

Cycling Program

Overview



There are now over 1,200 kilometres of bike routes in Greater Vancouver

TransLink's objective for the Cycling Program is to encourage increased use of bicycles as a mode of transportation. Bicycle usage has been increasing, as evidenced by recent traffic counts and by the increasing number of bicycles carried daily on SeaBus. Currently approximately 1.8% of all trips in Greater Vancouver are made on bicycles and there are now over 1200 lane kilometres of bicycle routes in the Greater Vancouver area. The strategy for achieving increased cycling trips is to invest in improved bicycle facilities and programs that encourage people to cycle.

The Cycling Program has three components:

- Increased integration of cycling facilities with Transit;
- Provision of improved cycling information and marketing; and
- Provision of cycling infrastructure and facilities by TransLink or cost shared with the municipalities through the Bicycling Infrastructure Capital Cost Sharing (BICCS) Program.

The BICCS Program is essential to developing a comprehensive network for cycling in the region. Municipalities own most roads and are responsible for their planning, design, construction and maintenance; therefore, improvements to on street cycling facilities depend upon the transportation plans of each municipality. TransLink works with municipalities to identify bicycle routes and through the BICCS program assists with funding new construction.

Current Situation

To date, the most visible achievement of the Cycling Program is the integration of cycling facilities with transit. Currently, SeaBus and West Coast Express services are bicycle accessible. As well, 670 buses, or over 55% of the fleet is now equipped with bike racks, and bike racks are standard equipment on all buses purchased since 1999. TransLink has also installed bike lockers or parking racks at all Expo and Millennium SkyTrain Stations, park-ride lots and at several bus exchanges. In addition, West Coast Express has provided bike lockers at each of their suburban stations. An additional 120 lockers are scheduled to go in during 2003. In the summer of 2002, over 50% of bike lockers in place

since 2001 were rented. The following table gives a detailed breakdown of the number of existing and planned lockers and the number rented as of summer 2002.

BICYCLE LOCKER PROGRAM (2002-2003)			
	Currently in place	Planned for 2003	# Rented Summer/Fall 2002
Millennium Line	68	118	15
Expo Line	60	0	52
Exchanges and Park and Ride Facilities	20	0	3
West Coast Express	54	0	14-21

Buses located in North Vancouver and trolley buses are the two largest components of the remaining fleet without bike racks. TransLink expects to replace all existing trolley buses by the end of 2007 and the North Vancouver operating depot by 2004-2005, thus allowing the conventional bus system to be fully accessible to bikes by 2007.

The BICCS program is also starting to show results. It has been in place for two years and municipalities are responding to the incentive of cost sharing. Since its inception over a dozen new bicycle facilities have been developed each year, some of which would not have otherwise been constructed.

During 2002, TransLink conducted further investigation into improvements for cycling on the Knight Street and Pattullo Bridges. The findings from this study will be the foundation for future capital investments planned for these important cycling connections. A plan to improve conditions for pedestrians and cyclists is being developed in consultation with the municipalities affected: New Westminster, Surrey, Vancouver and Richmond.

TransLink also provides funding support for the Bike Month promotion.

Market Analysis

Regionally, as 28% of car journeys to work are less than five kilometres in length and within easy cycling distance, there is thus a potential to significantly increase cycling market share.

TransLink's 2000 Bicycle Usage and Attitude Survey found that 16% of GVRD residents indicated that they cycled to work, school, shopping or for personal business at least once during the past six months. The survey indicates that there is a willingness to cycle more frequently given appropriate circumstances.

Greater Vancouver residents who show the greatest potential for increased use of cycling fall into two groups:

- Cyclists who no longer cycle to work or school but did so in past (11% of the overall sample).
- Recreational cyclists: Over one-third (37%) of the sample indicated cycling for recreation in the past six months.

“Wanting to get exercise” is the most frequent reason given by people for cycling. When asked what would influence them to cycle more often, “bike route or off-street bike path on the route” is most frequently mentioned. This finding corresponds with views about cycle safety in the GVRD. Research indicates that 53% of car drivers, 39% of recreational cyclists, and 34% of non-recreational cyclists believe that cycling is not safe. This is a substantial barrier, and may explain why the activity is more attractive to younger males who are usually more willing to take physical risks. The barriers to cycling must be addressed, first being the perceived safety hazards.

2003 Initiatives

Bicycle Infrastructure Capital Cost Sharing

The Three Year Transportation & Financial Plan has provision to allocate \$1.5 million in 2003 toward cost sharing with municipalities to improve cycling facilities, increasing from \$750,000 in 2002. The projects vary from the addition of signage and pavement markings to the construction of a pedestrian/cycle overpass. Projects are intended to improve safety and make cycling a more attractive form of transport. In 2003, a portion of the \$1.5 million bicycle program funding for cost shared projects (\$0.5 million) is proposed to address regional needs.

TransLink Bikeway and Bridge Facilities

The second stream of cycling capital investment is on TransLink owned road infrastructure, such as the Pattullo Bridge, Knight Street Bridge and the BC Parkway. The BC Parkway is the only off-street multi use pathway in the urban part of the GVRD. A long-term plan for upgrading the BC Parkway will be completed in 2003, and the two bridges will receive improvements that are consistent with the Bicycle Safety and Access Plan completed in 2002. The proposed capital budget for 2003 is \$500,000 for TransLink owned infrastructure, an increase from \$250,000 in 2002.



In summer of 2002 86% of bike lockers on the Expo Line were rented

Bicycles on SkyTrain

TransLink has requested the Provincial regulatory agencies to approve allowing to bicycles on SkyTrain in 2003. Due to crowding during peak periods, bicycle access will be limited to off peak periods.

Bike Promotion & Information

To achieve increased bicycle use, TransLink proposes to improve information and education about cycling. During 2002 a regional inventory of bicycle facilities was completed and will be published in map form in early 2003. In addition, there will be funding for promotional events such as Bike Month. As infrastructure and facilities are



Bike activated traffic signals and other amenities encourage people to ride more frequently

improving, TransLink will develop promotional products such as information brochures, as well as posters and other media as part of a marketing campaign to help increase cycling as a means of transportation.

Budget and Performance Measures

The following table indicates the proposed capital and program expenditures and performance measures for the cycling program for 2003. Other performance measures for the Regional Cycling Network will be addressed through the Performance Scorecard currently under development.

CYCLING PROGRAM BUDGET & PERFORMANCE MEASURES			
	2001 Actual	2002 Budget	2003 Projected
Cycling Program Capital Budget (Racks, Lockers, Infrastructure)	0	\$1,000,000	\$2,000,000
Cycling Program Operating Budget	\$135,000	\$135,000	\$137,000
Lane-kms of cycling routes	NA	1,200	1,235