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PRESS RELEASE - FOR IMMEDIATE RELEASE

DATE: Wednesday, June 1, 2022

Subject: **Creating Cycle Highways in Metro Vancouver**

Teaser: A dynamic solution for Metro Vancouver's mobility challenges

URL: bikehub.ca/cyclehighways

HUB Cycling releases research report making the case for Cycle Highways in Metro Vancouver.

Vancouver, June 1, 2022 - Cycle Highways provide safe, protected, uninterrupted cycle routes over long distances and are a cost-effective way to make cycling more accessible and practical. HUB Cycling has released a new in-depth report highlighting the case for the development and implementation of Cycle Highways in Metro Vancouver.

Cycling is the fastest growing mode of transportation in the region, and a TransLink study found that 41% of people in Metro Vancouver would like to cycle more. E-bike popularity is growing rapidly and e-bikes are shown to replace up to 76% of car trips. Additionally, car owners have been found to be more willing to use an e-bike than a conventional bike or public transport.

Cycle highways and e-bikes complement each other. People are more likely to buy an e-bike if good infrastructure exists, and e-bikes make travelling longer distances easier. However, over half of the cycling network in Metro Vancouver is uncomfortable for most people. Outside of the City of Vancouver, the most comfortable facilities are disconnected and don't form a complete network.

HUB Cycling's new report demonstrates that cycle highways are an environmentally friendly and inexpensive part of the solution for mobility, affordability, health and equity challenges facing our region.

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Creating Cycle Highways in Metro Vancouver

Not everybody has access to a car or the ability to drive, so it's vital that people can meet their daily transportation needs through other modes like cycling.

Cycle highways are the highest quality cycling infrastructure, safe and comfortable for all ages and abilities at all times of the day and all seasons. They are direct, prioritize people cycling especially through intersections, minimize hills, connect significant destinations, and have clear signage and branding.

“All residents of Metro Vancouver, not just people cycling, would benefit from a system of cycle highways. By encouraging cycling, especially for the commute to work, cycle highways help shift people from driving to cycling, thus reducing traffic congestion on the busiest roadways at the busiest times of the day. That shift from driving to cycling also helps reduce air pollution, noise, energy use, and greenhouse gases that worsen climate change,” said John Pucher, Professor Emeritus in the Urban Planning and Policy Development Program at Rutgers University.

Cycle highways are well known and used in Europe, including in the UK, the Netherlands and Denmark. Since the introduction of the CS3 cycle highway in London, cycling has increased by 83%. On the Rijnwaalpad cycle highway in the Netherlands, one-third of users are new to cycling. In Denmark, the cycle highway network is estimated to create 720,000 fewer car journeys and 55,000 fewer hours spent in traffic every year. There is at least a 60% increase in people cycling, many having shifted from driving.

“Supporting a regional major bike network in Metro Vancouver is one of the bold moves called for in Transport 2050, and I am excited to see HUB Cycling putting their advocacy work towards building a regionally connected cycle highway network that would provide new transportation options for our region's residents,” said New Westminster Mayor Jonathan Cote, Chair of the Mayor's Council.

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Creating Cycle Highways in Metro Vancouver

ABOUT HUB Cycling

HUB Cycling is a charitable not-for-profit organization. Since 1998, HUB Cycling has been working on removing barriers to cycling, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated hundreds of thousands of people, motivated communities across the region, and championed improvements such as #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. Learn more at bikehub.ca.

Backgrounder Links

[Read the Report Highlights](#)

[Download the Full Report \(PDF\)](#)

[Cycle Highway Webpage](#)

[Photo Folder](#)

QUOTES

"Cycle highways are gaining momentum across the world as a solution to address traffic congestion. Metro Vancouver has an opportunity to be one of the early adopters in North America. TransLink's Major Bikeway Network (MBN) has already highlighted bike routes that connect urban and other centers as identified in the regional growth strategy. Cycle highways would be the perfect way to implement the MBN."

Shauna Sylvester

Professor of Professional Practice
SFU Faculty of Arts and Social Sciences

Lead Facilitator of Moving in a Livable Region

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"It is such good news that HUB is promoting cycle highways to allow more people to ride throughout Metro Vancouver via safe routes. Research evidence shows that routes physically separated from motor vehicle traffic, lit at night, paved, and with gentle slopes are safer. And safe, connected routes are where everyone loves to ride."

Kay Teschke

Professor Emeritus
School of Population and Public Health

The University of British Columbia

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Jonathan Cote

Mayor, City of New Westminster

Chair of the Mayors' Council

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“Cycle highways in Metro Vancouver would provide a wide range of benefits not only for long-distance commuters but also for people cycling shorter distances among the various communities in the metropolitan area. Cycle highways would facilitate seamless connections among the various local bikeway networks and thus help knit together communities in the region.”

“Cycle highways would greatly improve cycling safety by providing wider, high-quality facilities separated from motor vehicle traffic, which is preferred by most people. These sorts of protected facilities have been shown by many studies to improve cycling safety and to increase cycling by vulnerable groups.”

John Pucher

Professor Emeritus

Urban Planning and Policy Development Program

Edward J. Bloustein School of Planning and Public Policy

Rutgers University