

Re: 128 Ave. widening

E-mail Feb. 23, 2015

To Erica Messam <emessam@mapleridge.ca>, David Pollock
<dpollock@mapleridge.ca>

cc: Coun. Craig Speirs, Coun. Kiersten Duncan, Michael Eng, Jeff Boehmer

Ms. Messam, Mr. Pollock,

We understand that there are some constraints that we assume are out of your control that do not make it possible to satisfy our requests with regard to providing separated bike and pedestrian paths instead of the north side shoulder and a multi-use path.

We would like to point out that if a well designed, safe cycle path is provided, cyclists - including road cyclists - will use it, and not the shoulders. Of course, the design shown at the open house featured a multi-use path - not a bike path - and of course, given that choice, many road cyclists will prefer to ride on the shoulder in order to avoid conflicts with other users.

Once widened, 128th Ave. will be an increasingly HIGH VOLUME, HIGH SPEED highway, and we should try as much as possible to move away from accommodating any cyclists on the shoulders, while providing high quality, off-road bike paths where possible, that facilitate fast and convenient movement of ALL cyclists, not just the fast and fearless.

A multi-use path will definitely be a great improvement for people of all ages and abilities on bikes and on foot, on roller skates and skateboards, as well as dogs, however, as calls for separation of cyclists and pedestrians increase (we both know

it's just a matter of time before the by-law allowing cycling on the sidewalk will be changed), we would prefer to see separated facilities whenever possible.

Kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Chapter

E-mail from Erica Messam, City of MR, dated Feb 19, 2015

Hi Jackie,

The City has given HUB suggestions serious attention, including consult with senior road safety and highway geometric design engineers at ISL to review the possibility of reducing the shoulder width. ISL had the following comments:

- Shoulder width is generally provided to allow a vehicle space to pull over for emergency reasons without obstructing travel lanes
- Narrowing the shoulder width to anything less than 1.5m does not provide much space for a vehicle to pull out of the outside curb lane, which could potentially cause a conflict as it will appear as if the vehicle is in the travel lane and not stopped/pulled over
- Narrowing the shoulder also provides less recovery room for drivers to make corrective actions should they be distracted or veer off in direction
- Narrowing the shoulder also brings pedestrians/cyclists/equestrians closer to the roadway. While the risk of a vehicle going off-road and colliding with a pedestrian is likely to be low given the low expected volume of pedestrian traffic, the volume of vehicular traffic will be very high and there may be concerns for spooking animals/horses if they are too close to the roadway

- Commuting cyclists are likely (and have even stated at the open house) that they will use the shoulder to bike instead of the MUP. Given this, it is preferable to maintain 1.5m for cyclist safety, whether or not the paved shoulder is an allowed cycling route
- There is a strong possibility that barriers may be required through sections of this project, either due to utility pole placement, or standing water depth in adjacent ditches. Consequently, 1.5m shoulders are preferable when barrier is in place
- TAC guidelines recommend a minimum of 2.5m wide shoulders with a Design hour volume less than 450 vehicles per hour (Abernethy is projected to be >450) on rural arterial undivided roads. The BC Supplement to TAC further recommends a range of widths between 1.5-2.5m depending on traffic volumes.

The horse trail is a 1.0m wide gravel surface adjacent to the north side of the MUP.

Regards, **Erica Messam**

Tel: 604-467-7429

From: Jackie Chow [mailto:jchow23708@yahoo.ca]

Sent: Thursday, February 19, 2015 7:16 AM

To: Erica Messam

Subject: Re: 128th Ave. widening + MUP / HUB proposal

Hi Erica,

Could you let me know why the 1.5 m shoulder is recommended for rural arterial undivided roads? (what is its purpose?)

Also, how wide is the horse trail?

I would really appreciate if we could have the discussion before the final decision has been made. Otherwise there isn't much point of having public input.

Thanks!
Jackie

From: Erica Messam <emessam@mapleridge.ca>
To: Jackie Chow <jchow23708@yahoo.ca>
Cc: Michael Eng <meng@mapleridge.ca>; Jeff Boehmer <jboehmer@mapleridge.ca>; David Pollock <dpollock@mapleridge.ca>
Sent: Wednesday, February 18, 2015 3:16 PM
Subject: RE: 128th Ave. widening + MUP / HUB proposal

Hello Jackie,

The City, with our consultant, is developing a solution that endeavors to meet the needs of all users within the project constraints. Some of the HUB recommendation will be implemented while others are not feasible or still being given consideration.

With respect to eliminating the north side road shoulder and providing a 3m bike path in addition to a 2m wide pedestrian path, I offer the following reasons why this cannot be realized as you suggested:

- Maple Ridge roads are designed in accordance with the recommended practice as outlined by the Transportation Association of Canada's (TAC) Manual of Geometric Design Guide for Canadian Roads. A minimum shoulder width of 1.5m is recommended for rural arterial undivided roads.
- The TAC recommended minimum width for a 2-way multi-use path is 3m.
- The grass buffer on the north side has a dual function of also acting as a swale to collect road and pathway drainage. Reducing the swale width to less than a meter could cause issues in creating a functional swale with sufficient capacity.

The City recognizes the desires of the road cycling community to be separated from pedestrians and is working in support of that by exploring

options to provide 1.5m wide continuous paved shoulders in addition to the 3m wide paved multi-use path. The south side shoulder is anticipated to be provided from 210 Street to 224 Street, as you suggested. On the north side, however, the shoulder will taper out and curb and gutter be installed at the west and east project limits in order to introduce a designated westbound right turn lane at 210 Street and match existing conditions at 224 Street, respectively.

Please feel free to give me a call if you wish to discuss further.

Regards,

Erica Messam

Tel: 604-467-7429