



March 11, 2016

City of Maple Ridge

Jeff Boehmer, e-mail: jboehmer@mapleridge.ca

Michael Eng, e-mail: meng@mapleridge.ca

**Re: 128th Ave. / Abernathy Way road and drainage improvements,
216th to 224th Street; Open House March 10, 2016**

Dear Jeff and Michael,

With regard to the planned improvements on 128th Ave./Abernathy Way between 216th and 224th streets, our HUB Cycling committee would like to provide the following comments. Some of these points have already been mentioned in our comments with regard to the improvements along 128th Ave. between 216th and 210th Streets, but are nevertheless important enough to reiterate:

- Driveway crossings preferably painted green, for clarity. Surface needs to indicate to crossing drivers that Multi-Use Path users have the right of way.
- Raised curb separation between gravel equestrian path and paved MUP would help keep gravel off the MUP.
- Instead of a regular curb, concrete barriers between roadway and MUP would be preferred, where possible. These would help alleviate some of the noise and stress to MUP users from the high speed, high volume car and truck traffic. These barriers should not be placed on the MUP, as this would reduce the width of the path.
- Bollards and other obstacles on the path present significant hazards to cyclists. Where bollards have to be installed, flexible ones of a more visible colour would be less dangerous than the usual black ones with white reflective tape. Recognizing that uniformity is important, this is something to consider before more separated infrastructure with more bollards are installed elsewhere in the city.
- Bollard markings might be helpful such as the markings for the central bollard on the photo below (from Bicycle Dutch - <https://bicycledutch.wordpress.com/2016/02/23/goes-cycling-city-of-the-netherlands/>):



Goes uses special markings to make bollards more visible. It works well for the central bollard, I'm not so sure about the two white ones on either side though.

- The plans show no accessibility to Golden Ears Cheeseworks for cyclists and pedestrians; this needs to be addressed. As there is no nearby pedestrian crossing, and the south shoulder is not recommended to be used by cyclists, let alone pedestrians, it is unlikely that any cyclists other than some strong and fearless types will be able to visit Golden Ears Cheeseworks. Our HUB Cycling committee will not be able to offer this destination on our popular annual Bike to Farms event if the accessibility issue is not addressed. Bi-directional paths on one side of the road only often tend to lead to accessibility issues. Destinations are even more important for cyclists than they are for drivers, as they're more likely to stop than drivers for food, drink and a rest along the way. Improving accessibility to all users will help encourage more destinations along recreational bike routes.
- To improve accessibility to the MUP, a pedestrian activated push button and crosswalk could be added at Blackstock.
- Tighter turn radii for cars would help slow down cars turning at intersections.
- The location of hydro poles, street lights, traffic light poles and pedestrian light buttons as well as let-downs and pedestrian/cyclist crossings always needs to be carefully considered.

Examples:

- ❖ A traffic light pole was already placed on east side of the 216th St/128th Ave. intersection (part of the proposed project). The traffic light pole lines up with the exact center of the pedestrian crossing (which is supposed to have



elephant feet as well). The crossing is not properly lined up with the let-down either. The push button is located on the wrong side of the pole:



The path that has already been paved on the west side of the intersection does not line up with the crossing nor with the let-down on the east side:





- ❖ Two poles at Laity Street are dangerously located in the middle of the path:



Thank you for considering our comments and recommendations. If you would like to further discuss any of them, please do not hesitate to contact us.

With kind regards,

Ivan Chow, Chair
HUB Cycling
Maple Ridge/Pitt Meadows Chapter