

March 9, 2023

Dear Mayor Lahti, Council, and Mr. Keyworth,

Re: Protected Bike Lanes on Guildford Way and Clarke Street

We're following up on previous letters we sent regarding safe cycling facilities on Guildford Way and Clarke Street (attached). Given the majority of council indicated a strong interest in building more cycling facilities in HUB's election survey, we believe it is worth noting that this route offers the best potential in the city to encourage more cycling due to its topography and connectivity to civic amenities and city centres. A map of our proposed routing can be seen on the next page as *Figure 1*.

With Coquitlam's plans to tender and build the Guildford Greenway this year, **now is the time to build protected facilities on Guildford Way and Clarke Street** to ensure Coquitlam's new safe, cross-town facility does not end at the Port Moody border, drastically cutting the potential of this route, and disconnecting it from the successful Murray Street protected bike lanes. On Clarke Street, we'd imagine Port Moody could repurpose the existing westbound HOV lane into a bidirectional protected bike lane, and simply offer protections to the Guildford Way bike lanes using low-cost curbs.

Although much has changed since October 2021 when we first sent our letters, unfortunately, the conditions seen in Port Moody remain unchanged. Our membership continues to request protected routes on Clarke Street and Guildford Way. Make no mistake, these are not your stereotypical "racing cyclists" - these are generally parents, seniors, or young adults looking for ways to get to work, school, or other destinations without the need for a car. Per TransLink, two thirds of local residents cycle regularly or want to, but are held back by unsafe or disconnected infrastructure.

In addition to reducing Port Moody's greenhouse gas emissions and increasing the mode share of cycling, consistent with your Master Transportation Plan, this would also reduce congestion. Further, protected bike lanes need not be costly - according to TransLink, quick-build materials, such as prefabricated curbs, are extremely cost effective, conferring most of the benefits of full-scale protected bike lanes at a fraction of the cost and schedule. One successful example of such a project is the 1st and 2nd Street protected bike lanes in North Vancouver. More recently, Tillicum Road in Saanich has also received suitable safety upgrades via prefabricated curbs (*Figure 2*).

We are hopeful Port Moody can again be a local leader in safe cycling infrastructure. As the first city in our subregion to install protected bike lanes (Murray Street), followed with the Gatensbury Gasp shortly thereafter, Port Moody has built great infrastructure before, and we hope it can do so again.

We respectfully ask Council pass a motion directing staff to procure a design team for Guildford and Clarke protected bike lanes and provide a suitable budget for both design & implementation of such facilities following adequate cost certainty.

Yours Truly,

Andrew Hartline & Colin Fowler
Co-Chairs, HUB Cycling Tri-Cities

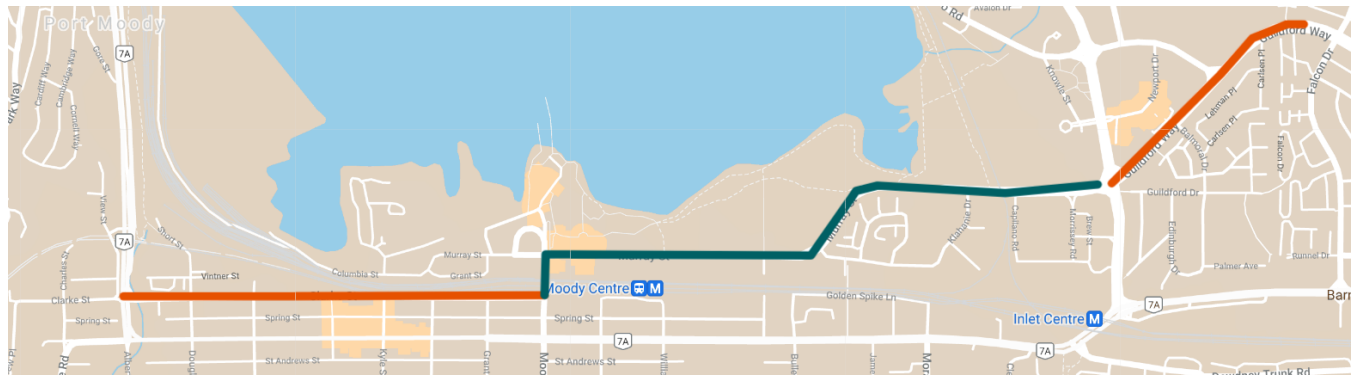


Figure 1 - A map of the requested new AAA infrastructure in red, with existing AAA infrastructure shown in green to demonstrate that much of the groundwork for a cross-city route has already been accomplished.



Figure 2 - Prefabricated curbs used to provide quick-build, low-cost bike lanes on Tillicum Road in Saanich. Photo courtesy Chris Campbell.



Your **Cycling** Connection

About HUB Cycling

bikehub.ca



HUB Cycling is a charitable not for profit organization that has spent over 24 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.



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February 2, 2022

To Mayor Vagramov, Council, and Jeff Moi,

We'd like to thank the City of Port Moody for voting in favour of Transport 2050! We are thrilled with this commitment to improving regional transportation and shifting away from vehicular transportation, consistent with Port Moody's Climate Action Plan and transportation plans. However, as good as these plans may be, what is needed is implementation.

Port Moody has shown great leadership and vision in the past and built great routes, such as the Gatsbury Gasp and the protected bike infrastructure running between Rocky Point Park and loco Road along Murray Street, which have made tangible differences in enabling people traveling by bike to do so safely. We'd like to use this opportunity and recent energy from Transport 2050 to **reiterate the full support of the Tri-Cities Committee to building protected bike lanes on Clarke Street and Guildford Way, two corridors approved as part of the 2050 Major Bike Network.** A map of this is attached as Figure 1.

As per the implementation report accompanying Transport 2050, we do not have the luxury of waiting to implement "perfect" solutions. Instead, what is needed is fast action. Page 99 of the approved Transport 2050 document states "Our region can [build protected bike lanes] most quickly by using quick-build and lower-cost materials such as curbs." (Transport 2050, page 99). This solution provides excellent safety without having to undertake substantial street redesigns, and has proven itself as a valid course of action on 1st and 2nd Street in North Vancouver. These solutions come at substantially lower costs than complete street retrofits and can be built much more quickly. On Clarke Street, we'd imagine Port Moody could repurpose the existing westbound HOV lane into a bidirectional protected bike lane and simply offer protections to the Guildford Way bike lanes using low-cost curbs. We would, however, need an intersection redesign at Moody and Clarke to facilitate safety. One major issue we've seen in other jurisdictions is the handling of bus stops, but our committee believes that low-cost solutions such as Zicla blocks (Figure 2, below) handle this problem well, giving priority to people boarding and disembarking the bus while bike users could stop behind the Zicla block. Given that the 160 bus is relatively infrequent, this inconvenience is minimal compared to the substantial benefits of safe bike infrastructure for all ages and abilities.

We appreciate Port Moody's vote on Transport 2050, and would again like to show our support for Guildford Way and Clarke Street protected bike lanes, two of our biggest gaps in our sub-region. We cannot let the perfect be the enemy of the good, especially in the face of catastrophic climate change, and look forward to Port Moody taking bold action using quick-build materials to ensure more people feel safe biking in as little time possible.

Thank you for your consideration,

Andrew Hartline and Colin Fowler
Co-Chairs, HUB Cycling Tri-Cities Local Committee
Tri-Cities@bikehub.ca

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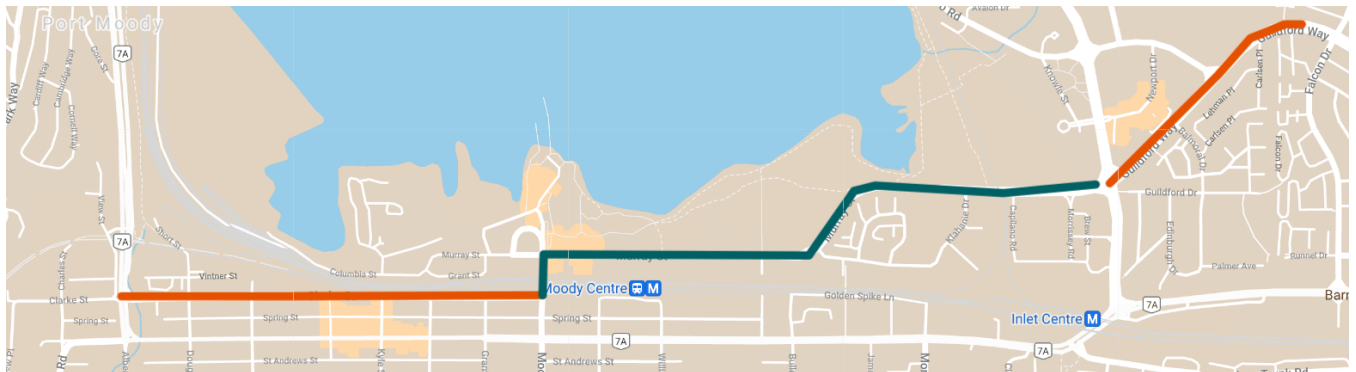


Figure 1 - A map of the requested new AAA infrastructure in red, with existing AAA infrastructure shown in green to demonstrate that much of the groundwork for a cross-city route has already been accomplished.



Figure 2 - A Zicla block, courtesy @TO_Cycling



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October 7, 2021

To Mayor Vagramov, Council, and Jeff Moi,

Re: Guildford Greenway extension to Murray Street

Recently Coquitlam confirmed plans for construction of the **Guildford Greenway** in 2022. This is a pair of protected on-street bike lanes that will traverse Coquitlam along both sides of Guildford Way between Pinetree Way and the Port Moody border. This new facility will connect residents with schools, recreation facilities, SkyTrain, Coquitlam City Hall, the City Centre branch of the Coquitlam Library, and other amenities, along a fairly flat route.

Port Moody now has the opportunity to connect the Murray Street protected bike lanes to this new infrastructure. **We respectfully request that this project move forward as quickly as practicable to ensure a successful rollout of this new route for both cities.** As things stand now, the Guildford Greenway's protected lanes will abruptly end at the Port Moody border, less than 700 meters from Port Moody's Murray Street separated bike lanes. The HUB Cycling Tri-Cities Local Committee feels that this gap between the Port Moody border and Ioco Road may deter potential riders who are concerned with safety. It is generally the weakest link that breaks a bike network, and most people feel vulnerable with only a simple painted line separating them from fast-moving traffic.

With the rapid growth of Brewer's Row as well as new developments on Murray Street, protected bike lanes would allow residents and visitors alike the opportunity to safely get around the city by bicycle, curbing traffic and greenhouse gas emissions while not requiring road reallocation away from vehicles. This helps Port Moody meet its goal of having 40% of trips by bike, transit, or walking by 2030.

Thank you for your consideration,

Andrew Hartline and Colin Fowler
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