



July 9, 2019

To: northeastalbion@mapleridge.ca

Re: North East Albion Concept Plan

To whom it may concern,

We are happy to give you below our feedback with regard to the Concept Plan for North East Albion, as presented at the Open House on June 24.

Trail network

Our Maple Ridge/Pitt Meadows HUB Cycling Committee is pleased to see an all ages all abilities multi-use trail network throughout the neighbourhood as part of the plan for North East Albion. We appreciate that the lay-out of the trail network has been done with some consideration of the topography of the land in order to avoid any unnecessary steep grades.

Bike lanes:

We support east-west bike lanes along 112 Ave. As indicated on display board #13, bike lanes are also planned along 248 Street (new arterial) :

Bike Lanes, Multi-Use Paths and Trails

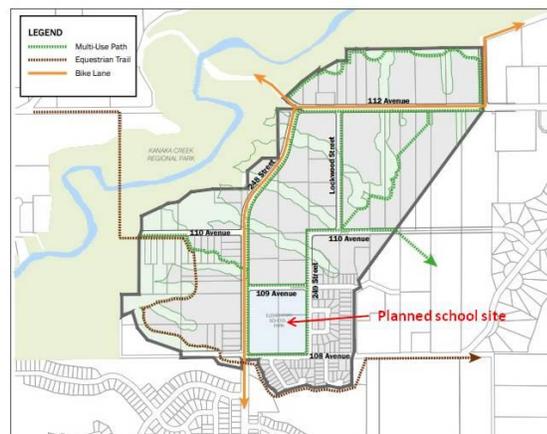


Image: Multi-modal loops and connections

112 Ave.

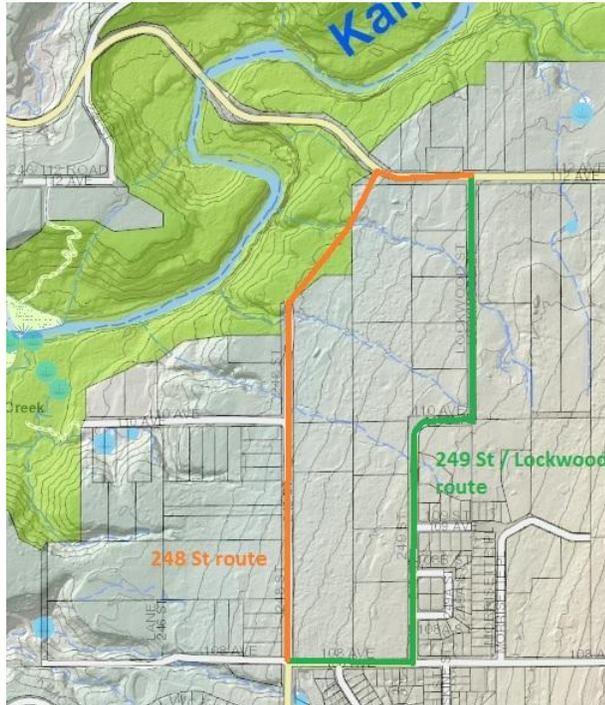
According to the street cross sections on the same display board, 112 Ave. will be constructed with bike lanes of 1.5 m, on both sides, and a buffer of 0.5 m.

North-south designated bike route

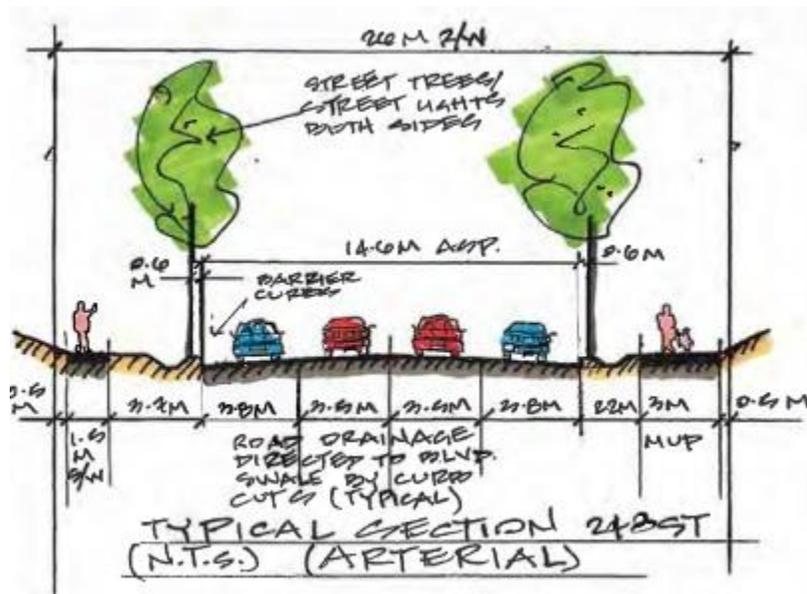
According to the 2014 Transportation Plan, the north-south designated bike route (planned shoulders) follows 108 Ave., 249 Street, 110 Ave. and Lockwood Street. We agree that 248 Street, once put through to 112 Ave., looks like a more logical and smooth continuation of the bike route:



However, according to the contour lines on Ridgeview mapping it appears that from a grade perspective, the existing designated bike route is likely more favourable:



The north-south bike route as planned along 248 Street appears to have no bike lanes according to the street cross section on display board #13, but 3.8 meter has been reserved on both sides of the street for street parking:



We would appreciate to receive assurances that, along the north-south bike route that will ultimately be selected, uni-directional bike lanes -on both sides of the street - will indeed be part of the design.

With the provision of parking protected, buffered bike lanes along 248 Street, the width of both

car- and parking lanes could be reduced, which will help to reduce car speeds. According to [NACTO's Urban Street Design Guide](#), : *"For designated truck or transit routes, one travel lane of 11 feet [3.35m] may be used in each direction."* and *"Parking lane widths of 7–9 feet [2.1-2.7 m] are generally recommended."*

If 249 St./Lockwood St. continues to be the bike route as designated in the 2014 Transportation Plan, space will need to be provided for buffered, protected bike lanes.

Further south, the bike lanes should continue along 248 Street and Jackson Road down to the roundabout at 102 Street, in order to ensure continuity and connectivity.

Physical separation of bike lanes

Rather than providing merely a painted buffer between the bike lanes and the car lanes, we would suggest to also provide some sort of physical separation.

Physically separated bike lanes are considered an all ages and abilities bicycle facility, as they increase the comfort of users by providing a clear physical separation between people cycling and motor vehicles. This increased comfort can play a significant role in increasing bicycle use, particularly among less experienced bicycle users and among women, children, and seniors.

Where separated, all ages all abilities bike lanes are provided, the width of the 3 meter off-road pathways can be reduced as they can serve as pedestrian-only pathways.

Another important reason for using physical separation, is to prevent drivers from using the bike lanes for parking. This can be expected to be especially problematic in the area of the planned school.

For recommended width of bike lane and buffer, types of separation and other considerations, please consult the newly released [British Columbia Active Transportation Design Guide](#) (see D.3 Protected Bicycle Lanes).

A type of separation commonly used in our municipality is the flexible delineator post. These are a low cost option. Another advantage is that they take up little space and can be placed close to the edge of the buffer closest to the car lane, thus increasing the usable width of the bike lane to allow passing, without requiring extra space to be reserved for the bike lane.

We would like to point out that protected bike lanes are best provided along streets with relatively few driveways and side streets. Therefore, motor vehicle access to homes in subdivisions along the designated bike route should be from back lanes only.

112 Ave. dip at Kanaka Creek crossing

This section of roadway has always been very challenging to navigate for people on bikes due to the very steep grade as well as the narrow width of the roadway. We understand that due to environmental considerations any changes made to the design would likely still result in a very challenging and probably increasingly dangerous route for people on bikes due to expected

increase in traffic volumes.

We would therefore like to request the city to work with Metro Vancouver Parks to explore a solution to enable easier and safer east-west travel along this section, or in the vicinity of 112th Ave.

With kind regards,

Ivan Chow
co-chair
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/IC/IM/JW/BB/JL/DW

HUB Cycling is a charitable not for profit organization that has spent over 20 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 have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.