

October 29th, 2024

To the BC Active Transportation Grant jury,

**Re: Letter of support for Nelson Avenue improvements in Coquitlam**

The HUB Cycling Tri-Cities Local Committee has highly appreciated the improvements taking place in central Coquitlam, around Lincoln Skytrain. The recent addition of separated cycle lanes along Guildford that are usable by people of all ages and abilities seems to have kicked off a cascade of further welcome changes in that area.

However, there is still a strong need for updates in southwestern Coquitlam. **For this reason, our committee strongly supports Coquitlam's proposed separated cycle lanes down Nelson Avenue.**

This route will add much-needed connectivity to this part of Coquitlam. We particularly appreciate how it connects two parks, the Rochester cycling route, the Austin Heights and Maillardville neighborhoods, and a future Fraser Mills development south of United Boulevard. This provides high value not only for local residents who want to connect locally with work, shopping, school and recreation; but also for commuters heading farther afield towards either the Port Mann Bridge, or the Central Valley Greenway.

We appreciate also that the proposal includes ample consideration of the issue of safe integration active transportation traffic moving at different speeds. We know well that a one-size-fits all approach that places all active transportation traffic on a single undifferentiated pathway does not scale up well to high usage. A route with consistent near misses between fast and slow moving traffic will never become particularly well-used. Conversely, measures that separate lower- and higher-speed active transportation traffic allow safer and more comfortable use of the same corridor by everyone: dog walkers, joggers, people with mobility issues, parents with strollers, children cycling, confident adult commuters, people on e-scooters, and so forth. This general benefit accords very well with the specific mission of HUB Cycling, "to get more people cycling more often".

Finally, we like that Coquitlam's proposal includes careful treatment of intersections. An unfortunate pattern that we used to see in active transportation routes around the Greater Vancouver Area was that infrastructure tended to do the least for people walking and cycling when they were passing through intersections, where the most accidents and injuries statistically occur. On the Nelson Avenue design and elsewhere around the city, Coquitlam's engineering staff are turning this old pattern around with their thoughtful and effective intersection treatments. This is something to celebrate.

Thank you,

Colin Fowler and Andrew Hartline  
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HUB Cycling Tri-Cities Local 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](http://bikehub.ca).