



Your Cycling Connection



bikehub.ca

December 8, 2022

To: Jason Bomans <jbomans@mapleridge.ca>
Cc: Forrest Smith <fsmith@mapleridge.ca>
Mark Halpin <mhalpin@mapleridge.ca>

Re: 123 Avenue Road Safety Improvements (Laity St to 216 St)

Hi Jason,

On behalf of our HUB Cycling Local Committee, we provide the following feedback for the above project.

After the 2016 open house, in our [letter](#) dated March 15, 2016 we expressed our support for the city's plans to move the designated bike route from 123 Ave. to 124 Ave., also known as 'Shady Lane'. The reason given for this by the City was the constrained right of way on 123 Ave.

We understand that the City now wishes to reverse that decision, and to build a bi-directional multi-use pathway on the north side of 123 Ave.

We do agree with and support the desire of the City to provide access for all vulnerable road users on 123 Ave. However, due to the known safety issues with bi-directional multi-use facilities on roads with frequent conflict points such as driveways and side streets, we believe that a multi-use path on one side of 123 Ave. will not satisfy the safety requirements for a designated bike route for All Ages and Abilities.

We have expressed our concerns about bi-directional paths on streets with frequent driveways on multiple occasions in the past, most recently with respect to the multi-use path presently being constructed on 117 Ave. We refer to our letter dated [June 29, 2020](#).

According to the BC Active Transportation Design Guide, "*The critical locations for any active transportation facility are at intersections and crossing points.*" 123 Ave. between 216 St. and Laity St. has single family homes with driveways, i.e. many crossing points. There are 30 driveways and one side street along the north side, where the multi-use facility is planned.

The planned facility is bi-directional, including for bikes. The problem is that motorists generally do not expect (and look out for) people on bikes coming from the direction opposite to car traffic, who are consequently often not seen by drivers. Drivers turning onto the roadway from their driveways tend to look out for faster moving car traffic rather than slower people on bikes. Especially when backing out or backing into a driveway, and especially when driving a larger vehicle with poor visibility around the vehicle, it can be very challenging to see a cyclist approaching.

We point out that oftentimes an on-road neighbourhood bikeway on a quiet street with low traffic volumes and speeds is preferred as a through route for people cycling over a bi-directional, separated facility with many conflict zones.

Our HUB Cycling Local Committee propose the following 3 options for the City to consider:

Option 1 (our Committee’s highest preference)

- Make 123 Ave. (and 121 Ave. in future) one-way for motor vehicle traffic.
- Sidewalks and uni-directional protected bike lanes along both sides of both streets.

Option 2 (our Committee’s second choice)

- Make 123 Ave. (and 121 Ave. in future) one-way for motor vehicle traffic.
- Multi-use paths on both sides of both streets (uni-directional for bikes).

We understand that TransLink will have to weigh in on the above two options, since 123 Ave. is a transit route.

Option 3

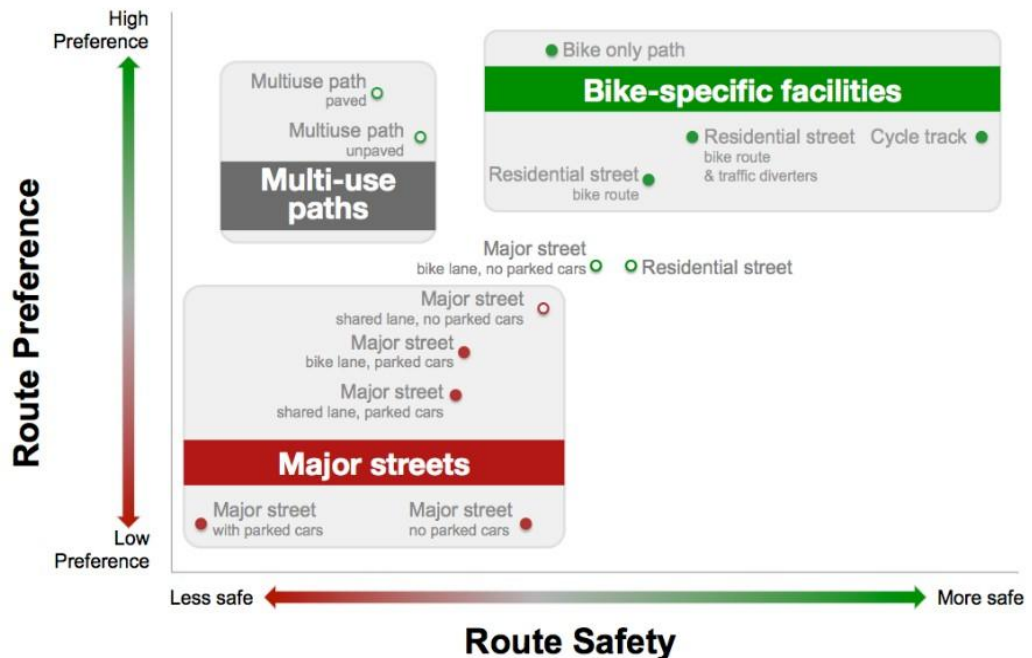
- We propose to re-route the designated bike route as follows:



The rationale for this is as follows:

- People cycling can use the crosswalks at the 4-way stops to cross both Laity and 216 St., which tend to be safer than crosswalks which are not controlled by stop signs (cars are much more likely to stop). The crosswalk at 123 Ave. and Laity St. should have elephant feet to allow cyclists to ride across on the north side.
- People cycling do not need to use the narrow bike lanes on Laity nor the door-zone bike lanes on 216 St. to continue along the 123 Ave. bikeway. Neither are protected.

- Carlton St. is a nice, quiet, low volume local street to travel on.
- From a safety perspective, as the diagram below shows, people should be encouraged to cycle on quiet local streets rather than on a multi-use facility, especially when there are many conflict points such as driveways along a bi-directional multi-use path:



From: UBC Cycling in Cities study “Bicyclists’ injuries & the cycling environment”

- Change the speed limit on 124 Ave. to 30 km/h. Local municipalities including Surrey, New Westminister and Vancouver have implemented 30km/h limits on neighbourhood bike routes. Lower speeds are widely recommended by health agencies, including the World Health Organization and BC’s Provincial Health Officer because they dramatically reduce injury and death.



- We propose painted crossings at driveways along the multi-use path on 123 Ave.

- This option 3 helps divert the through cycling traffic, which also addresses some of the local residents' concerns about their kids walking to school having to share the path with faster cycling traffic.

Option 3 will require close monitoring of conditions on 124 Ave. after the re-design of 123 Ave. is completed, to ensure that car traffic is not re-routed to 124 Ave., which would require further traffic calming there.

We ask that cyclist crashes as well as any reported close calls be monitored regardless of the type of facilities that are provided.

With kind regards,

Jenny Wright and Jackie Chow
Co-chairs
HUB Cycling
Maple Ridge/Pitt Meadows Committee

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating 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 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.