



Your Cycling Connection



bikehub.ca

July 4, 2023

To: Mayor and Council
cc: Forrest Smith, Director of Engineering
Mark Halpin, Transportation Manager

Re: **North-East Albion Area Plan;
Request to immediately halt all road- and boulevard construction at 112 Ave.**

Mayor and Council,

Our HUB committee requests you immediately halt all road and boulevard construction at 112 Ave. in North-East Albion. The infrastructure that is being built is not what is prescribed in the North-East Albion Area Plan, and it is clearly very unsafe to use for people cycling.

What was promised?

According to the North-East Albion Area Plan, this is what is supposed to be built:

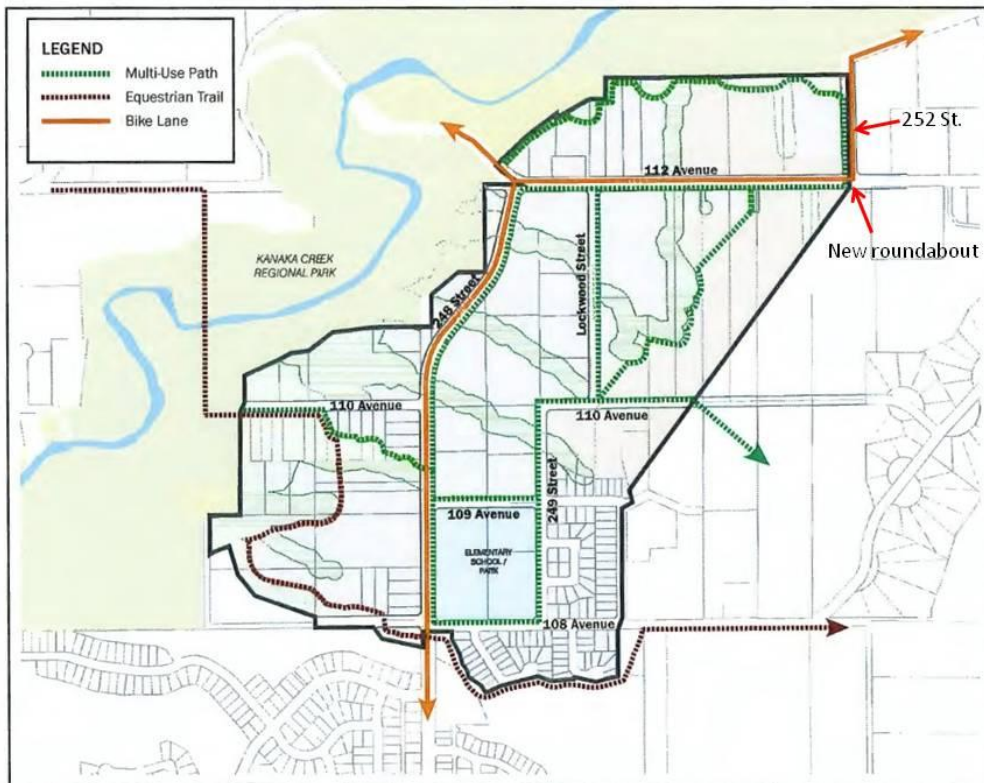
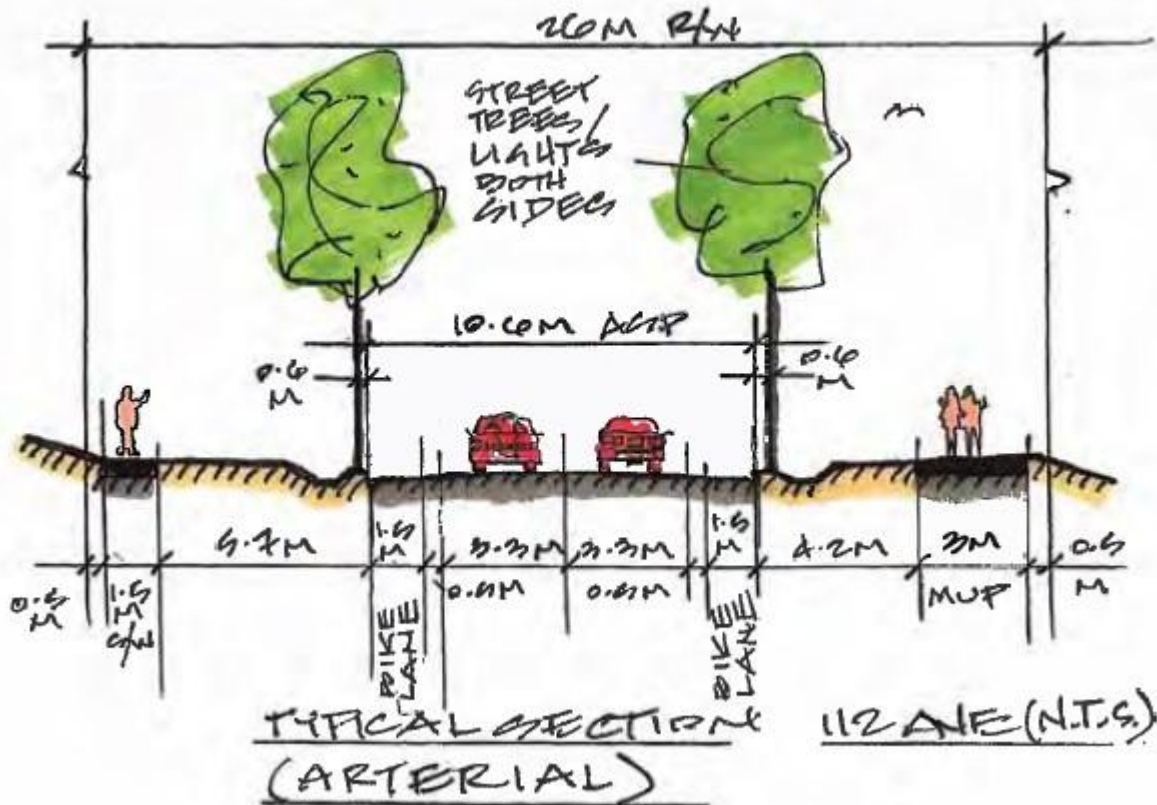


Figure 2 - Proposed Bike Lanes, Multi-Use Paths and Trails

We've marked the location of 252 St. and the new roundabout on this map.

The City committed to bike lanes and also a multi-use path along 112 Ave. (as well as 248 Street). This allows both less experienced riders (including young, old and differently abled), as well as those moving faster (including people riding e-bikes and road bikes), to have a safe and comfortable option to use active transportation.

This is what the road lay-out is supposed to look like, according to the North-East Albion Area Plan, endorsed by the previous council:



So the bike lanes, on both the north and south side, are supposed to be 1.5 m wide, with a 0.5 m buffer.

We supported this design in our [letter](#) of July 9, 2019¹.

Note that we supported bike lanes on 248 Street as well. We asked several times to change the image in the Plan showing the road lay-out for that street, which showed car parking but no bike lanes. Councillor Duncan asked to change this during the Committee of the Whole meeting of Jan. 19, 2021 (see [recording](#), at about 40 minutes in), when the North-East Albion Area Concept Plan was up for first reading. She was told by staff it would be changed before second reading. This image was never changed prior to endorsement of the Plan, despite three more requests on our part, in our [e-mail](#)

¹ our letter of July 9, 2019, on the North-East Albion Concept Plan:
https://wiki.bikehub.ca/images/5/5b/2019_07_09_North_East_Albian_Concept_Plan.pdf

dated January 18, 2021², our [e-mail](#) dated June 22, 2022³ and our [e-mail](#) of September 16, 2022⁴. However, the first image above still does show that bike lanes are, in fact, planned for 248 Street. We would very much appreciate getting this confirmed.

The Kanaka Springs development required the entire area to be denuded of all vegetation, which means the developer/city had a blank slate, which enabled them to build the infrastructure that was promised and that would be needed to keep everyone on the road safe.

We believe the first site that went through the rezoning process was 2019-425-RZ, for 25057, 25123, and 25171 112 Avenue, to the north-west of the intersection at 112 Ave. and 252 Street.

We were assured once again that bike lanes were going to be built on 112 Ave. when reading through the staff report for that project attached to the [agenda for Public Hearing](#) (July 21, 2020):

6) *Interdepartmental Implications:*

i) *Engineering Department:*

*Road dedication is required from 25123 112 Avenue for the 112 Avenue right-of-way, and a roundabout is required at the intersection of 252 Street and 112 Avenue. A sidewalk, boulevard, infiltration trench underneath a swale, barrier concrete curb and gutter, **bike lane**, street lights and street trees will be required along the north side of 112 Avenue. A multi-use path along the south side of 112 Avenue will be required under future development applications.*

At a Development Information Meeting **in April 2023** for 2020-237-RZ (24984 112 Ave., 11070 Lockwood, 25024 112 Ave. and 25038 112 Ave. (on the south side of 112 Ave. and east of Lockwood), the developer told one of our members that they were required to build bike lanes on 112 Ave., as well as on 248 Street. Again, we were reassured that buffered bike lanes would be built.

So what is being built?

The image below shows the new bike lane on 252 Street, which is also classified as an arterial road, meaning that there is a significant volume of vehicles moving relatively fast. The BC Active Transportation Design Guide standards indicate that buffered or protected bike lanes should be built here.

² our e-mail of Jan. 18, 2021: https://wiki.bikehub.ca/images/a/a9/MRPM_2021Jan18_email_North_East_Albian_Plan.pdf

³ our e-mail of June 22, 2022:

https://wiki.bikehub.ca/images/2/27/MRPM_20220622_email_email_North_East_Albian_Concept_Plan.pdf

⁴ our e-mail of September 16, 2022:

https://wiki.bikehub.ca/images/0/02/MRPM_20220916_email_North_East_Albian_Area_Plan.pdf



People cycling are supposed to ‘take the lane’ here, i.e. position themselves in front of moving cars, prior to entering the new roundabout. Many people cycling are not comfortable doing that.

Following the main bike route through the North-East Albion Area, people cycling would be exiting the roundabout turning right onto 112 Ave.; again, an arterial. This is what they face on 112 Ave.:



Development plans indicated that a buffered bike lane would be built here, but this symbol is called a sharrow which means that people cycling and people driving are expected to share this car lane. The width of this car lane does not allow a car to pass a person cycling within the lane. The person cycling is supposed to position themselves where the sharrow is placed, in front of moving cars. This means that people cycling, if they even dare to cycle here, will be obstructing/slowing down car traffic which is an uncomfortable and dangerous position to put someone in, and is frustrating for people driving cars as well. This will most likely lead to aggressive driver behaviour, which will endanger the safety of people cycling.

The use of sharrows is not recommended for higher speed roads such as this one. Its use is also definitely not recommended when there are other, safer options. Generally, sharrows are only used if it is simply not possible to give people cycling their own safe space (such as bike lanes), mostly on

existing roads. In this case, there is adequate width for buffered/protected bike lanes to be built. A plan already existed that was acceptable to and supported by the community in the endorsed North-East Albion Area Plan.

The road may look empty now, but once the Kanaka Springs development starts getting populated, it will get much busier. The max. speed on most arterials within the urban boundary is 50 km/h, but as we all know, this speed limit is often not respected. Note, also, that this road has some challenging grades, which are not a problem if you're driving a car, but they'll significantly slow down the large majority of people cycling on the uphill segments. Even those who are young and fit may have to slow down to 10 to 15 km/h or so. This is all very concerning to us.

People living on both sides of 112 Ave. and 248 Street will need access to adequate cycling infrastructure in order to avoid sidewalk cycling. Mixing people walking with people on bikes and faster micromobility modes is also not recommended if it can be avoided in urbanized areas. We strongly oppose abandoning the already endorsed concept plan that includes bike lanes. A solution will have to be found, so that we can accommodate all active transportation safely, comfortably and efficiently.

The Official Community Plan states in chapter 7 about [Transportation](#):

"The District needs a variety of transportation options that provide good connections to both local and Regional destinations. For local travel, the emphasis should be placed on development of pedestrian and cycling connections between key destinations" (page 2)

Two of the policies specifically related to cycling are:

"Maple Ridge will support initiatives that reduce traffic demand and automobile trips by ensuring adequate treatment of bicycles in the design of developments.", and

"Maple Ridge will make road safety a priority in the planning, operation and maintenance of the road network for cycling in the District." (page 11).

We have an opportunity here to 'do it right' and provide many community benefits including reduced congestion, improved air quality, enhanced physical activity opportunities that benefit physical and mental health, improved affordability and community social cohesion

Curbs as well as street lights have already been installed along 112 Ave. If the curbs and street lights can not be moved at this point, we ask the city to install a protected bike lane within the very generous boulevard on the north side. There has not been any construction on the south side of 112 Ave. yet, so it would be possible to do the same on that side. Instead of a multi-use path, a protected bike lane can be built there too, for consistency.

The cycling connection through the roundabout will need to be reviewed as well. The way it's presently meant to function is unsafe for people cycling. We would be happy to work with the Engineering Department to try and make improvements to help keep people on bikes safe. As always, we are very happy, willing and eager to offer our experience as users of infrastructure in many parts of the world to help design a better cycling network in our community, including in North-East Albion.

In conclusion, we again urge Mayor and Council to immediately halt road and boulevard construction in North-East Albion, including on 112 Ave., to review and remedy this situation.

Yours sincerely,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/EoM/NC/VG

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.