



Your Cycling Connection



March 6, 2024

To: Adam Rieu <NorthEastAlbion@MapleRidge.ca>
cc: Amanda Grochowich <agrochowich@mapleridge.ca>
Engage Maple Ridge Team <engage@mapleridge.ca>
Mark Halpin <mhalpin@mapleridge.ca>

Re: North East Albion Area Plan Review

Our HUB Cycling Maple Ridge/Pitt Meadows Committee appreciates the opportunity to provide feedback with regard to the proposed changes to the southern part of the North East Albion Area Plan, which was adopted on September 27, 2022.

Preamble

We understand that more densification is proposed in the form of townhouses and/or ground-oriented multi-family (i.e. townhouses, triplex, fourplex and courtyard housing), and possibly some low-rise apartments along the east side of 248 Street.

The municipality intends to encourage more people to get out of their cars, in order to reduce greenhouse gas emissions, promote healthier, active living, improve livability, etc. Because of this, convenient and safe active transportation infrastructure along the arterials through North East Albion connecting to established areas is very important.

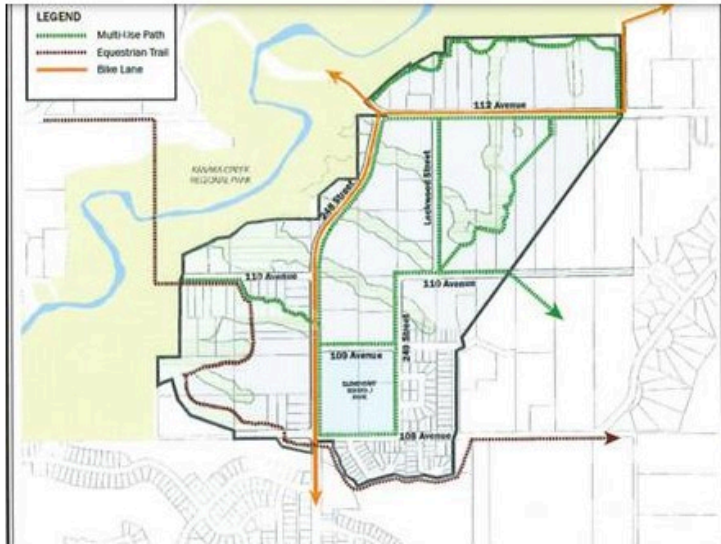
We understand that there are significant challenges to providing active transportation infrastructure along the winding and, in places, very steep sections of 112 Ave. through the Kanaka Creek area, and that a narrow bi-directional multi-use path will be built there at some point in the future.

In order to accommodate AAA (All Ages and Abilities) infrastructure, we have consistently asked for separated bike lanes, both along 112 Ave. and along 248 Street. We still believe that this makes a lot of sense, especially now that e-bikes are rapidly becoming more popular everywhere where good quality infrastructure is provided. Separated cycling lanes are safer and more comfortable for most people, especially for our vulnerable populations. The North East Albion Area Plan envisions 'complete communities' and a 'multi-modal network.' Building separated infrastructure for people cycling and rolling is essential to achieve that vision.

Given the present plans for denser development in the southern part of North East Albion, possibly including low-rise apartments above the commercial development planned along 248 Street, it makes even more sense to separate pedestrians and people cycling/micromobility users.

Proposed changes to the active transportation infrastructure in the North East Albion Area Plan:

2022 adopted Plan



2024 proposed changes



The map of the planned active transportation facilities in the Plan as it was adopted, shows bike lanes on 248 Street, 112 Ave. and on 252 Street, presumably continuing further east in future, as well as multi-use paths throughout the area.

City's Proposed changes:

- a. bike lane on 252 Street (and continuing along 112 Street further east) removed (**the southbound bike lane on 252 Street has already been constructed, so not clear why it's not on the new map anymore**)
- b. bike lane on 248 Street removed
- c. bike lane on 112 Ave. continuing west through the Kanaka Creek dip removed (**we understand the rationale behind this, however we do have safety concerns for users of a narrow bi-directional MUP, including horses and (e-)bikes**)
- d. the multi-use path along the northern border of the Area Plan is changed to a "trail" (**we assume the only change here is the surface of the path, we would appreciate to have this confirmed. The targeted user group for this trail is all ages and abilities, however it is important to recognise that any change to surface type will limit accessibility for less able or experienced users.**)
- e. the multi-use path that runs diagonally between 112 Ave. to the intersection of Lockwood/110 Ave. is changed to a "trail" (**We were told during public consultation for the original plan, that the planned paved multi-use path would be a great**

alternate cycling route between 112 Ave./248 St., with a more gentle incline for people cycling. We would appreciate confirmation that this is still the case)

- f. a multi-use path from 248 Street connecting to 110 Ave. to the west is changed to a (horse?) trail. **(We agree that a trail here makes more sense than a paved multi-use path)**

Our ask:

- A convenient and comfortable through route for bikes, uni-directional, buffered, protected and segregated from pedestrians via 248 St., 112 Ave. and 252 Street. The separation could consist of flexible posts, and the buffer and the bike lane combined would allow for a usable width of about 2 meters.
- If MUPs are the default infrastructure where we have asked for designated, uni-directional, buffered and protected cycle lanes, they should be 4 meters wide in order to facilitate separate lanes for each direction of rolling users and pedestrian users, with markings showing clearly where pedestrians should walk and where rolling modes should go. This is necessary for the safety and accessibility of all users considering the high speed differential between rolling and pedestrian users.¹
- We would like to see any roundabouts built within North East Albion to be designed so that people cycling are not forced in front of fast-moving traffic to manoeuvre through the roundabout. People cycling on higher-speed, higher-volume roadways shouldn't be forced to merge with traffic. Instead, connections should be provided to a cycling facility, such as a multi-use pathway that bypasses the roundabout.²
- We would like the diagonal trail between 112 Ave. and 248 Street and the trail along the northern border of the North East Albion Area to be suitable for multi-use, including AAA cycling, in the new plan.
- Horse trails and multi-use trails (primarily suitable for walking and AAA cycling) should be clearly distinguished on the map and with signage.

Thank you for considering our feedback.

Sincerely,

*HUB Cycling
Maple Ridge/Pitt Meadows Committee*

¹ “For bi-directional multi-use pathways adjacent to arterial and collector roads, the desirable width is 4.0 metres (see Figure E-58). For multi-use pathways along local roads or within rural contexts, the desirable width is 3.0 metres.” (BC Active Transportation Design Guide, E.2 Multi-Use Pathways, p. E14.

² Transportation Association of Canada. Geometric Design Guide for Canadian Roads: Chapter 5 - Bicycle Integrated Design. 2017. Pp 65 - 66.

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 25 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 over 3,000 members and more than 50,000 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.