



December 9, 2016

To Michael Eng <meng@mapleridge.ca>  
Kiersten Duncan <kduncan@mapleridge.ca>

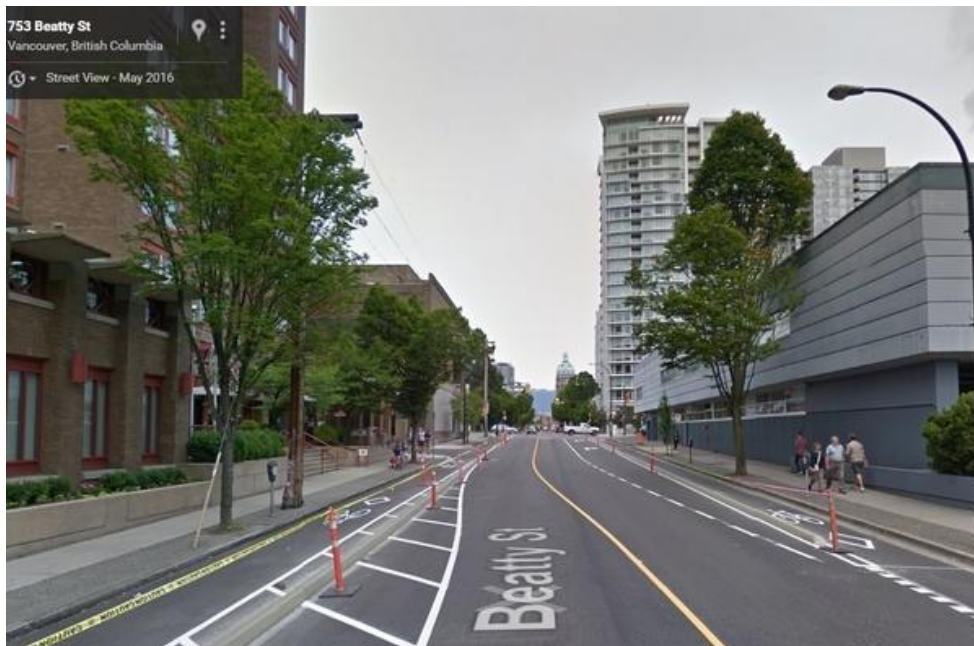
Re: 232nd Street, 132nd Ave. to Silver Valley Road conceptual design

Michael,

Our Maple Ridge/Pitt Meadows HUB Committee is happy to support in principle the recommended option as shown on the display boards at the Open House on November 30, with the following suggested changes/comments:

- Reduce the width of the motor vehicle lanes to 11 feet (3.35 m), as recommended in the [NACTO Urban Street Design Guide](#) for transit/truck routes. A reduction to the narrowest possible width for trucks and busses may have some positive effect on vehicle speeds on this section of 232nd Street.
- This reduction in motor vehicle lane widths means that the bike lane on the west side could be widened by 30 cm. This should improve safety when one cyclist passes another, especially at higher speeds due to the downhill nature of the bike lane.
- Our HUB committee proposes to add a cast in place curb to the bike lane on the west side, in order to prevent cars from parking on the bike lane. By placing the curb closer to the car lane than the bike lane, adequate width for safe passing can be ensured.

Here is an example of cast in place curbs at Beatty Street in Vancouver:



- As to the planned parking in segment 3, we would like to point out that the design challenges with a protected multi-use path are similar to those for a protected cycle track. According to the [NACTO Urban Bikeway Design Guide](#), regarding the crossing of minor side streets and driveways: "if the cycle track is parking protected, parking should be prohibited near the intersection to improve visibility. The desirable no-



parking area is 30 feet from each side of the crossing." This applies to both one-way and two-way cycle tracks.

- According to the [Urban Bikeway Design Guide](#): "If configured as a raised cycle track, the crossings should be raised, in which the sidewalk and cycle track maintain their elevation through the crossing. Sharp inclines on either side from road to sidewalk level serve as a speed hump for motor vehicles."

This would again equally apply to a raised multi-use pathway. As the east side pathway may also be used by less confident cyclists going downhill, this would alleviate some safety issues, as crossing at an intersection when going in the direction opposite to car traffic has been shown to be eight times more dangerous. It would be even more so on this particular pathway due to the 8% grade.

- Please ensure that any future transit stops along the southbound motor vehicle lane can be served by boarding islands, which direct cyclists behind the transit stops. See [NACTO Transit Street Design Guide](#).

Thank you for considering our recommendations.

Kind regards,

Ivan Chow, Co-Chair

HUB Cycling

Maple Ridge/Pitt Meadows Chapter

JC/IC/AC/JL