



Your **Cycling** Connection

Presentation HUB Cycling
Maple Ridge/Pitt Meadows Committee
Co-chair Barry Bellamy
Public Hearing October 22, 2019



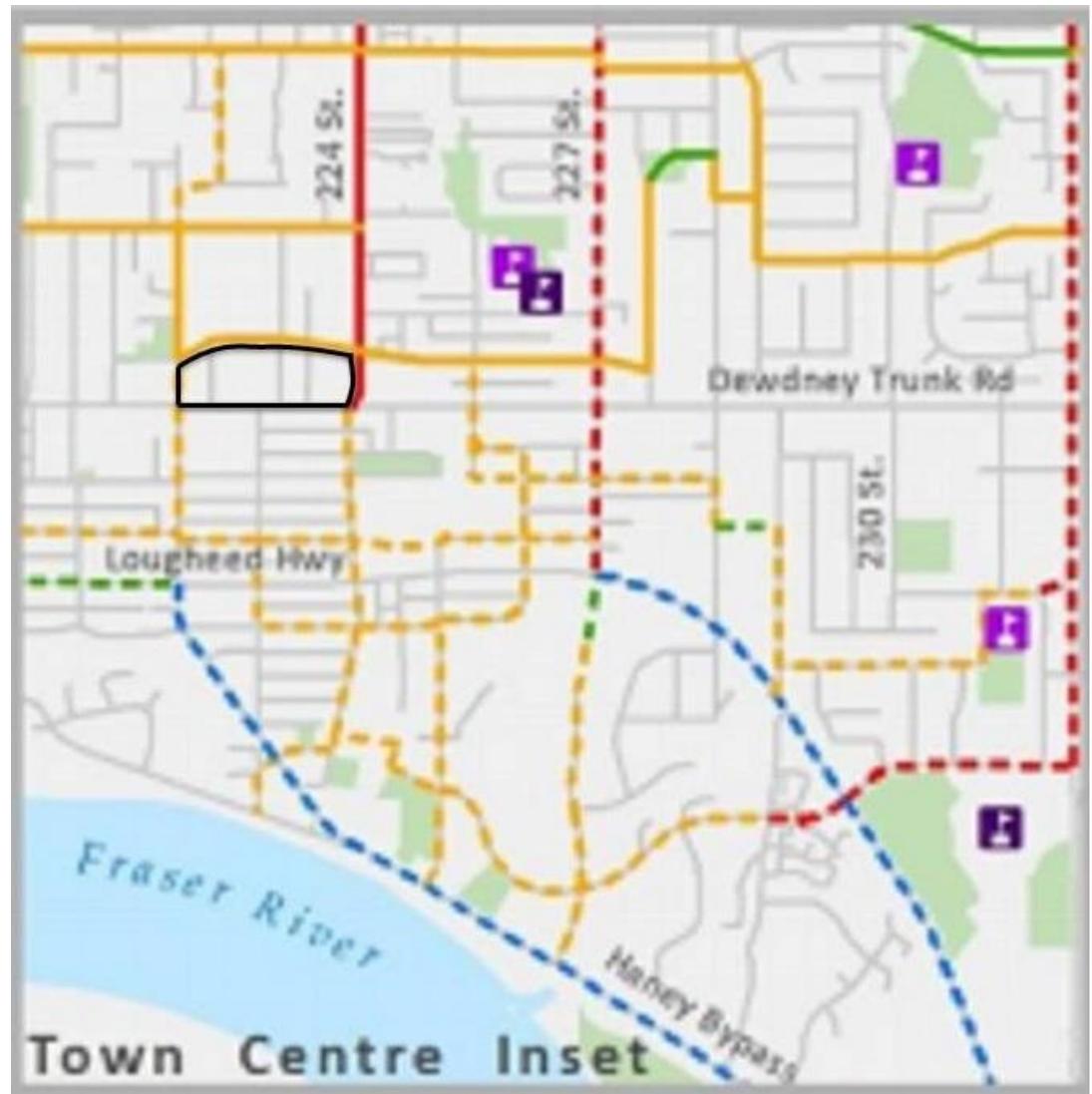
Bicycle Facilities

	Existing	Proposed
Bike Lane		
Neighbourhood Bikeway		
Paved Shoulder		
Separated Path		

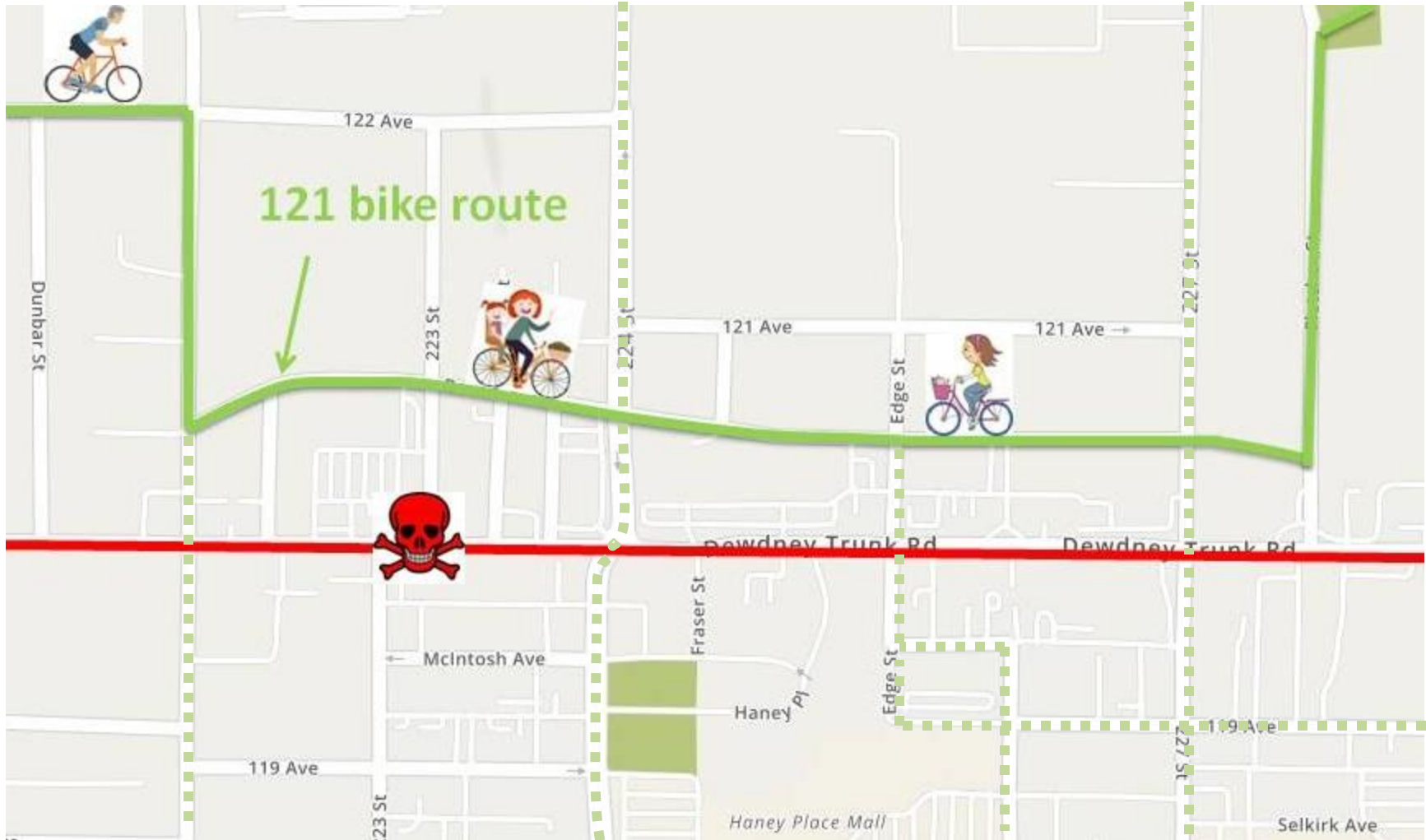
SwissReal development
2017-061-RZ

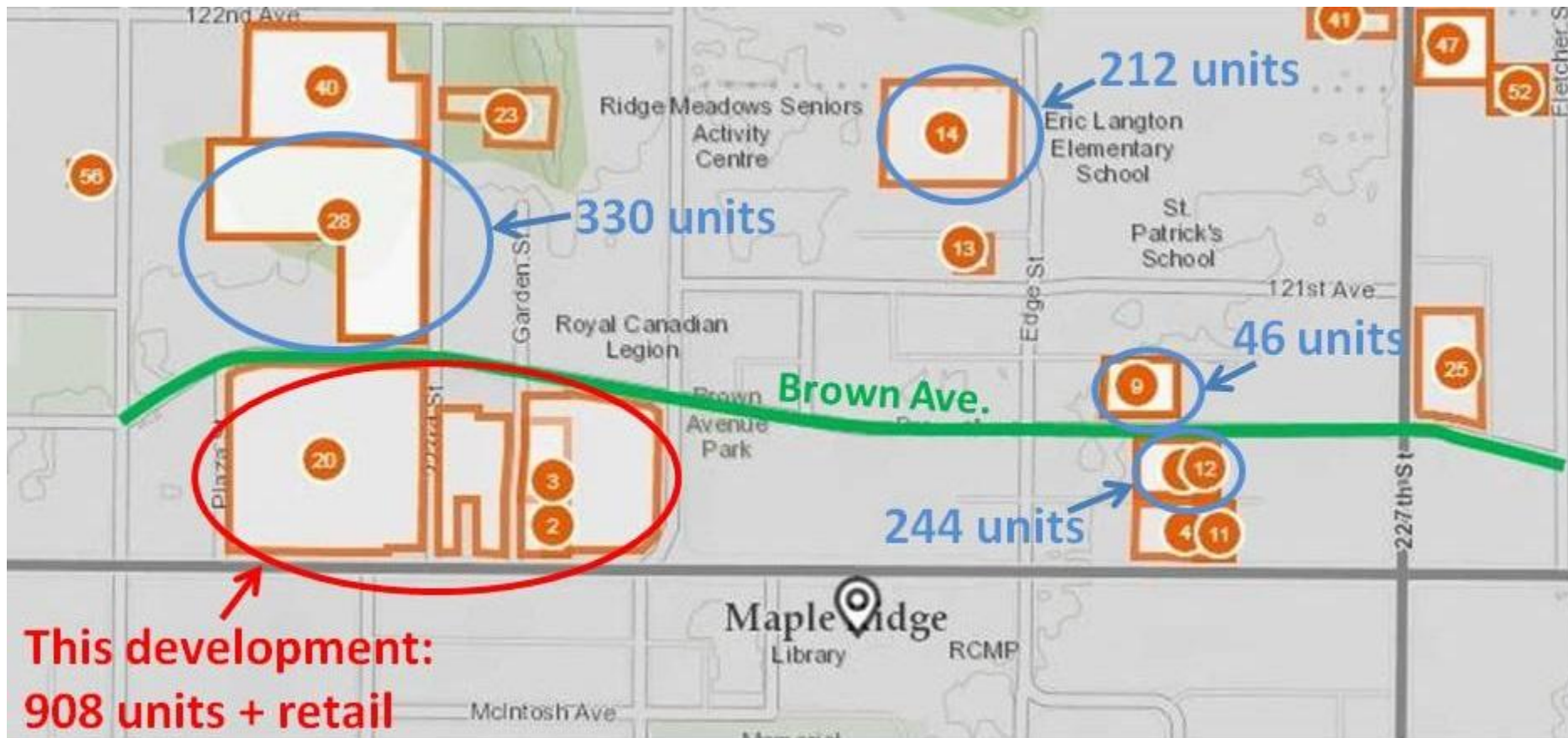


Neighbourhood bikeways:
Cars and bikes share
traffic lanes



Maple Ridge 2014 Transportation Plan: downtown cycling network

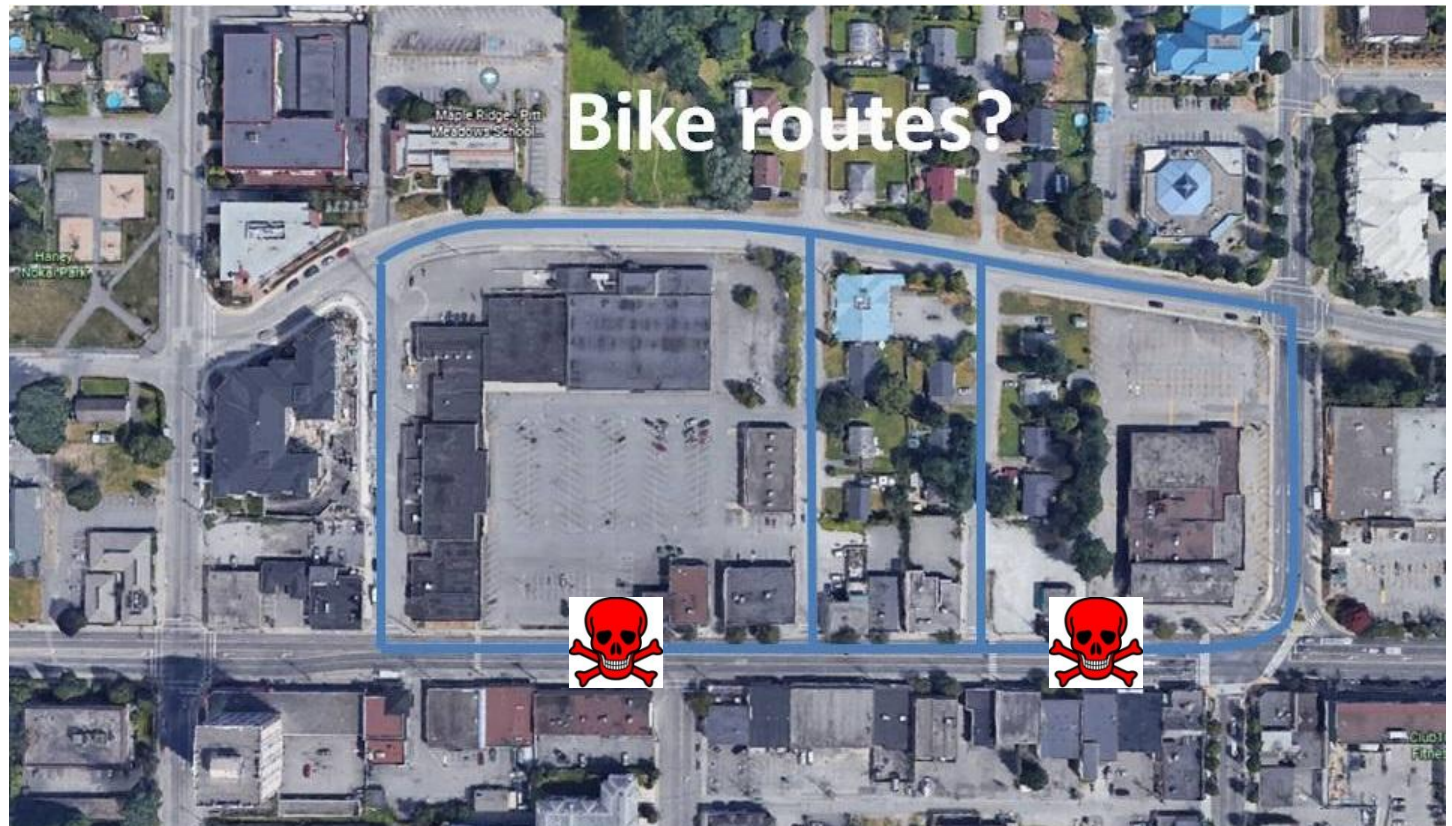




**Active development proposals in the area
(more to follow!)**

SwissReal: “Bike routes throughout development”

City of Maple Ridge: “Dewdney Trunk Road is not a bike route”





**What's being built today will set
the tone.**

We need to get this right!

Brown Ave.

224 Street?

Dewdney Trunk Road



Multi-Use Pathways

Cycle Track

Local Street Bikeway

Bicycle Lane

Shoulder Bikeway

Shared Use Lane



Off-Street

Arterial Roads

Local Roads

Arterial & Collector Roads

Arterial & Collector Roads

Arterial & Collector Roads

Brown Avenue – proposed: **multi-use** path

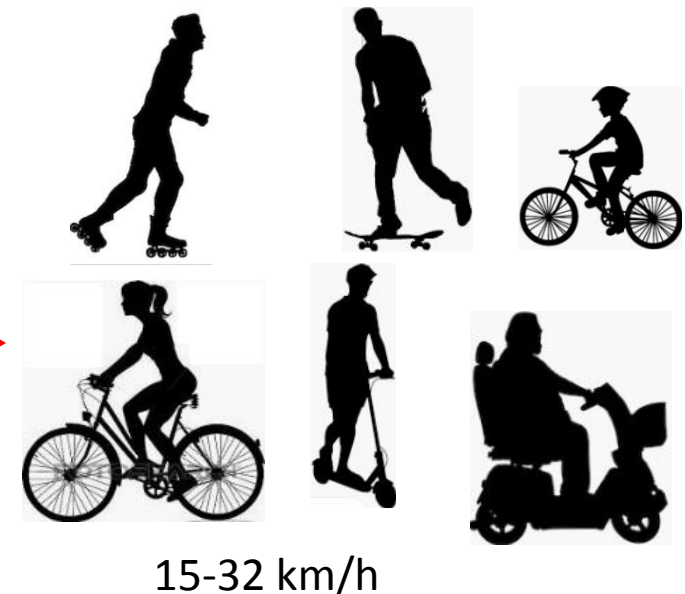


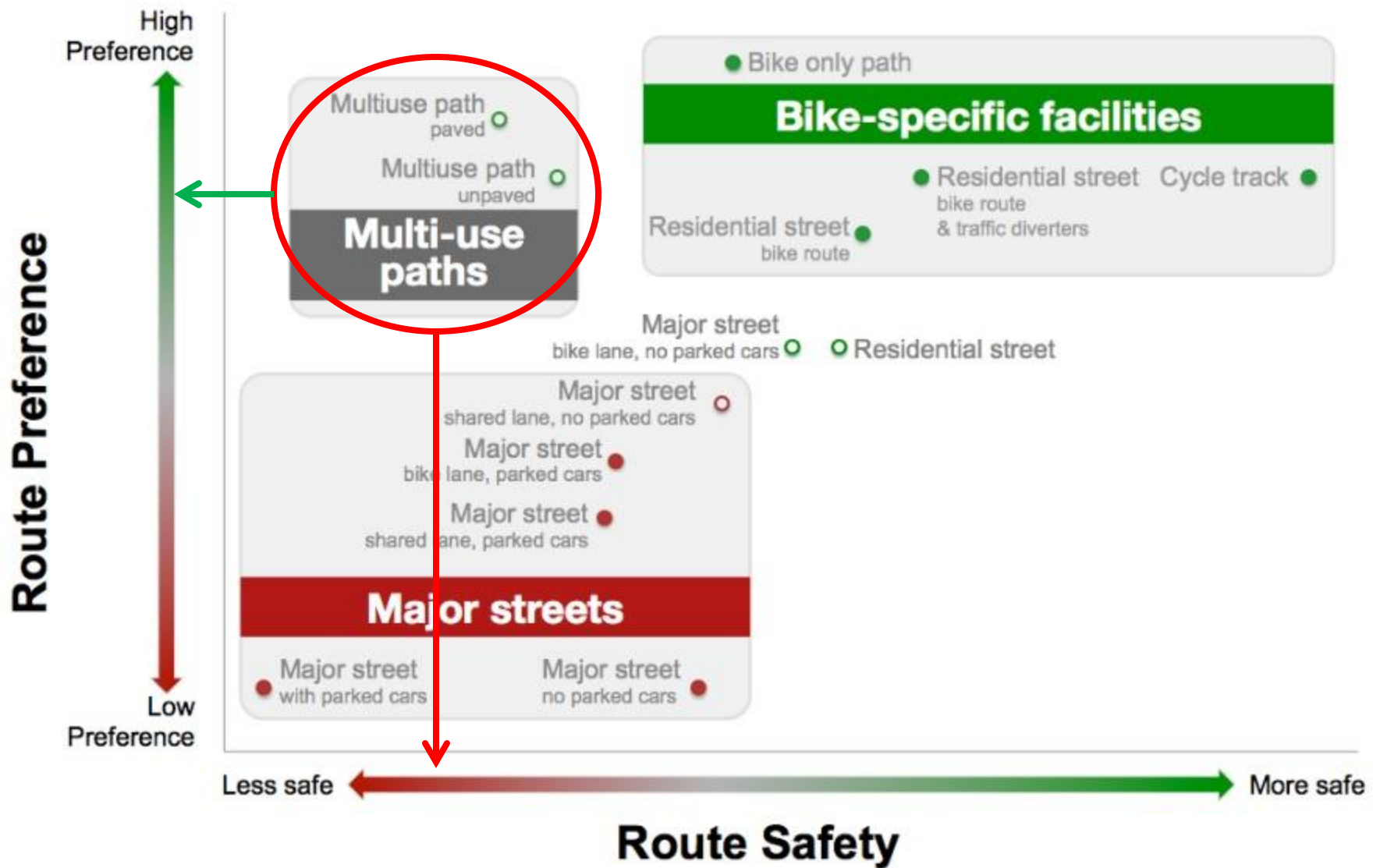
Shared by:

- pedestrians
- people with mobility devices:
scooters, walkers, wheelchairs
- cyclists of all ages and abilities,
e-bikes
- rollerblades
- skateboards

Near future: emerging micro-mobility
for first and last mile of personal
transportation:

- e-bike share programs
- e-scooter share programs





From: UBC Cycling in Cities "BICE" study

From City of Surrey website:



Cycle Tracks

Research shows an up to 90% reduction in vehicle-cyclist collisions with separated cycles tracks. By physically separating road users, not only does cycling ridership soar and feelings of safety increase, but we create more efficient, attractive and healthier streetscapes. We're growing our cycle track network because lane type matters.

From the 2017 Surrey City Centre Plan:

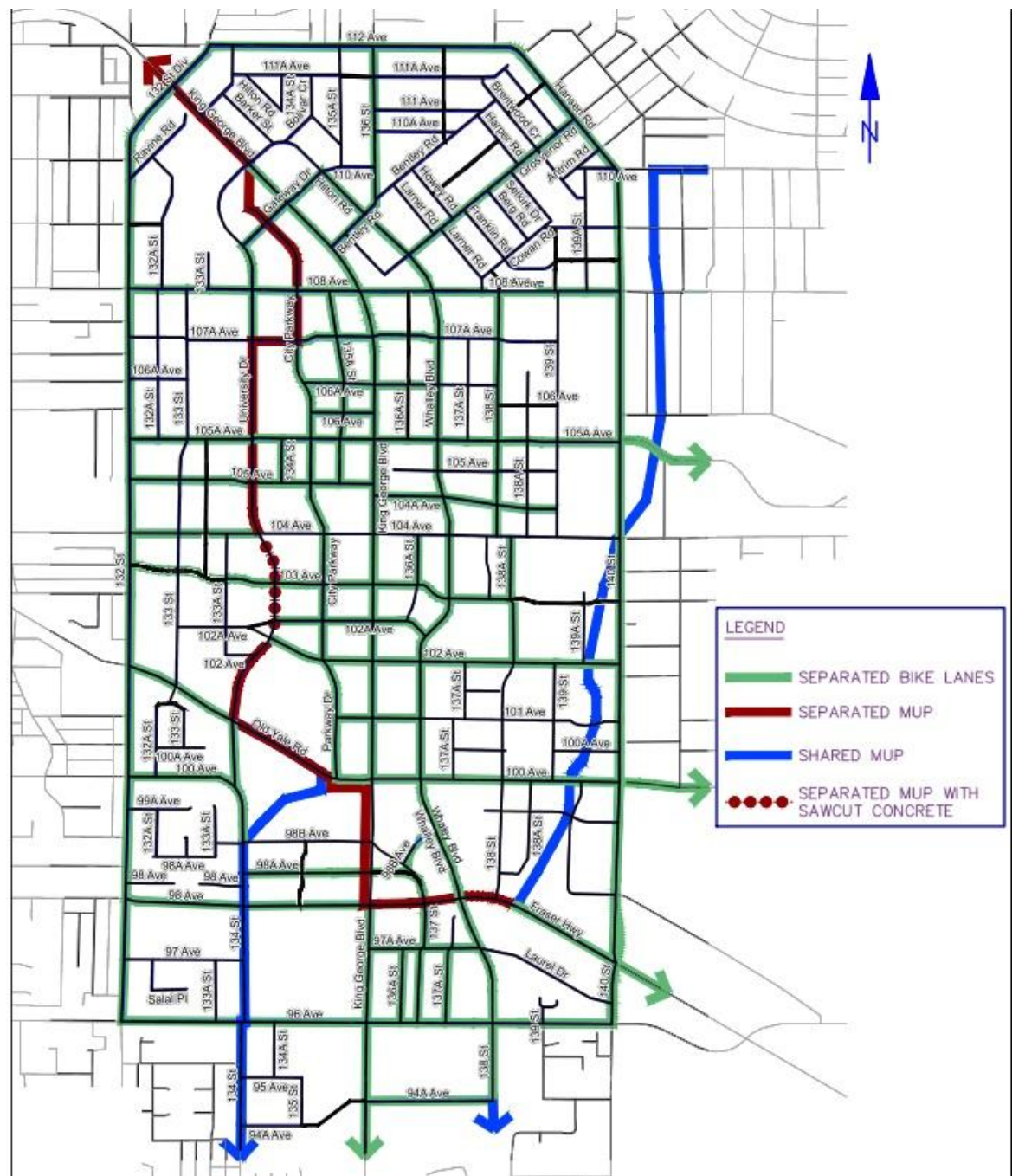
“The vision for cycling in City Centre includes a fine grained network of separated all ages and abilities cycling facilities on all arterials and collectors.”

“Buffered, segregated separated bike lanes will form the majority of the cycling network in City Centre, while multi-use pathways will primarily provide connections between parks for families and recreational cyclists.”

“The Regional goal is for 15% of all trips less than 8km being made by bike.”

Planned for Surrey City Centre:

one-way separated
bike lanes on every
arterial and
collector road



Recently constructed segregated and separated one-way bike lanes:



SURREY

BURNABY



Segregated one-way cycle tracks (in downtown)



- Visibility issues
- Adds complexity for drivers
- Accessibility issues
- User conflict



multi-use and one side of the road only (on low traffic streets)

Confusing: who has the right of way??



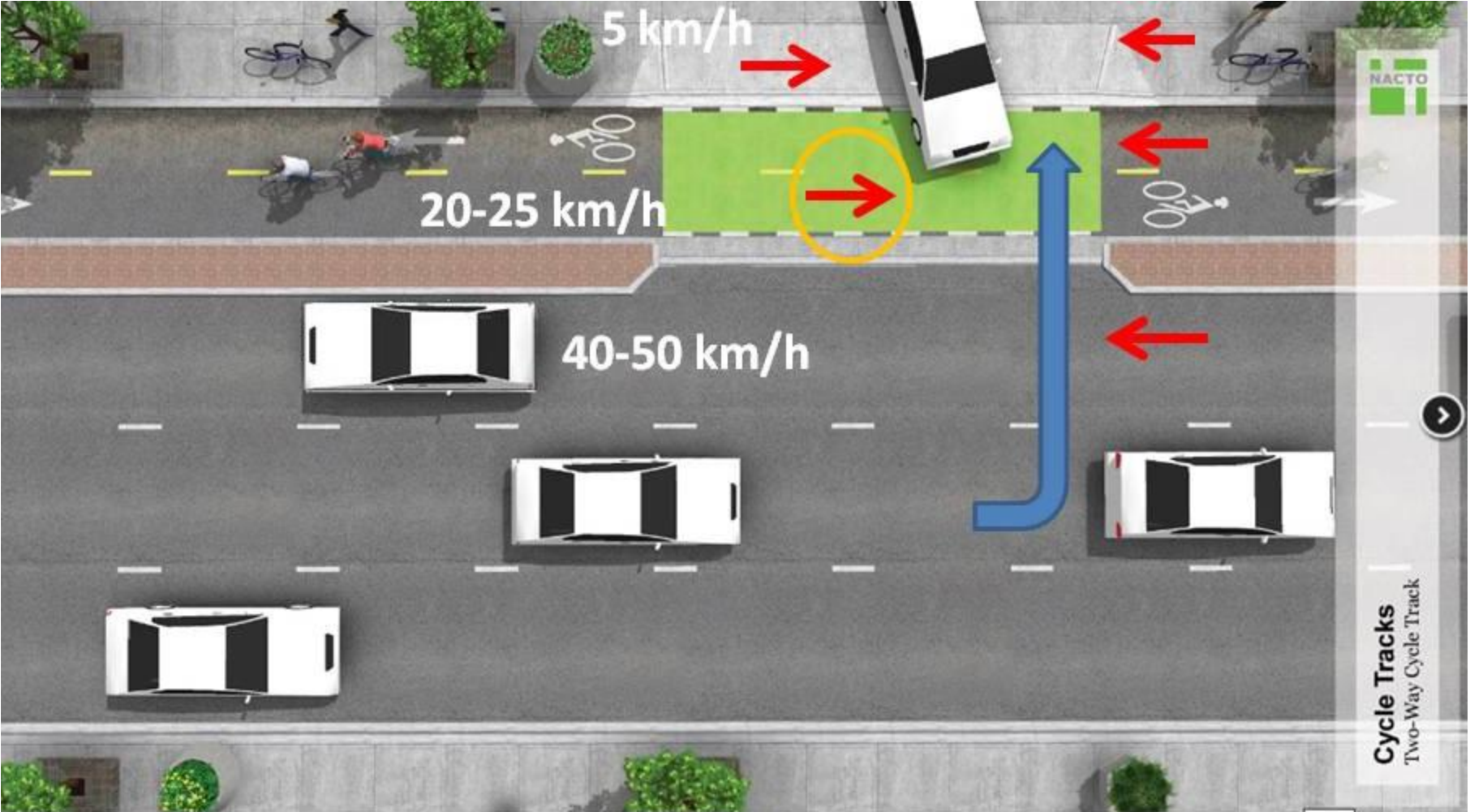
Pedestrians and bikes don't mix in an urban, higher density context.

Separation is key!



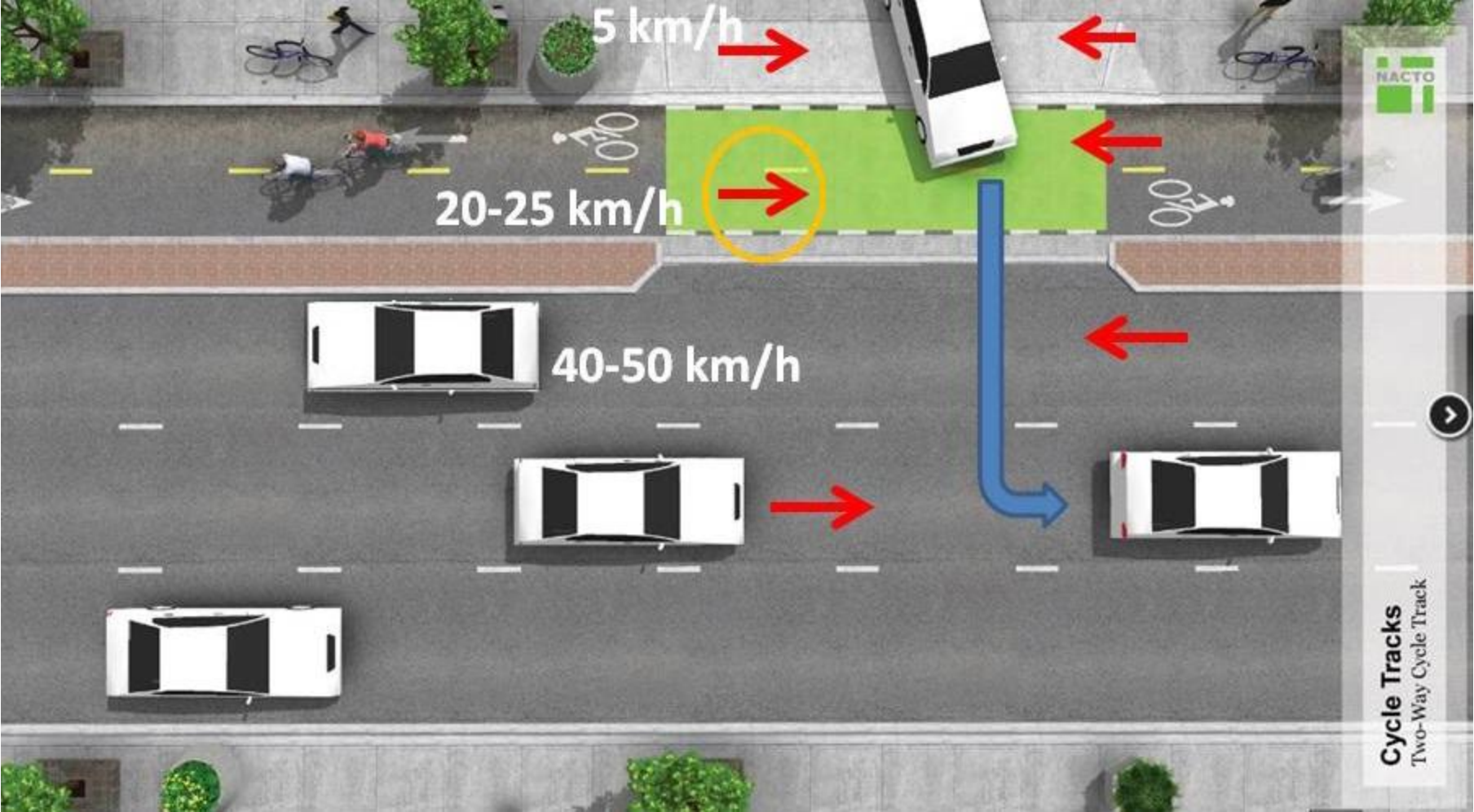
Brown Avenue – proposed: **bi-directional**

Left turn into side street or driveway across either multi-use path or segregated facilities



Brown Avenue – proposed: **bi-directional**

Left turn out of side street or driveway across either multi-use path or segregated facilities

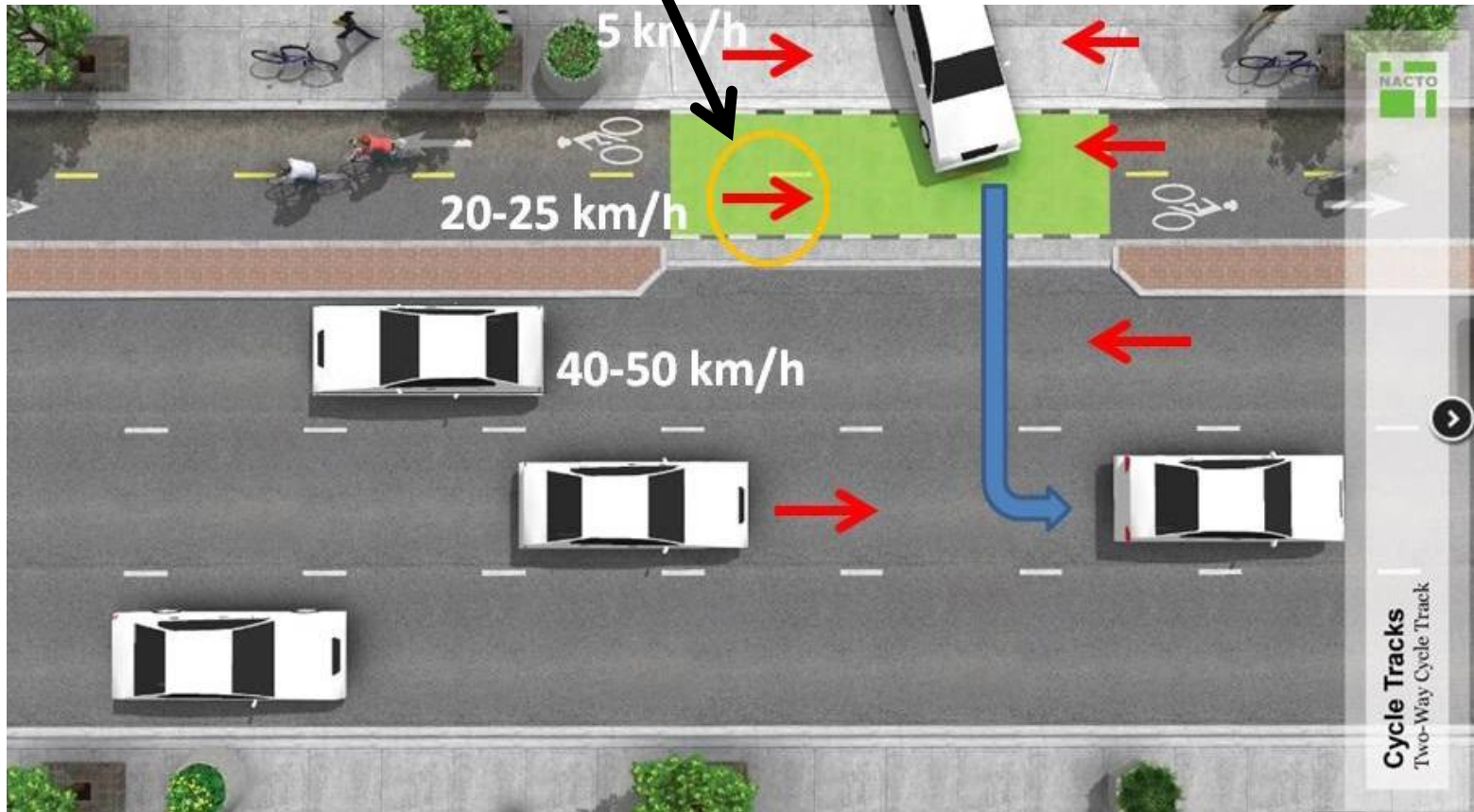


Brown Avenue – proposed: **bi-directional**

Kay Teschke – UBC Cycling in Cities researcher:

*“Research shows that the risk is about **8 times** higher when a cyclist is coming in the direction opposite to expectation, compared to the expected direction”*

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Preferred:

high quality infrastructure along Brown Ave. and 224 Street that's safe for pedestrians and cyclists:

- segregated sidewalks and one-way bike lanes
- Elevated
- With buffer and bollards
- Green paint at crossings



NACTO

Cycle Tracks
Raised Cycle Track with Mountable Curb





Your **Cycling** Connection

Thank you!



Amber Light Photography