



Your Cycling Connection

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January 30, 2024

Dear Mayor Stewart and Council,

Re: Guildford Greenway Phase 2

We are writing this letter to provide our **strong support** for the Guildford Greenway Phase 2 improvements, including the reconfigured intersection at Pinetree and Guildford.

The Guildford Greenway's first phase was a positive first step to building an east-west arterial through Coquitlam City Centre for cyclists. Indeed, HUB Cycling's Tri-Cities Committee has championed this route for over a decade, and we are happy to see progress. However, we do cautiously use the phrasing "first step" here – the route abruptly ends at Johnson at present, reducing the efficiencies that would be gleaned from connecting to Pinetree Way, allowing for crucial connections such as Lafarge Lake-Douglas SkyTrain Station (with its own bike parkade), Town Centre Park, and the Pinetree Greenway. This means that, although we did see increased ridership on the initial pilot stretch of Guildford last year, we will be able to unlock even further potential through the establishment of a safe micromobility route connecting to Pinetree Way.

Although on-street barriers will undoubtedly aid in road safety, according to ICBC, *nearly 80% of bike-related crashes occur at intersections*. This effectively means that although protected bike lanes are an important step towards establishing user confidence, the true victory would be the protected intersection as showcased by staff. Between 2018 and 2022, ICBC notes seven crashes involving pedestrians at this intersection – **the second highest pedestrian crash statistics of any intersection in Coquitlam City Centre**. We note no crashes involving cyclists were recorded at this intersection during the same period – this likely indicates that most people using bikes, scooters, or other mobility devices were simply too intimidated by the intersection to use it. The intersection is not exactly optimal for vehicles, either – 142 crashes occurred between 2018 and 2022, or almost 30 per year.

While Council had noted concerns that we may be causing additional problems at this intersection, it's difficult to fathom a scenario in which the intersection becomes more deadly than it currently is. Anecdotally, as pedestrians and cyclists in our own lives, members of HUB Cycling have noted vehicles turning right (Northbound) from Guildford to Pinetree often ignoring pedestrian and cyclist right of way at the crosswalk. It is no wonder pedestrians are so often injured at this crossing. **Eliminating the right turn lane is a positive step towards safer streets for everyone - not just people biking.**

Council noted several reservations about people using scooters, e-mobility devices, or bikes injuring pedestrians. We would like to take this moment to note that to date, **no mode of transportation has caused more death and injury than cars**. Bicycles, scooters and other forms of active transportation are not a serious focus of a Vision Zero campaign as a result - that is, to focus on injuries caused by bikes would be very ineffective overall. Regardless, HUB Cycling has worked to support the safety of pedestrians and other road users as well - HUB Cycling's Tri-Cities Committee, specifically current Co-Chairs Andrew and Colin, have gone on the record to [publicly request speed bumps](#) and other devices be used to ensure pedestrians boarding/alighting buses be provided right of way when



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boarding or disembarking the bus. We have also asked cities to [further separate bikes and pedestrians](#) to ensure people using bikes do not use spaces reserved for people walking, and vice versa. In essence, while bike-pedestrian conflicts are limited in severity compared to incidents involving vehicles, we have nevertheless served as public advocates to reduce or eliminate such incidents. This would be especially helpful for pedestrians with vision impairments, as noted during the meeting.

If Council indeed feels the intersection could not use safety upgrades, we strongly encourage them to hop on a bike or scooter and try it for themselves - and then imagine traveling along that same route with young children.

Thank you,

Andrew Hartline & Colin Fowler

Co-Chairs, HUB Cycling Tri-Cities Committee

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About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 25 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.