



July 8, 2019

To: Mr. D. Pollock, P.Eng <dpollock@mapleridge.ca>
engineering@mapleridge.ca

Cc: Mayor and Council

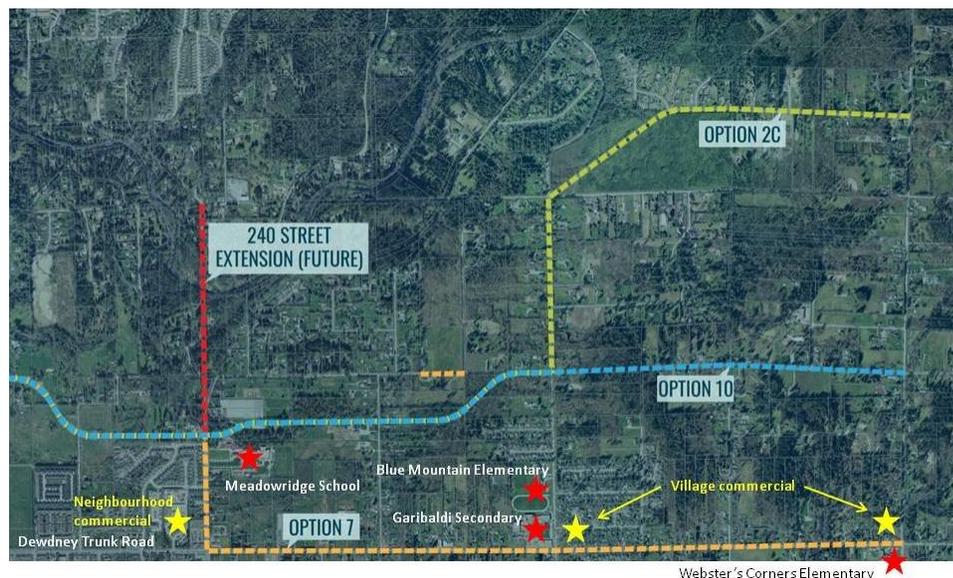
Re: Open House June 25, 2019
Abernethy Way Extension (232 Street to 256 Street)

Mr. Pollock,

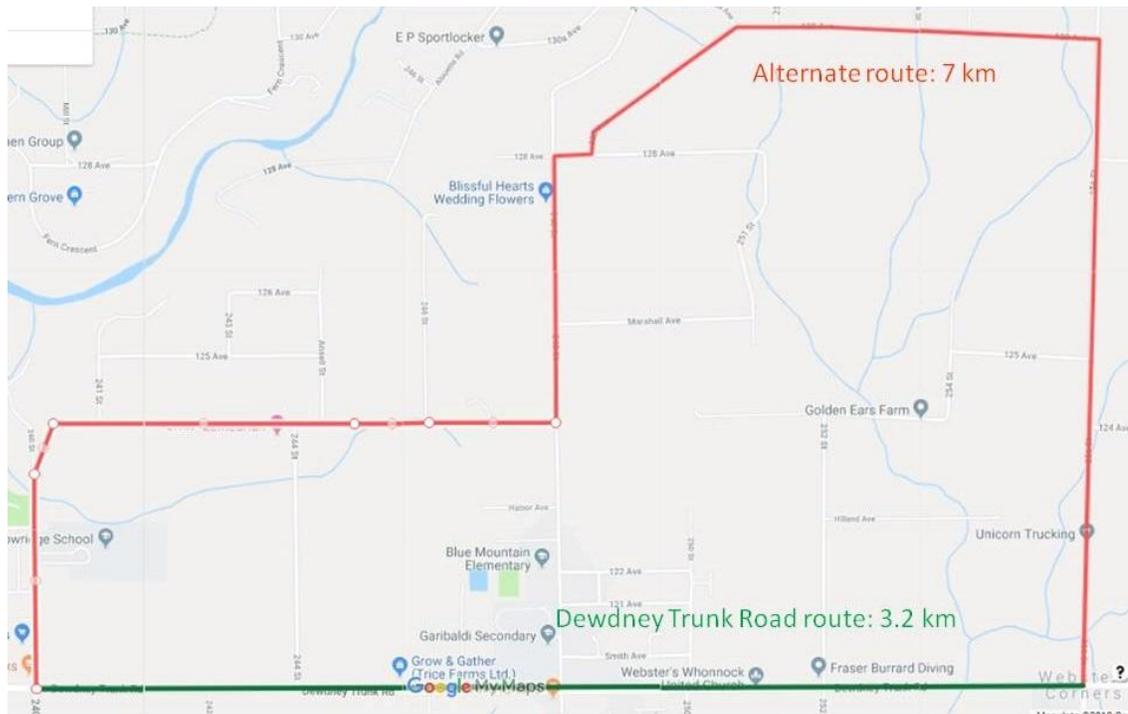
Our Maple Ridge/Pitt Meadows HUB Cycling Committee understands that there are many different aspects that need to be considered with regard to the route options given for extending Abernethy Way to 256 Street, as presented at the open house on June 25. Our Committee's feedback in this letter will focus merely on the immediate needs of people cycling and walking.

From a cycling and a community/social perspective, a very important objective for our committee would be to see much overdue improved pedestrian and cycling facilities built along Dewdney Trunk Road, which is where most of the destinations are for school- and residential cycling traffic and which makes the most sense for commuter cycling traffic as well.

- Four schools are located along the Dewdney Trunk Road route, namely Meadowridge School, Garibaldi Secondary School, Blue Mountain Elementary School, and Webster's Corners Elementary School. There are three commercial nodes along the route, as well as some residential development.



- Presently the only facilities available to children walking and cycling to school, as well as to all people walking and cycling along the Dewdney Trunk Road corridor between 240 Street and 256 Street, are shoulders, with merely a white line as separation between vulnerable road users and high-speed, high volume industrial and other traffic.
- There are no reasonable alternate east-west cycling commuter routes for all ages and abilities. The next best route as an alternative to Dewdney is more than twice the distance:



- Potential pedestrian and cycling destinations are accessible from Dewdney Trunk Road, such as the existing neighbourhood commercial node at the 240 Street/Dewdney intersection and the new neighbourhood village commercial node at the 248th Street/Dewdney intersection, as well as the residential neighbourhoods on either side of Dewdney Trunk Road; access to Kanaka Creek Park, including the Fish Hatchery, is via Dewdney Trunk Road at 256 Street and at 252 Street.
- Dewdney Trunk Road is a direct route, and thus a preferred route for cycling.

With regard to the proposed road configurations, we would like to see:

- Phase 3 - between 232 and 240 Street:
 - Short-term: separated multi-use pathway on north side, painted **buffered** shoulders with physical separation (e.g. flexible delineator posts) along roadway, with delineator posts or other form of separation placed on the buffer closer to the car lane than the shoulder, to facilitate passing.
 - Long-term: depending on projected pedestrian and cyclist volumes, either separated multi-use facilities or separated cycling and pedestrian facilities, **on both sides of the road.**

- Phase 4 - between 240 Street and 256 Street:
 - If option #7 (Dewdney Trunk Road) is the chosen route: Depending on projected pedestrian and cyclist volumes, either separated multi-use pathways or separated cycling and pedestrian facilities, **on both sides of the road.**
 - If either of the northern two options is chosen, a separated multi-use pathway on the north side of the road, as well as buffered shoulders and delineator posts placed on the buffer close to the car lane. **We would like to emphasize that, in this case, much improved pedestrian and cycling facilities on Dewdney Trunk Road will still be necessary for the reasons mentioned above.**

Please note that:

- Desirable width of multi-use pathways along arterials is 4.0 m according to the [British Columbia Active Transportation Design Guide](#). Desirable street buffer zone is min. 2 meters. Due to the heavy industrial traffic along this route, such minimum width of the buffer zone would help improve user experience and comfort.
- Accessibility is restricted when cycling facilities are on one side of a busy road only. Intersections are often a considerable distance apart, especially in more rural areas, and crossing a busy roadway mid-block is not safe.
- Safety can be severely impacted when cycling facilities are only provided on one side of a road, especially when it's a high speed, high volume road with intersections and driveways. It puts cyclists traveling against the direction of car traffic where drivers don't expect them to be.

We should never compromise when it comes to the safety of vulnerable road users and especially the lives of our children.

With kind regards,

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

JC/IC/BB/IM/JW/JL/TS