

October 29, 2023

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**Re: Port Haney Multi-Use Pathway (MUP)**

HUB Cycling's Maple Ridge/Pitt Meadows Local Committee appreciates the opportunity to provide feedback on this exciting project.

We understand that at this time, the project only involves the construction of a partly asphalt- and partly gravel paved multi-use path up to Metro Vancouver's Kanaka Creek Riverfront Park for people walking, cycling, rolling and using other micro-mobility devices like wheelchairs, etc, as well as gravel pedestrian pathways for people walking. A future connecting multi-use path to the trailhead at the Riverfront Park parking lot will be the responsibility of Metro Vancouver.

**Accessibility and connectivity**

For people cycling and using other mobility devices, usability from both a recreational and transportation point of view depends for a good part on ease of access and connectivity.

There are only two points of access to the future multi-use path planned so far, i.e. from the Haney Wharf on the west side, and from the parking lot at Kanaka Creek Riverfront Park on the east side.

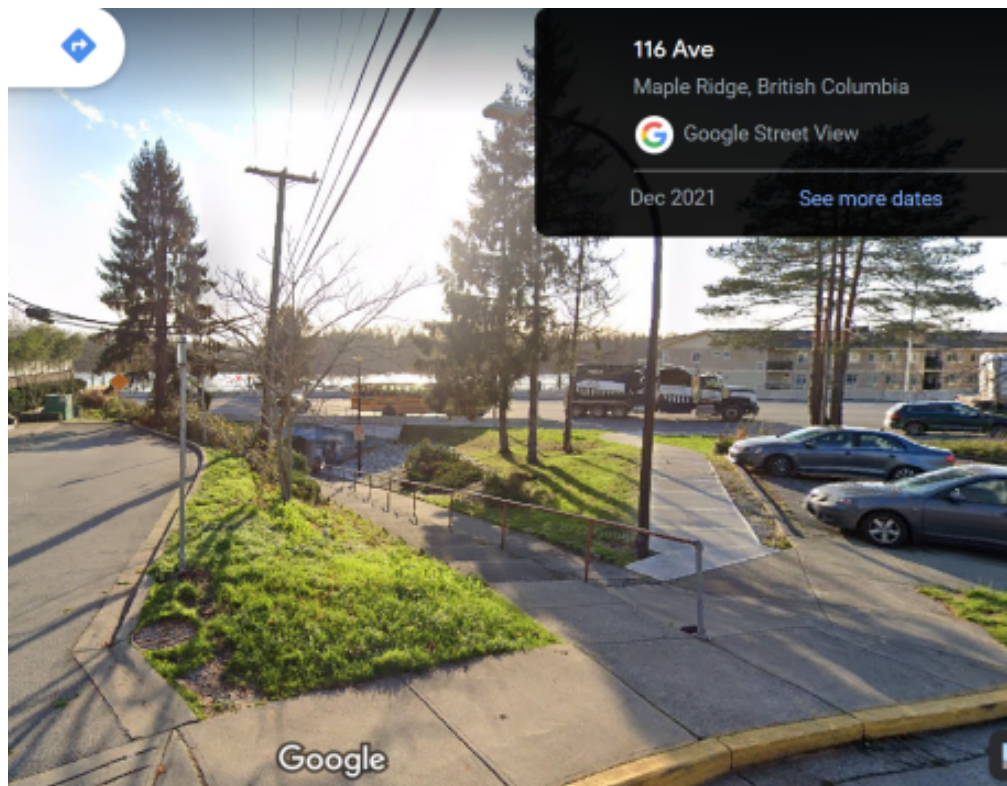
The present active transportation connection from the Kanaka Way MUP north of Lougheed to the parking lot at the Kanaka Creek Riverfront Park involves crossing a total of 15 lanes of traffic and activating 4 crossing lights at the Lougheed/Kanaka Way/Haney Bypass intersection, which is very cumbersome, inefficient and unpleasant.

Adding a crossing for people walking, rolling and cycling on the south-east side of the intersection would be a big improvement. Such a crossing would leave only 8 car lanes to be crossed, and 2 crossing lights to be activated.



We understand that this is not part of the project and it's under the jurisdiction of the Ministry of Transportation and Infrastructure. We strongly recommend that the municipality should coordinate this project with the Ministry of Transportation and Infrastructure to fill this crucial gap in the active transportation network to facilitate the usage of this connection.

On the west side, we understand that protected uni-directional cycling facilities are planned along 224 Street between Selkirk Ave. and Callaghan Ave., which will improve the connection to and from downtown Maple Ridge. Most likely, the preferred connection to the MUP will be via the tunnel under the Haney Bypass, rather than crossing the Haney Bypass at street level at Callaghan Ave. The tunnel connects directly to the Haney Wharf. The tunnel and the access to it will require improvements, which will enhance the overall experience of using the Port Haney MUP. Again, this is not part of the project, but should be considered to facilitate usage of the MUP.



pathway from south end of 224 St. to tunnel entrance

There are presently no other access points to the future Port Haney MUP for active transportation. In future, we would love to see an additional point of access, which will most likely have to be via an overpass, e.g. at 227 Street.

We are looking forward to opportunities to provide feedback to Metro Vancouver when the plans for the connecting multi-use pathway between the city's MUP and the Kanaka Creek Riverfront Park parking lot start to take shape.

### **Separation north-east side**

We understand that there will be only 1.5 m width between the north-east side of the MUP and the fence along the western segment of the project area where shrubs could be planted to provide some visual separation from the railroad and the Haney Bypass. These shrubs (hedge?) would likely require frequent trimming and sweeping to ensure that the pathway remains unobstructed and free of any foliage, branches and other debris. Perhaps the city could also explore other forms of separation to provide variety and interest, and to better shield pathway users from the noise and view of traffic on the Bypass and trains. This could potentially incorporate some decorative Indigenous art.

Further to the east, in addition to providing some public open space, it would be nice to see more vegetation planted to create more of a visual buffer from the railroad and the Haney Bypass.

### **Gathering spaces**

It would be great to see plenty of gathering spaces providing views of the river, and benches and picnic tables for people to sit, with trees for shade. This will help to keep the path free for people walking, rolling and cycling.

### **Width of multi-use pathway**

We recommend a MUP width of at least 4 meters, with directional separation, to improve safety and better accommodate people walking and rolling, and people on electric-assist bicycles who travel at speeds of up to 32 km/h.

### **Surface of MUP**

We understand that the easternmost section of the MUP will not be an asphalt paved path but a gravel trail. Paving is the most accessible trail surface treatment, truly allowing all ages and abilities access and comfort. Where granular surfaces are needed/prioritized, our recommendation is for 7mm minus, which is the smoothest crushed rock type - nearly as smooth as paving.

## **Friendly signage**

We suggest a competition for the community to come up with friendly, catchy poems for signage to ask people on faster bikes and e-scooters to be considerate of slower users, use their bell or voice when passing, give them ample space, and to slow down.

## **Secure bike parking**

We would like to see secure bike parking added at the Haney Wharf, so that those traveling from east Maple Ridge can leave their bikes parked at the riverfront when exploring the Town Centre.

Secure bike parking in the Town Centre (e.g. in Memorial Peace Park along 224 Street) will encourage people to ride their bikes there and walk down to the riverfront to walk along the MUP and frequent the businesses along River Road.

Thank you for considering our feedback.

Jackie Chow  
Co-chair  
*HUB Cycling*  
*Maple Ridge/Pitt Meadows Committee*

## **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 over 3,000 members and more than 50,000 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](http://bikehub.ca).