



Your **Cycling** Connection

bikehub.ca



April 27, 2022

To Aaron Dixon,

Re: Need for intersection improvements at David Avenue and Pipeline Road

Thank you for your response to our inquiry regarding fixing the short 60-meter gap in the multi-use path between the David Avenue/Pipeline Road intersection and the rest of the David Avenue multi-use path (figure 1). This narrow, blind corner (figure 2) has been a problem for people cycling for years, and we are glad to see Coquitlam taking steps to repair this gap in a manner that allows for the full multi-use path to be built. This represents gap #996 on HUB's regional gap map.

Thank you as well for including these intersection upgrades as part of the Pipeline Road widening project in addition to a paved lit multi-use path along Pipeline Road. This will provide an excellent opportunity for people biking to connect to the bustling City Centre area and is better than the current pathway - a winding, unlit MUP through the park.

We do have concerns with the chosen ultimate intersection design. Namely, we note that the availability of the right-of-way does not guarantee the multi-use path will be built in conjunction with the intersection upgrades. We believe that the project scope should be updated to include connecting the multi-use path fully to the intersection rather than possibly waiting for a future project. Secondly, we recommend not using any type of slip lane, including smart channelization (figure 3), as slip lanes reduce vulnerable road user safety in exchange for higher vehicle speeds. The danger presented by slip lanes of all types is noted by both the BC Active Transportation Design Guidelines as well as NACTO, with BCAT outright recommending their removal. Kenda Levine also shares in *Curb radius and Injury Severity at Intersections* that "larger radii are less safe for bicycles and pedestrians because they allow for higher vehicle speeds through the turn and result in larger crossing distances". Instead, right turns should be accommodated through a regular intersection. In addition, we have several incidents captured via video that show drivers not yielding to people biking wanting to cross. The danger of slip lanes is not isolated to this intersection, however - we note several other intersections, including along the David Avenue multi-use path, that face similar challenges.

We are asking Coquitlam to **complete the multi-use path along David Avenue as part of the Pipeline Road project as opposed to simply providing the right-of-way, and to eliminate the slip lanes on all four corners of the intersection to improve safety for all road users.** We note this is a high-crash intersection, and we feel these measures could substantially improve safety.

Thank you,

Colin Fowler and Andrew Hartline
Co-Chairs, HUB Cycling Tri-Cities Committee
Tri-Cities@bikehub.ca

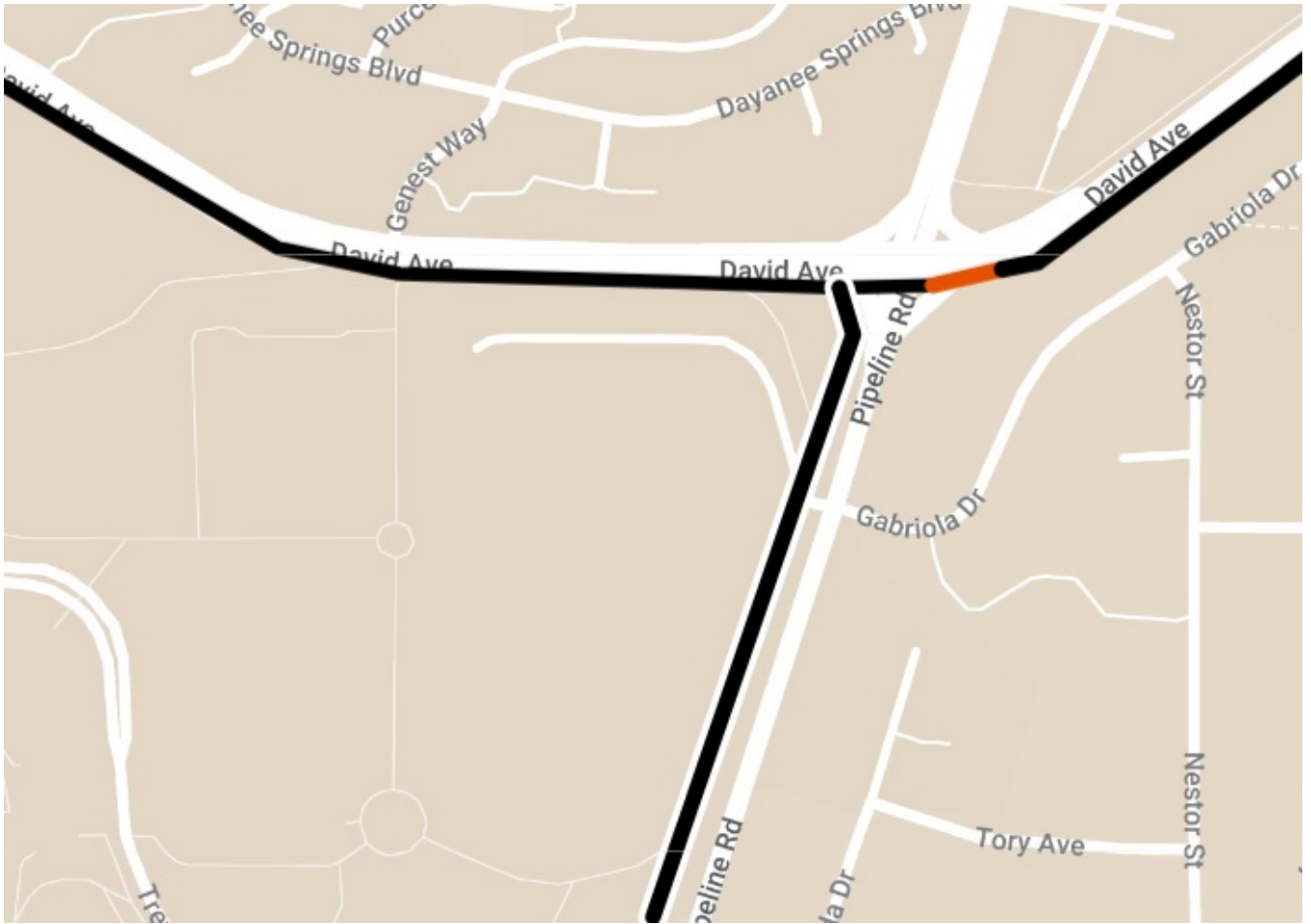


Figure 1: The gap in the David Avenue MUP, presented in red, in the context of the David and Pipeline MUPs.



Figure 2: The dangerous sidewalk at Pipeline and David's southeast corner. Photo courtesy Google Streetview.

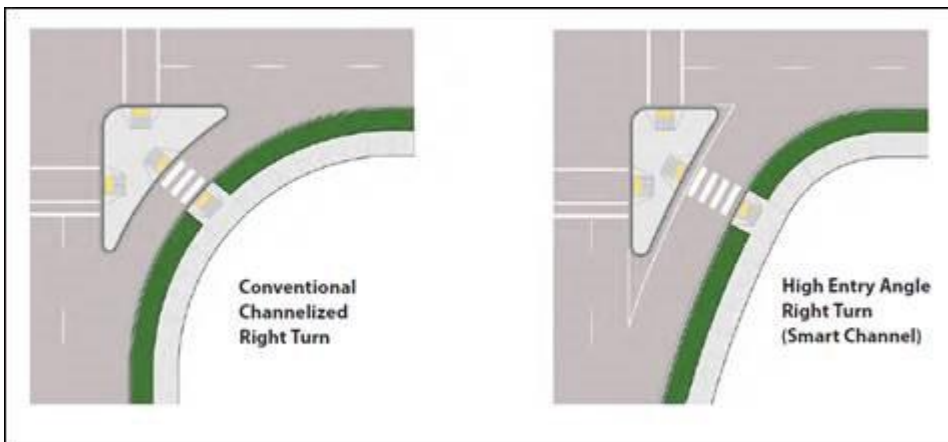


Figure 3: Smart channelization, as per your email on February 25, 2022.

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.