



May 22, 2015

Michael Eng
City of Maple Ridge
e-mail: meng@mapleridge.ca

Re: 240th Street improvements, 102 to 104 Ave.

Dear Michael,

HUB recognizes that the planned improvements for this section of 240th Street are somewhat similar to the design of the section across the bridge at Kanaka Creek, namely a sidewalk and striped bike lane on the west side of the road, and a bi-directional multi-use path (but no bike lane) on the east side of the road.

We would like to point out that we would give preference to:

- having pedestrians and cyclists separated from each other instead of a multi-use path;
- cyclists should be separated as well as from car traffic;
- uni-directional facilities as opposed to a bi-directional path.

Multi-use path

As we have discussed before, a multi-use path is problematic in areas close to schools, where you periodically see high volumes of pedestrians and where cycling has the potential to increase when well designed, safe facilities are provided. If the goal is to increase cycling participation, it is important to separate the two modes in this situation to avoid conflict.

As there is a significant amount of development occurring in east Maple Ridge and traffic volumes are increasing on 240th Street, we would also recommend cycling facilities to be physically separated from car lanes, which would be more appealing to cyclists of all ages and abilities.

Having separated pedestrian and cycling facilities on each side of the road means better accessibility for cyclists, who then do not need to use the sidewalk to reach the nearest intersection in order to cross the road to get to the multi-use facility,



and possibly having to cross 240th Street again later to get back to the west side of the road. It is also preferable for pedestrians not to have to share a 1.5 meter sidewalk with cyclists.

Uni-directional as opposed to bi-directional

We feel it is not advisable to provide a bi-directional facility on a road with a lot of car traffic and multiple hills. When going downhill, cyclists are less likely to slow down at every intersection and driveway - especially knowing that they are supposed to have the right of way. At each such crossing there is the potential for danger. Less experienced cyclists such as children, who are going to be using these types of facilities, may not be as aware of the danger nor be able to react swiftly enough when suddenly a car appears on their path 'out of nowhere'.

Drivers are likely to stop right on the path, waiting for a gap in traffic on 240th Street. Drivers are also not as likely to look out for cyclists coming from their right, especially as car volumes on 240th increase and it becomes more challenging to merge into traffic.

102nd Ave.

On the drawings it looks like no shoulders or bike lanes are planned on 102nd Ave. This road is classified as an arterial and has a significant amount of traffic. There have been many complaints about speeding on 102nd Ave. as well, and many cyclists will not feel comfortable sharing the road with cars. A 1.5 meter wide sidewalk on one side of the road is absolutely not adequate as a shared bi-directional facility, and cyclists should not be forced to use the sidewalk. Proper bike lanes need to be planned for 102nd Ave.

When planning bike lanes on 102nd, thought needs to be given to a proper transition especially for those cyclists turning left onto 240th Street.

240th north of 103rd Ave.

On the east side of the road, the planned bike path is 1 meter wide. Any uni-directional bike path should be at least 1.5 meters wide. This should be feasible, as 5 meters has been reserved for temporary parking.



Intersection crossings

Especially at intersections, both cyclists and drivers will need clarity as to where cyclists are going to be. South of 102nd going northbound, cyclists who are on the road will need to get onto the separated facility (preferably also separated for cyclists and pedestrians) in order to cross the intersection. This needs to be a smooth transition, with a proper letdown going straight onto the path.

Cyclist crossings at intersections should be painted green to alert drivers to the potential of crossing cyclists.

Cyclist crossings need to be smooth and fairly straight, with letdowns wide enough to cover the entire width of the path. (poor example: letdowns at daycare center along multi-use path Lougheed between 216th and Laity)

As 103rd Ave. is only a minor intersection, curb could be extended further into the roadway to slow down turning car traffic and make it easier and safer for pedestrians and cyclists to cross.

At 104th on the east side, crossing needs to be straightened out.

Driveway letdowns

Driveway letdowns need to be designed primarily for the comfort of pedestrians and cyclists, and should not go down to road level. Raised driveway crossings will make drivers slow down more.

Barriers close to intersections

To improve visibility of cyclists, barriers should not be placed too close to intersections/driveways.

We will be happy to discuss any of these recommendations with you.

Kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Chapter