

May 20, 2024

Dear Mayor Stewart and Council,

Re: Coquitlam's Traffic Calming Policy

We appreciate Coquitlam's continued work towards making biking easier and safer throughout the city. Indeed, recent investments and changes such as the Guildford Greenway and King Albert Greenway have enabled more people to bike more often. Coquitlam's focus on smaller items is also appreciated, such as bike parking regulations & guidelines and the removal of maze gates throughout the City.

While large-scale and capital-intensive arterial retrofits make cycling safer and thus easier, we note several routes do not have adequate right of way for people biking. As a result, in some instances, the City has begun plans to shift cycling to lower-volume routes. This can be seen on the upcoming Regan-Smith Greenway, which is meant to provide a viable alternative to Austin Avenue. However, as one of few uninterrupted east-west routes in southwest Coquitlam, it is prone to use by drivers seeking to bypass traffic on Austin. When we asked Coquitlam to implement road changes similar to those proposed for Burnaby's Vancouver-SFU Connector (such as continuous sidewalks and traffic diverters), we were notified this violates Coquitlam's policies. We thus **request an overhaul of the City's current Traffic Calming Policy to enable traffic diverters/modal filters and raised crossings on off-arterial active transportation routes and school zones.**

We are aware the city's current stance on traffic calming is governed by the regulations and clauses set out per the [Traffic Calming Policy](#), ratified May 2007. However, the list of acceptable treatments is too restrictive. The City should be allowed to install continuous sidewalks at standard sidewalk heights at intersections in addition to traffic diverters/modal filters. On bike boulevards such as the Union-Adanac-Frances Greenway in Vancouver, traffic diverters and modal filters have worked well to ensure a high volume of people on bikes and people walking. Accord to the National Association of City Transportation Officials (NACTO), "Bicycle boulevards should be designed for motor vehicle volumes under 1,500 vehicles per day (vpd), with up to 3,000 vpd allowed in limited sections." ([NACTO, 2023](#)). However, according to [Coquitlam's traffic counts](#), we note Smith west of Blue Mountain was in excess of 2,000 vpd as early as 2001, with the most recent data from 2017 indicating vpd in excess of 5,000. This has likely only increased given high growth in the Burquitlam area. Thus, the use of traffic diverters along Smith-Regan bike route is justifiable as it would help address traffic volume issues and meet engineering best practices.

Additionally, traffic calming is currently predetermined by resident petitions. Instead, such measures should be executable by a council vote, following proper review by the City's engineering department. This ensures approval of a route is based on citywide importance, and not bound by the immediate residents' desire to see the route improved.

To ensure the success of traffic calming, **HUB Cycling's Tri-Cities Committee request that Policy Principles 2.1, 2.2, 2.3, and 2.6 be fully revoked or revised to ensure higher quality local street bike routes throughout the city and near school zones.**

Thank you,

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Figure 1 - Adanac Street at Commercial Drive, Vancouver. The traffic diverter lowers vehicle volumes, ensuring more safety for people biking. Courtesy Google Maps.



Figure 2 - Continuous sidewalks, as showcased in the plans for the SFU-Vancouver Cycling Connector Project. Courtesy City of Burnaby.

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.