



Your **Cycling** Connection

bikehub.ca



January 7, 2023

Dear Mayor Stewart and Council,

Re: Comments on planned cycling infrastructure in Oakdale Transportation Network Update

We are writing to comment on the planned cycling infrastructure connected to the Oakdale Transportation Network Update.

We have concerns about the planned multi-use paths (MUPs) in a neighbourhood that will be densifying significantly in the coming years—especially if they are narrower than the City of Coquitlam’s preferred MUP width of 4m—which would increase the likelihood of conflicts between path users. The heavily-trafficked MUP on Como Lake Avenue by Safeway and Burquitlam SkyTrain Station experiences a lot of conflicts between people walking and people on bikes. Heavily-trafficked MUPs can become a safety hazard for people walking, cycling, people with strollers and those using mobility devices.

Creating high-quality cycling facilities is key in meeting the City of Coquitlam’s goal of a 30% non-automobile mode share by 2031. The increasing popularity of e-bikes and e-scooters, as recently approved in Coquitlam’s e-scooter pilot program, will speed up the uptake of active transportation in Coquitlam’s hilly terrain. However, e-bikes travel at higher speeds, and at higher speeds, conflicts between people walking and cycling at lower speeds become an additional safety concern. We believe that new infrastructure should consider these emerging needs to prevent the need to upgrade the infrastructure in the future, whether it be to separate people walking and cycling or to widen the MUP to at least 4m or wider as shown in the photo on the following page.

We have additional concerns about the proposed MUP on North Road. We support the Oakdale Neighbourhood Association’s suggestion to move it to the west side of the road, which does not have driveways. We are concerned that a bi-directional MUP that crosses driveways will lead to collisions, as people driving may not be aware of looking both ways when crossing over the MUP. Additionally, many sight-line barriers, such as trees and hedges, increase the risk of collisions between vehicles and cyclists. We understand that the west side of North Road falls under the jurisdiction of the City of Burnaby, but we believe that moving the MUP to the west side would increase safety significantly.

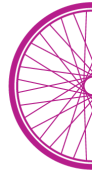
Finally, the roundabout proposed at Kemsley Avenue and Elmwood Street poses particular uncertainty. Dr. Kay Teschke, a noteworthy Professor Emeritus at UBC’s School of Population and Public Health, has noted that roundabouts, if created improperly, can cause an increase in injuries compared to baseline conditions. This data matches with our membership’s experience, albeit anecdotal, some of whom have been seriously injured at so-called “traffic circles”.

If available, please send us more detailed information on the planned cycling infrastructure in Oakdale since many developments are already starting to be built.



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Example of a wider MUP recently constructed near Coquitlam Centre mall



Thank you for your consideration,

HUB Cycling Tri-Cities Committee
tri-cities@bikehub.ca

About HUB Cycling

HUB Cycling is a charitable not-for-profit organization that has spent over 23 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.