

North East Albion Concept Plan

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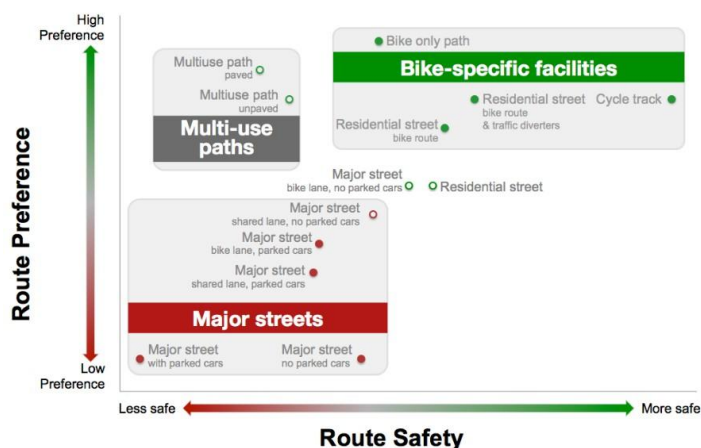
Hi Mark,

Thanks for sending the info on the North East Albion Plan consultation.

We previously provided feedback in our [letter](#) dated July 9, 2019 and our [e-mail](#) dated January 18, 2021.

It appears from the information package that 248 Street is now planned to have 2 travel lanes and 2 parking lanes, and the bike lanes that were originally proposed, and that we supported, are no longer part of the plan.

It's important to keep the bike lanes. Both 248 St. and 112 Ave. are arterial roads and part of the primary cycling network. People need access on both sides of the road to cycling infra (we don't want people crossing the road mid-block to access the MUP), and as we know it's much safer to have uni-directional infrastructure at unsignalized intersections and driveways. We also know that MUPs are not as safe as people think, as research has shown. Again, this is shown by this graph from UBC Cycling in Cities research:



This research was done a number of years ago, when e-bikes weren't quite as common as they are now, and growth in use will continue to grow. Most certainly the case that can be made for separation of micromobilities and pedestrians is now even stronger.

We have concerns about the width of bike lanes (1.5 m). We don't know what the bike lanes and buffers are going to look like, but we need to account for:

- the width of cargo bikes. Case in point: the separated bike lane on Lougheed Highway (built by the Morningstar development) was originally planned to be 1.8 m. The City changed the width to 1.5 m, which we didn't find out until they were already building it (according to Michael Canning this was done because the car lanes needed to be wider than originally planned). We know now that 1.5 m is definitely too narrow. We don't have many cargo bikes in town because our infrastructure doesn't support them (yet), but it's too narrow for the CEED Centre cargo bike (i.e. it just fits, with barely an inch to spare. It's dangerous to ride it in that bike lane).
- the need for faster bikes to pass slower bikes, especially now that the use of e-bikes is growing rapidly everywhere. This is especially important on uphill sections.

The bike lanes on 248 Street should remain as part of the plan, it's important that we don't end up with door-zone bike lanes if parking is preserved long-term. Parking protected bike lanes with a buffer would be a much better option.

Can you please let me know what we can expect?

If the bike lanes on 248 Street have been removed from the current Plan, this e-mail can be considered part of our feedback for the current public consultation.

Thanks!

Jackie Chow
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Maple Ridge/Pitt Meadows Committee