

Suggestions for changes to preliminary cycling network map

(2021-11-15_Draft_Proposed_Bicycle_Network_-_V.3_R1)

Primary routes:

- Primary route connection needed between 113B and Airport Way in Pitt Meadows.
- Primary route from Hammond needs to continue along West St., then Dunn Ave. to intersection at Meadowtown Mall to complete an AAA access route to and from Pitt Meadows.
- Separated pathway between Golden Ears Way roundabout to Hammond Rd. roundabout is missing from the map (primary route).
- 122 Ave. between 222 St. and 224 St. should be added as primary route. Sections of MUP have been built already on each side, and when completed this will add a convenient and safe route for the many people who live in this increasingly densified area close to the Town Centre.
- Haney Bypass needs to be added as a primary bike route. It is the only direct, convenient and fast route between Albion and west of Town Centre, and provides an important commuter connection to the West Coast Express. A fast alternative to the hilly 116 Ave. route and the slow stop-and-go route through the Town Centre. Future Cycle Highway.
- 227 St. between Dewdney and Abernethy needs to continue to be part of the primary network to better connect surrounding neighbourhoods to Eric Langton ES, to the downtown and to Abernethy.
- Kanaka Way needs separated bike lanes on both sides between Hwy 7 and 240 St.. This road is very wide, and speeding is a significant issue. Crossing the road can be quite a challenge. A road re-design would help make the road safer for people walking and cycling. There is no alternative route. Parking could be maintained alternatingly on north and south side, which would make the road meander somewhat. Narrower car lanes should help slow the traffic.
- Hwy 7 between 222 St. and 216 St. should be part of the primary network. There is already a separated MUP between 220 St. and 222 St., and a MUP between 220 St. and 216 St. is planned. Further into the future, as more densification happens along the Lougheed Transit Corridor and the Town Centre, motor vehicle traffic along Lougheed Hwy through the Town Centre can be reduced to one lane in each direction, with bike lanes.
- 128 Ave. between just east of 232 St. (Yennadon ES) and 227 St. should have a protected path to provide a safe space for students. 128 Ave. is also part of Metro Vancouver's Regional Greenway network. The planned industrial development will add to the busy traffic.
- All of Tamarack Lane between Hwy 7 and 104 Ave. should be part of the primary cycling network.
- Dewdney Trunk Road between 240 St. and 256 St. should be primary route as there are several schools along this route (two at 248 St. and one at 256 St.) as well as a neighbourhood commercial node at 248 St.
- 110 Ave. east of 240 St. is part of Metro Vancouver's Regional Greenway Trails network. This network is supposed to be for walking and cycling (and, where possible, for horses). The new development built along 110 Ave. close to 240 St. only has sidewalks, with parked cars on both sides. Should be part of the primary network. This can also provide a more direct connection to

North-East Albion. The cycling network presently shown on the map leaves North-East Albion fairly isolated from a cycling perspective.

Secondary routes

- Secondary, recreational route connection needed off-road from Lower Hammond to Pitt Meadows (as an alternative route, to avoid the busy Golden Ears Way roundabouts).
- 203 St. between Golden Ears Way and Old Dewdney Trunk Rd./132 Ave. should be secondary route. Shortest distance between 210 St. and 203 St. (via 132 Ave.) is 1.2 km. (That would add over 2 kms to the detour, which is not reasonable).
- 116 Ave. can be a secondary route. This route has very challenging grades. It doesn't work very well as the main commuter route between Albion and west of Town Centre, as it adds significant elevation change to the trip and is much less direct/convenient than the Haney Bypass. Mostly for local cycling traffic.
- 132 Ave. between 216 St. and 232 St. should be added as a secondary route. The distance between 136 Ave. and Abernethy is 1.7 kms along 232 St. That's too far a distance between east-west bike routes.
- The gravel nature trail connecting Tamarack to Kanaka Way through Kanaka Creek Regional Park is unsafe for night time cycling as there is no lighting (it's very unlikely it will ever be lit in future), and there's a very steep section which is not AAA. It is unsuitable for road bikes. The connecting trail should be a secondary route.
- 102 Ave. between 240 St. and Jackson Rd. should be added as a secondary bike route in addition to the primary bike route along 104 Ave.. 102 Ave. is a better connection to 100 Ave. than 104 Ave. The village commercial area should be easily accessible for people cycling.
- 124 Ave. east of 240 St. should be secondary route.
- Creekside and 238B St. need to be part of the secondary cycling network. Connectivity in this area is very limited due to the creeks and some steeper grades north of Kanaka Creek. These roads are classified as collector roads. Speeding issues need to be addressed.
- An additional east-west route through the Cottonwood area between Dewdney Trunk Rd. and Kanaka Way is needed as well. The distance between Dewdney and Kanaka Way is about 2 kms. A popular and useful route is (from 240 St. to Lougheed Hwy.): 118 Ave. - 236 St. - 119 St. - Cottonwood Dr. - Cottonwood connector - 118 Ave. - connecting pathway at 232 St. - 118 Ave. - 231 St. - 117 Ave. - Burnett St.). In the last few STPs, a connecting bike path was planned between Burnett St. and 228 St. (just south of 119 Ave.). This connection needs to continue to be part of the Plan to provide a convenient and pleasant connection.
- 256 St. between 132 Ave. and 112 Ave. should be added as a north-south secondary route. North of Dewdney Trunk Road, according to the preliminary network, no north-south route is planned at all east of 240 St. South of Dewdney Trunk Road, the only continuous north-south routes are 240 St. and 272 St. (The distance between these routes is 7.25 kms at Dewdney).