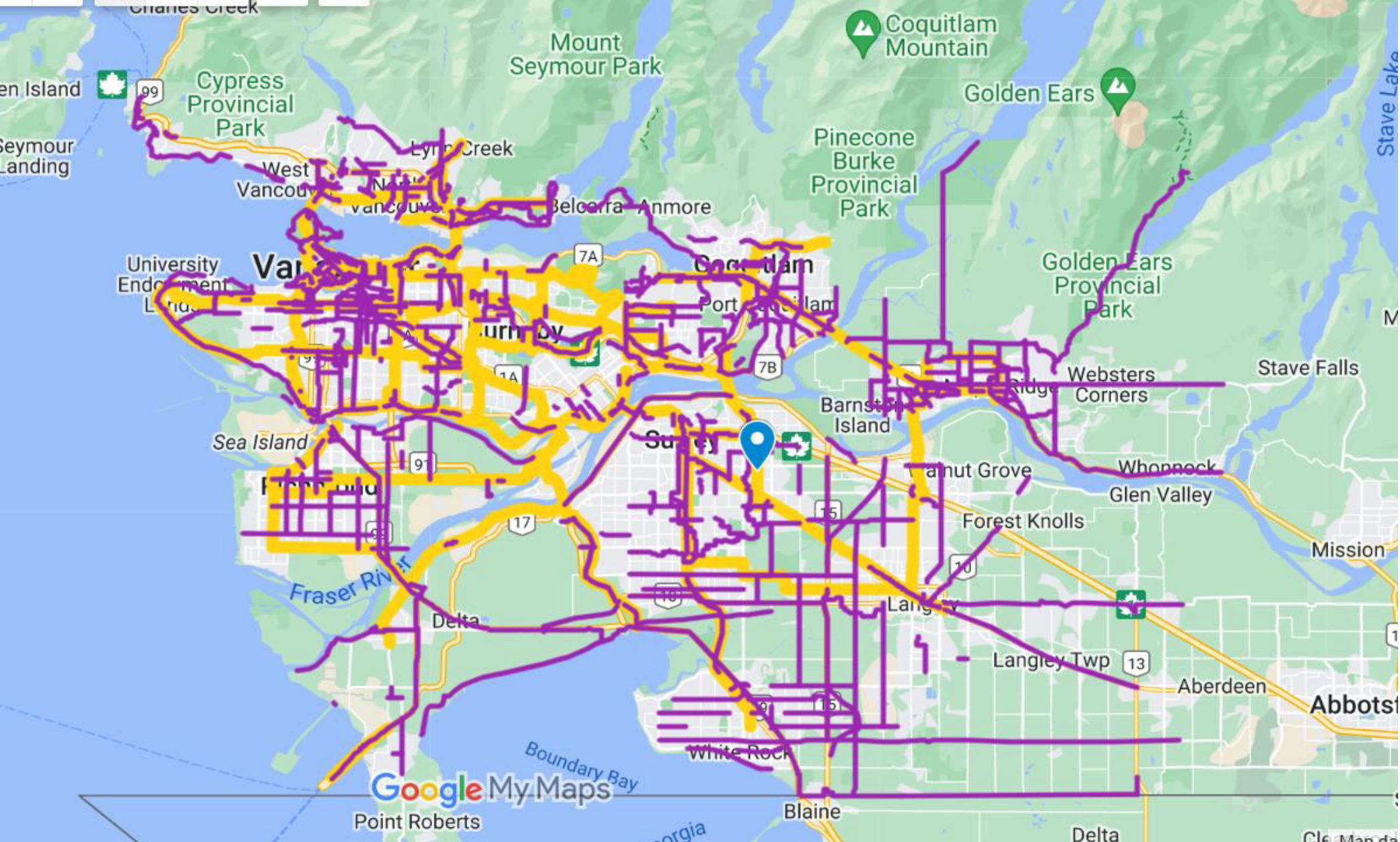
# Tier 1 Priorities: MBN Corridors and Urban Centres – Completed & Gaps



## Notes:

- Engaged with local governments across the region to confirm the streets that the MBN is expected to be delivered on and to arrive at Tier 1 priorities that will be feasible in the near-term
- Primary focus on filling key gaps along identified MBN corridors to ensure a continuous and direct network
- Completing 141 km of gaps would mean there isn't a single gap for 377km (Tier 1 total)

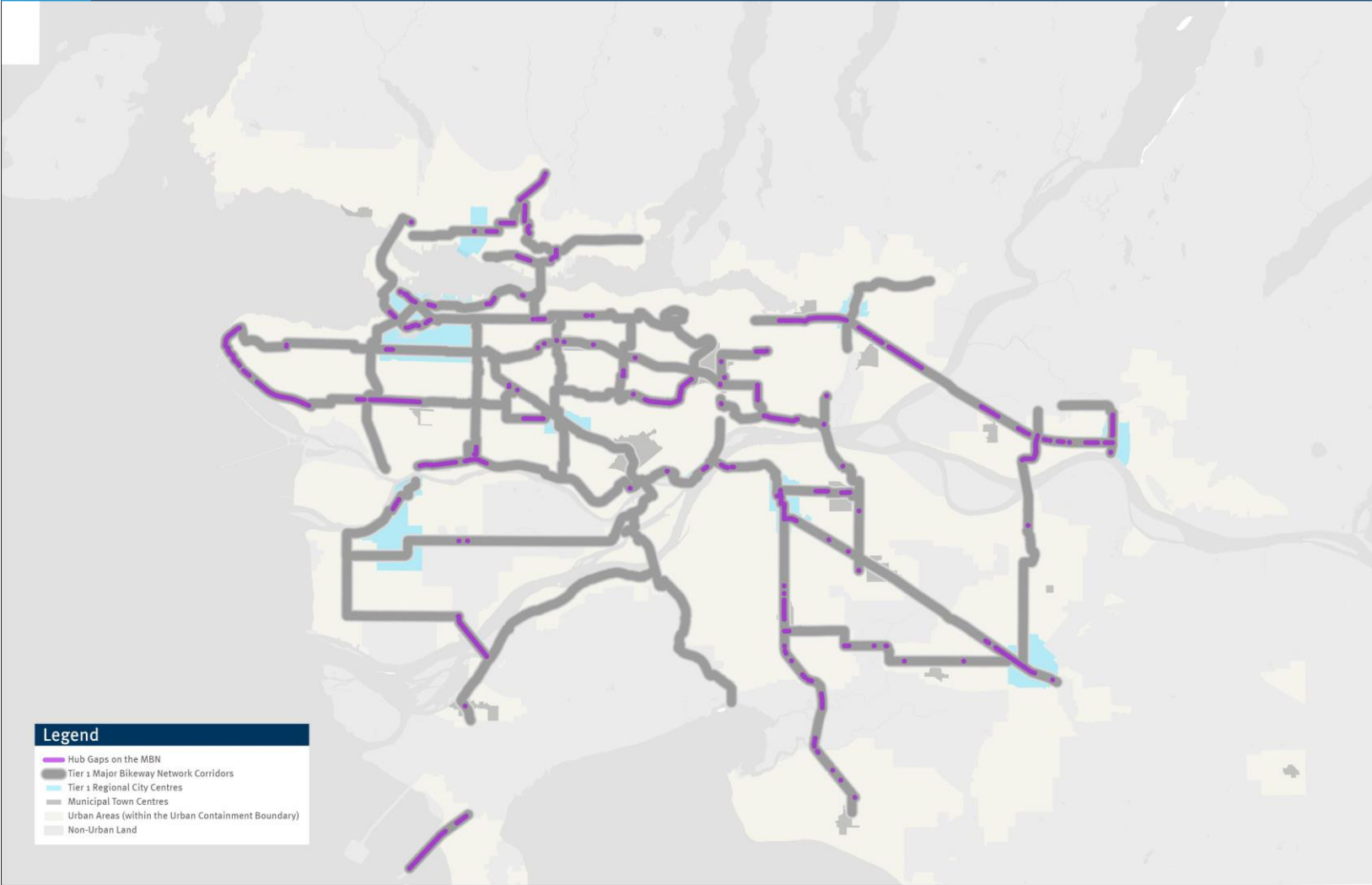
# HUB Cycling's Priority Gaps





# Tier 1 MBN Corridors and HUB Cycling's Priority Gaps

## T Metro Vancouver MBN Level of Completion and HUB Gaps



### Notes:

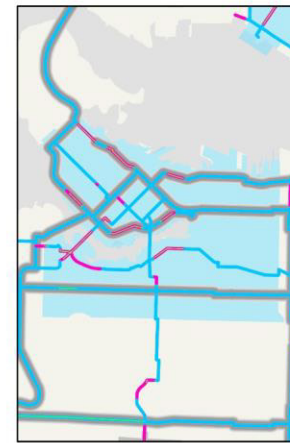
- 35% of TransLink's Tier 1 corridors are HUB gaps

# Tier 1 Urban Centre bikeway networks

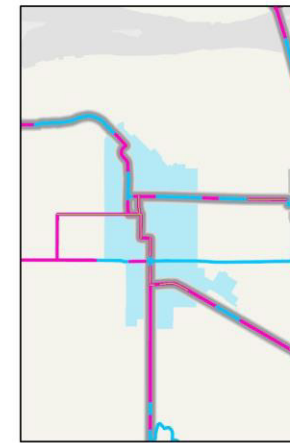
## Notes:

Priorities include all nine Regional City Centres:

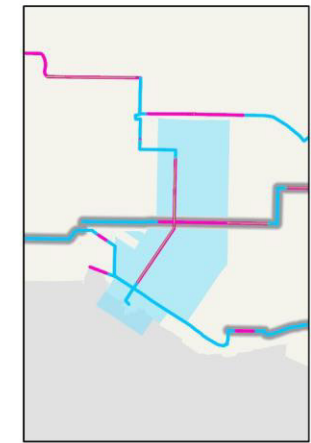
1. Vancouver Metro Core
2. Surrey Metro Core
3. Lonsdale RCC
4. Richmond RCC
5. Metrotown RCC
6. New Westminster RCC
7. Coquitlam RCC
8. Langley RCC
9. Maple Ridge RCC



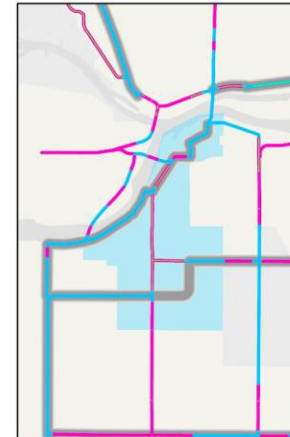
Vancouver Metro Core



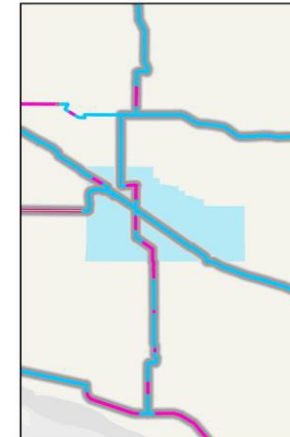
Surrey Metro Core



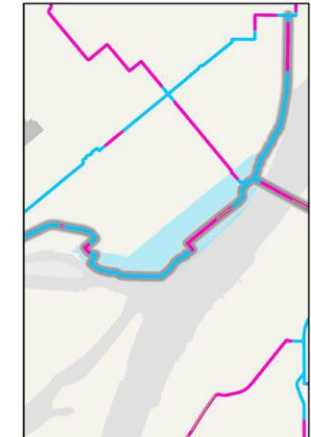
Lonsdale RCC



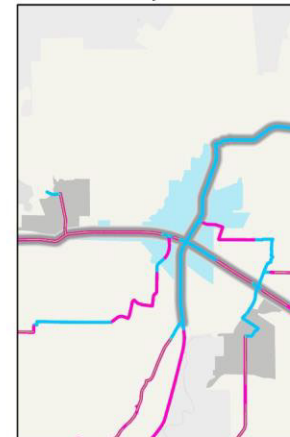
Richmond City Centre RCC



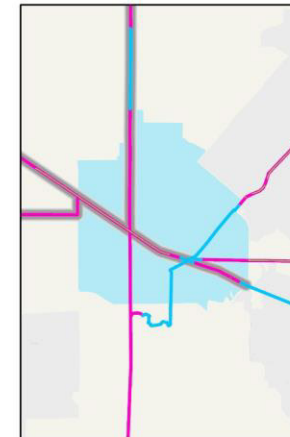
Metrotown RCC



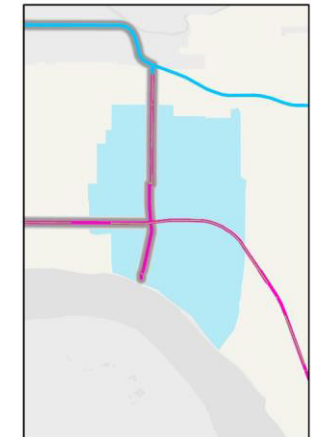
New Westminster RCC



Coquitlam RCC



Langley RCC



Maple Ridge RCC





# Break-Out Room Discussion

Click on Link to Mural Board:

<https://app.mural.co/t/translink4745/m/translink4745/1732057185652/50fde025885983e9fb8a7ea1d1759119d3c6fa5e?sender=u5f11827a919b530660931255>



# Advancing Priorities

1. How **easy or hard** do you think it might be to implement different MBN corridors or Urban Centre bikeway networks? Why?
2. Who are some **key allies** in your communities that would help advance these priorities?
3. Are there **oppositional groups** in your community who may be resistant to advancing cycling infrastructure?



# Conclusion and Next Steps



- Feedback consolidated by HUB Cycling's Regional Advisory Committee (RAC) and sent to TransLink to be considered as an input to the Major Bikeway Network & Urban Centre Bikeways Action Plan
- Consider future engagement opportunities with HUB Cycling as planning and engagement for MBN and Urban Centre Bikeways Action Plan advances, and other opportunities to engage with Local Committees in the future





**Let's keep the  
wheels in motion,  
together.**



**Access for  
Everyone**

**[accessforeveryone.ca](https://accessforeveryone.ca)**





# Resource Slides

# Key Challenges for Local Government Implementation

1. Reallocating road space (from motor vehicles to bike/roll)
2. Lack of capital funding
3. Limited staff capacity and operations/maintenance support
4. Building public, stakeholder, political support

Source: NACTO



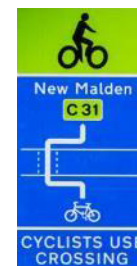


# Learning from the Leaders

- Understand that bikes are just a tool – the end goal: creating better, more livable cities
- Quantify and communicate the benefits
- Sell, sell, sell: create a vision and celebrate infrastructure achievements
- Be inclusive in infrastructure design and branding



“Cycleways” – London, UK





# Opportunities for Placemaking, Wayfinding, and Integration with Other Modes

Separated bike lane in NYC



Spirit Trail, North Vancouver



New Zealand



Potential integration with transit

-  Canada Line
-  Expo Line
-  Millennium Line
-  R1 King George Blvd
-  99 B-Line
-  SeaBus
-  West Coast Express
-  Major Bike Network

Adanac Bikeway, Vancouver

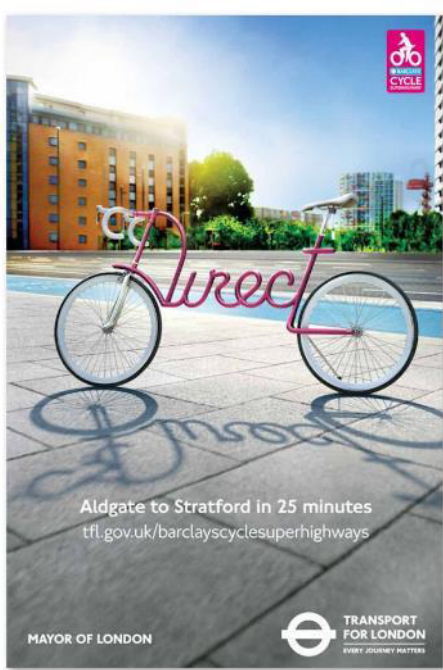


Spirit Trail, North Vancouver



Assen/Groningen, Netherlands





Des voies circulaires.

Des voies radiales.



vélostras



# 3. How to Market to a Wide Audience

1. Of all the key benefits (e.g., speed, directness of travel, safety, continuity, traffic separation, etc.) that could be emphasized in a name/promotion, what do you think would resonate?
2. How could we generate excitement and attract users within the region?



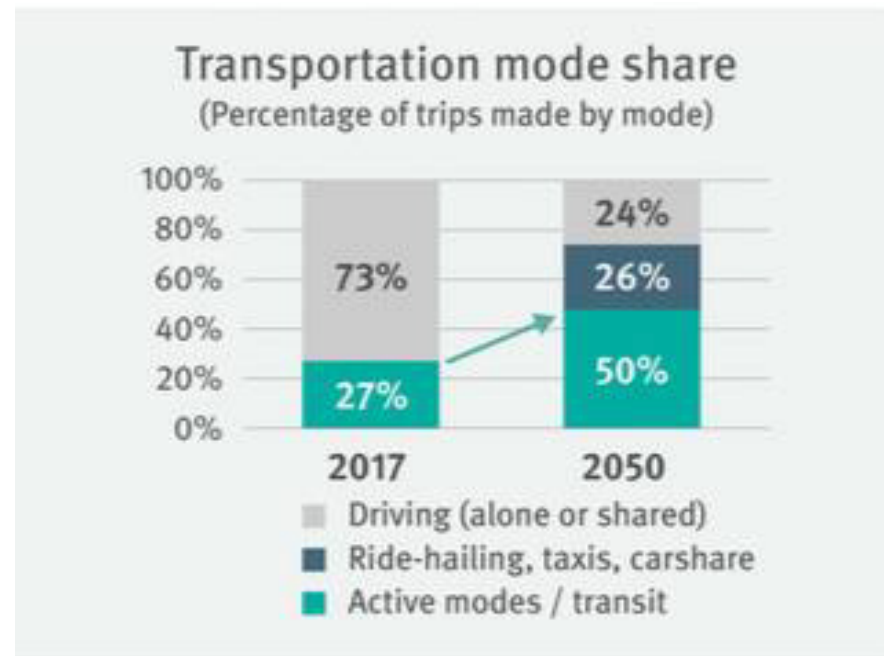
Fijne feesten en een 2023 vol fietsplezier!



# Reference slides

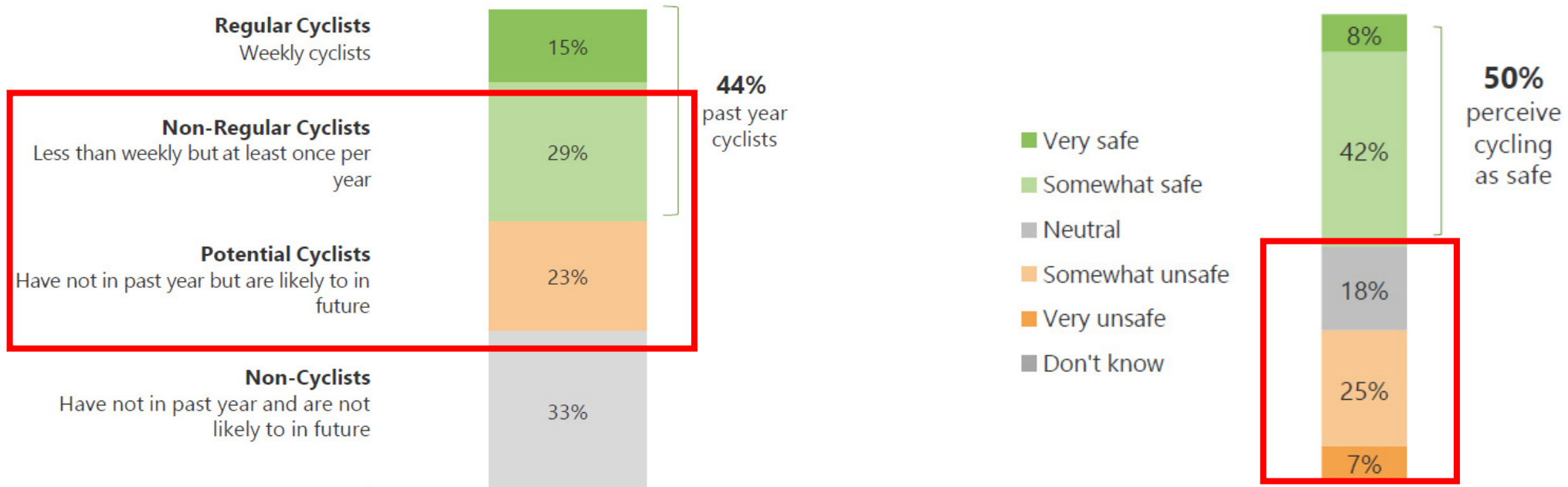


# 2050 Target: 50% of Trips Made by Sustainable Modes



# Why Safe Cycling Infrastructure

Provide safe and comfortable infrastructure - #1 action we can take to get more people cycling





# Goal: Comfortable for Most

## Bike Path



Photo Credit: Ken Ohrn

Uni or bi-directional, segregated off-road facility for the exclusive use of people cycling. May be paved or unpaved.

## Protected Bike Lane



Photo Credit: Paul Klueger

Exclusive on-road facility delineated by a vertical barrier element providing physical separation from motor vehicles, as well as separation from pedestrians.

## Bike Accessible Shoulder



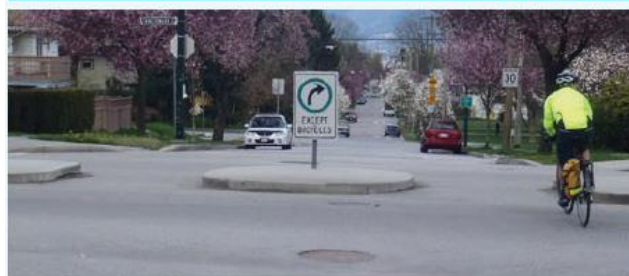
Signed and marked designated on-road paved facility with no curb, located to the right of a general purpose travel lane, and separated by a white edge line or painted buffer. May be shared with pedestrians in rural settings.

## Multi-Use Path



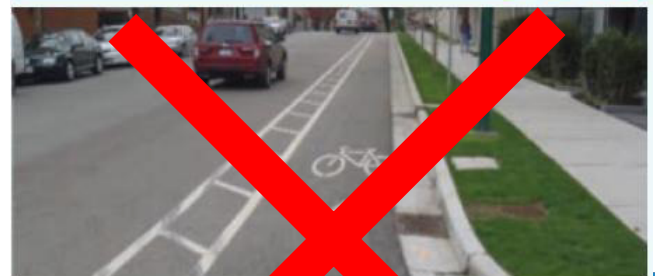
Off-road facility that allows for shared use by people cycling and walking. May be paved or unpaved.

## Shared Roadway



Bikes and motor vehicles share the roadway. May or may not involve diversion and calming of motor vehicle traffic, limiting exposure to motor vehicle traffic.

## Bike Lane



On-road bikeway adjacent to a curb or a parking lane and delineated from motor vehicles by a painted line or similar markings.



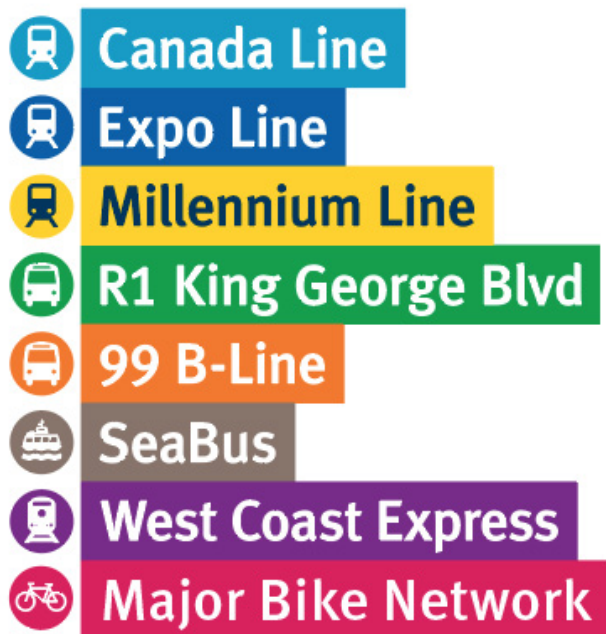


## TransLink's Wayfinding Standards Inclusion of MBN on facility wayfinding

TransLink's Wayfinding Standards communicates our multi-modal transportation network with a consistent and seamless identity within our transit facilities. These standards ensure that the information that we disperse to our customers has integrity and helps them recognize our transportation network quickly.

The graphics below illustrate how we display our major transportation services on **transit wayfinding signage**. Note the elimination of branded logos and erroneous emblems, with the inclusion of simplified colour and language.

While the MBN may be branded with a logo later, the logo itself will not appear on transit facility signage. Instead, TransLink will maintain the simplified standard shown below, with potential minor adjustments to colour and service name.



### MBN name and colour

The magenta colour and the name of the MBN are shown as examples only and may change after further consideration from the MBN team, Wayfinding and Marketing.





# Opportunities for further analysis: Route nomenclature

**Issue:** Names, numbers, and letters (or combinations of the three) can be used to categorize routes. Route-based wayfinding (left) relies on marked corridors, commonly found in North America. Nodal wayfinding systems (right), rely on marked decision points for navigation instead of marked routes, and are common in Europe.

**Opportunity:** TransLink should study the appropriate method for applying route nomenclature to the MBN prior to developing a fulsome wayfinding strategy.



Named and/or numbered routes

Numbered nodes/intersections



## Opportunities for further analysis: Pavement markings

**Issue:** Municipalities may choose to supplement the standardized use of pavement marketing with surface treatments such as symbols, artwork or emblems to:

- Help define the boundaries of their municipality
- Provide opportunities for Indigenous or other cultural recognition
- Help users confirm their location on the MBN by providing public art as wayfinding



**Vancouver, Washington**

Public art as part of the Westside Bike Mobility Project.



**Spirit Trail, North Vancouver**

Pavement marking reflect the community character and offer an opportunity for Indigenous recognition.



**Spirit Trail, North Vancouver**

These markings were developed to integrate a series of isolated public spaces to forge social, cultural and ecological connections between communities and their surroundings.