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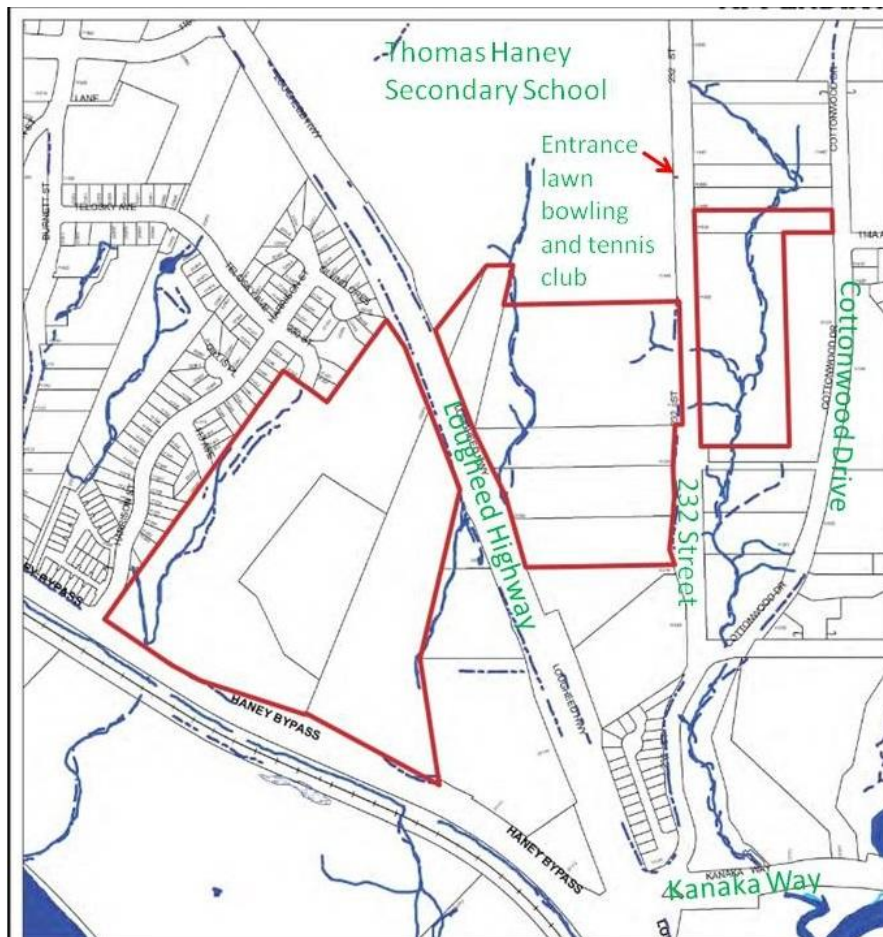
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Re: 232nd Street / 2015-088-DP
Polygon/Morningstar development

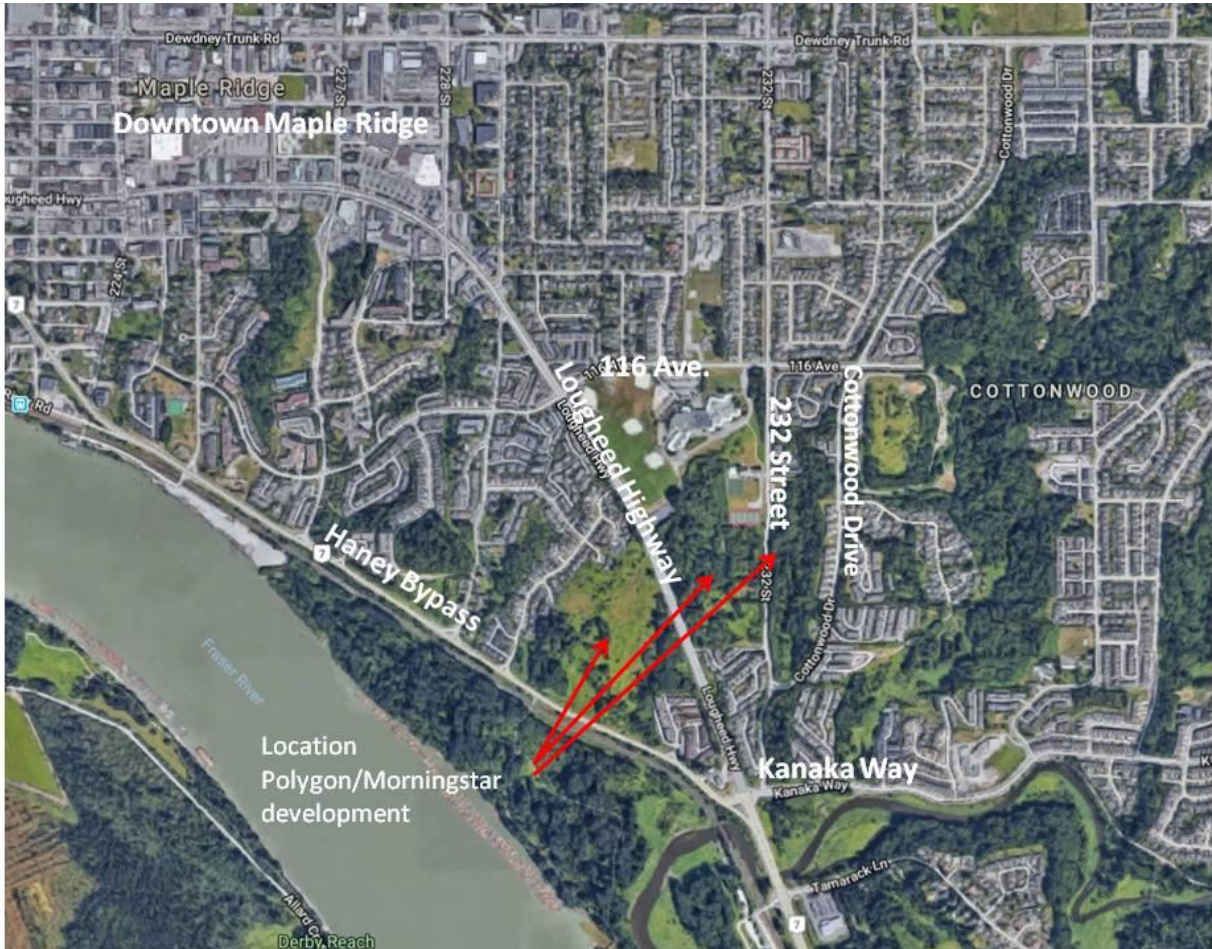
August , 21, 2018

Hi Mike and Rachel,

We would like to give you further feedback in this letter on the road design for 232nd St. and the new connector road lay-out for this large development by Polygon/Morningstar of about 350 homes, covering the areas outlined in red on both sides of Lougheed Highway and 232nd Street, as shown on the map below:



This development is located between the Haney Bypass to the south-west and Cottonwood on the east. To the north of this development is 116 Ave., and to the south is Kanaka Way:



We feel that the design of 232nd Street is very important. This arterial needs to be designed to safely and conveniently accommodate both people walking and people cycling of all ages and abilities. A good design of this section of 232nd Street will help improve connectivity and safety for people on bikes and people walking in this area and for people traveling by bike between Albion and downtown Maple Ridge. It will also function as a north-south connector, as the area is geographically constrained due to topography and waterways, which means there's a lack of alternative routes. Also, traffic on Lougheed Highway is increasing dramatically due to continued development, and 232nd Street can provide another option.

History

We had already provided the developer with a considerable amount of feedback, up to Public Hearing, consisting of numerous e-mails, several discussions and [our letter](#)

[dated April 14, 2017](#) (copied to the Engineering Department). Our feedback was based on the limited information that was available at the time.

We received assurances of the developer that:

- bike lanes would be provided throughout the development,
- the bike lanes along Lougheed Highway would be separated,
- there would be ample opportunity for further feedback by our HUB Committee and others throughout the design process.

The developer then asked us to send a [letter of support](#) to Mayor and Council just before Public Hearing, which was based on the above promises.

We trusted that we would receive notification of any opportunity to give further feedback on more detailed design drawings and specifications, either from the developer or from the City.

Summary of recent communications

As we had still not heard anything from the City as of July 2018, we enquired with the Engineering Department about the preliminary road design.

We were told that the following road design had actually already received final approval:

- Along west side of 232nd Street (southbound and downhill): a short section of 2 m wide multi-use path (starting from the entrance to the bowling club, just north of this development) transitioning into a 1.5 m bike lane and 1.5 m sidewalk up to the southern edge of the development, where the bike facility would be transitioning back onto the road.
- Along east side of 232nd Street (northbound and uphill): a 2 m wide multi-use path connecting from a 2 m wide multi-use path south of the development, starting at Cottonwood Drive, the latter being presently under construction as part of another development along Cottonwood Drive.
- Along the connecting road between 232nd and Lougheed Highway: no bike lanes but a 3 meter wide multi-use path along the north side of the road,
- We were told by Engineering that the bike lanes along Lougheed Highway would be buffered.

We informed the City that the design of the 2 meter wide multi-use paths along 232nd Street contravened best-practice design guidelines used widely by private and public sector practitioners due to inadequate width, and that the developer had assured us the bike lanes along Lougheed Highway would be physically separated (not buffered).

The City subsequently changed the design along 232nd Street as follows:

- Along west side of 232nd Street (southbound and downhill): a 3 meter wide bi-directional multi-use path (to meet TAC guidelines).

- Along east side of 232nd Street (northbound and uphill): a 1.5 m wide sidewalk and no bike facility (with one northbound car lane of 3.2 m wide).

The City clarified that the bike lanes along Lougheed Highway will not be buffered but will indeed be separated by 0.9 m wide medians and will meet TAC standards. Thank you for this clarification.

Our serious concerns with the latest design of 232nd Street:

A bi-directional multi-use path, of a few hundred meters long, on the west side of the road only, will require people on bikes traveling northbound to cross the road mid-block to ride along the MUP for a few hundred meters, and then to cross back to the east side of the road to continue on their journey. Apart from the significant inconvenience this poses to people on bikes, there would be safety issues involved in having to cross an arterial twice, mid block. It is clear that very few people on bikes traveling northbound - other than perhaps those living in the immediate neighbourhood - will bother to use this multi-use facility for northbound travel.

The alternative for people on bikes will be to share the 3.2 meter wide northbound lane with cars. On an arterial, we feel this is most definitely not a safe option. Even more so due to the uphill incline, which means that the speed differential between cars and people on bikes is greater.

As to people on bikes traveling southbound on 232nd, we feel that a designated bike lane and sidewalk would make a lot more sense from a safety perspective, as people on bikes travel significantly faster than pedestrians, especially downhill. A shared bi-directional facility on a downhill slope will lead to more conflict and safety issues in this increasingly urbanized area, along an arterial, at walking distance from downtown, and close to both a high school and elementary school.

Further feedback is provided below.

Preferred: multi-use path on east side, sidewalk and bike lane on west side

East side: We feel that, due to the uphill gradient, a multi-use path of adequate width would work on the east side of 232nd Street along this development, as the speed differential between pedestrians and people on bikes will be smaller, which means the risk of collisions is lower.

We believe this was also the rationale behind the recommendation by cycling infrastructure expert Richard Drdul to design 232nd Street north of 132 Ave. with a 3 meter wide multi-use path on the east side, going uphill, while a sidewalk and a bike lane are part of the design on the west side, going downhill.

West side: Where multi-use paths are provided, especially going downhill, some people on bikes may prefer to stay on the road. In order to prevent getting doored, they will

need to keep a reasonable distance from parked cars. On narrow lanes, this means that cyclists will have to take the lane, which will result in driver/cyclist conflict and possibly dangerous manoeuvres. Wider lanes, on the other hand, encourage speeding, which also endangers people on bikes, especially if they're wedged between parked and moving cars.

That is why, if at all possible, a separated AAA (all ages all abilities) uni-directional bike lane would be much preferred on the west side of 232 Street.

Space restriction on 232nd Street

We have been informed that construction of sidewalks and bike lanes on both sides of the road is not possible due to the ravine and creek on the east side.

As there don't seem to be such limitations on the west side, we kindly request the City to explore the possibility to push the road slightly further to the west in order to fit in the necessary infrastructure and to ensure safety of all vulnerable road users.

New connector road between Lougheed Highway and 232nd Street

A 3 meter wide multi-use path as planned on the north side seems reasonable, in view of the fact that there are more driveways on the south side, and this is a relatively short section of road with only one side street.

We do have non-cycling specific concerns with the traffic circle, as multiple driveways exit right onto the traffic circle, which may cause dangerous situations.

Another concern we have is how cyclists will be crossing the residential street exiting north at the traffic circle. We would like to see a convenient and comfortable crossing in a relatively straight fashion. It's also important to slow down drivers significantly before crossing a bi-directional path. One good option might be to construct a raised bike/pedestrian crossing, which will improve safety of both pedestrians and cyclists.

Street parking:

We were informed that street parking will be allowed all along the west side of 232nd Street, and only along a short section of the connecting road along the north side.

When constructing separated bike lanes and multi-use paths, the location of on-street parking is always very important, as visibility of cyclists to motorists may be impeded. Appropriate parking set-backs are important at both side streets and driveways. A set-back of 30 feet is recommended by [NACTO](#).

We would appreciate details on parking set-backs along 232nd Street.

Thank you for considering our suggestions.

Kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Chapter

JC/BB/IC/EoM/JL