

Yennadon

Active School Transport Meeting

HUB, Maple Ridge/Pitt Meadows

Ivan Chow, Jackie Chow

Jan26, 2021

Context

- HUB Cycling is:
 - A cycling advocacy organization in Metro Vancouver with 10 local committees
 - We are volunteer members of the Maple Ridge – Pitt Meadows local chapter
 - A strong advocate for safe cycling infrastructure for all ages and abilities
 - A strong advocate for active transportation for school students
- Overriding priority – student do so safely
- Today discussion:
 - Quick assessment of infrastructure leading to Yennadon
 - Discussion around bi-directional multi-use paths
 - Ideal infrastructure with student safety in mind



Cycling Infrastructure

Comfortable for Most

Comfortable for Some

Comfortable for Few

Legend

DESIGNATED CYCLE ROUTES

(with signs and/or pavement markings)

— Separated from traffic — — Unseparated from traffic —

Comfortable for Most



Comfortable for Some



Comfortable for Few



INFORMAL CYCLE ROUTES

(with no special treatment)

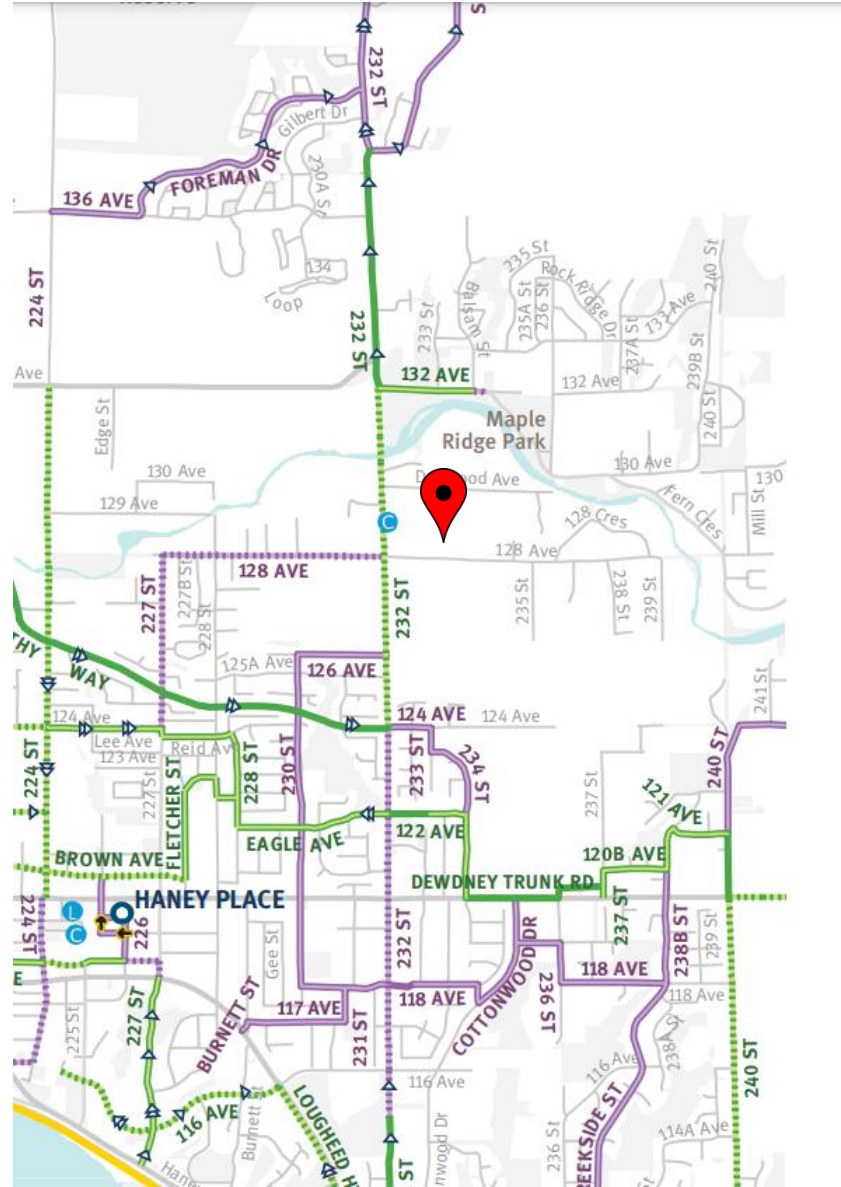
Off-street: —

Minor street: —

Major street: —



Your Cycling Connection

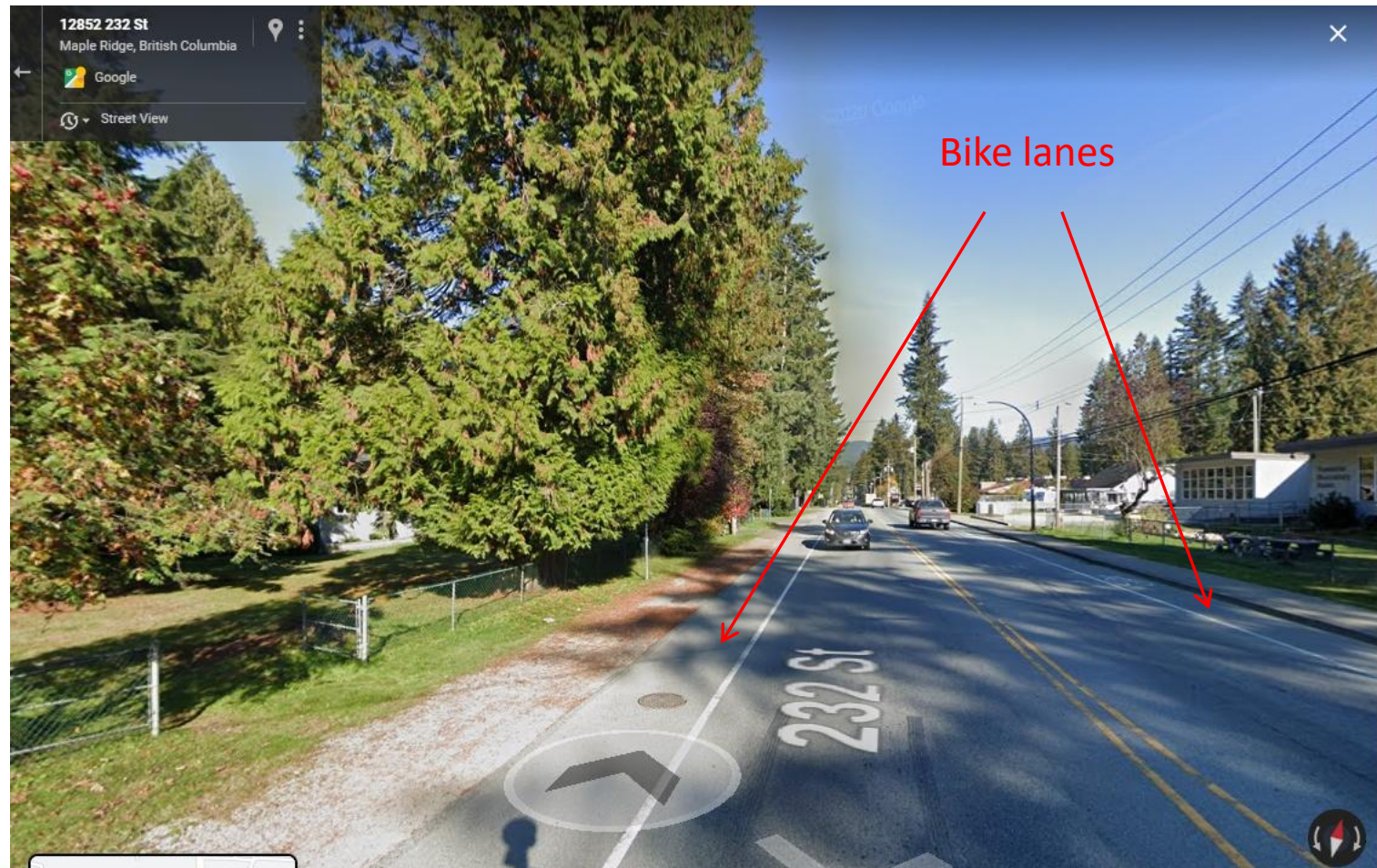


232 St Southbound



Your **Cycling** Connection

232 St Northbound



128 Ave Westbound



Your **Cycling** Connection

Abernethy Westbound



Bi-directional Multi-use Paths

- Maple Ridge focused on bi-directional MUPs on one side of road
- More MUPs being built in Maple Ridge and other municipalities – cost considerations, real estate constraints
- Appropriateness is location dependent
 - Inappropriate locations raise safety concerns



Mental Exercises

Imagine yourself as a driver at an intersection

1. Trying to make a right turn on a red light
2. Trying to make a left turn on a green light



Driver making right turn



Your focus:

- No pedestrians crossing
- Cars coming on the left

Focused towards the left (head turned left)



Your Cycling Connection

Driver making left turn



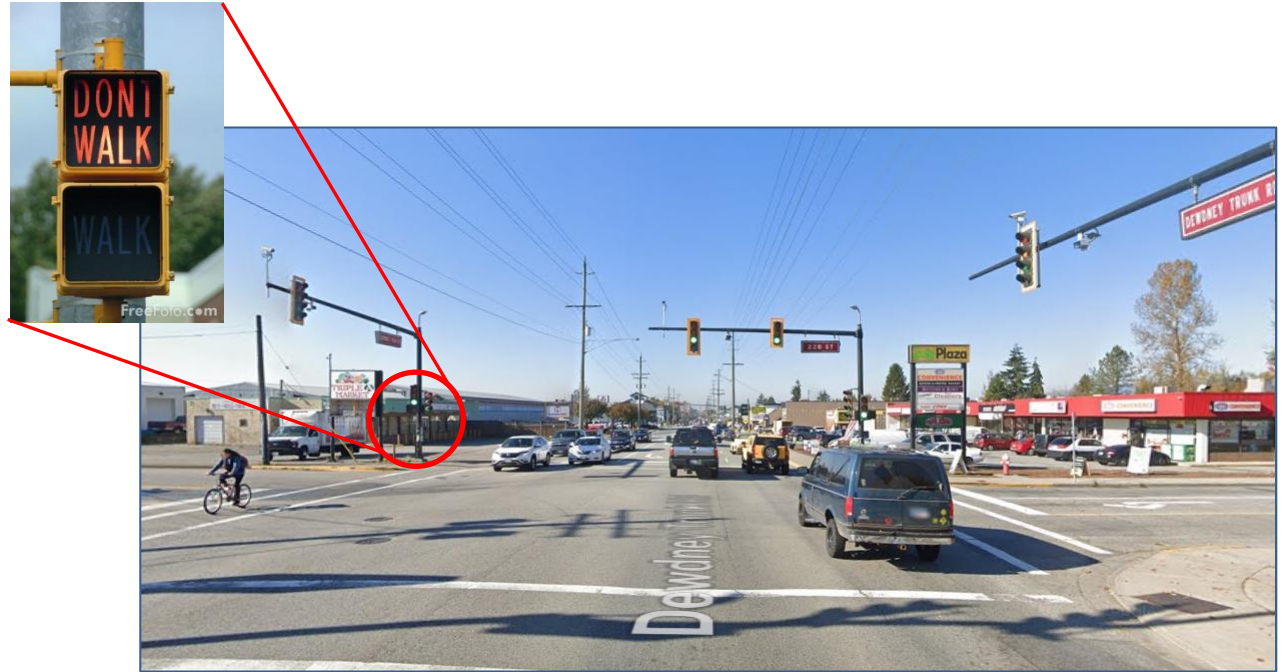
Your focus:

- Any pedestrians crossing?
- Cars coming in opposite direction

Focused forward



To Cross Or Not To Cross?



Quiz: Don't Walk sign is flashing

- Should a pedestrian cross?
- What about a bike?

Quiz Answer

- Don't Walk sign applies only to pedestrians
- Majority of drivers either not sure or have incorrect understanding of rule (and assume bikes shouldn't be crossing)



Potential unsafe situation

- Driver is focused on cars, tries to spot a gap to make a turn
- Intersection clear of pedestrians last he/she checked
- Don't walk sign flashing (incorrect assumption: nobody shouldn't be crossing anyway)
- A bike enters intersection from a MUP in unexpected direction
 - At a much higher speed than a pedestrian
 - Enters from behind the left turning driver, or
 - Enters from behind the right turning driver (with head looking to left)
- In both situations, driver is focused on cars; does not expect a bike coming from behind his peripheral vision



Where Are Bi-directional MUPs Acceptable?

Acceptable:

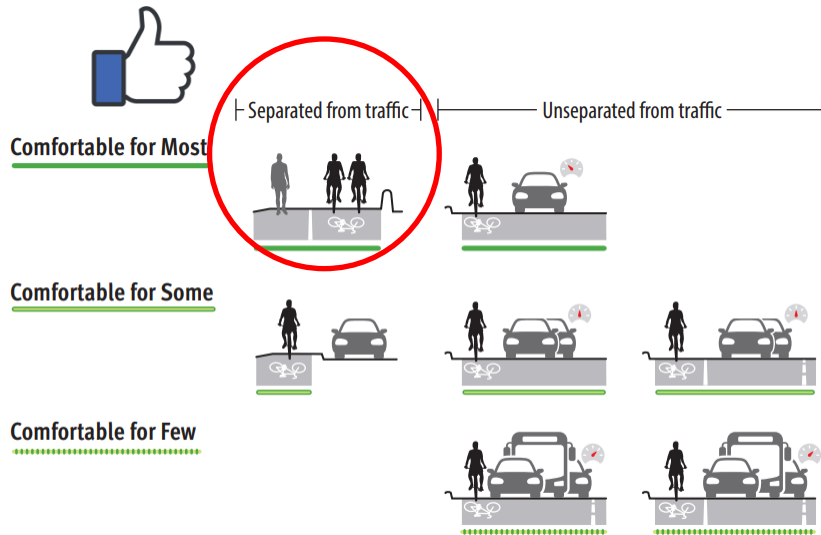
- Traffic volume is low
- Do not cross too many busy side streets, driveways or parking lot entrances (malls, apartment buildings, etc.)

Not a good idea:

- Traffic volume is high (vehicle or pedestrian traffic)
- Cross many side streets, driveways or entrances



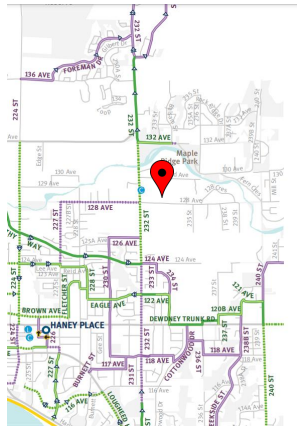
Infrastructure To Aim For



- Ideal – separation from car traffic
- Uni-directional – on both sides of the road
- Separation from pedestrians if foot traffic is high
- Crossing lights for bikes, synchronized with traffic lights

Recommendations

- For active transportation to take hold, we must have infrastructure which is safe for our children
- Yennadon takes a multi-step approach:
 - Assess all major routes leading to the school
 - Start off with routes that are acceptable w.r.t. safety
 - Upgrade all major school routes to all ages and abilities over time as opportunities arise



Thank You

contact: mapleridge-pittmeadows@bikehub



Your **Cycling** Connection