

April 20, 2023

To: Shezana Hassko, Director, Infrastructure Program Management, TransLink
Cc: Forrest Smith, Director of Engineering, City of Maple Ridge
Mark Halpin, Transportation Manager, City of Maple Ridge
Samantha Maki, Director of Engineering, City of Pitt Meadows
Rex Hodgson, Manager, System Plans, TransLink
Lisa Josephson, Senior Planner, System Plans, TransLink

Re: HUB Local Committee's preferred design options Golden Ears Bridge roundabouts at 113B Ave. in Maple Ridge and Airport Way in Pitt Meadows

We very much appreciate the opportunity to provide our suggestions for the active transportation component of the upgraded roundabouts. This route is part of the Major Bikeway Network and is one of few connections between Pitt Meadows, Maple Ridge, and Langley, cities that share a number of amenities.

Of course much depends on the existing as well as future connecting active transportation infrastructure provided and planned by the cities of Maple Ridge and Pitt Meadows. We most certainly have our preferences, but ultimately, the choice of infrastructure on either side of the two roundabouts lies with the respective municipalities. Therefore, it's important that TransLink and both municipalities work together to come to a solution that's as convenient, seamless and safe as possible for active transportation users.

Presently, cycling infrastructure in Maple Ridge along 113B Ave. on the approach both westbound to and eastbound from the roundabouts consists of uni-directional door-zone painted bike lanes. We would like to see the facilities upgraded to uni-directional protected bike lanes, separated from people walking. This is a great opportunity for TransLink to provide incentive to the municipality through prioritized cost-sharing.

Along Airport Way in Pitt Meadows, there are on-road painted bike lanes leading east to and west from the roundabouts. There are also multi-use pathways (MUPs) under construction along Airport Way, however the existing MUP east of Southgate (Blaney Trail) needs to connect to the roundabouts. Our understanding is that this is the responsibility of TransLink.

The existing Blaney Trail pathway is in need of surface improvements, and a crosswalk/bike is needed across Southgate to connect to the roundabouts and alert drivers to expect people walking and cycling. These small gaps are a great opportunity for TransLink to provide incentive to the municipality through prioritized cost-sharing or for developer-funded contributions due to the increased traffic caused by their development.

We believe that there are a number of important considerations for micromobility traffic through the Golden Ears Bridge roundabouts:

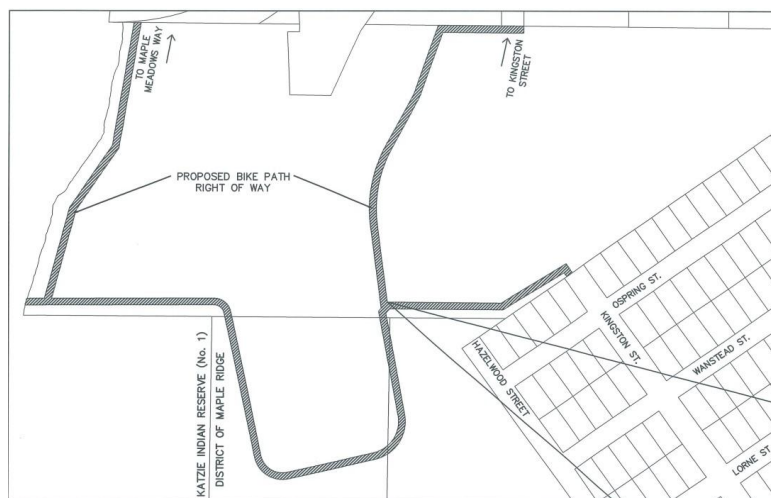
1. As this route is part of TransLink's Major Bike Network, cycling infrastructure needs to be of high quality, and provide for a cycling experience that's as safe, convenient and smooth as possible for people of All Ages and Abilities.
2. In view of the current demand for cycling (two thirds of people cycle regularly or want to cycle more) as well as the significant growth in micromobility travel that should be expected in the coming decades, the goal should be to keep people walking separated from cycling/micromobility infrastructure (mobility lanes) as much as possible due to increasingly different speeds including electric-assist active transportation modes. It should be future-proof.
3. Cycling/mobility lanes should be separated from car traffic through and between the roundabouts, with crossings adequately set back from the roundabouts to allow for better sightlines.
4. Cycling/mobility lanes should be uni-directional only through the roundabouts, in order to not further add complexity to the traffic situation for drivers.
5. The roundabout includes entrances and exits from Golden Ears Way, which is signed at 80km/h. Due to high car and truck traffic volumes and fairly high speeds at all the exit and entry points of the roundabouts, vulnerable road user safety must be prioritized in the design. Rectangular rapid flashing beacons will be needed to allow vulnerable road users to cross safely and with minimal time delay. According to the FHWA, they can increase driver-yielding rates up to 98%.
6. Separating pedestrian and micromobility crossings ensures that green paint can be used at crossings, further alerting drivers to the presence of vulnerable road users.

We expect that maintaining traffic flow will be an important objective of this project. With just rapid flashing beacons rather than full traffic signals, the roundabouts can still be intimidating for vulnerable road users. We therefore urge TransLink to work with both municipalities on an additional off-road multi-use connection south of the Golden Ears Bridge roundabouts, which will help divert some of the less confident vulnerable road users away from the busy roundabouts.

The City of Maple Ridge has been looking for opportunities. Below are drawings of plans that were made over ten years ago:



2012 Rough outline by City of Maple Ridge staff member for connecting multi-use pathways between the Lower Hammond neighbourhood in Maple Ridge and the City of Pitt Meadows



2012 Maple Ridge Engineering drawing of proposed connecting pathways between Maple Ridge's Lower Hammond neighbourhood and Pitt Meadows

A recent development proposal for industrial development in Lower Hammond in Maple Ridge (2018-458-RZ; 11310 Kingston, presently at 3rd reading) includes multi-use pathways with a future connection to an existing multi-use path on the Pitt Meadows side:



The City of Pitt Meadows sees this development as an opportunity to create an off-road multi-use path connection between the two municipalities south of Airport Way/113B Ave. and has expressed a desire to work with Maple Ridge to make this happen.

As it is in the interest of safety of vulnerable road users as well as to maintaining traffic flow through the roundabouts, we would like to see this connection added to the scope of the project. If that is not possible, we would still very much appreciate if TransLink and both municipalities could work together to explore cost-sharing opportunities to establish this long-awaited pathway connection.

With kind regards,

Jenny Wright and Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/JW/SG/EoM/PJ/AG

About HUB Cycling

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