



Your **Cycling** Connection



To: Council@pittmeadows.ca
Cc: Samantha Maki <smaki@pittmeadows.ca>

November 3, 2022

Re: **Onni development at Harris Road South;
Need for safe cycling facilities**

Dear Mayor and Council,

Referring to our [letter](#) dated October 4, 2022, our HUB Maple Ridge/Pitt Meadows Local Committee would like to provide the following additional feedback.

We understand that construction is already underway, but we hope that the suggestions we offer will be seriously considered as some of the changes we are asking for should still be relatively easy to make.

Harris Road proposed bike lanes

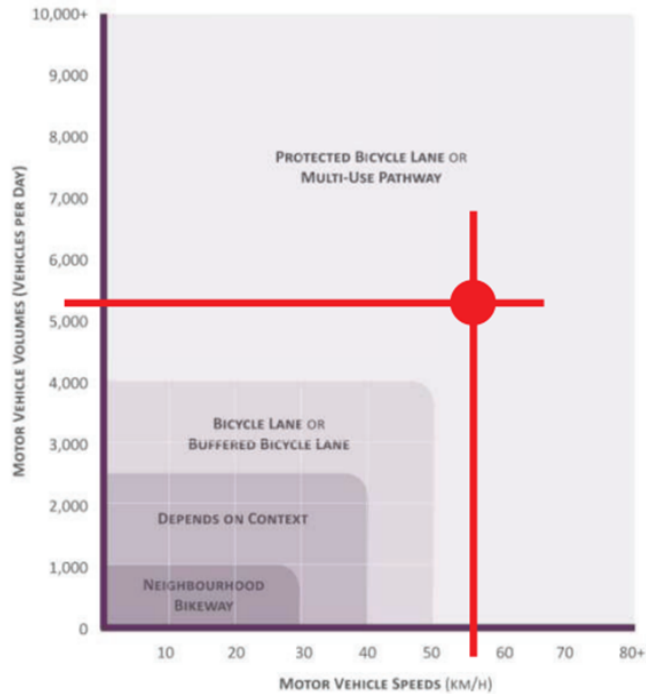
In the Pitt Meadows [2012 Pedestrian and Cycling Master Plan](#), **cycle tracks (separated bike lanes)** are recommended on Harris Rd. (p. 21):

*... although both Harris Road and Hammond Road already have painted bicycle lanes, it is recommended that these facilities be upgraded to cycle tracks, or separated bicycle lanes in the future. In particular, along Harris Road an off-street pathway, or **cycle track (separated bike lane)** is recommended for consideration in the long-term. In that regard, it is recommended that the City undertake a more detailed visioning and planning study for the Harris Road corridor.*

The City is currently reviewing the Active Transportation Network and as part of that, the active transportation requirements for Harris Road are being assessed. The consultant ISL's interim report from April 2022 showed the following chart on slide 13:

Example: Harris Road

BICYCLE FACILITY SELECTION DECISION SUPPORT TOOL
URBAN / SUBURBAN / DEVELOPED RURAL CORE CONTEXT



What's built now will set the stage for future active transportation improvements further north along Harris Road. If the current section is uncomfortable for most users, higher quality facilities further north will have limited benefit due to lack of connectivity between two major Pitt Meadows destinations: Osprey Village and downtown.

We strongly urge the City to adhere to the standards recommended by the BC Active Transportation Design Guide (2019), based on an expected traffic volume of around 6000 vehicles on Harris Road northbound, and expected heavy vehicles percentage of 7%. Under these conditions, protected bike lanes are recommended.

The boulevard between the sidewalk and the bike lane can at this point still easily be switched with the bike lane, so that the bike lane is between the sidewalk and the boulevard, providing protection from motor vehicles. Reducing the 2m width set aside for the boulevards will allow for an adequately wide Bicycle Through Zone to safely accommodate cargo delivery bikes and easy passing.

Use of Cargo bikes should be facilitated and encouraged for local deliveries

Over the coming decades, hundreds of thousands of Amazon deliveries will be made in Pitt Meadows and surrounding communities to and from the warehouses in this mega-development.

For local deliveries, it's important that the street network facilitates the use of cargo delivery bikes. This will help reduce greenhouse gas emissions and it will have a beneficial impact on livability in Pitt Meadows neighbourhoods. Safe, sufficiently wide, protected bike lanes are needed.

Protected intersection at Harris Road and Airport Way

This development provides an opportunity for the City to greatly improve safety for people cycling and walking with a protected intersection¹ at this location.

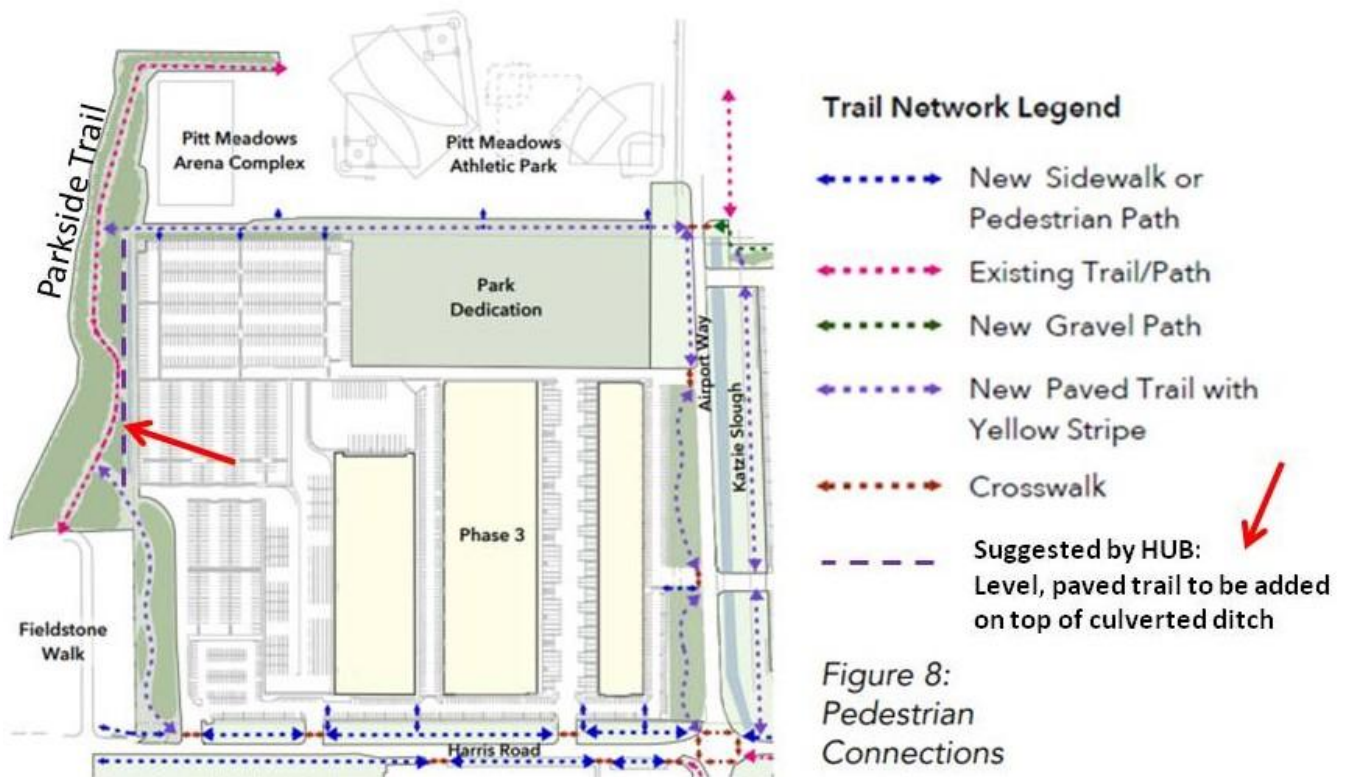


Off-road path on the north side of Phase 3

As a cycling facility that serves year-round transportation purposes for all ages and abilities at all times of the day, a continuous paved and lit pathway should be provided from Harris Road to the new paved path on the east side of the development. The paved path that is already under construction from Harris Road connects only to the Parkside Trail, which will not be paved nor lit. It also requires the navigation of some steep and bumpy sections.

Therefore a level, paved and lit connecting path should also be provided immediately along the north side of the parking lot, for good visibility. This could be made possible by culverting the existing ditch and constructing the path on top of the culvert.

¹ NACTO - Don't Give Up at the Intersection on protected intersections:
<https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>
Protected intersections explained in a video: <http://www.protectedintersection.com/>



We thank you for considering our feedback.

With kind regards,

Jackie Chow
 Co-chair
 HUB Cycling
 Maple Ridge/Pitt Meadows Committee

JC/EM/JW/NC/JL

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.