

27 December, 2016

To: Mark Halpin, Transportation Planner, City of Port Moody

Re: HUB feedback for Master Transportation Plan

Dear Mark Halpin,

We are excited to see the progress being made with the Port Moody Master Transportation Plan, and we wanted to take the opportunity to provide some more detailed feedback, following up on our letter from the spring.

Paved, Direct and Separated is Best:

We are excited to see the focus on developing a complete, comfortable, and connected bicycle network. In order to boost the cycling mode share to the 4% goal in the plan, a minimum grid of routes for All Ages and Abilities (AAA routes) is critical. We encourage the city to choose off-street paved pathways, or on-street pathways with a physical barrier, as often as possible. These measures truly 'UnGapTheMap', as they are safe and appealing to all bike riders. Research shows that separation between pedestrians and cyclists on multi-use paths is also an important part of making routes safe and accessible.

We see that there are off-street unpaved routes proposed for some routes. We see unpaved routes as contributing to recreational cycling opportunities, but we don't consider that they provide connections for people using their bikes to get around. Surfaces that aren't smooth are not accessible by all types of bikes, can be hazardous for people new to cycling, and are considerably less efficient for people cycling for transportation.

Although neighbourhood bikeways do not provide the kind of separation between cyclists and vehicular traffic that we would ultimately like to see, they can be short-term improvements to the status quo. We ask that speed limits on neighbourhood bikeways be lowered universally to 30 km/hr, especially on steep grades. Traffic calming could be considered on these streets, to keep motor vehicle volumes low and improve safety for vulnerable road users.

Important Connections:

We think the City could achieve some short-term wins:

- Intersection improvements are needed at Clarke Street and Moody Street. Currently, cyclists turning left onto Clarke Street from Moody Street (northbound) do not trigger the light to change. It is also difficult for southbound cyclists on the Moody Street overpass to turn left onto Clarke Street from the overpass' east side.

We offer the following comments about the proposed long term bicycle route network:

- The Guildford Street bike lane is a popular route connecting Port Moody and Coquitlam, and an important route for many students and teachers going to schools along that route. However, because there is no physical barrier between traffic and bike riders, we do not consider it safe and appealing to people of all ages and all abilities. We would like to see a separated bike route along this street.
- Intersection improvements are also needed at Clarke Street and the Barnet Highway. This is the main connection point for cyclists coming into Port Moody, and it is difficult to turn onto Clarke Street or onto St John's. Wayfinding is also recommended to improve the legibility of these major bike route turns.
- We love the concept of a separated two-way cycle track along Clarke Street, and we think it should continue all the way west to the Barnet Highway so that cyclists can safely get onto the Barnet Highway bike lane, or make a left turn to go up towards Coquitlam. This will provide a crucial transportation link between College Park and the Evergreen Line. Wayfinding to these destinations is important.
- For Port Moody commuters who live more than a kilometer or so from an Evergreen Line station, cycling could be a very effective means of connecting with SkyTrain. (This would be good for the City as well, since the space taken

up by three car parking spaces can be configured to hold about sixty bikes). We hope that these commuters will have access to safe, appealing routes and secure bike parking.

- Connecting cyclists coming along Clarke Street to the Moody Centre SkyTrain station may require significant upgrades to the intersection of Clarke Street and Moody Street, and perhaps a ramp connecting down to the SkyTrain parking lot. Alternatively, there appears to be some room to create an underpass from the future Clarke Street separated bike route under the Moody Street overpass to the SkyTrain parking lot. We think this could be a great opportunity to enhance connectivity and minimize cyclist contact with car and truck traffic.
- The topography of west Port Moody makes it challenging to get from Moody Centre up the hill to Glenayre or the Burquitlam area. Going uphill, expanding the Clarke Road sidewalks into multi-use paths or separated bike lanes plus sidewalks would be an ideal long term solution, as the grades are easiest along Clarke Road. The Seaforth/Seaview neighbourhood bikeway alternative is slightly steeper, and improvements would be needed at the corner of St John's and Clarke Road, where there is no on- or off-street bike lane, and the sidewalk is extremely narrow. Taking Clarke Street to Highview is far too steep to be feasible either going up or down, and would only appeal to recreational riders looking for a challenge. Going downhill, it is critical that the designated bikeway be separated from the road and sidewalk, as bike speeds will be much higher than pedestrians.
- Gatensbury is a challenging hill that may not appeal to all cyclists, but as there are limited connections from Moody Centre to the top of Chines Hill, keeping and improving bike lanes on this street is encouraged.
- Wayfinding at all decision-points is particularly important for routes on hills, as people cycling are more wary of going the wrong way when they need to do unnecessary hill climbing as a consequence.

Best Practices:

The new Transportation Association of Canada (TAC) guidelines are expected to be released in early 2017, and will include more guidance on cycling-friendly traffic calming and cycling infrastructure best practices. We encourage the City to consider the new guidelines when designing bike lanes and other bike facilities.

The new BC Government Community Road Safety Toolkit Module 1 focuses on cycling and walking safety including valuable information about protected intersections, diverting motor vehicle traffic from residential roads, and raised crossings. The module can be found here: <http://www2.gov.bc.ca/assets/>

The draft Executive Summary document that was included in an April agenda package suggests that Port Moody's traffic calming policy will be updated. We encourage the city to consider bike riders when traffic calming measures are undertaken. While slowing car speeds is generally positive for cyclist safety, forms of traffic calming that involve road narrowing can create pinch points between cars and cyclists that create unsafe situations.

When signing neighbourhood bikeways and other routes, we encourage Port Moody to consistently use TransLink's Bicycle Wayfinding Guidelines, so that over time we have consistent recognizable signage across the region:

<http://www.translink.ca/en/>

As Port Moody updates its Zoning Bylaw, we encourage the City to start to require better short and long term bike storage facilities at commercial, institutional and residential developments. The City of Vancouver Bicycle Parking Bylaws are a good example to draw from.

Cycling Support Programs:

We encourage the City to invest in cycling education for Moody Middle School students. Cycling education for youth as well as adults is a critical part of getting more people cycling more often. HUB delivers cycling education programs in many jurisdictions across Metro Vancouver, and we would be happy to provide more information on the results of these programs.

BikeBC funding has recently been increased, and we encourage the City to apply for matching grants to speed up implementation of the Plan. With the approval of TransLink Phase 1 funding, there is also a significant increase in available BICCS cost-shared funding for 2017-2019. Applications will be accepted for this new funding starting early 2017 and should be leveraged to receive dollar for dollar matching.

Generally we are very happy with the direction that Port Moody's cycling infrastructure is headed, and we are excited to see the City planning to invest in getting more people cycling more often. We thank you for allowing us the opportunity to provide input. Please don't hesitate to reach out with questions, or for further discussion.

Sincerely,

Andrew Hartline & Jack Trumley

Committee Co-Chairs,

Representing the TriCities HUB Local Committee

tri-cities@bikehub.ca