



July 27, 2020

To:
Vancouver Fraser Port Authority <pittmeadowsroadandrail@portvancouver.com>

CC:
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the City of Pitt Meadows, Samantha Maki <smaki@pittmeadows.ca>
Mayor and Council, City of Pitt Meadows <Council@pittmeadows.ca>

Re: Pitt Meadows Road and Rail Improvements project;
Kennedy Road overpass pedestrian and cycling facilities

To whom it may concern,

Further to the feedback our Maple Ridge/Pitt Meadows Committee of HUB Cycling already provided with regard to the pedestrian and cycling facilities as part of the design of the Harris Road overpass, we are pleased to provide our comments for the active transportation facilities along the Kennedy Road overpass.

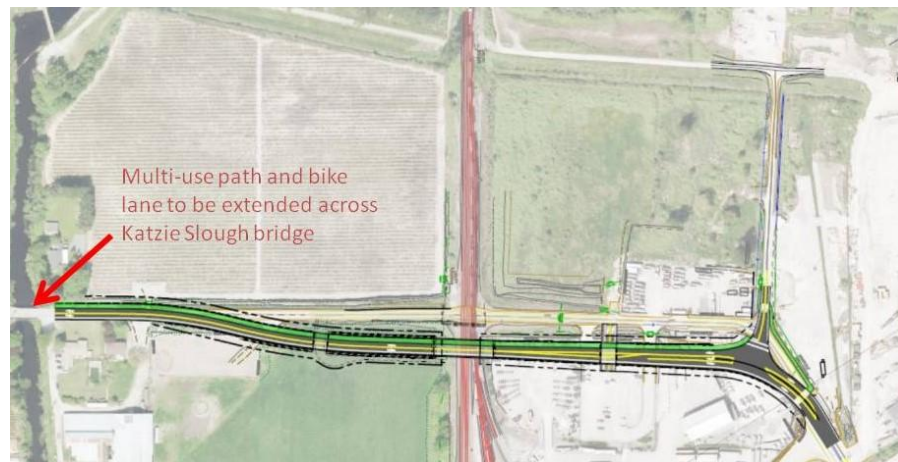
Kennedy Road tends to be used by road cyclists, whereas the existing multi-use path, Ferry Slip Road and the dike trails are generally the preferred route for recreational cyclists. However, as the trail underpass under the rail bridge is closed during high water conditions, the Kennedy Road route needs to be safe for people on bikes of all ages and abilities (AAA). Closure of the trail underpass is expected to happen more frequently and for longer periods of time due to rising water levels as a result of global warming.

We are pleased to hear that the **usable** width of the planned multi-use path on the west side of Kennedy Road will be at least 4 meters.

As Kennedy Road is a designated truck route, we feel that physical separation between motor vehicles and users of the multi-use path is important.

For the same reason, the width of the east side bike lane needs to be 1.8 meters wide with at minimum a 0.3 m buffer¹.

We would like to see both the multi-use path and the bike lane extended to include the bridge crossing of the Katzie Slough as well as the remaining section of Kennedy Road up to the dike access path. This would complete a safe alternate route for all ages and abilities during times that the railroad underpass is not accessible.



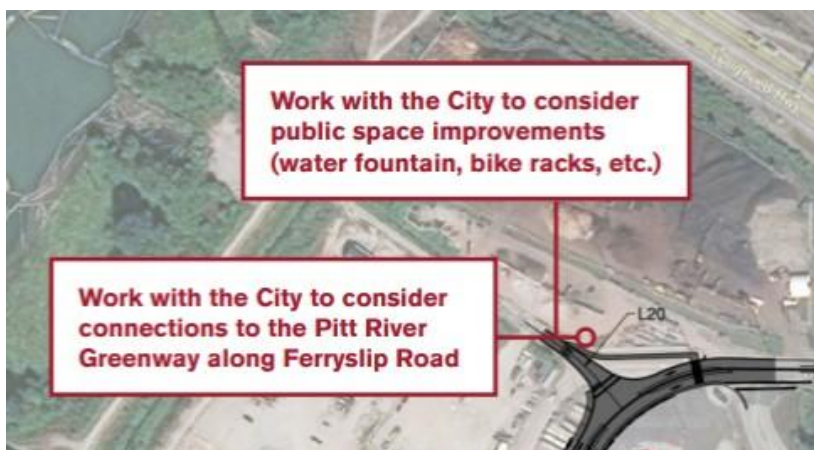
The ample road right-of-way along the section of Kennedy Road running north-west to south-east allows for the road to be pushed to the south, thus creating enough width for the multi-use path:



¹ For curbside bicycle lane width guidance see [British Columbia Active Transportation Design Guide](#)

On the north side, the MUP on the west side of Kennedy Road lines up well with the existing multi-use path at Ferry Slip Road and provides good dike access.

We appreciate the consideration of improvements of the cyclist/pedestrian connection along Ferry Slip Road as well as amenities to improve the public space. We would encourage you to provide such amenities away from the main road so as to provide a quieter and more pleasant rest area.



The maximum speed limit on Kennedy Road between Lougheed highway and the point where it turns to follow the Pitt river adjacent to the pump station should be 50 km/h for safety of road cyclists and other people on bikes using the bike lane as a detour for the Pitt River Regional Greenway.

We have concerns with the design at the curve where Kennedy Road meets Ferry Slip Road. This intersection has constrained sight lines, and a bend in the road right at the intersection. The roadway is narrow, with narrow shoulders, and is frequently used by trucks. Changes are required to improve sightlines, and to provide safe and comfortable space for people cycling, considering the vehicle traffic. This can be accomplished with physical separation..



The use of rigid bollards is generally discouraged as they tend to pose a hazard to people cycling. If bollards are considered necessary at certain locations, we kindly refer you to HUB's position on the use of bollards which can be found on our website².

Thank you for considering our feedback.

Yours sincerely,

Peter Jongbloed
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/PJ/EH/IC/EoM/JL/NC

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

² [HUB Cycling's position on the use of rigid bollards](#)