Your **Cycling** Connection

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February 2, 2022

To Mayor Vagramov, Council, and Jeff Moi,

We'd like to thank the City of Port Moody for voting in favour of Transport 2050! We are thrilled with this commitment to improving regional transportation and shifting away from vehicular transportation, consistent with Port Moody's Climate Action Plan and transportation plans. However, as good as these plans may be, what is needed is implementation.

Port Moody has shown great leadership and vision in the past and built great routes, such as the Gatensbury Gasp and the protected bike infrastructure running between Rocky Point Park and Ioco Road along Murray Street, which have made tangible differences in enabling people traveling by bike to do so safely. We'd like to use this opportunity and recent energy from Transport 2050 to **reiterate the full support of the Tri-Cities Committee to building protected bike lanes on Clarke Street and Guildford Way, two corridors approved as part of the 2050 Major Bike Network.** A map of this is attached as Figure 1.

As per the implementation report accompanying Transport 2050, we do not have the luxury of waiting to implement "perfect" solutions. Instead, what is needed is fast action. Page 99 of the approved Transport 2050 document states "Our region can [build protected bike lanes] most quickly by using quick-build and lower-cost materials such as curbs." (Transport 2050, page 99). This solution provides excellent safety without having to undertake substantial street redesigns, and has proven itself as a valid course of action on 1st and 2nd Street in North Vancouver. These solutions come at substantially lower costs than complete street retrofits and can be built much more quickly. On Clarke Street, we'd imagine Port Moody could repurpose the existing westbound HOV lane into a bidirectional protected bike lane and simply offer protections to the Guildford Way bike lanes using low-cost curbs. We would, however, need an intersection redesign at Moody and Clarke to facilitate safety. One major issue we've seen in other jurisdictions is the handling of bus stops, but our committee believes that low-cost solutions such as Zicla blocks (Figure 2, below) handle this problem well, giving priority to people boarding and disembarking the bus while bike users could stop behind the Zicla block. Given that the 160 bus is relatively infrequent, this inconvenience is minimal compared to the substantial benefits of safe bike infrastructure for all ages and abilities.

We appreciate Port Moody's vote on Transport 2050, and would again like to show our support for Guildford Way and Clarke Street protected bike lanes, two of our biggest gaps in our sub-region. We cannot let the perfect be the enemy of the good, especially in the face of catastrophic climate change, and look forward to Port Moody taking bold action using quick-build materials to ensure more people feel safe biking in as little time possible.

Thank you for your consideration,

Andrew Hartline and Colin Fowler
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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.

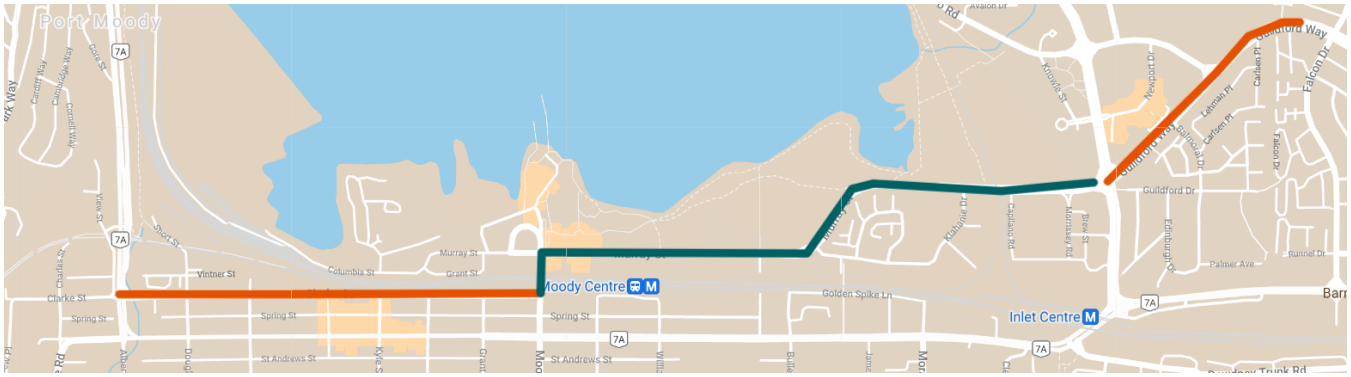

Figure 1 - A map of the requested new AAA infrastructure in red, with existing AAA infrastructure shown in green to demonstrate that much of the groundwork for a cross-city route has already been accomplished.

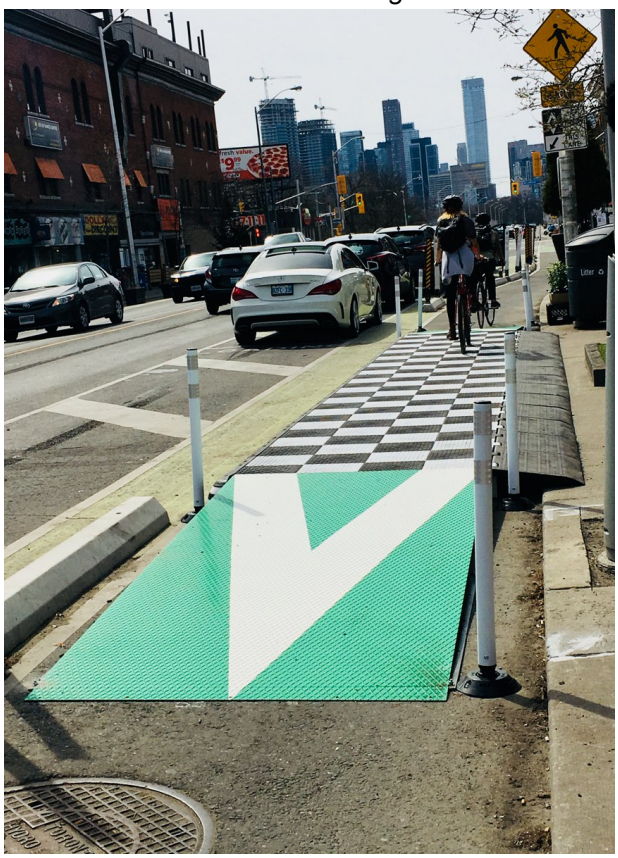

Figure 2 - A Zicla block, courtesy @TO_Cycling