

March 1, 2022

Dear Melony Burton,

Re: Infrastructure and intersection improvements in downtown Port Coquitlam

We'd like to thank the City of Port Coquitlam for launching the bidding process for Kingsway Avenue, Phase 1. We are especially grateful that the proposed multi-use path now extends to the Kelly Avenue intersection and features a new crossing, easing prior reservations we held about the project's scope ending suddenly at Tyner, leaving people cycling without comfortable and safe facilities in the middle of a street segment.

The changes in south Port Coquitlam in recent years, including the downtown core, have been significant. When other projects are taken into account, such as the Donald Street Pathway and its extensions, the new McAllister Avenue multi-use path, and the upgraded McAllister pedestrian bridge, PoCo's efforts in building a new crosstown route have almost succeeded. However, the fatal flaws in this route will be McAllister Avenue between Maple Street and Shaughnessy Street, as well as two intersections in need of better sightlines (Figure 1, below). For these intersections, we feel that restrictions on parking near the intersections enforced by flex posts would improve sightlines significantly and that additional curb bulbs may not be needed.

As you may be aware, the weakest link in a network plays a large role in the success - or lack thereof - of ridership along bike corridors. This is why the missing section along McAllister, and the deficient intersections, are so concerning for vulnerable road users - they threaten to undermine the outstanding work Port Coquitlam has done so far. We are aware that alternative or parallel routes are being contemplated for McAllister, but given that McAllister provides the most direct link, this route would be our strong preference. **Our committee would like to request that Port Coquitlam include a multi-use path on McAllister Avenue between Maple Street and Shaughnessy Street as part of the Master Transportation Plan. In addition, we request better sightlines at Atkins Avenue/Donald Pathway and Kelly Avenue/Mary Hill Road, to be built out in advance of the completion of the Kingsway pathway.**

Thank you,

Andrew Hartline and 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 22 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.

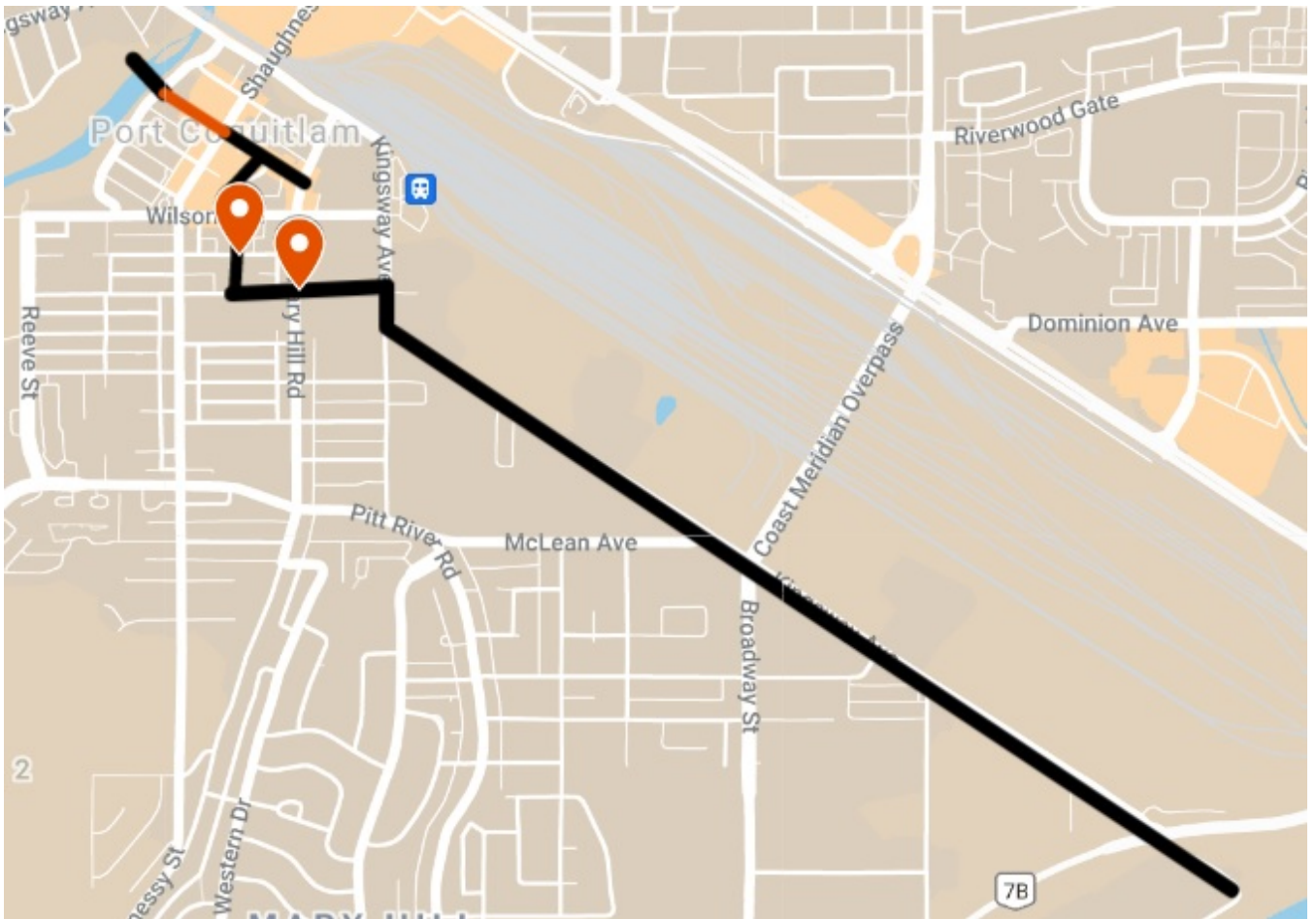


Figure 1 - A map showing incoming and completed AAA bike infrastructure, in black, with the short segment of unprotected roadway in red in the top left corner, along with the problematic intersections also shown in red. This must be addressed prior to the completion of the Kingsway Avenue upgrades in late 2023.