

CLIENT:

CITY OF PITT MEADOWS
12007 HARRIS RD, PITT MEADOWS, BC

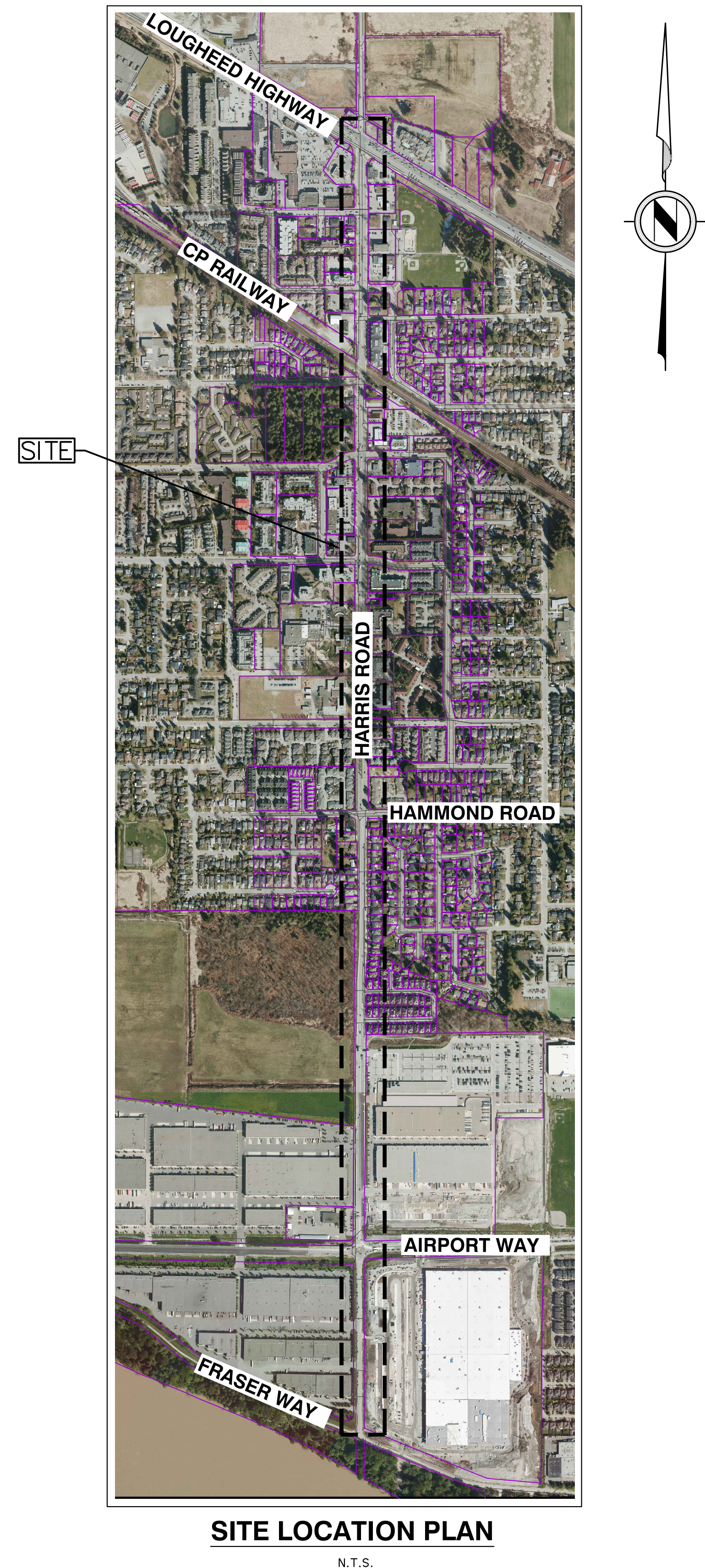
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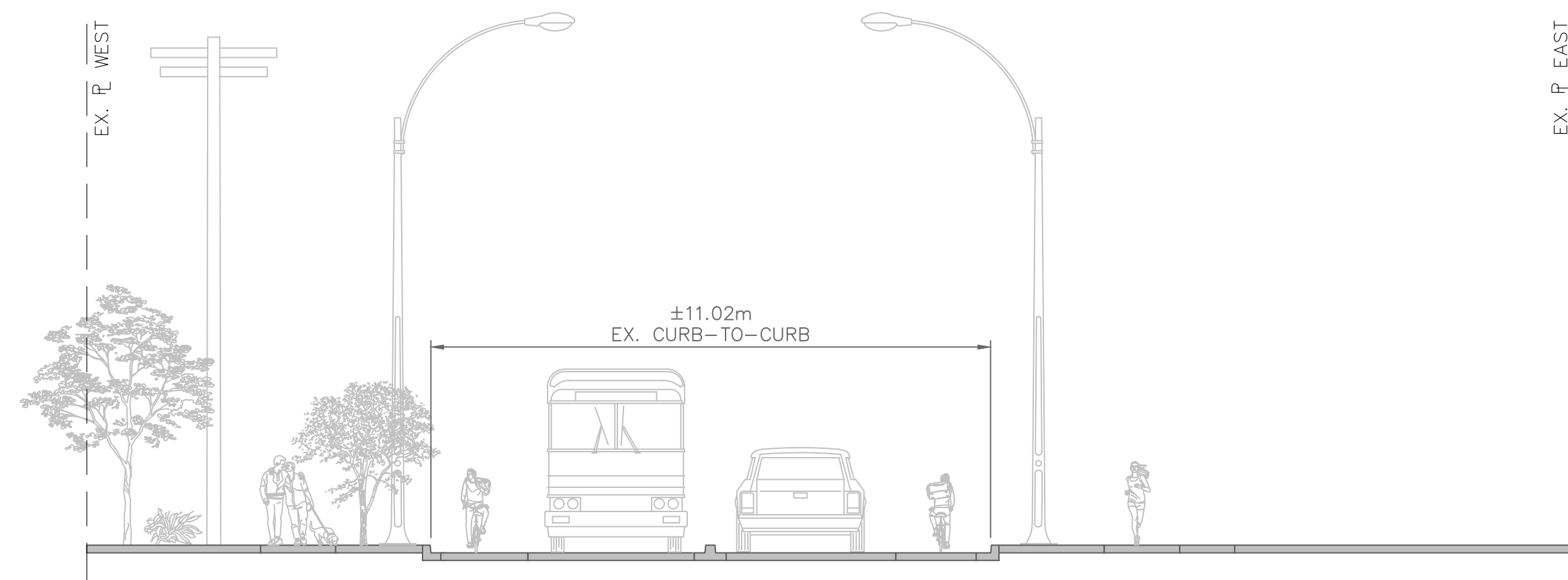
HARRIS ROAD COMPLETE STREET
HARRIS ROAD FROM FRASER WAY TO LOUGHEED HIGHWAY
PITT MEADOWS, BC

REVISION: B
REVISED PRELIMINARY CONCEPTUAL OPTIONS

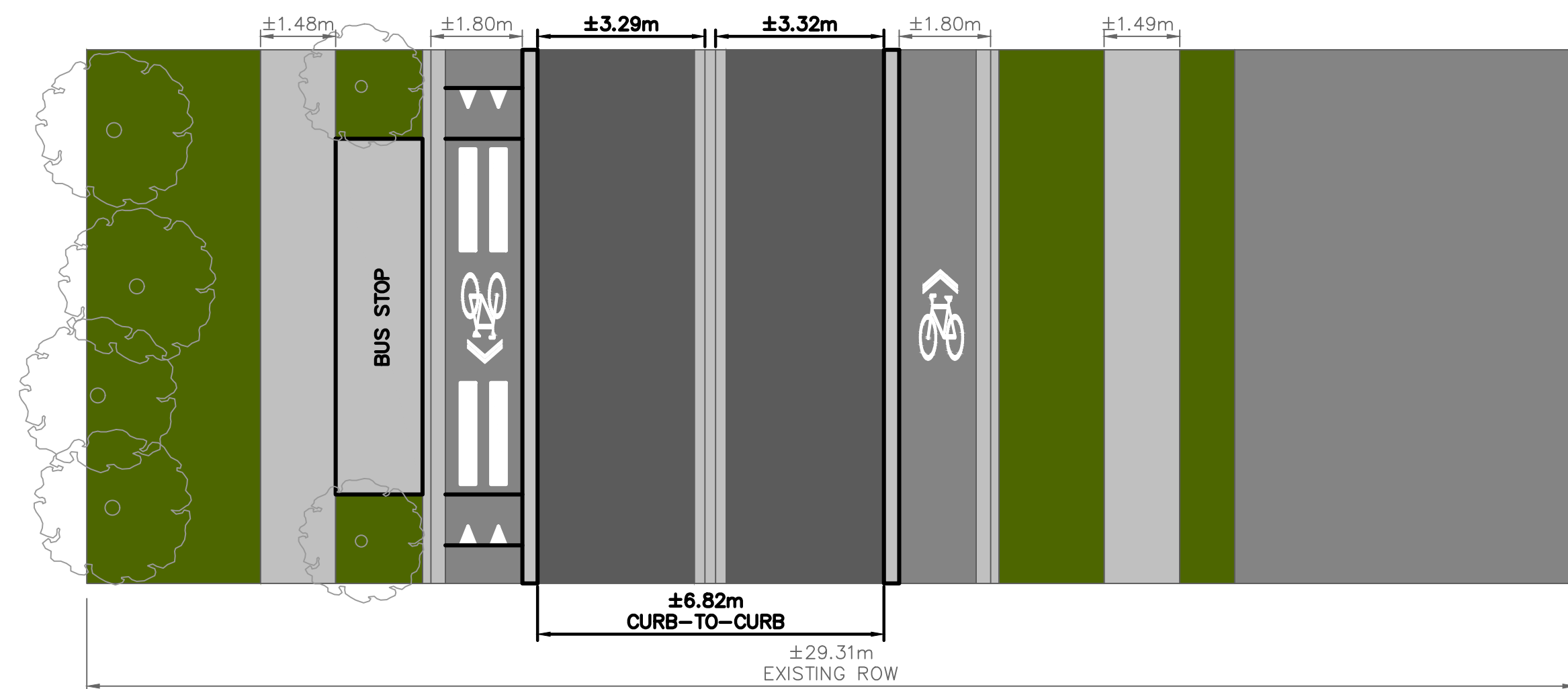
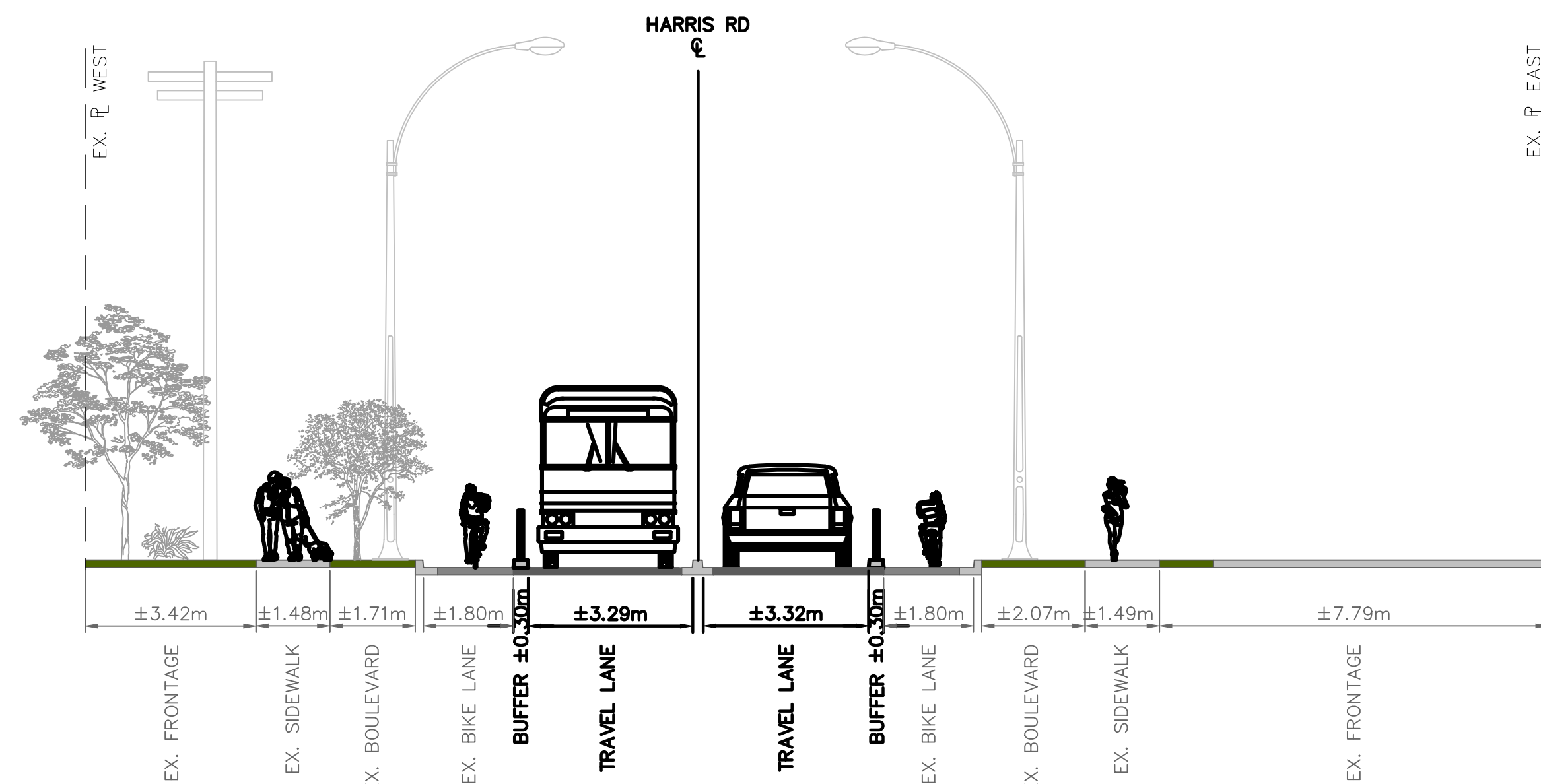
OFFSITE DRAWING INDEX

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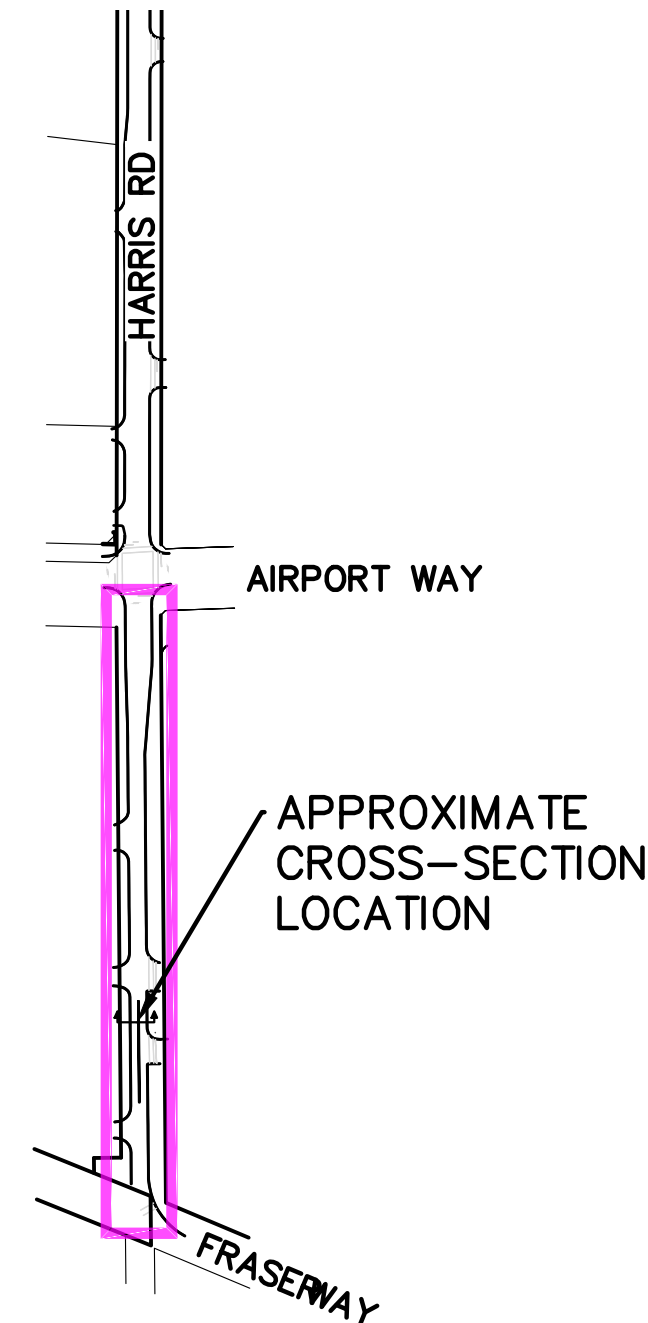
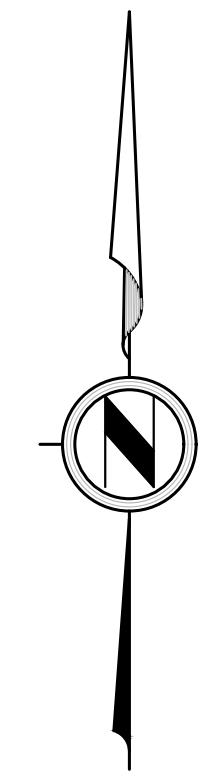




EXISTING CROSS-SECTION



OPTION 1: RETROFIT PRECAST CONCRETE CURBS ON EXISTING BIKE LANE BUFFER
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:5000

- Pros:
- Creates a fully protected bike lane, making the route more comfortable and safer for all users.
 - Preserves the majority of the newly built road with limited impacts on travel lanes.
 - Cost-effective implementation.
 - Allows for rapid implementation with minimal disruption to traffic.

- Cons:
- Increased maintenance costs due to the potential for damage to precast curbs.
 - Sidewalk widths remain below desirable standards for pedestrian comfort.
 - Requires shared landing zone on bike lane for bus stops, increasing conflict zones.
 - Does not include upgrades to green infrastructure (e.g., stormwater management or landscaping).

- Potential Constraints:
- Conflict zones may develop at driveway entrances and intersections, requiring additional safety measures.
 - Narrower rights-of-way in certain areas may constrain travel lane widths.

- Suitability of Facilities:
- Pedestrian Facilities:
 - The area has low pedestrian traffic due to surrounding land use.
 - Existing pedestrian facilities are likely adequate for the current use case, though sidewalk widths are less than ideal for potential future demand.
 - Cycling Facilities:
 - The additional protection provided by the precast barriers significantly improves the bike lanes, making them safer and more appealing for a broader range of users, including commuters and families.
 - The design enhances connectivity between multi-use pathways, supporting greater cycling integration.
 - Transit Facilities:
 - The design supports future planned transit stops along this segment, however it would require shared landing zones which would result in potential conflict zones between cyclists and pedestrians.

LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE			
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25	



APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING

EGBC Permit to Practice Number #1001018

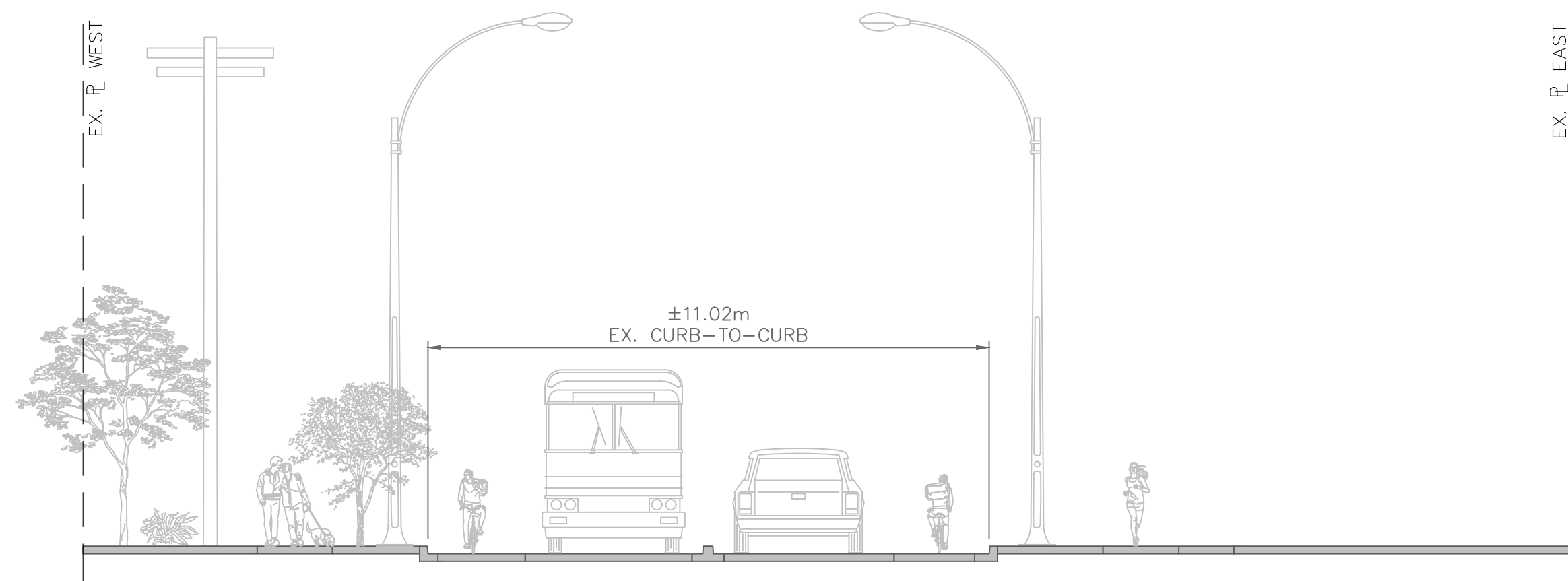
Aplin & Martin Consultants Ltd.
#1818 - 1177 West Hastings Street Vancouver, B.C. V6E 2K3
Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

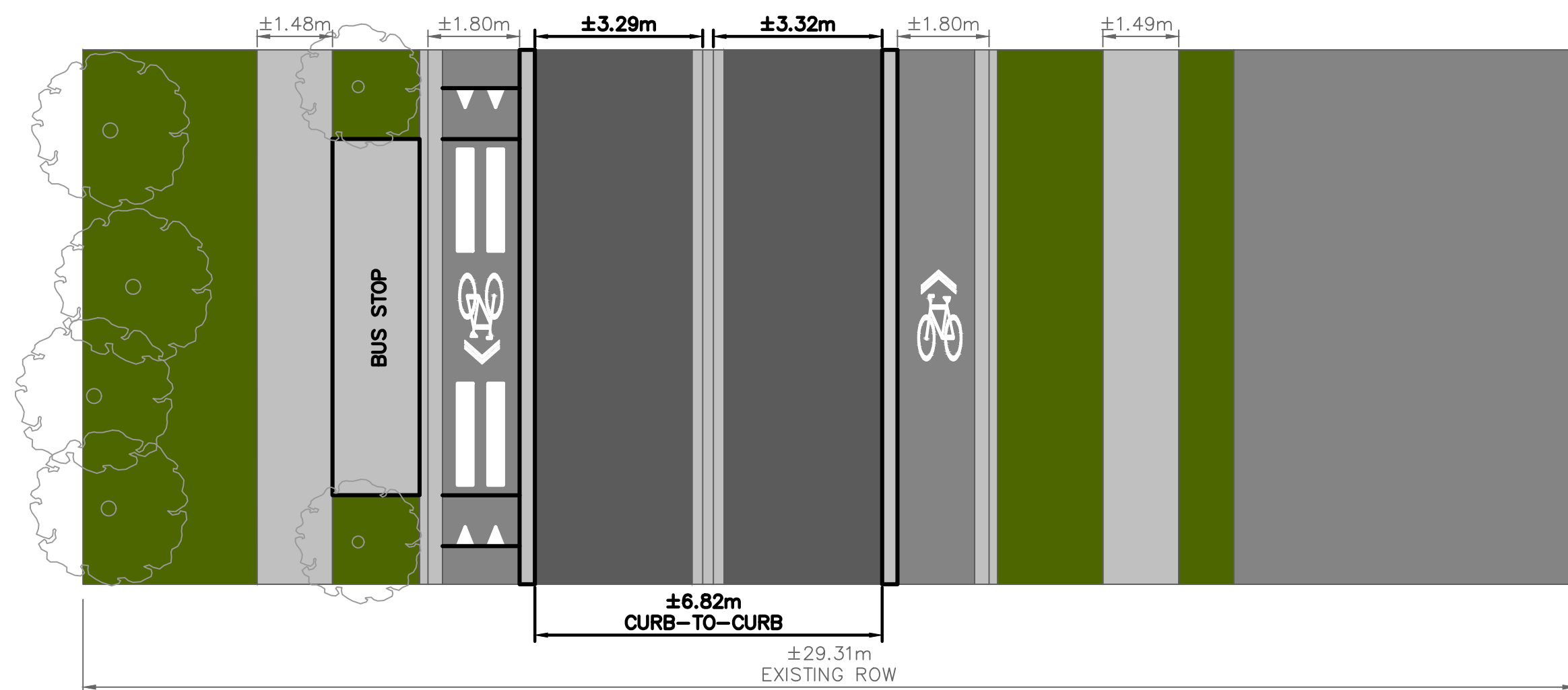
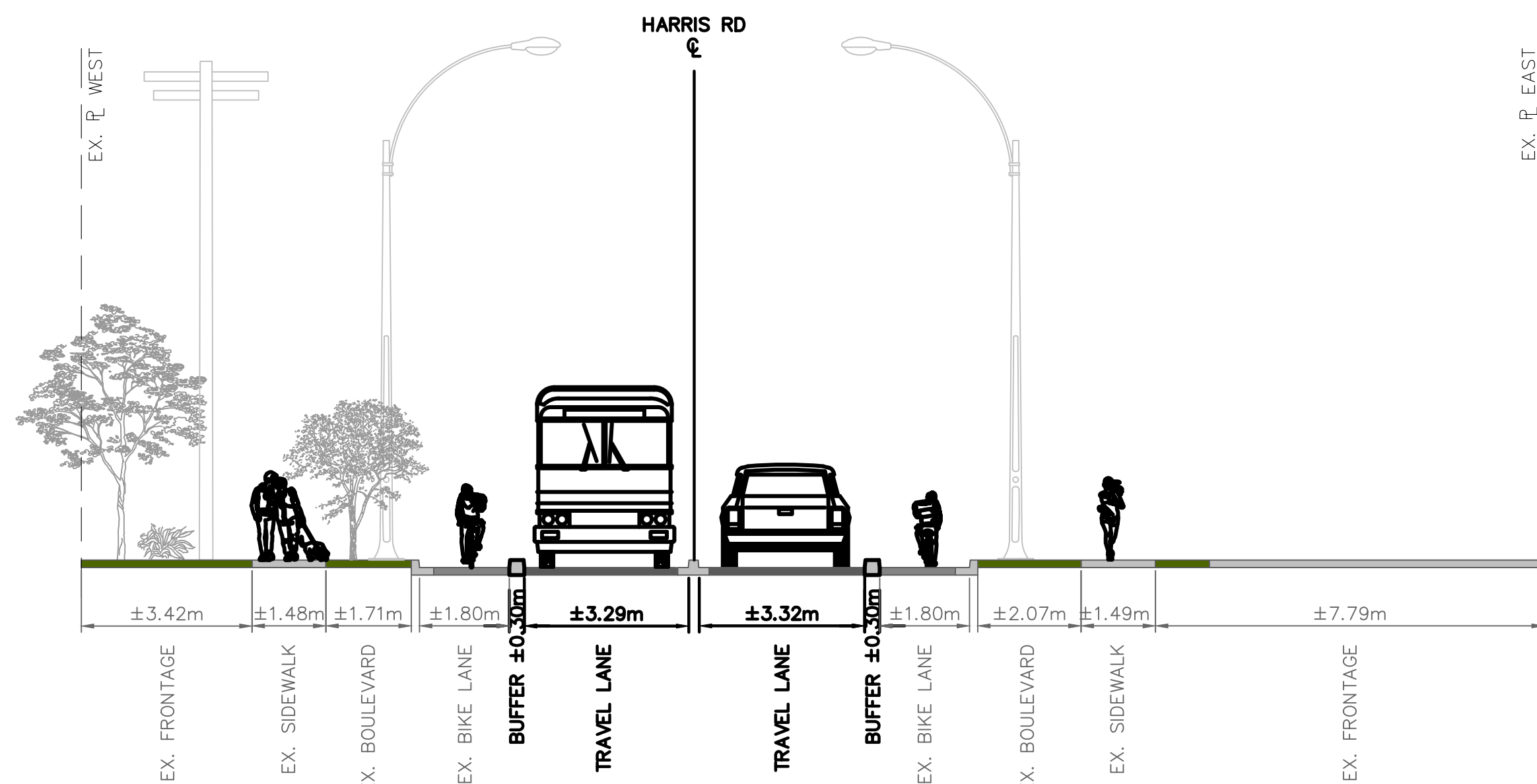
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TITLE:		DESIGN: JHP CHECK: NBC	
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		DRAWING DATE:	
		FEBRUARY, 2025	
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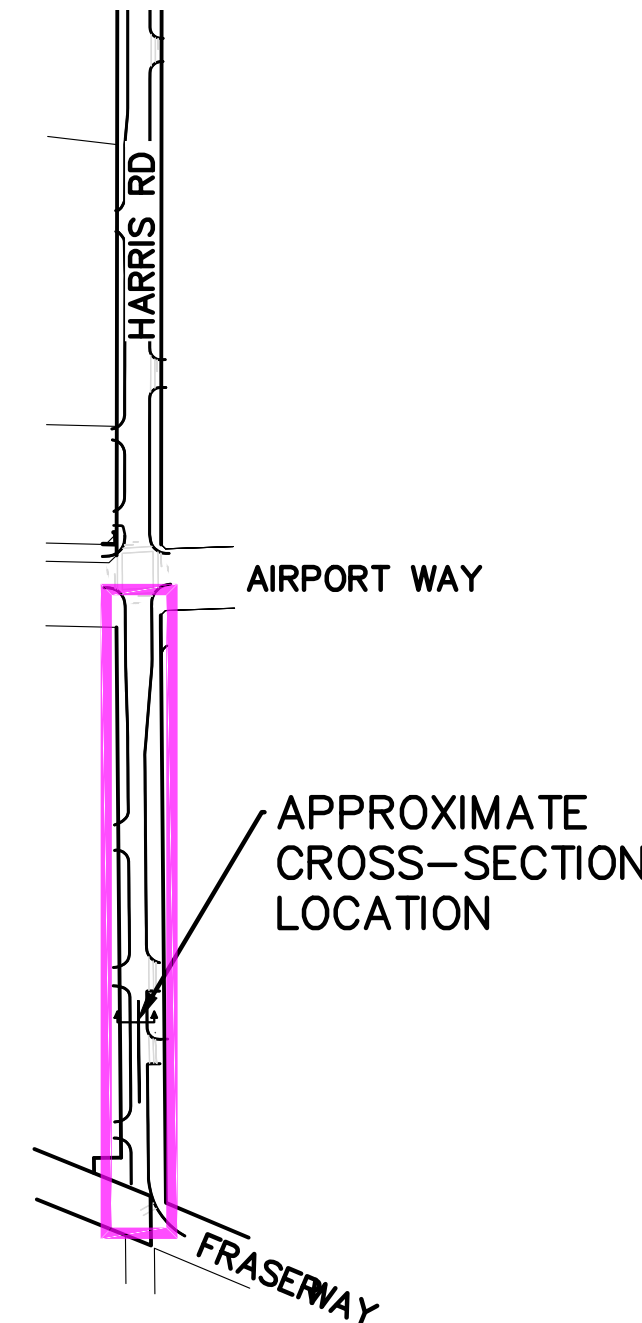
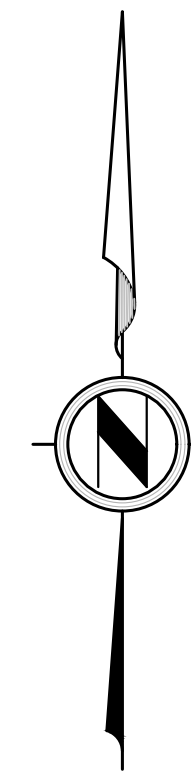


EXISTING CROSS-SECTION



OPTION 2: RETROFIT EXTRUDED CAST-IN-PLACE CURBS ON EXISTING BIKE LANE BUFFER

(RECOMMENDED OPTION)



LOCATION PLAN

SCALE: 1:5000

Pros:

- Creates a fully protected bike lane, making the route safer and more comfortable for all users.
- Preserves the majority of the newly built road with limited impacts on travel lanes.
- Cost-effective implementation.
- More durable and robust compared to precast curbs, providing a longer-lasting solution.
- Enables rapid implementation with minimal disruption to traffic.

Cons:

- Larger curb widths result in greater impacts on travel lanes.
- Provides a more permanent solution compared to precast curbs, which limits flexibility for future modifications.
- Sidewalk widths remain below ideal standards for pedestrian comfort.
- Requires shared landing zone on bike lane for bus stops, increasing conflict zones.
- Does not include upgrades to green infrastructure (e.g., stormwater management or landscaping).

Potential Constraints:

- Conflict zones may arise at driveway entrances and intersections, requiring additional safety considerations.
- Narrower rights-of-way in certain areas may restrict travel lane widths.
- Drainage systems would need to be modified to accommodate the new design.

Suitability of Facilities:

- Pedestrian Facilities:
 - The area experiences low pedestrian traffic due to surrounding land use.
 - Existing facilities are likely sufficient for the current use case, although sidewalk widths are less than ideal for potential future growth
- Cycling Facilities:
 - Enhanced protection measures significantly improve the bike lanes, making them safer and more appealing to a wider range of users, such as commuters and families.
 - The design supports better connectivity between multi-use pathways and ensures a safer cycling experience
- Transit Facilities:
 - The design supports future planned transit stops along this segment, however it would require shared landing zones which would result in potential conflict zones between cyclists and pedestrians.

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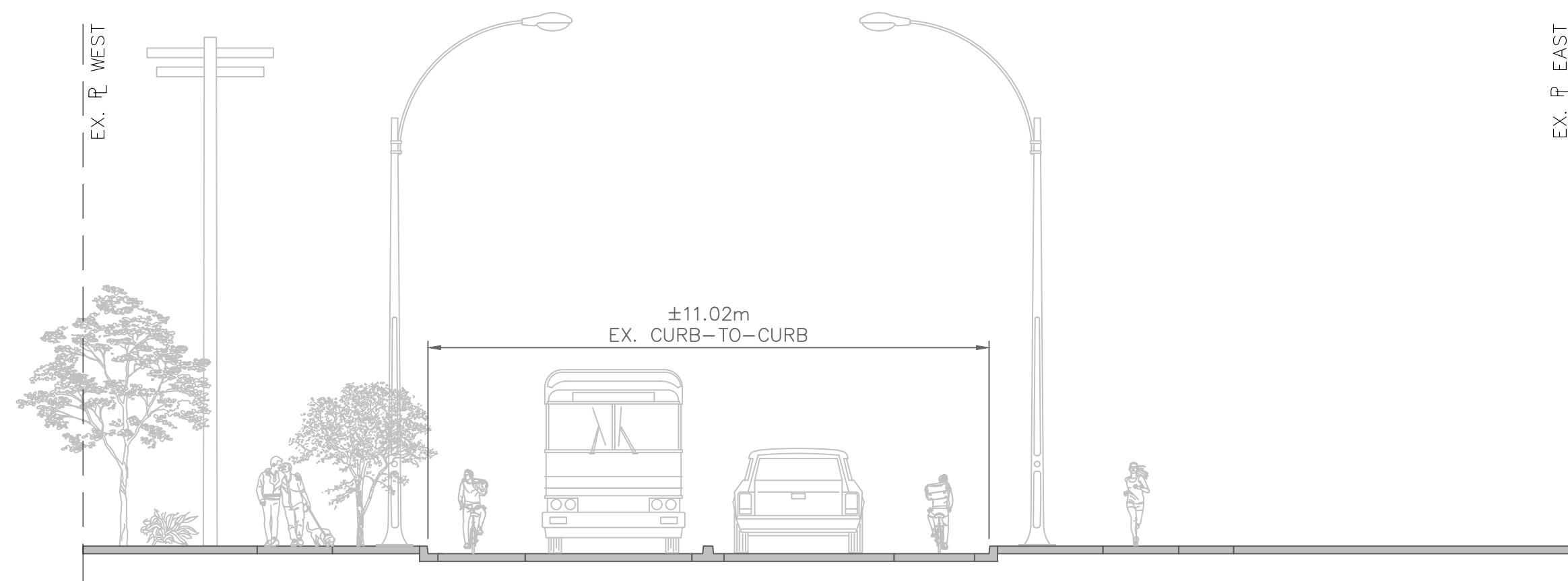
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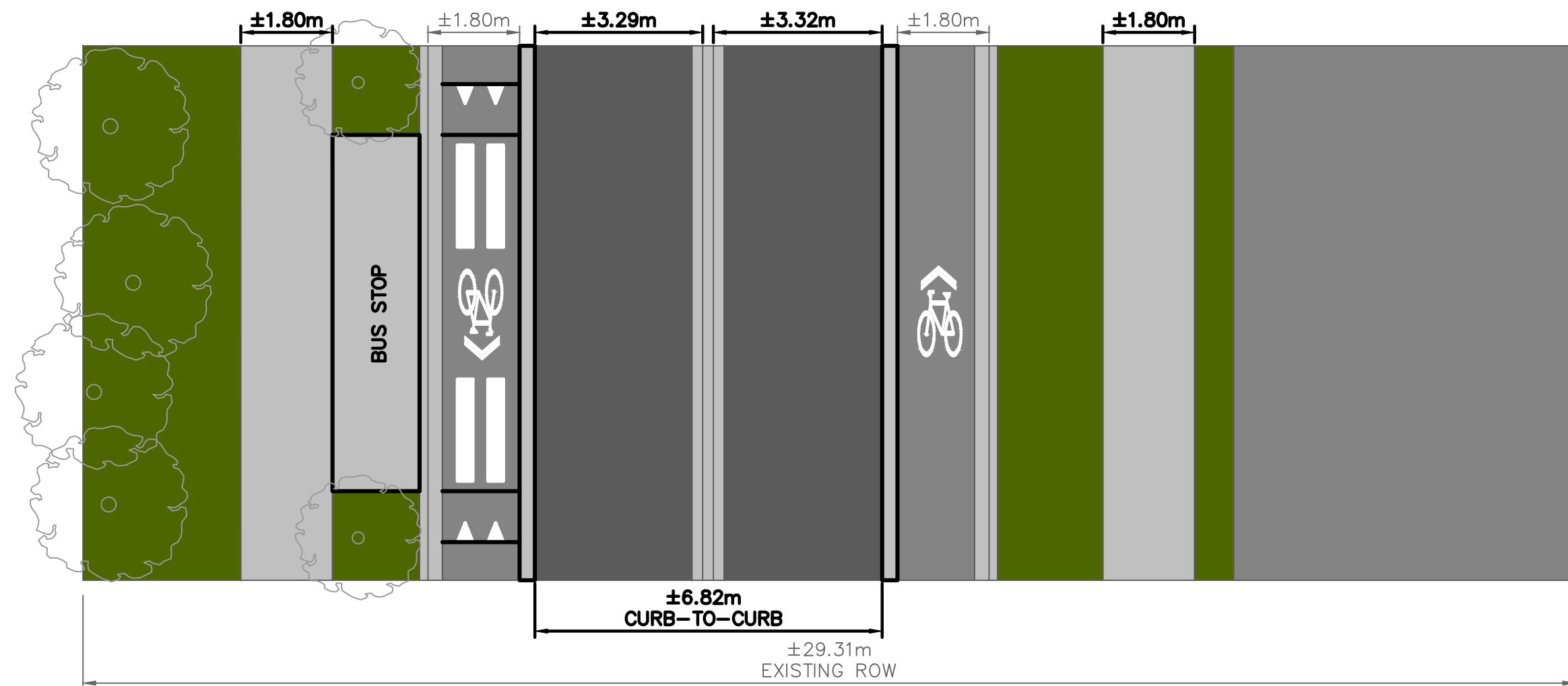
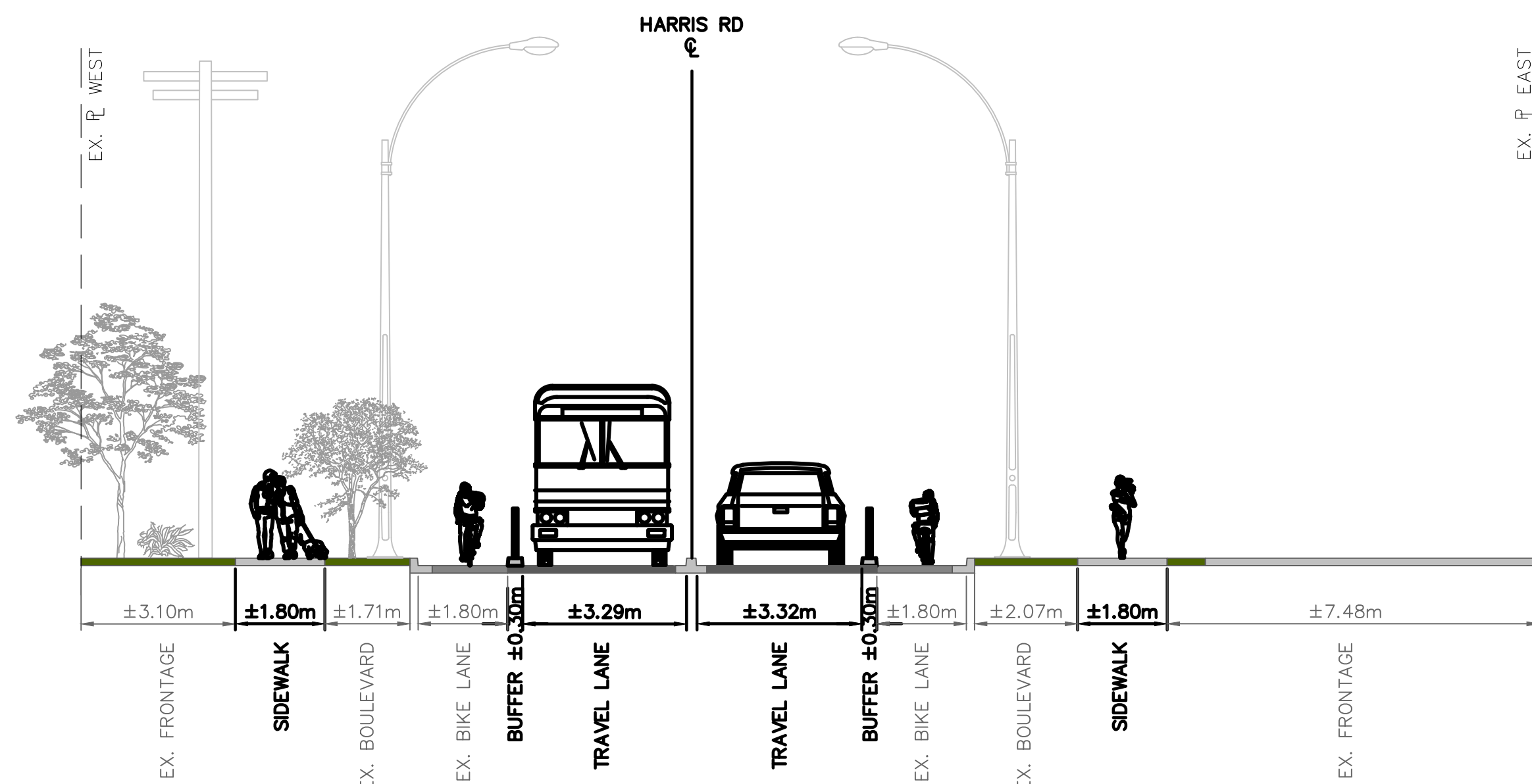
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PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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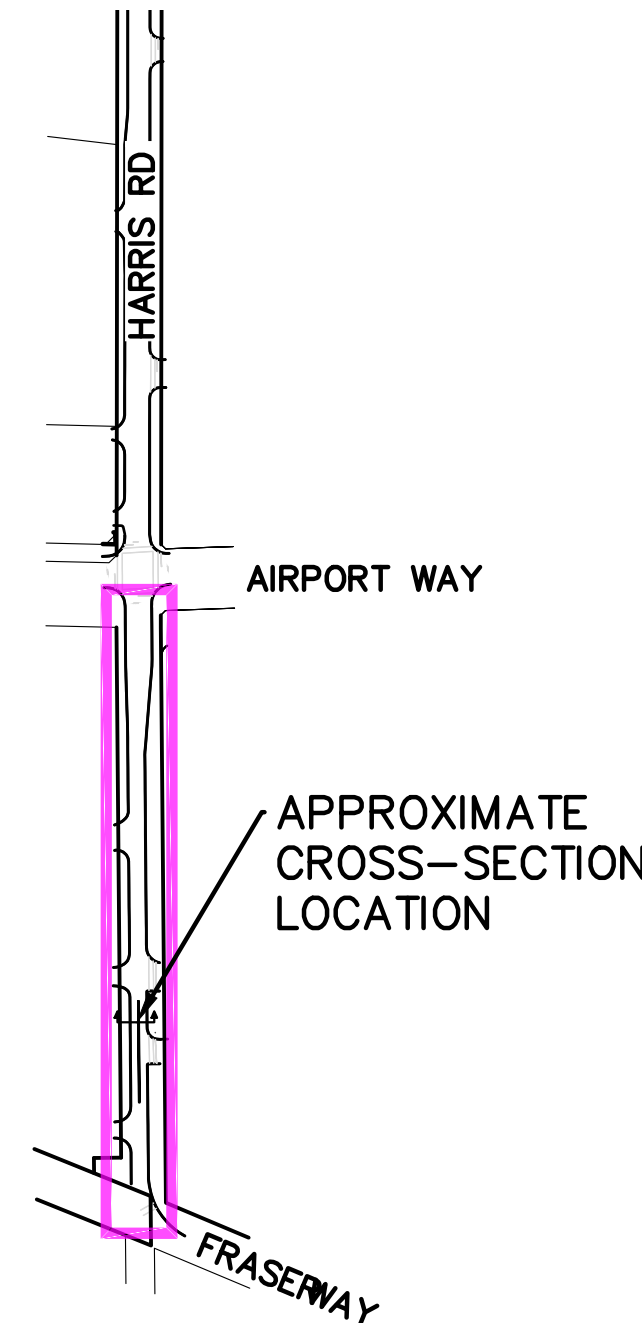
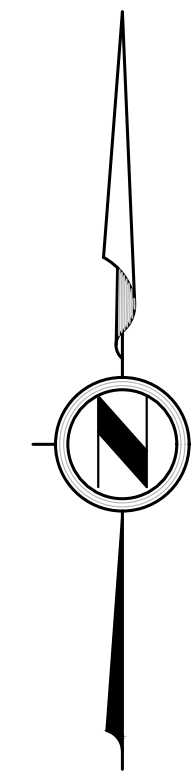
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		FEBRUARY, 2025	
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EXISTING CROSS-SECTION



OPTION 3: RETROFIT PRECAST CONCRETE CURBS ON EXISTING BIKE LANE BUTTER WITH WIDER SIDEWALK (RECOMMENDED OPTION)



LOCATION PLAN SCALE: 1:5000

- Pros:
- Creates a fully protected bike lane, making the route more comfortable and safer for all users.
 - Preserves the majority of the newly built road with limited impacts on travel lanes.
 - Cost-effective implementation.
 - Allows for rapid implementation with minimal disruption to traffic.
 - Expands width of sidewalk for increased pedestrian comfort and accessibility

- Cons:
- Increased maintenance costs due to the potential for damage to precast curbs.
 - Requires shared landing zone on bike lane for bus stops, increasing conflict zones.
 - Does not include upgrades to green infrastructure (e.g., stormwater management or landscaping).
 - Increased cost and disruption due to widening sidewalks
- Potential Constraints:
- Conflict zones may develop at driveway entrances and intersections, requiring additional safety measures.
 - Narrower rights-of-way in certain areas may constrain travel lane widths.

- Suitability of Facilities:
- Pedestrian Facilities:
 - Widened sidewalks significantly improve pedestrian accessibility and comfort, making the area more walkable and accommodating for a variety of users.
 - Improved facilities align with urban planning goals for active transportation.
 - Cycling Facilities:
 - The additional protection provided by the precast barriers significantly improves the bike lanes, making them safer and more appealing for a broader range of users, including commuters and families.
 - The design enhances connectivity between multi-use pathways, supporting greater cycling integration.
 - Transit Facilities:
 - The design supports future planned transit stops along this segment, however it would require shared landing zones which would result in potential conflict zones between cyclists and pedestrians.

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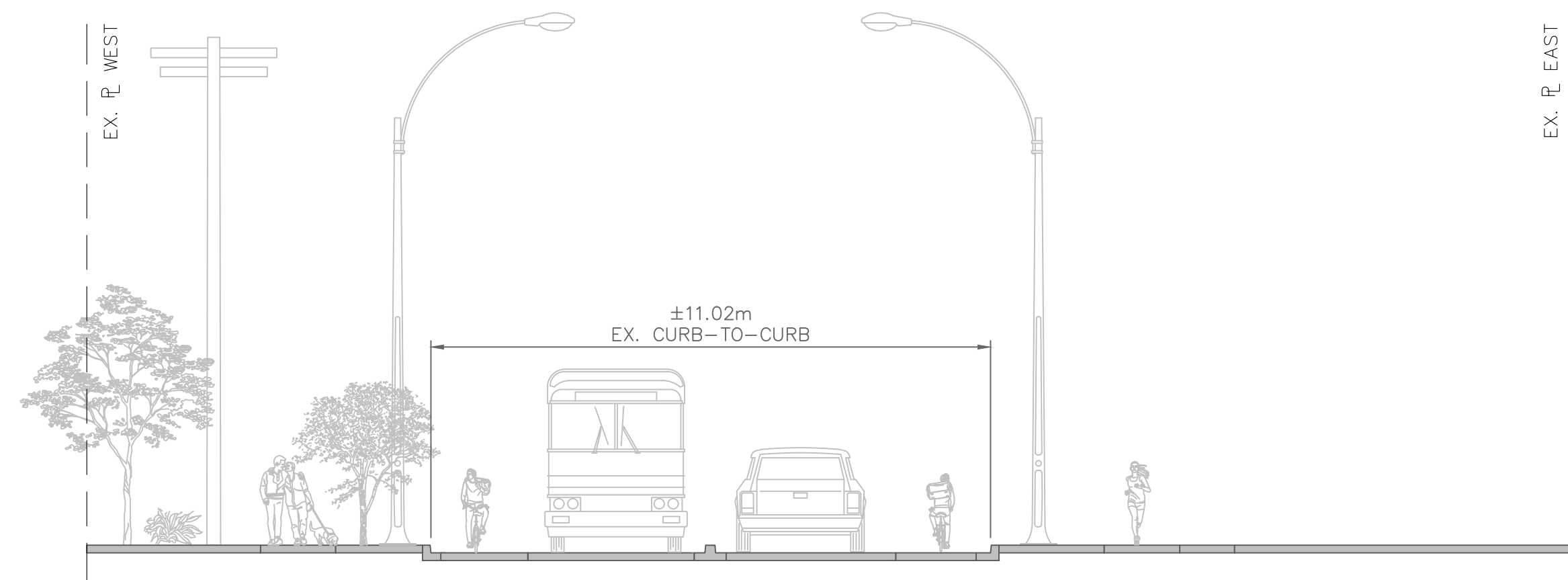
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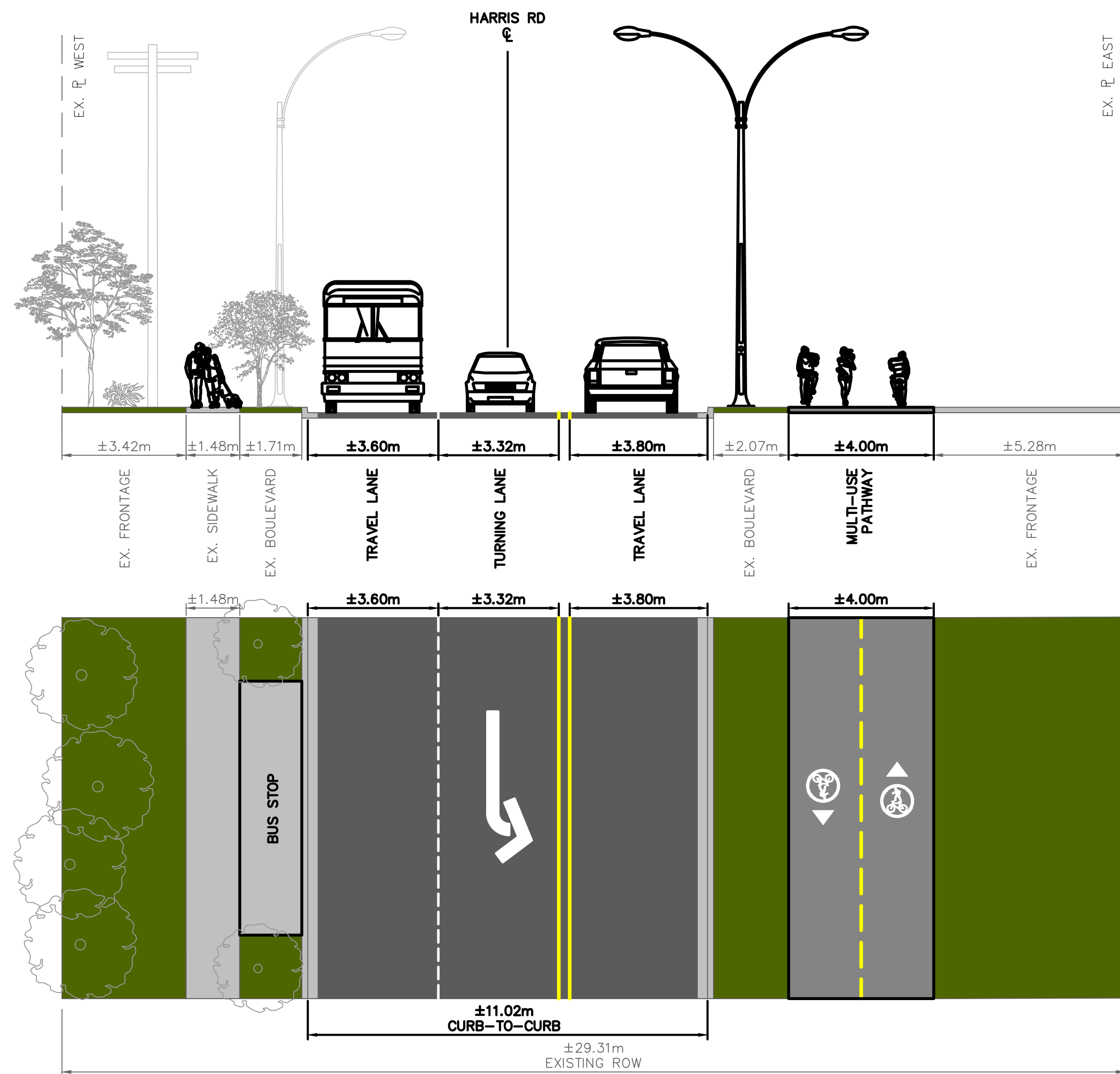
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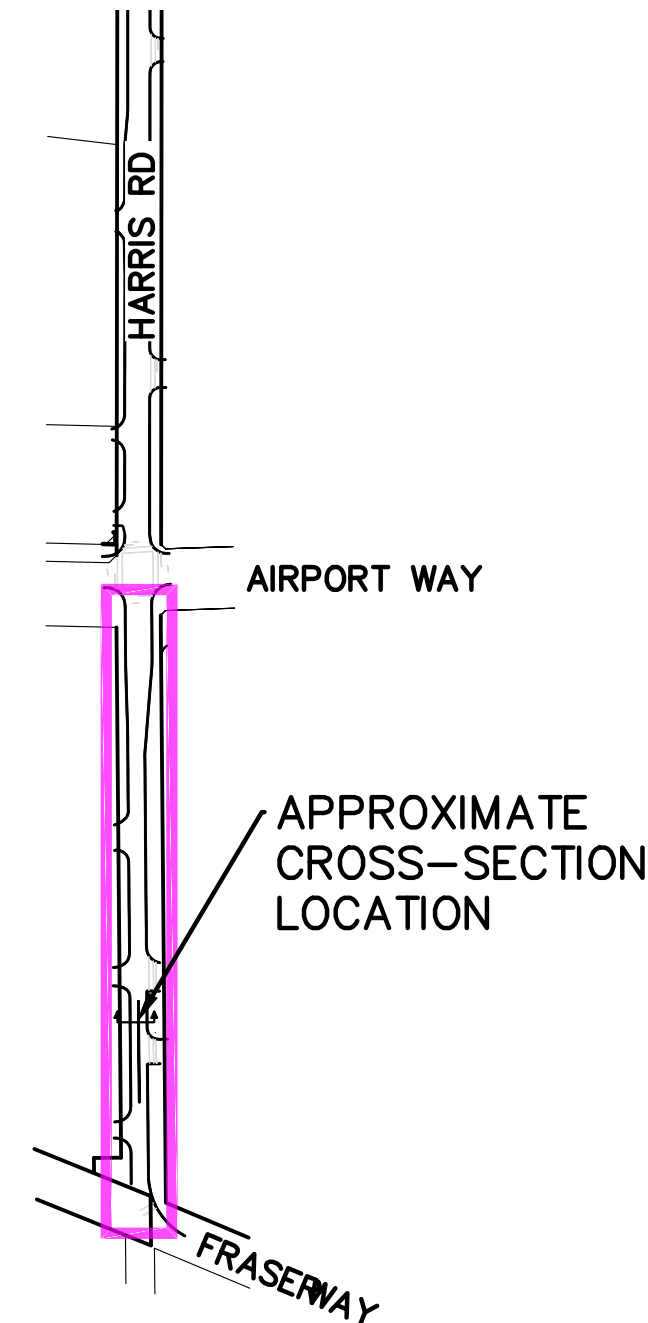
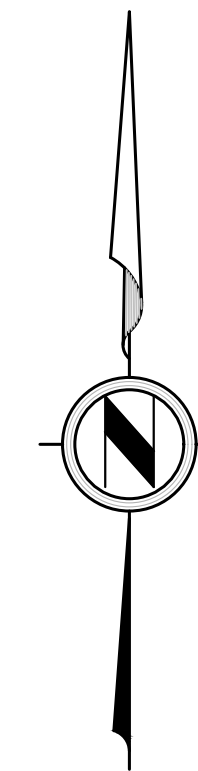
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OPTION 4: 4m-WIDE MUP ON EAST SIDE



LOCATION PLAN
SCALE: 1:5000

- Pros:
- Expands active transportation space for both cyclists and pedestrians, promoting shared use.
 - Separates cyclists from traffic lanes, reducing the number of potential conflict zones.
 - Provides connectivity to the MUP on Airport Way and the Trans Canada Trail.
 - Maximizes the use of space within the existing right-of-way on the east side.
 - Allows for separated landing zone for future transit stops.
 - Minimizes disruption to the remainder of the right-of-way.
 - Includes the addition of a parking lane or flex zone on the west side, enhancing functionality.

- Cons:
- Potential for conflicts between pedestrians and cyclists on the shared MUP.
 - Sidewalk widths on the west side remain below ideal standards for pedestrian comfort.
 - Requires cyclists to cross the road to access businesses located on the west side.

- Potential Constraints:
- Grading and drainage adjustments will be required on the east side to accommodate the MUP.
 - Conflict zones may occur at driveway entrances and intersections, necessitating additional safety measures.
 - Ensuring smooth connectivity between segments and existing MUPs may present design challenges.
 - Adjustments to streetlight to include MUP lighting may be required.

- Suitability of Facilities:
- Pedestrian Facilities:
 - The expanded pedestrian space on the east side enhances connectivity with existing multi-use pathways, improving walkability and access.
 - Cycling Facilities:
 - The MUP provides a safer and more appealing option for cyclists, catering to a broader range of users such as commuters and families.
 - Enhances connectivity between multi-use pathways and offers a safer cycling experience by separating bikes from vehicular traffic.
 - Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards.

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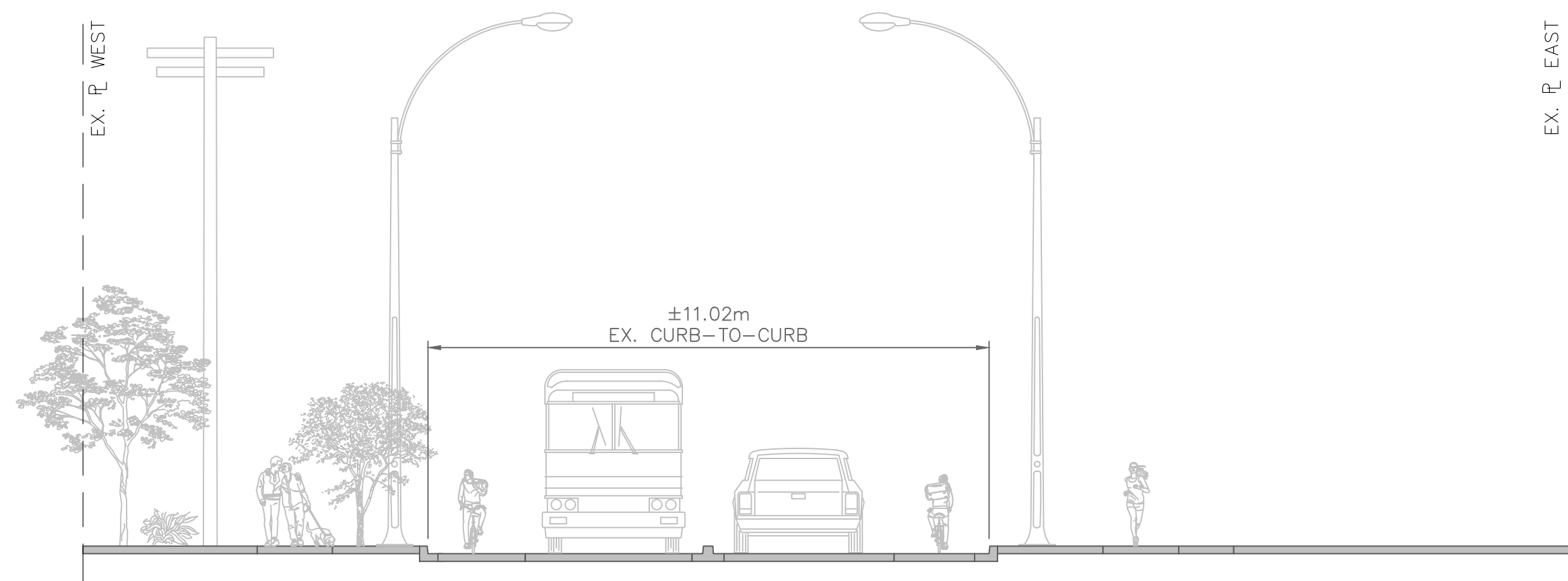
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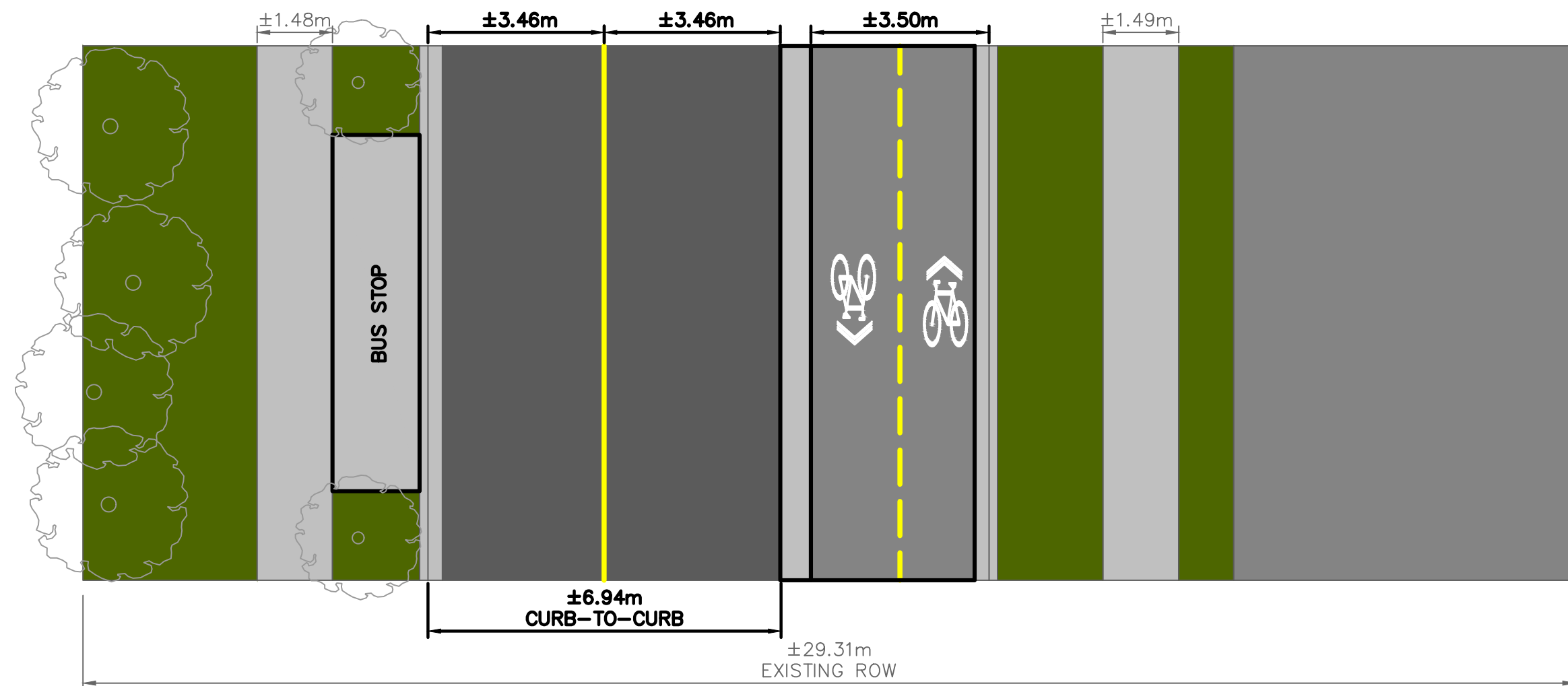
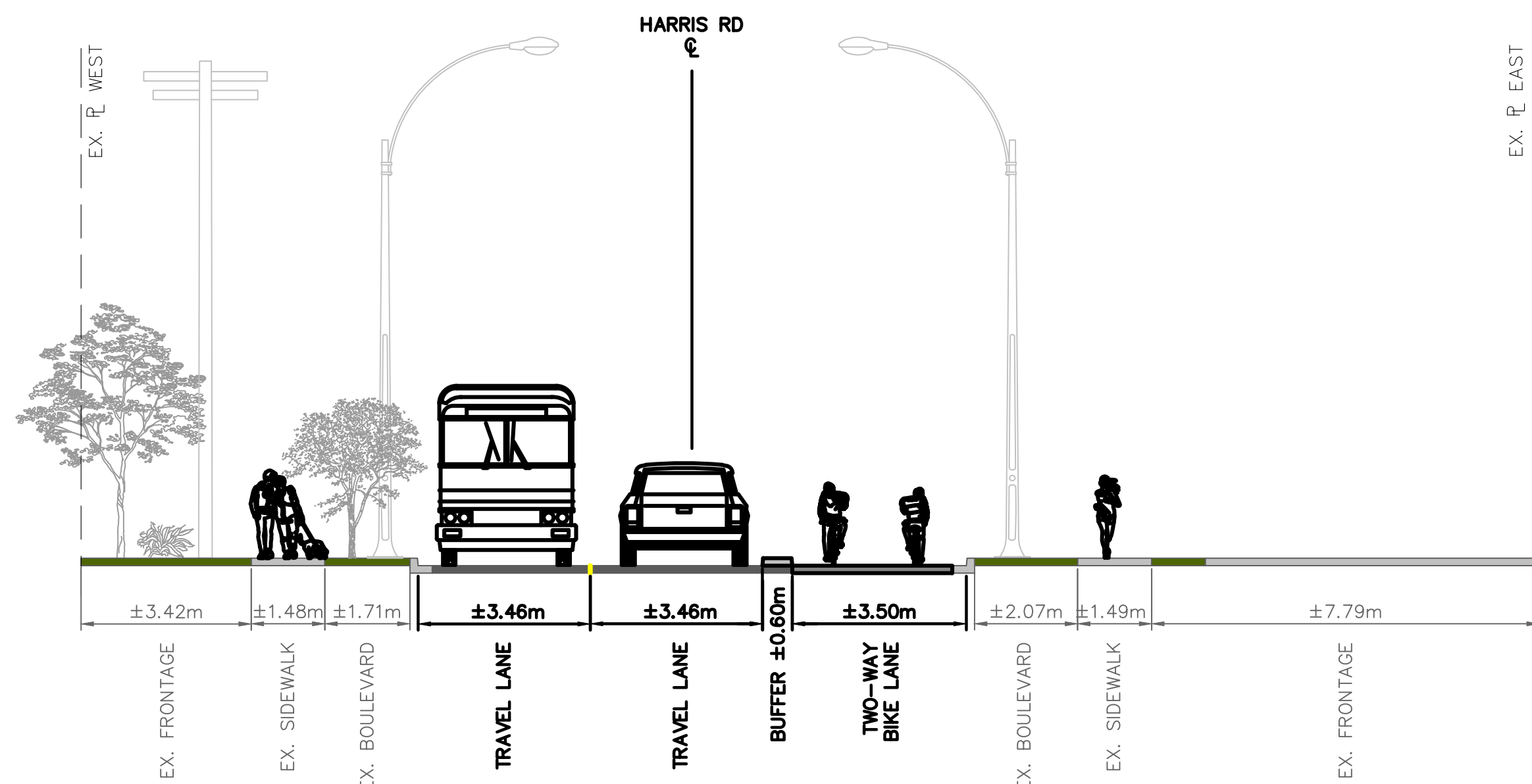
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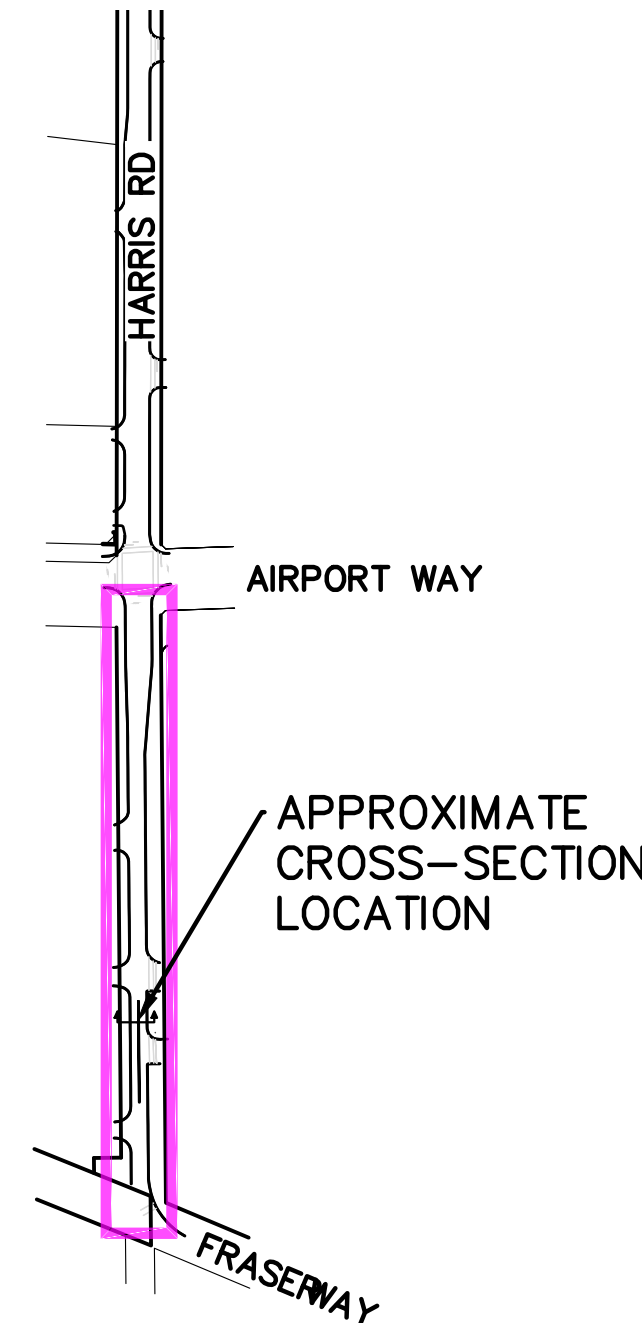
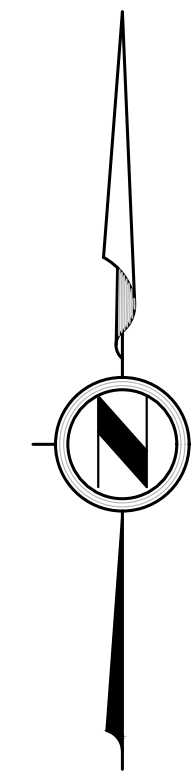
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EXISTING CROSS-SECTION



OPTION 5: BIDIRECTIONAL BIKE LANE ON WEST SIDE WITH SEPARATE SIDEWALK



LOCATION PLAN
SCALE: 1:5000

Pros:

- Creates a dedicated bidirectional bike lane on the east side, improving cyclist safety and comfort.
- Maintains the existing sidewalks on both sides of the road, avoiding the need for significant pedestrian infrastructure changes.
- Provides a cost-effective solution by utilizing existing road space efficiently.
- Offers improved connectivity to existing multi-use pathways, such as the MUP on Airport Way and the Trans Canada Trail.
- Minimizes construction impacts and disruption to the right-of-way.

Cons:

- Bidirectional bike lanes may create conflict zones at intersections and driveway crossings, requiring additional safety measures.
- Cyclists traveling westward must cross the road to access the bidirectional lane, potentially reducing convenience.
- Sidewalk widths remain below ideal standards, limiting pedestrian comfort and future growth potential.
- Does not include enhancements to green infrastructure or transit facilities.

Potential Constraints:

- Conflict zones at intersections and driveways will need careful design and safety considerations.
- Grading and drainage adjustments may be required on the east side to accommodate the bike lane.
- Limited right-of-way in some areas could constrain the width of the bike lane.
- Ensuring smooth connectivity between segments and existing multi-use pathways may present challenges.

Suitability of Facilities:

- Pedestrian Facilities:
 - Existing sidewalks are maintained, providing sufficient pedestrian facilities for the current use case.
- Cycling Facilities:
 - The bidirectional bike lane offers a safer and more dedicated space for cyclists, particularly those traveling east.
 - Connectivity to multi-use pathways ensures a seamless and safer cycling experience.
 - Westward cyclists may face reduced convenience due to the need to cross the road to access the bike lane.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards

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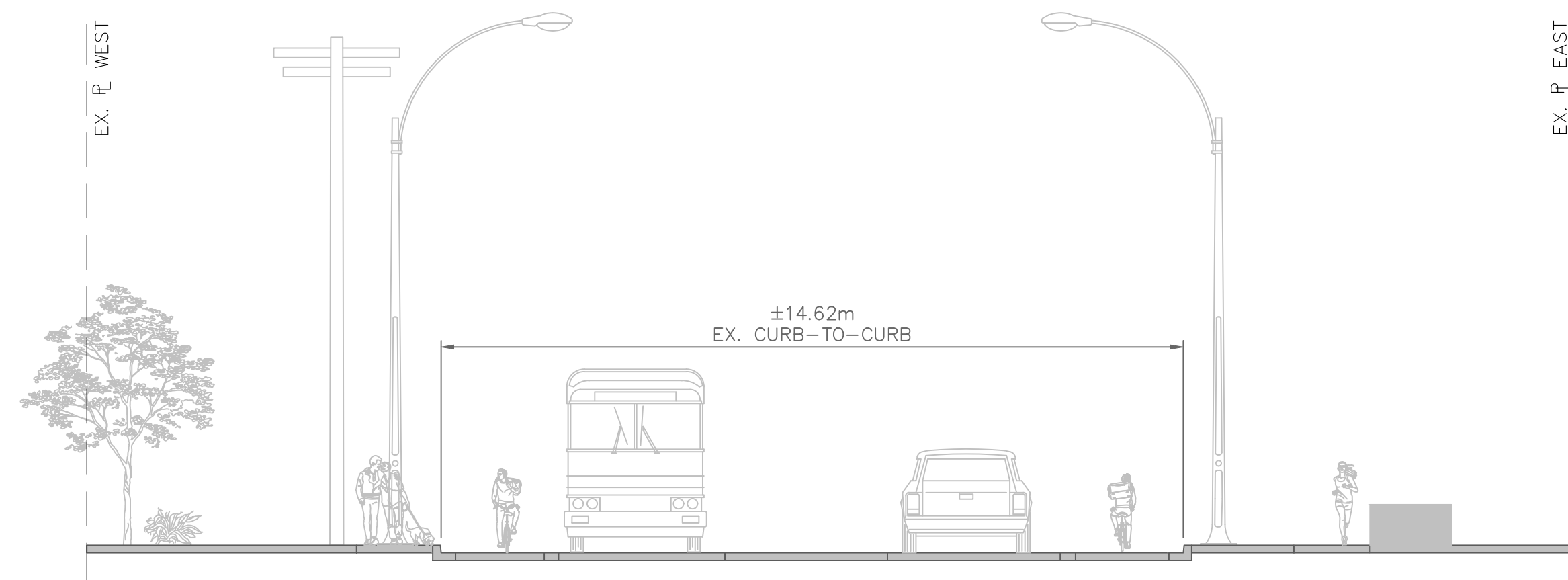
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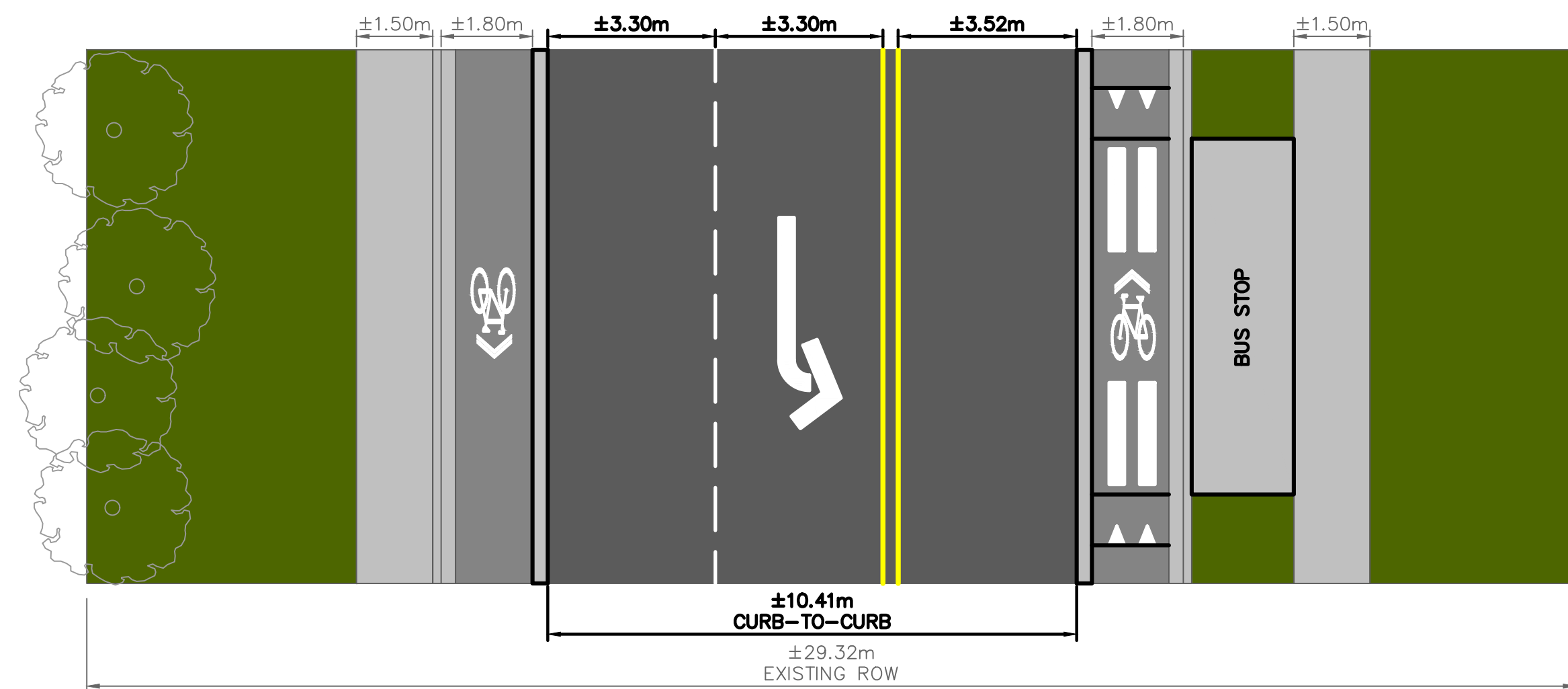
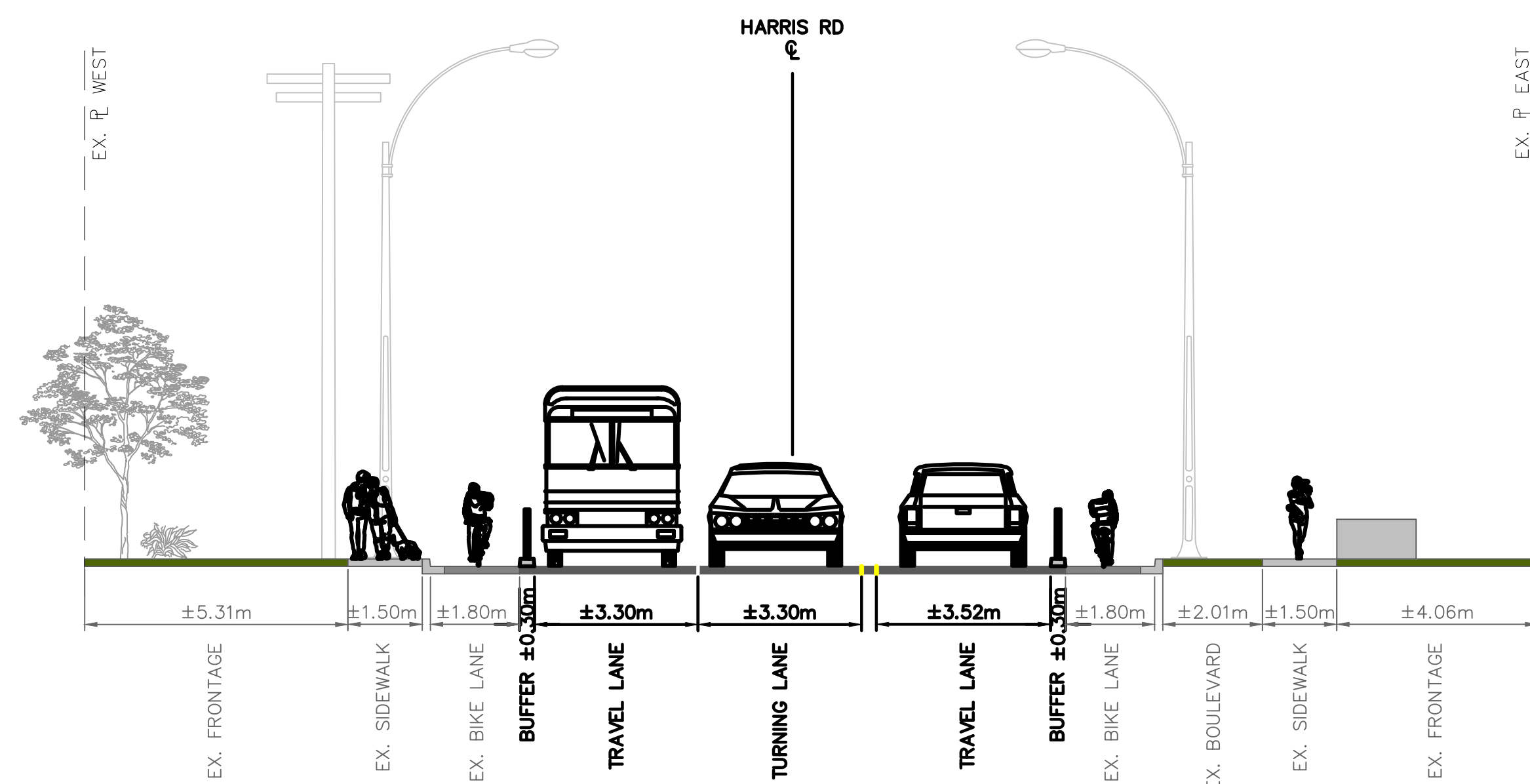
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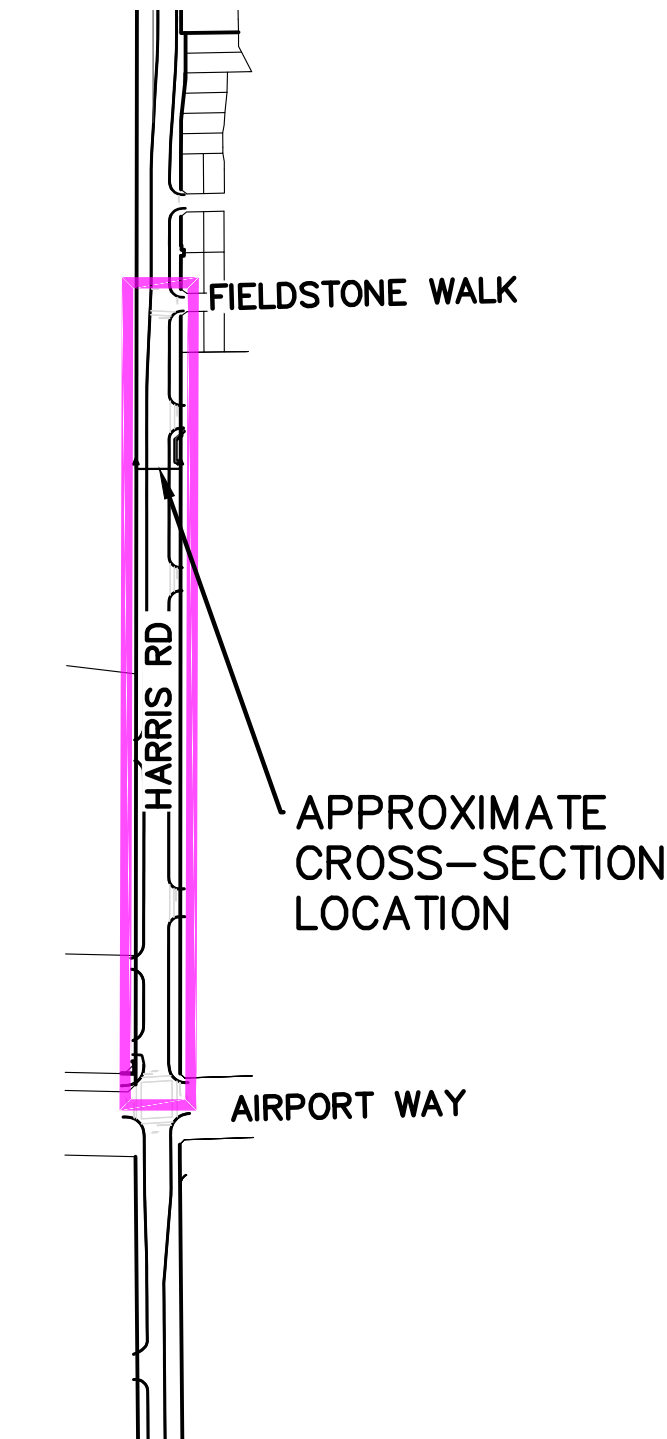
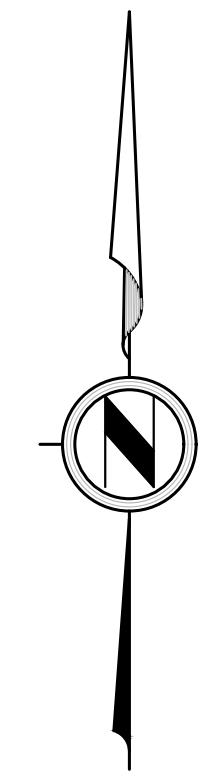
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EXISTING CROSS-SECTION



OPTION 1: RETROFIT PRECAST CONCRETE CURBS ON EXISTING BIKE LANE BUFFER
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:5000

Pros:

- Creates a fully protected bike lane, making the route more comfortable and safer for all users.
- Preserves the majority of the newly built road with limited impacts on travel lanes.
- Cost-effective implementation.
- Allows for rapid implementation with minimal disruption to traffic.

Cons:

- Increased maintenance costs due to the potential for damage to precast curbs.
- Sidewalk widths remain below desirable standards for pedestrian comfort.
- Requires shared landing zone on bike lane for bus stops, increasing conflict zones.
- Does not include upgrades to green infrastructure (e.g., stormwater management or landscaping).

Potential Constraints:

- Conflict zones may develop at driveway entrances and intersections, requiring additional safety measures.
- Narrower rights-of-way in certain areas may constrain travel lane widths.

Suitability of Facilities:

- Pedestrian Facilities:
 - The area has low pedestrian traffic due to surrounding land use.
 - Existing pedestrian facilities are likely adequate for the current use case, though sidewalk widths are less than ideal for potential future demand.
- Cycling Facilities:
 - The additional protection provided by the precast barriers significantly improves the bike lanes, making them safer and more appealing for a broader range of users, including commuters and families.
 - The design enhances connectivity between multi-use pathways, supporting greater cycling integration.
- Transit Facilities:
 - The design supports future planned transit stops along this segment, however it would require shared landing zones which would result in potential conflict zones between cyclists and pedestrians.

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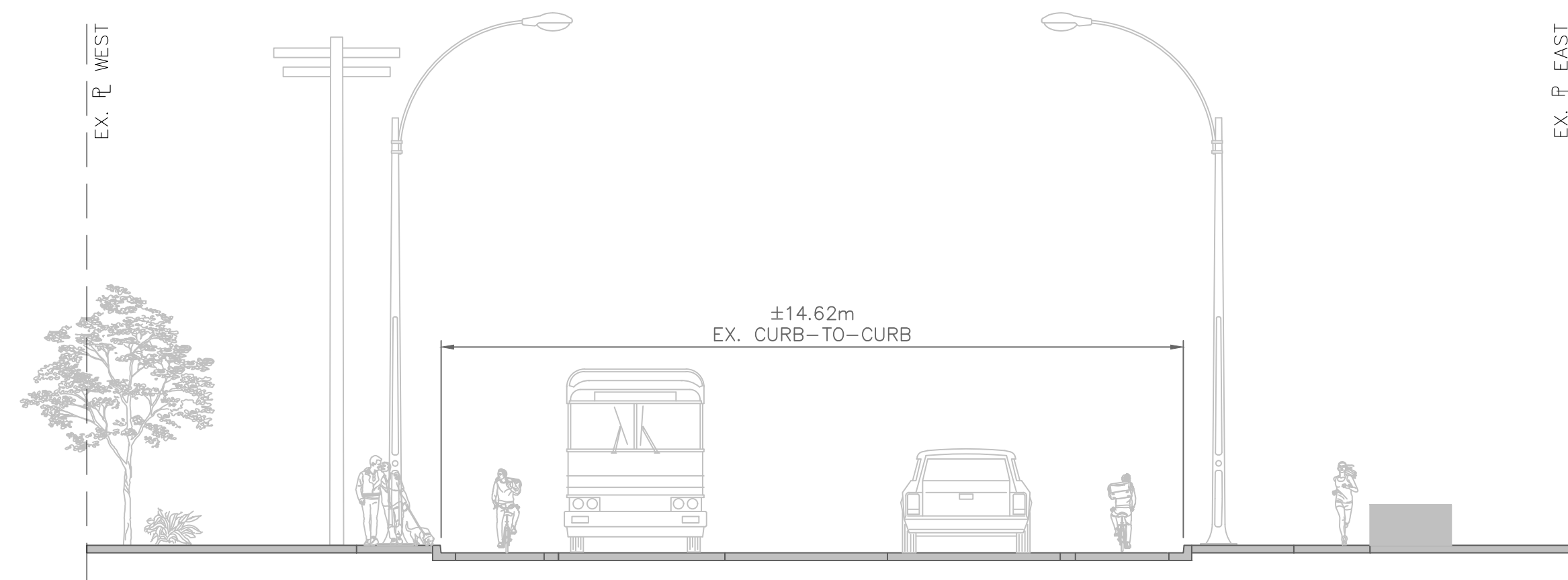
Aplin & Martin Consultants Ltd.
#1818 – 1177 West Hastings Street Vancouver, B.C. V6E 2K3
Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

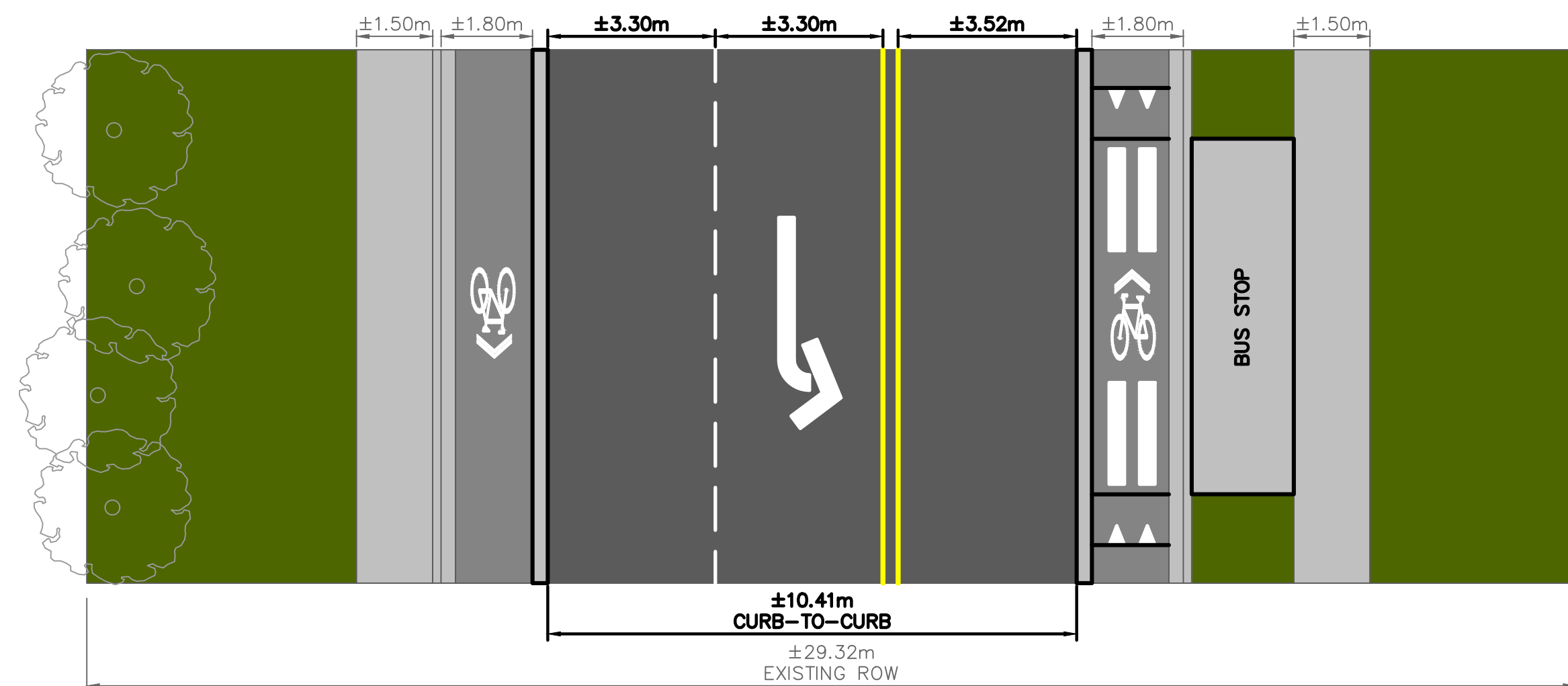
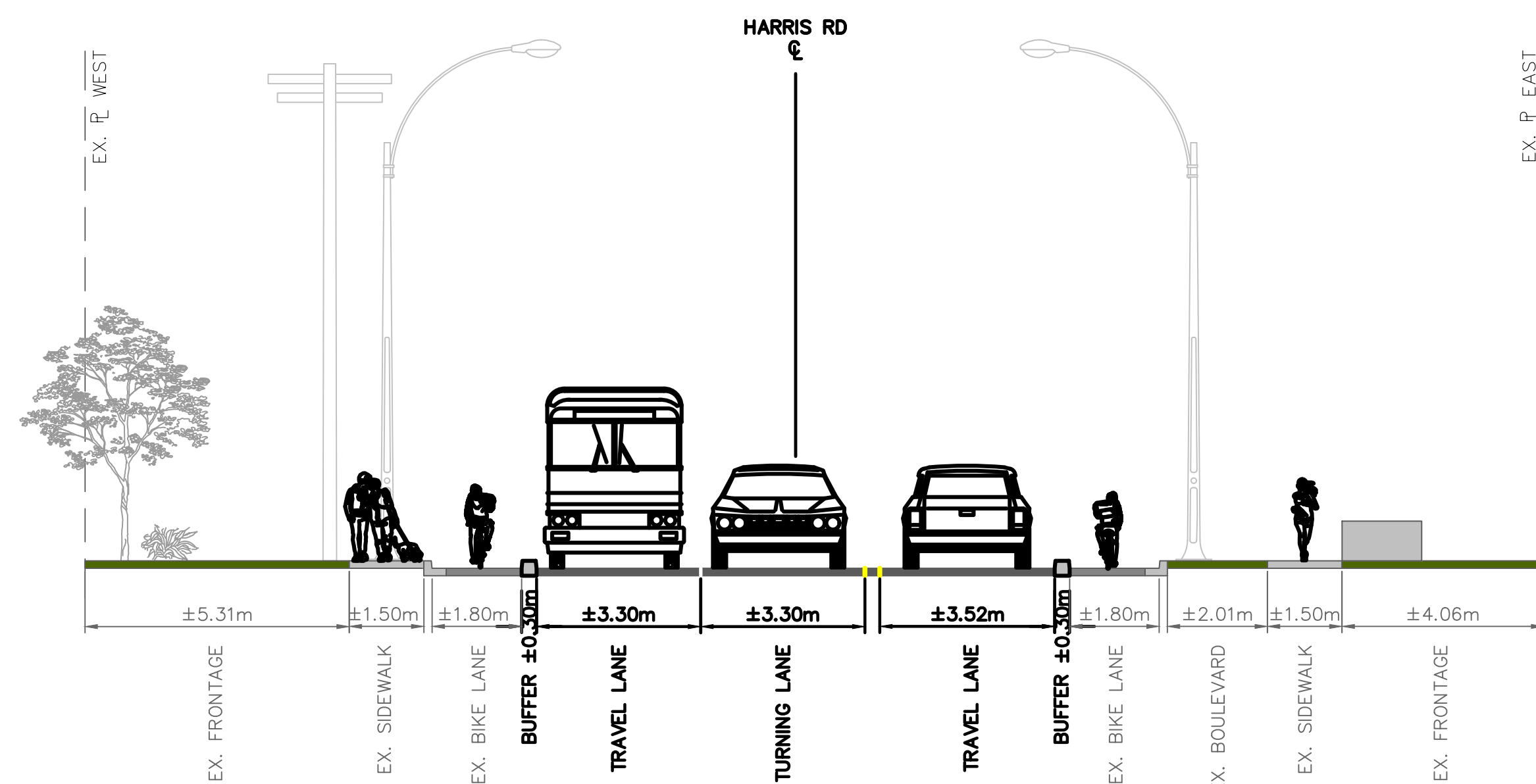
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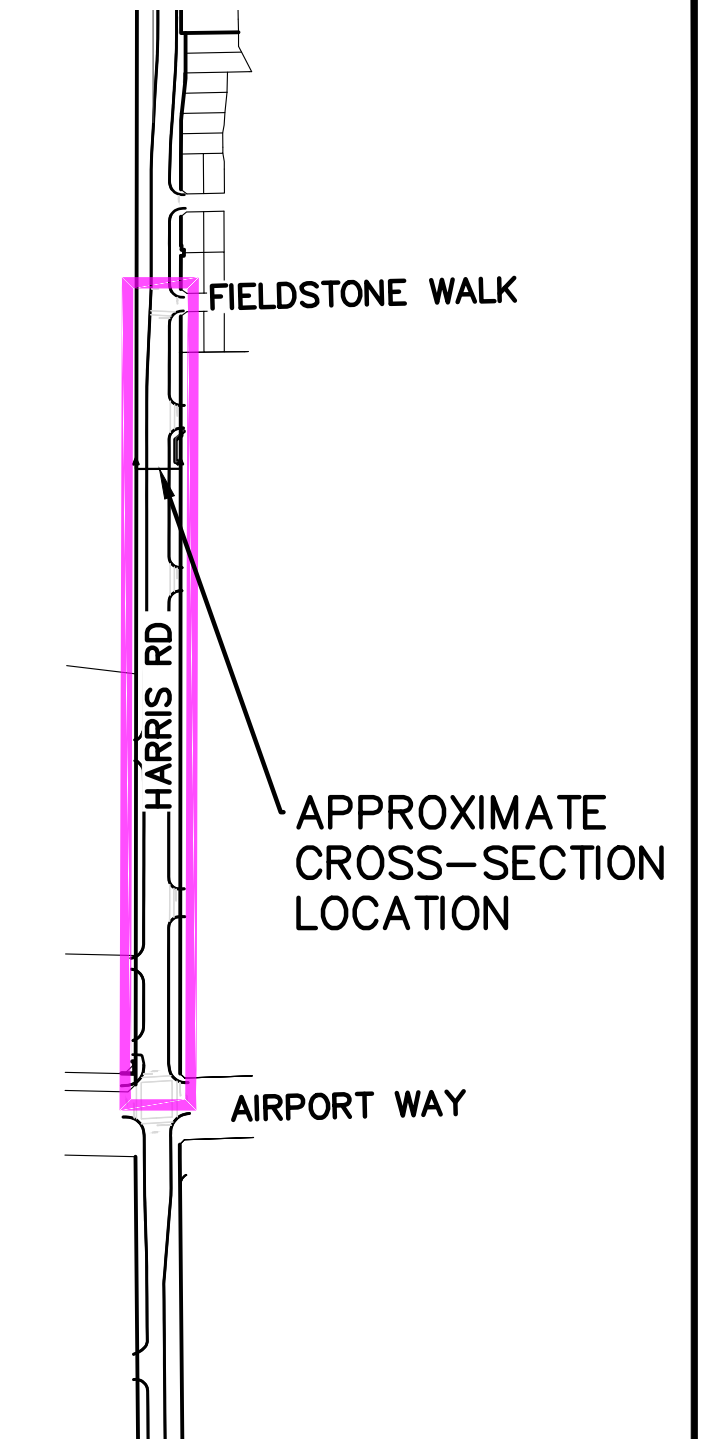
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24-5144-06			



EXISTING CROSS-SECTION



OPTION 2: RETROFIT EXTRUDED CAST-IN-PLACE CURBS
ON EXISTING BIKE LANE BUFFER
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:5000

Pros:

- Creates a fully protected bike lane, making the route safer and more comfortable for all users.
- Preserves the majority of the newly built road with limited impacts on travel lanes.
- Cost-effective implementation.
- More durable and robust compared to precast curbs, providing a longer-lasting solution.
- Enables rapid implementation with minimal disruption to traffic.

Cons:

- Larger curb widths result in greater impacts on travel lanes.
- Provides a more permanent solution compared to precast curbs, which limits flexibility for future modifications.
- Sidewalk widths remain below ideal standards for pedestrian comfort.
- Requires shared landing zone on bike lane for bus stops, increasing conflict zones.
- Does not include upgrades to green infrastructure (e.g., stormwater management or landscaping).

Potential Constraints:

- Conflict zones may arise at driveway entrances and intersections, requiring additional safety considerations.
- Narrower rights-of-way in certain areas may restrict travel lane widths.
- Drainage systems would need to be modified to accommodate the new design.

Suitability of Facilities:

- Pedestrian Facilities:
 - The area experiences low pedestrian traffic due to surrounding land use.
 - Existing facilities are likely sufficient for the current use case, although sidewalk widths are less than ideal for potential future growth
- Cycling Facilities:
 - Enhanced protection measures significantly improve the bike lanes, making them safer and more appealing to a wider range of users, such as commuters and families.
 - The design supports better connectivity between multi-use pathways and ensures a safer cycling experience
- Transit Facilities:
 - The design supports future planned transit stops along this segment, however it would require shared landing zones which would result in potential conflict zones between cyclists and pedestrians.

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B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE				
REV. NO.	DESCRIPTION	DR	CH	DATE	APP	
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B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25		



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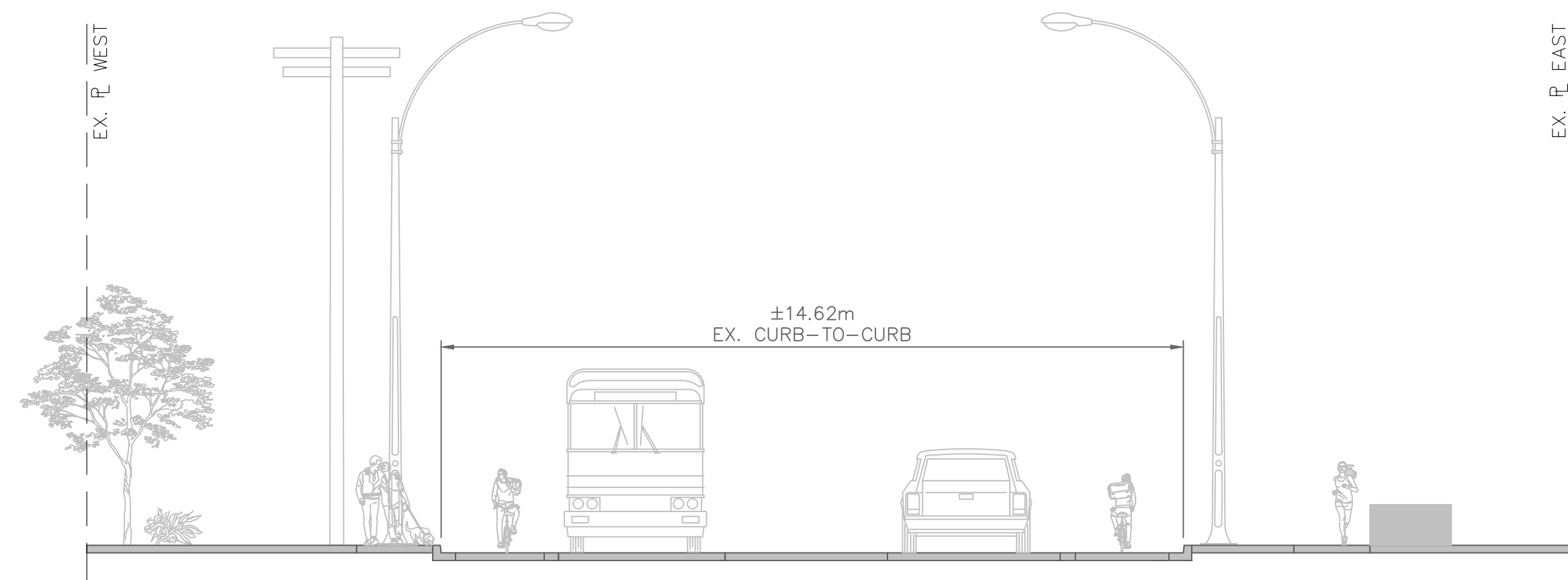
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PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

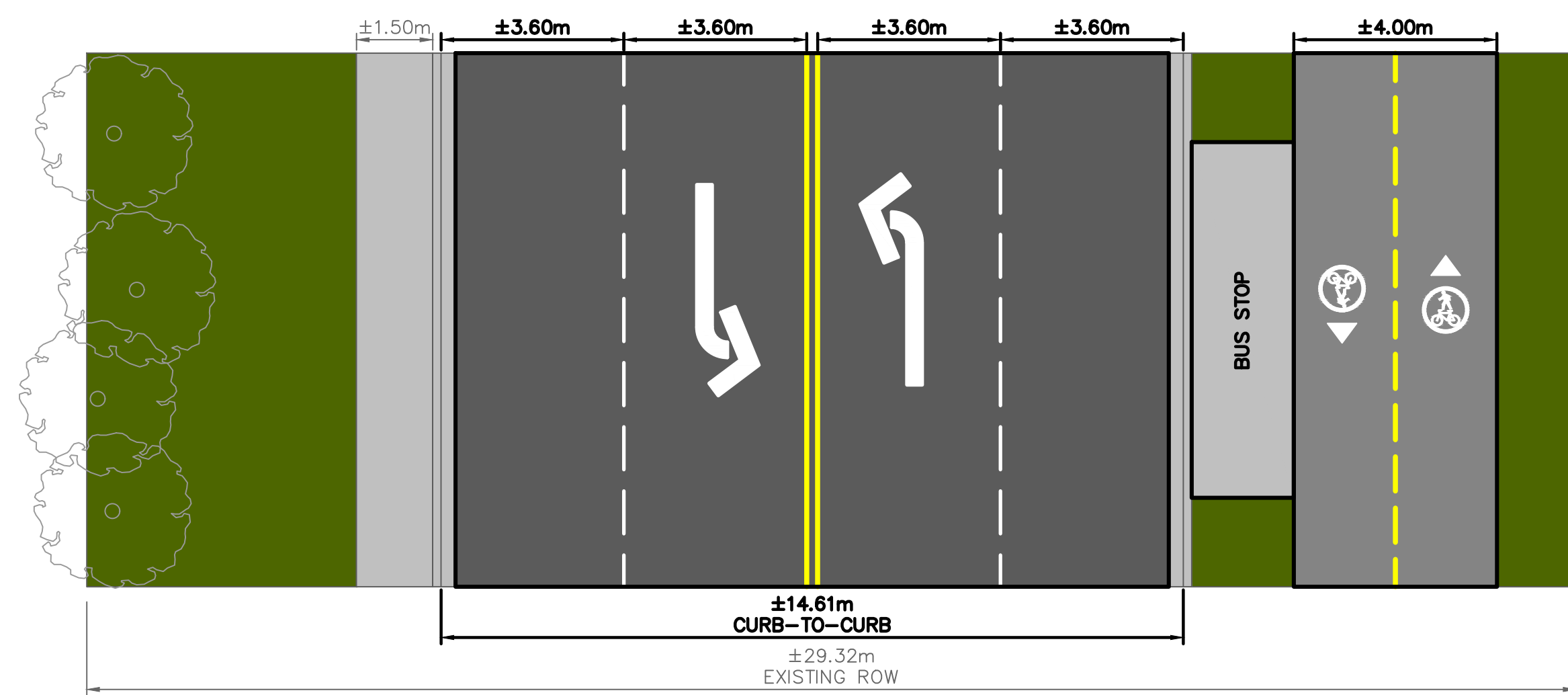
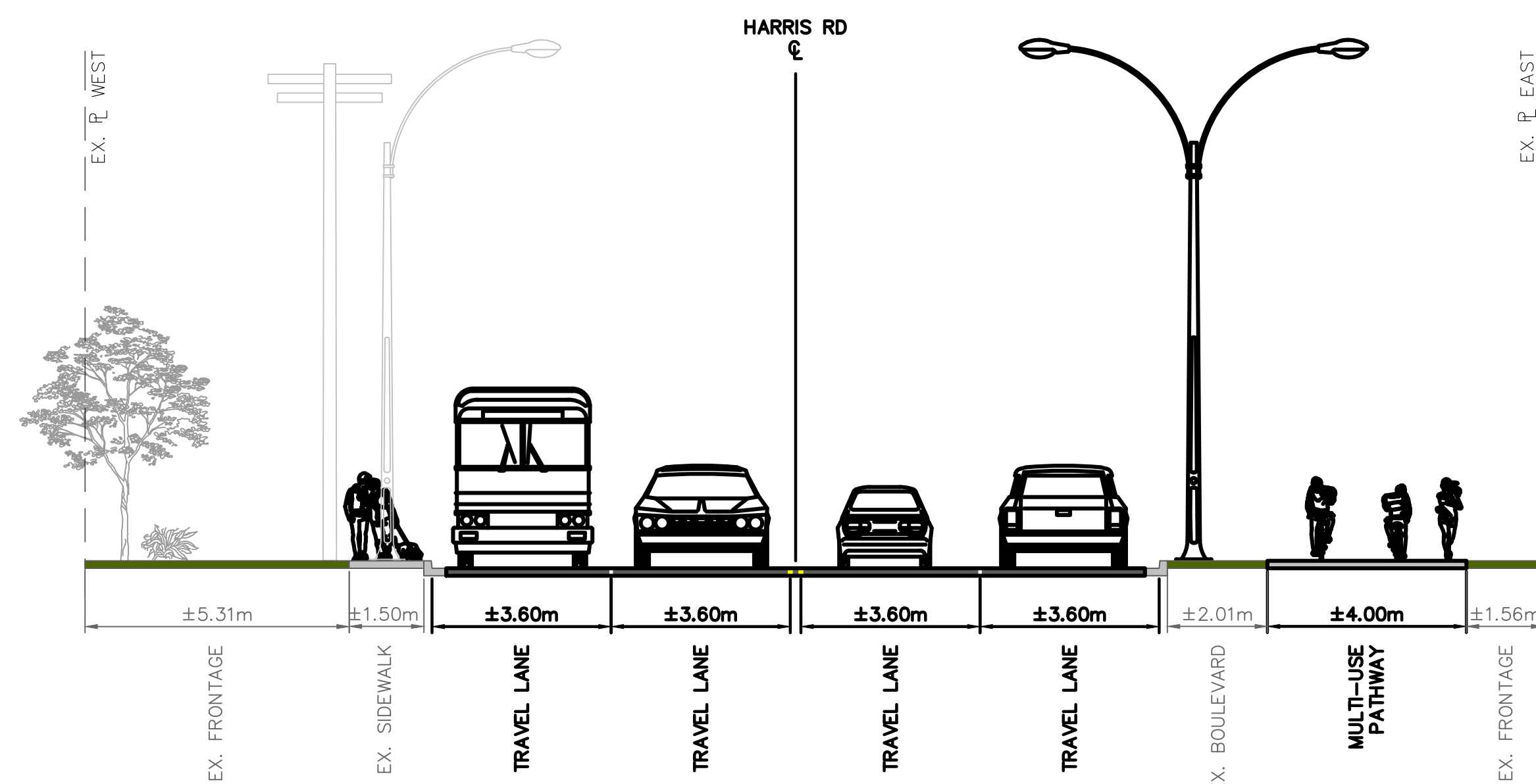
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EXISTING CROSS-SECTION



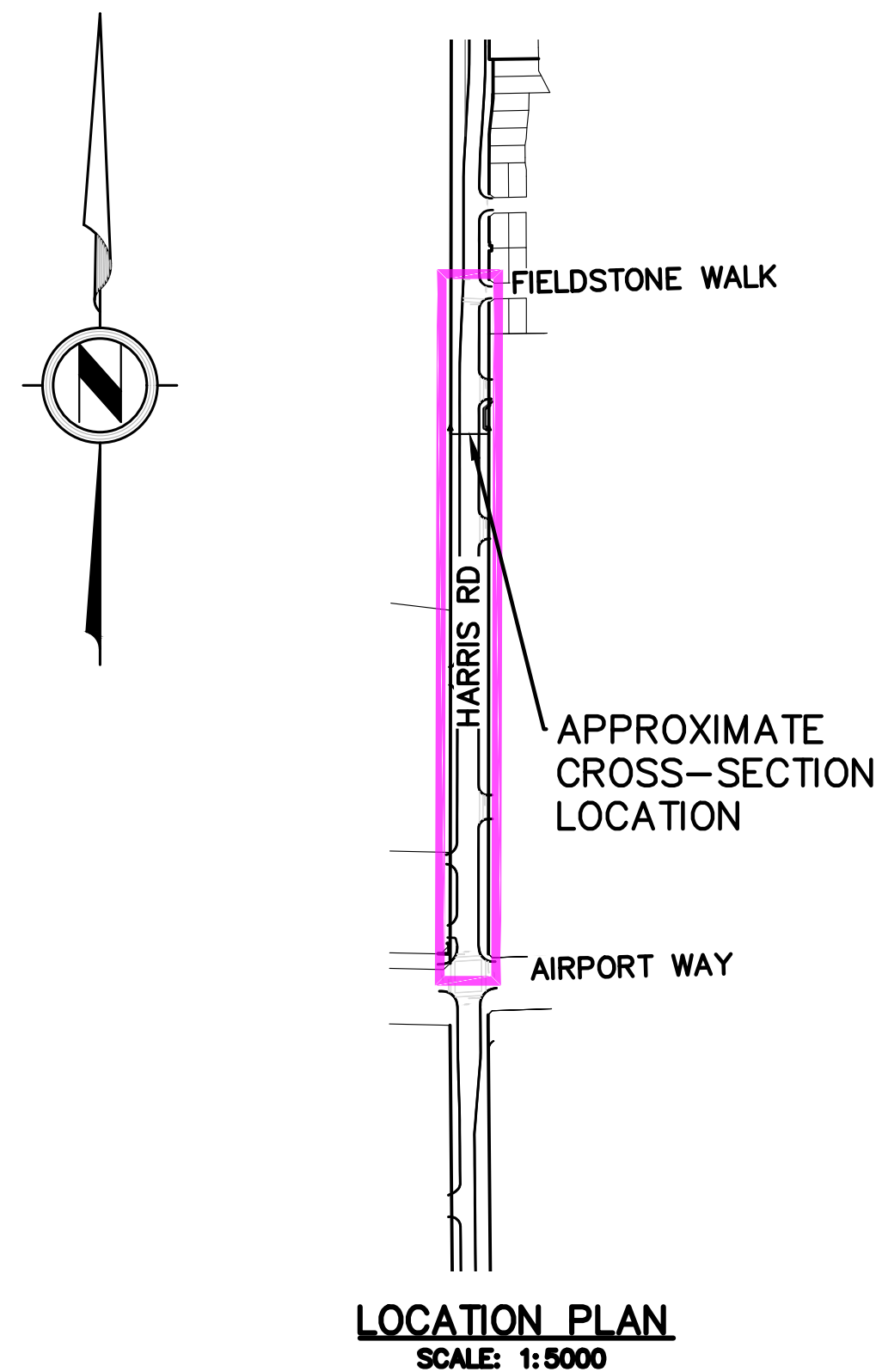
OPTION 4: 4m-WIDE MUP ON EAST SIDE

- Pros:
- Expands active transportation space for both cyclists and pedestrians, promoting shared use.
 - Separates cyclists from traffic lanes, reducing the number of potential conflict zones.
 - Provides connectivity to the MUP on Airport Way and the Trans Canada Trail.
 - Maximizes the use of space within the existing right-of-way on the east side.
 - Allows for separated landing zone for future transit stops.
 - Minimizes disruption to the remainder of the right-of-way.
 - Includes the addition of a parking lane or flex zone on the west side, enhancing functionality.

- Cons:
- Potential for conflicts between pedestrians and cyclists on the shared MUP.
 - Sidewalk widths on the west side remain below ideal standards for pedestrian comfort.
 - Requires cyclists to cross the road to access businesses located on the west side.

- Potential Constraints:
- Grading and drainage adjustments will be required on the east side to accommodate the MUP.
 - Conflict zones may occur at driveway entrances and intersections, necessitating additional safety measures.
 - Ensuring smooth connectivity between segments and existing MUPs may present design challenges.
 - Adjustments to streetlight to include MUP lighting may be required.

- Suitability of Facilities:
- Pedestrian Facilities:
 - The expanded pedestrian space on the east side enhances connectivity with existing multi-use pathways, improving walkability and access.
 - Cycling Facilities:
 - The MUP provides a safer and more appealing option for cyclists, catering to a broader range of users such as commuters and families.
 - Enhances connectivity between multi-use pathways and offers a safer cycling experience by separating bikes from vehicular traffic.
 - Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards



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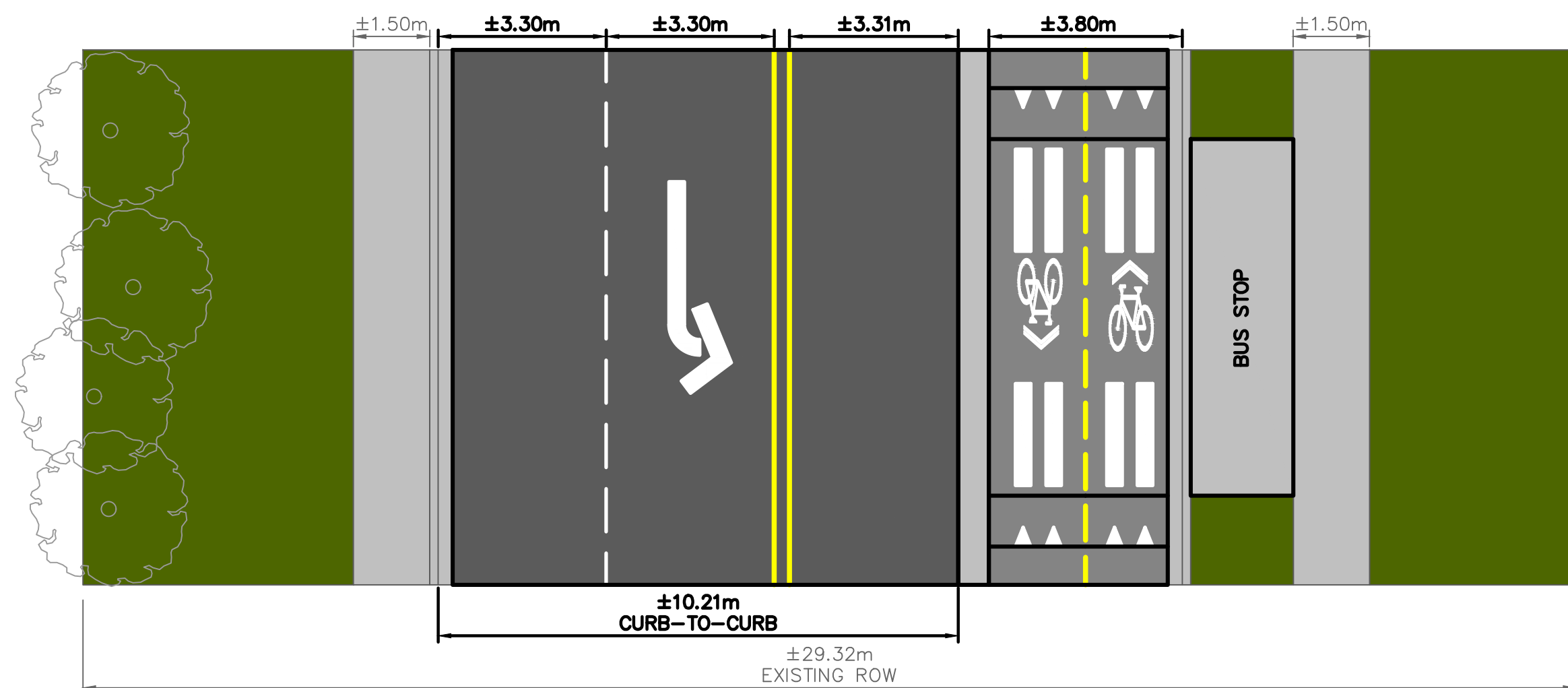
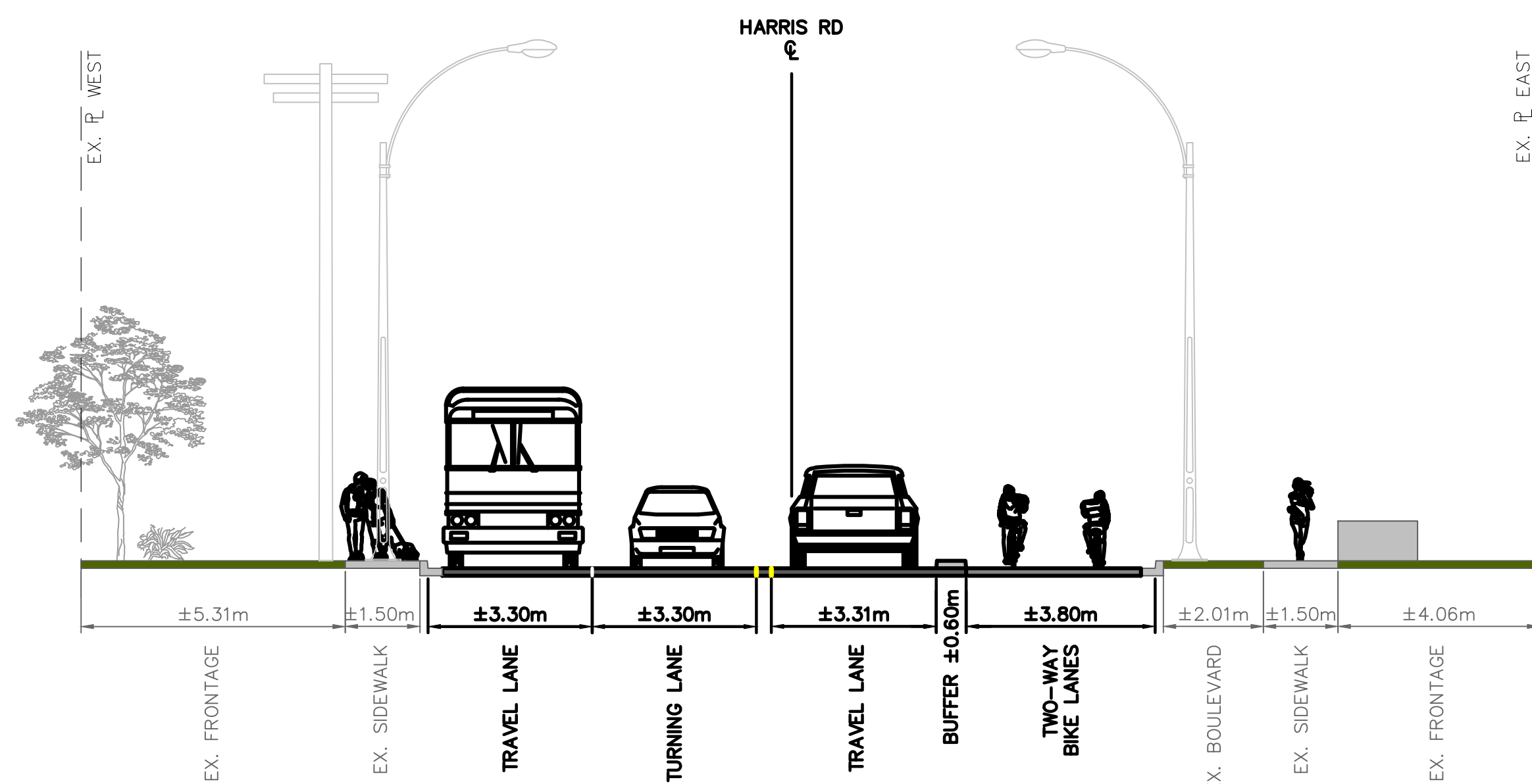
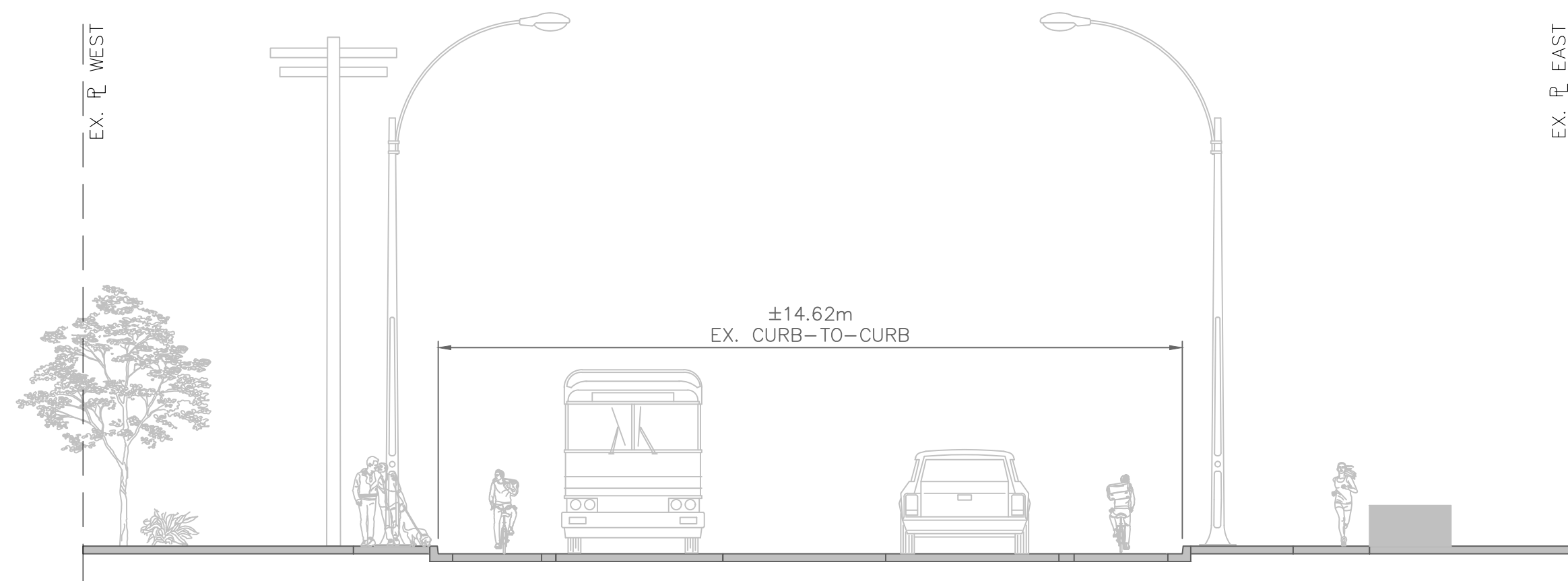
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PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

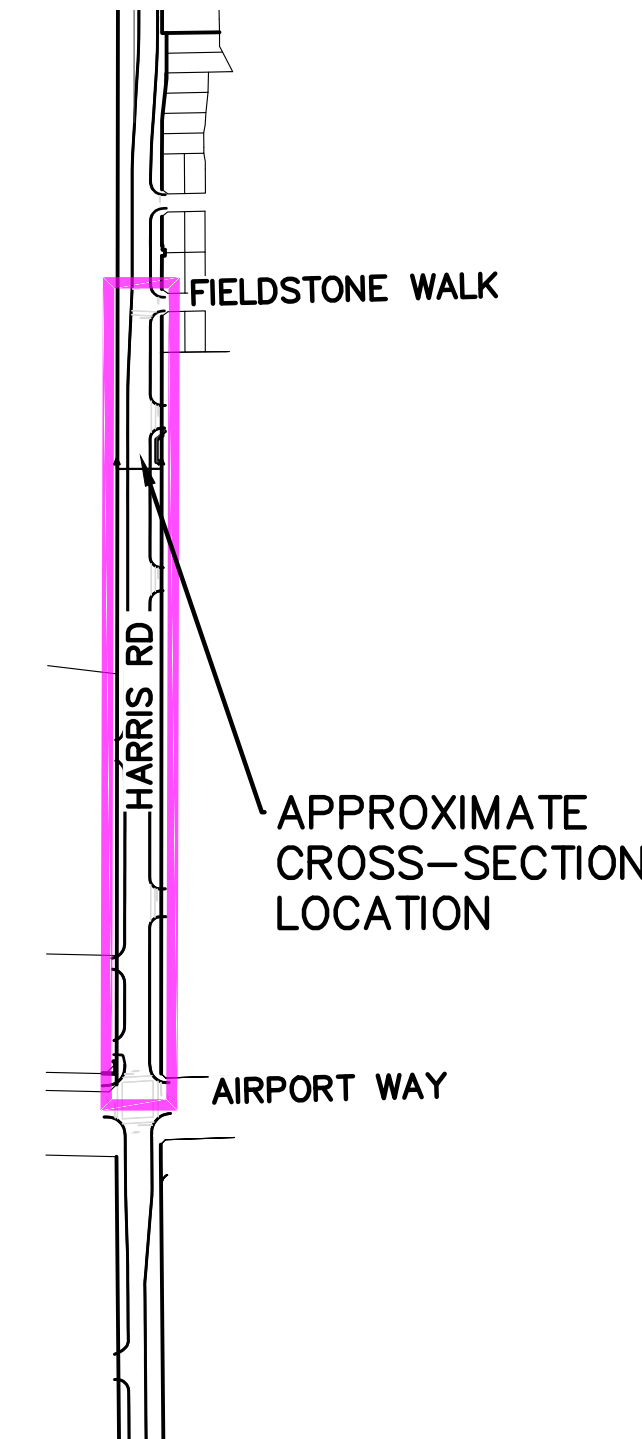
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OPTION 5: BIDIRECTIONAL BIKE LANE ON WEST SIDE WITH SEPARATE SIDEWALK



LOCATION PLAN
SCALE: 1:5000

Pros:

- Creates a dedicated bidirectional bike lane on the east side, improving cyclist safety and comfort.
- Maintains the existing sidewalks on both sides of the road, avoiding the need for significant pedestrian infrastructure changes.
- Provides a cost-effective solution by utilizing existing road space efficiently.
- Offers improved connectivity to existing multi-use pathways, such as the MUP on Airport Way and the Trans Canada Trail.
- Minimizes construction impacts and disruption to the right-of-way.

Cons:

- Bidirectional bike lanes may create conflict zones at intersections and driveway crossings, requiring additional safety measures.
- Cyclists traveling westward must cross the road to access the bidirectional lane, potentially reducing convenience.
- Sidewalk widths remain below ideal standards, limiting pedestrian comfort and future growth potential.
- Does not include enhancements to green infrastructure or transit facilities.

Potential Constraints:

- Conflict zones at intersections and driveways will need careful design and safety considerations.
- Grading and drainage adjustments may be required on the east side to accommodate the bike lane.
- Limited right-of-way in some areas could constrain the width of the bike lane.
- Ensuring smooth connectivity between segments and existing multi-use pathways may present challenges.

Suitability of Facilities:

- Pedestrian Facilities:
 - Existing sidewalks are maintained, providing sufficient pedestrian facilities for the current use case.
- Cycling Facilities:
 - The bidirectional bike lane offers a safer and more dedicated space for cyclists, particularly those traveling east.
 - Connectivity to multi-use pathways ensures a seamless and safer cycling experience.
 - Westward cyclists may face reduced convenience due to the need to cross the road to access the bike lane.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards.

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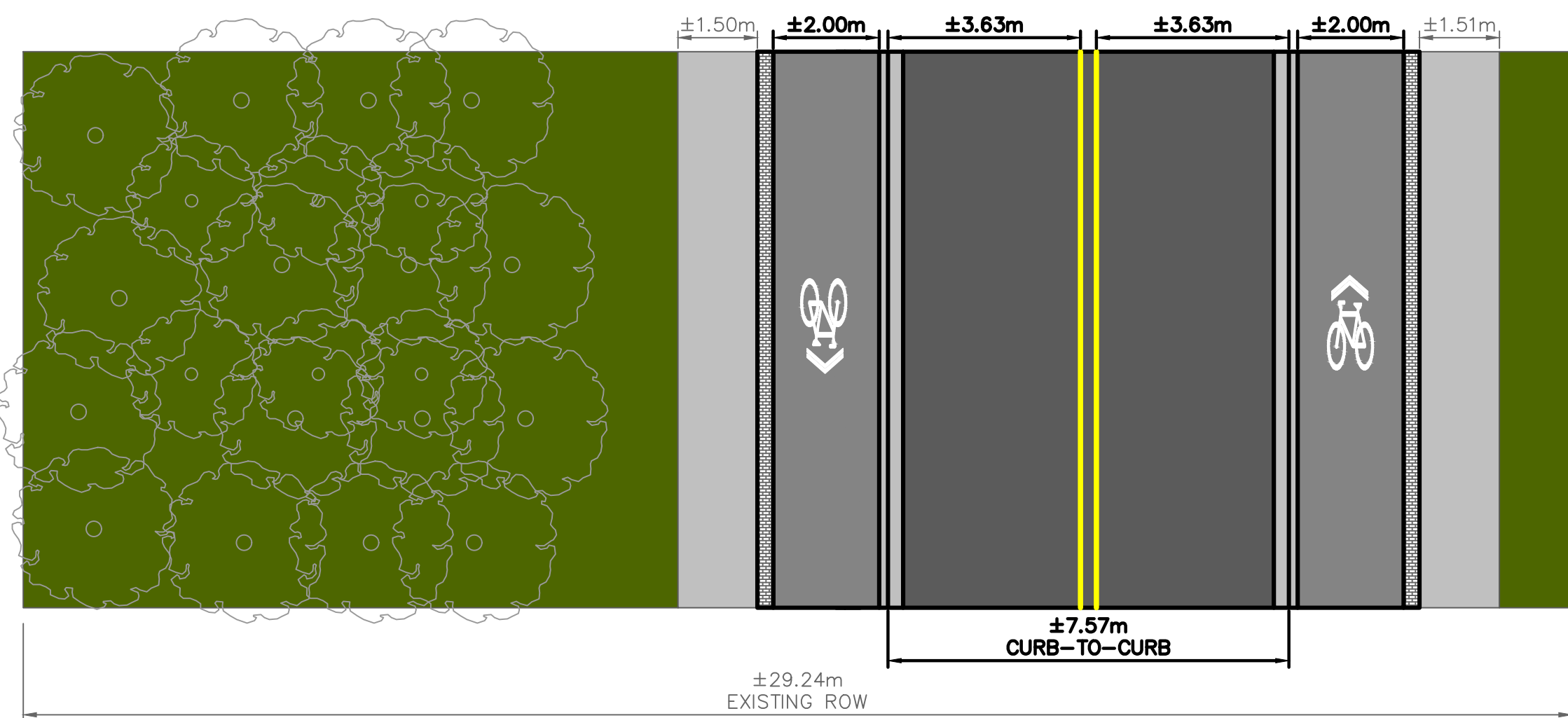
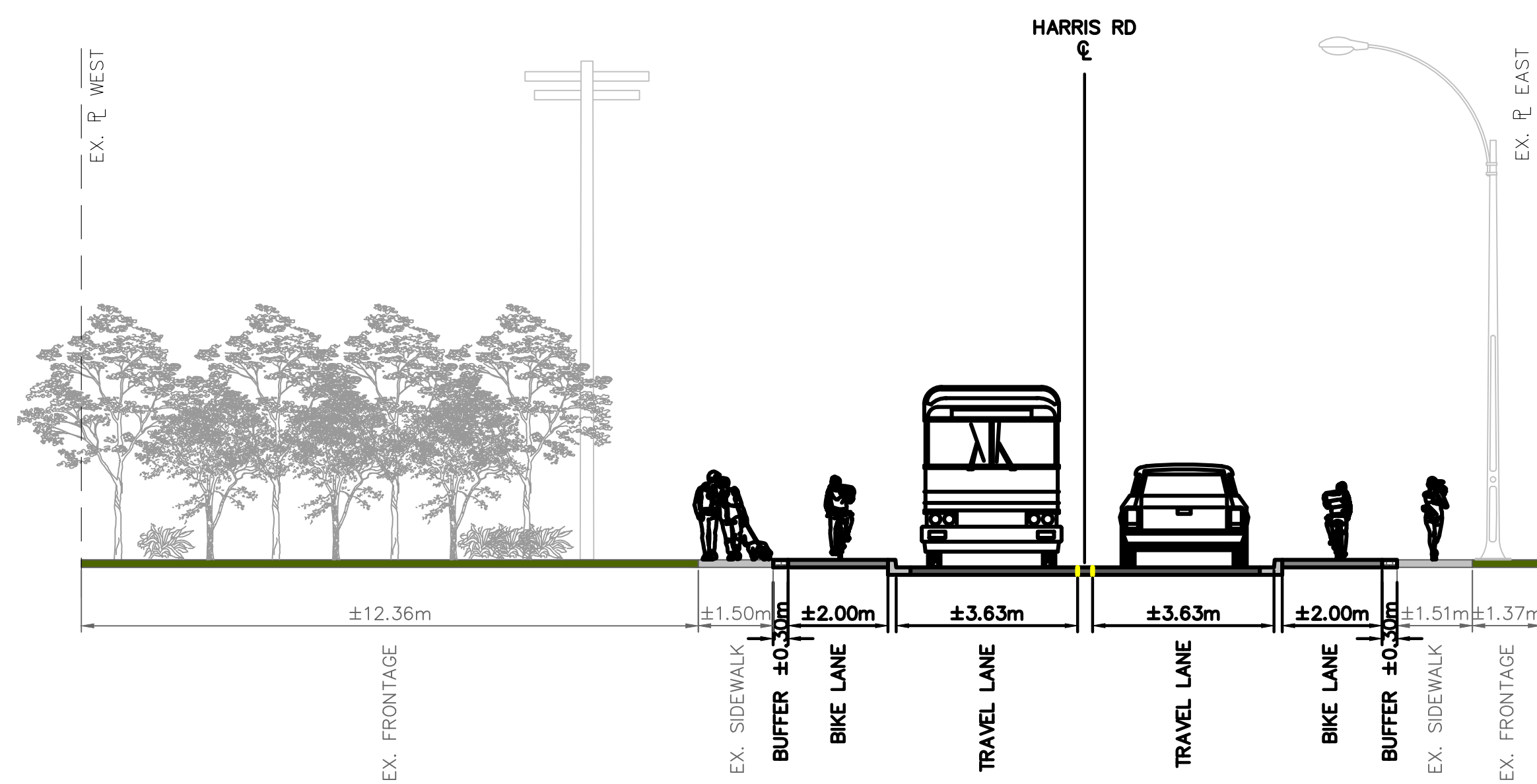
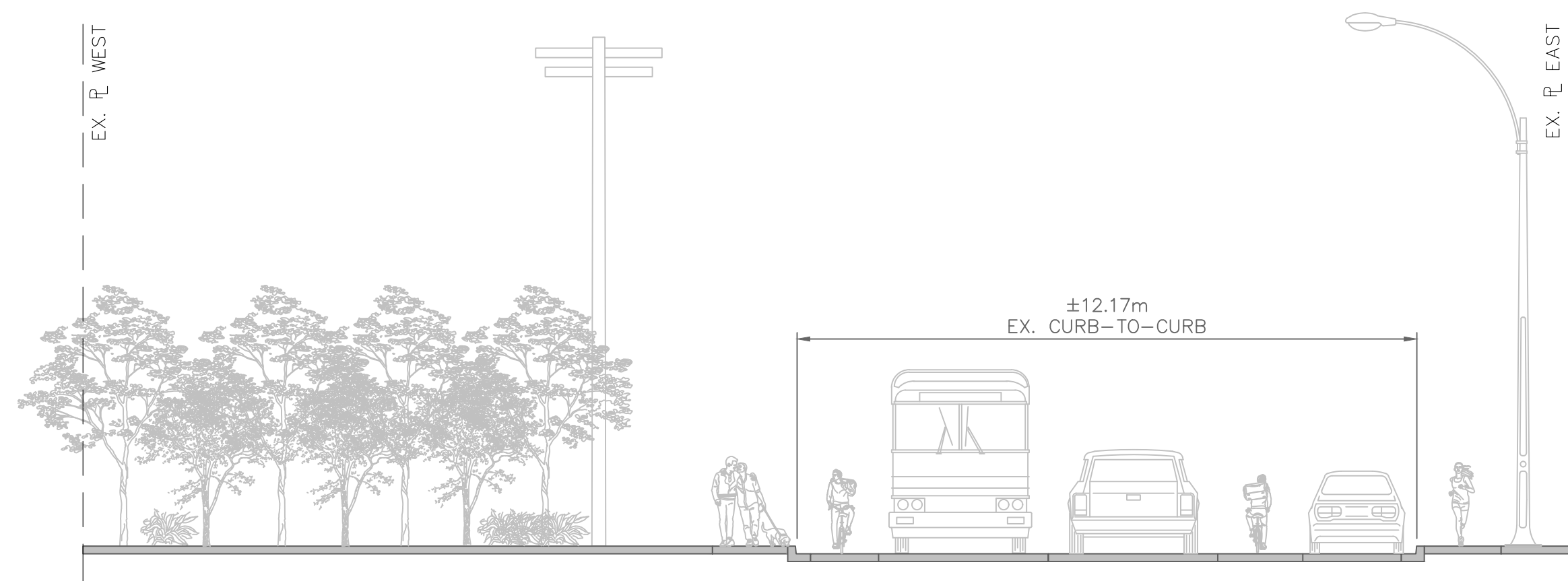
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PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

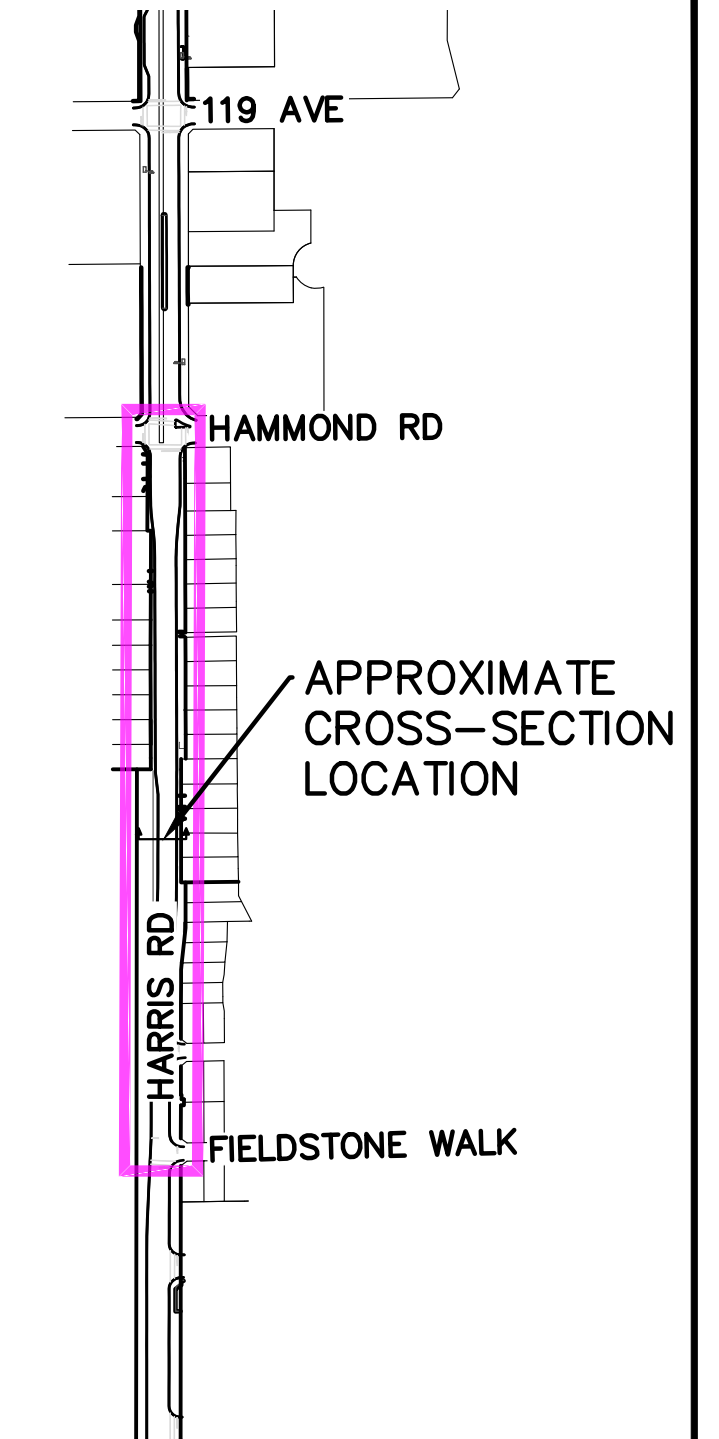
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OPTION 1: RAISED BIKE LANE WITHOUT STREET PARKING
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:5000

Pros:

- Provides fully separated bike lanes on both sides of the road, ensuring safe and comfortable travel for cyclists in both directions.
- Eliminates conflict zones between parked cars and cyclists
- Minimizes impact outside of the existing roadway by maintaining existing sidewalks

Cons:

- Street Parking would be removed in narrower right-of-way at southern portion of segment, street parking on one side can likely be maintained in wider areas.
- Limited improvements to existing pedestrian facilities, leaving sidewalk widths below ideal standards.
- No roadside boulevards, leaving cyclist still adjacent to travel lanes

Potential Constraints:

- Adjustments to grading and drainage systems will be required.
- Driveway entrances and intersections may create conflict zones, requiring additional design considerations.

Suitability of Facilities:

- Pedestrian Facilities:
 - Area is mostly residential, increased use of pedestrian facilities.
 - Sidewalk widths are still less than ideal, however likely sufficient for pedestrian volumes
- Cycling Facilities:
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
 - Allows for section of MUP to provide safer cyclist connection between Parkside Trail and Airport Trail.
- Transit Facilities:
 - Future transit plans for this segment are not well supported by this option, bus stops would have to be implemented into ex sidewalk and shared landing zones would likely be required.
- Through Movement:
 - Maintains existing travel lanes, no impacts to through movement, however, removes street parking.

LEGAL DESCRIPTION:						
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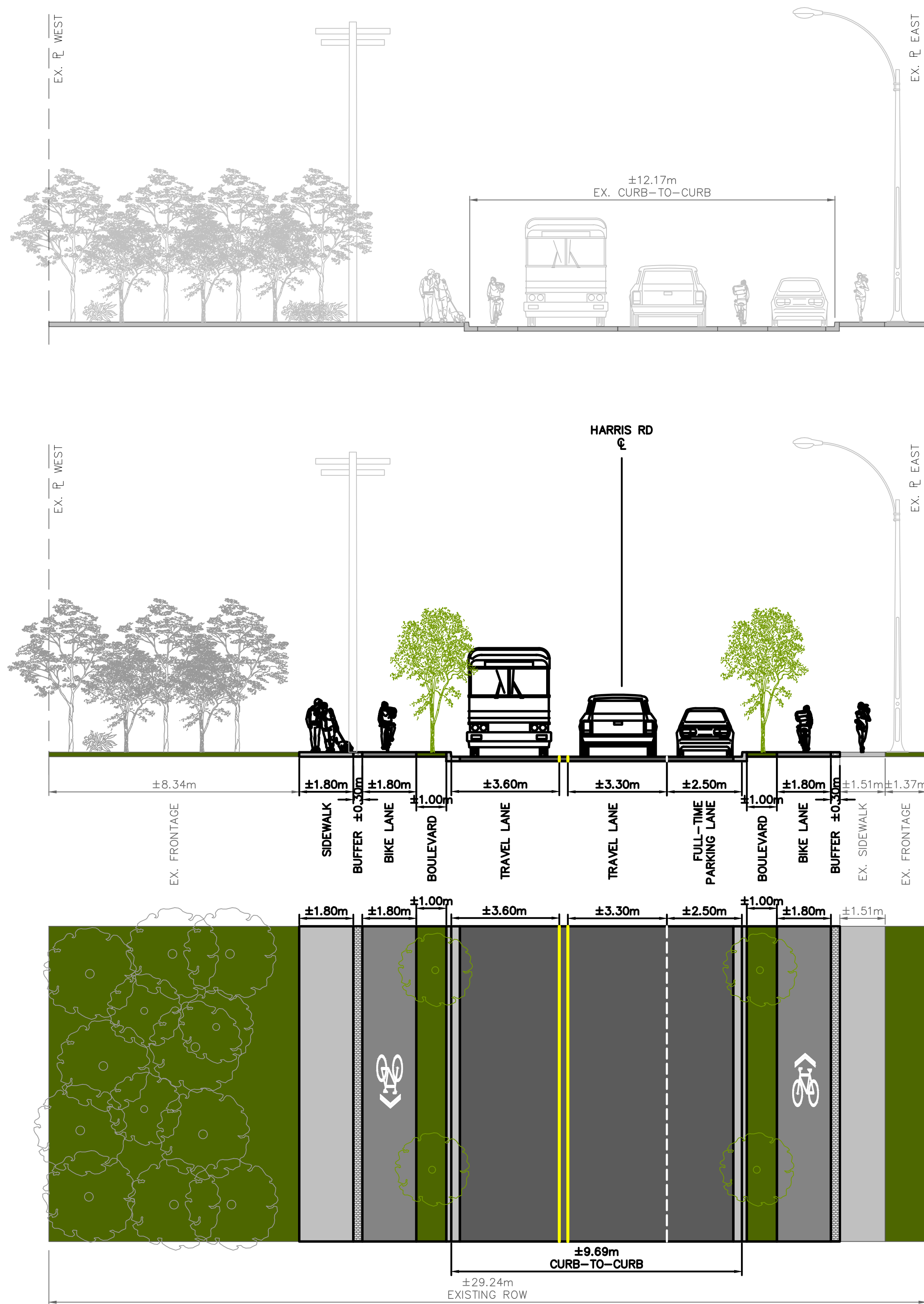
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PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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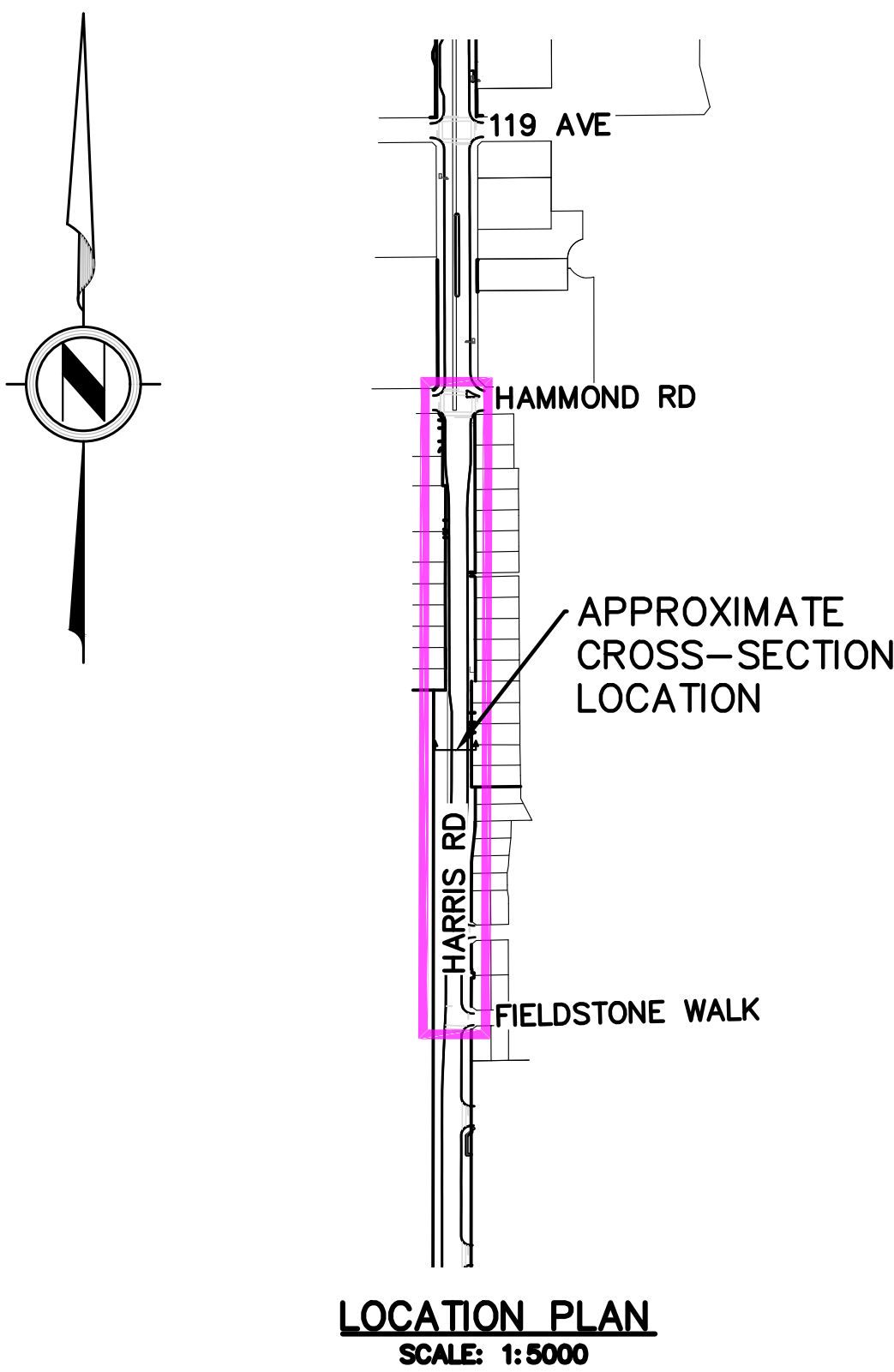
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DRAWN: JHP	APPR: _____
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-11

SHEET NO. 11 OF 23	REV. B
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**OPTION 2: RAISED BIKE LANE WITH PARKING ON EAST SIDE
AND ROADSIDE BOULEVARD**
(RECOMMENDED OPTION)



- Pros:**
- Provides fully separated bike lanes on both sides of the road, ensuring safe and comfortable travel for cyclists in both directions.
 - Maintains street parking on the east side and travel lanes, while eliminating conflict zones between parked cars and bike lanes.
 - Allows for future integration of transit stops or green infrastructure within the roadside boulevards.
 - Minimizes impact on the frontages by maintaining existing sidewalk on the east.
- Cons:**
- Greater impact to existing roadway, increasing overall project cost and disruption.
 - Limited improvements to existing pedestrian facilities, leaving sidewalk widths below ideal standards.
 - Narrower roadside boulevards in areas with constrained right-of-way.
 - Potential impact on existing boulevard and street trees on the east side.
 - Increased impact on the west side of the right of way.
- Potential Constraints:**
- Limited right-of-way in certain areas may constrain the width of bike lanes or sidewalks.
 - Adjustments to grading and drainage systems will be required.
 - Driveway entrances and intersections may create conflict zones, requiring additional design considerations.
 - Requires coordination with existing utility infrastructure, which could increase project complexity.
- Suitability of Facilities:**
- **Pedestrian Facilities:**
 - Area is mostly residential, increased use of pedestrian facilities.
 - Sidewalk widths are still less than ideal, however likely sufficient for pedestrian volumes.
 - **Cycling Facilities:**
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
 - Allows for section of MUP on the west side to provide safer cyclist connection between Parkside Trail and Airport Trail.
 - **Transit Facilities:**
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards or parking lanes.
 - **Through Movement:**
 - Maintains existing travel and parking lanes, no impacts to through movement.

LEGAL DESCRIPTION:					
B.M.	MONUMENT NO.	ELEVATION:			
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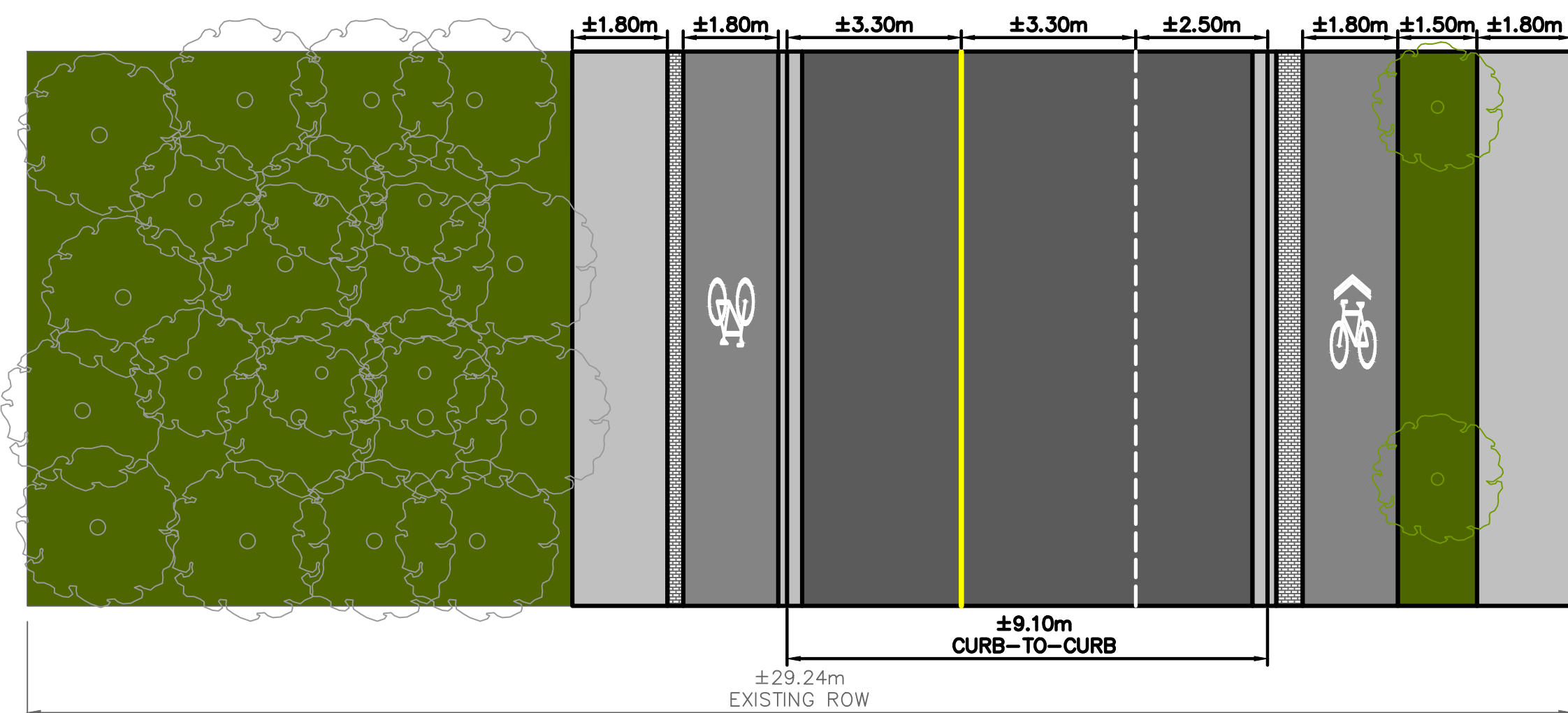
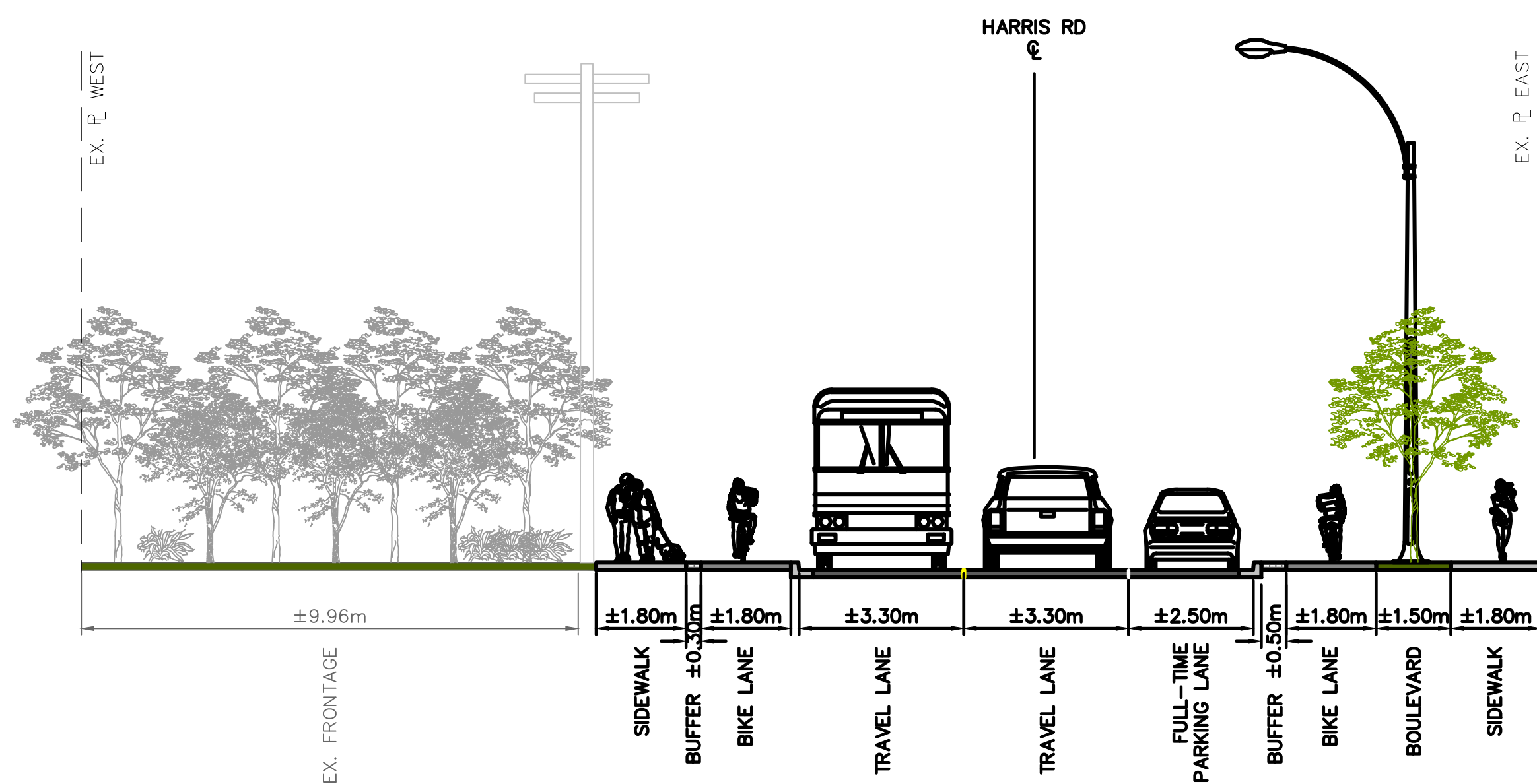
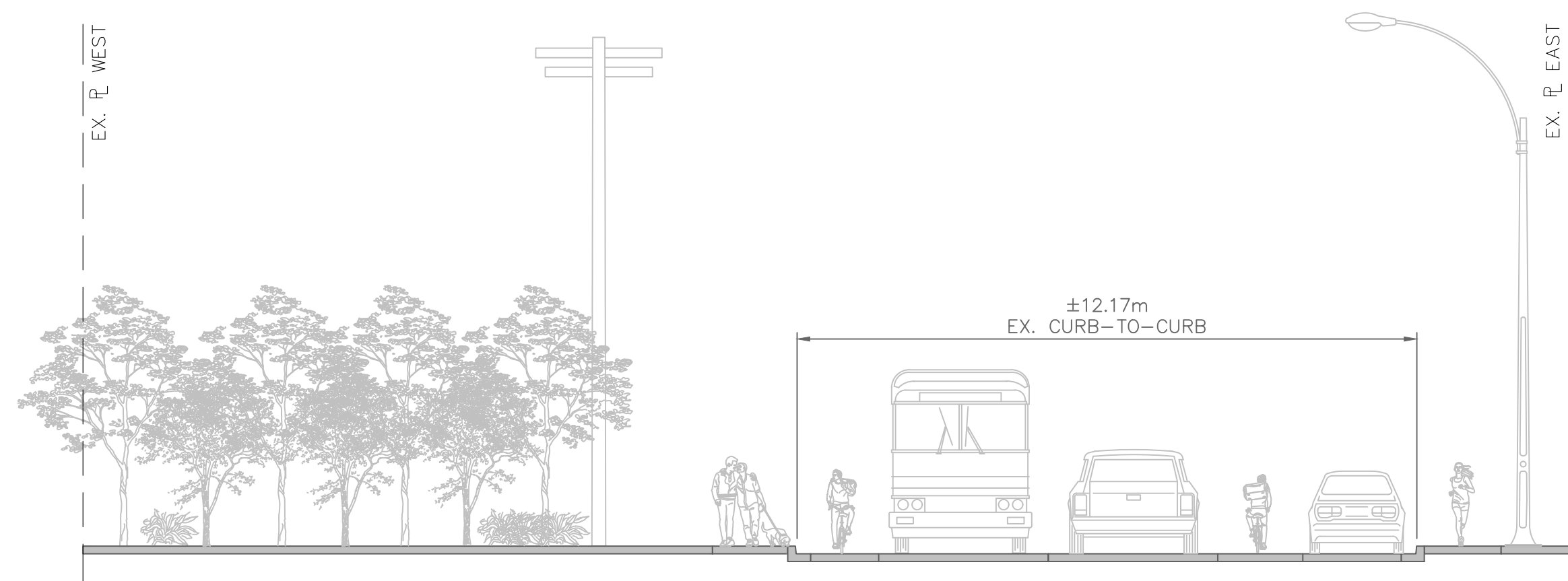
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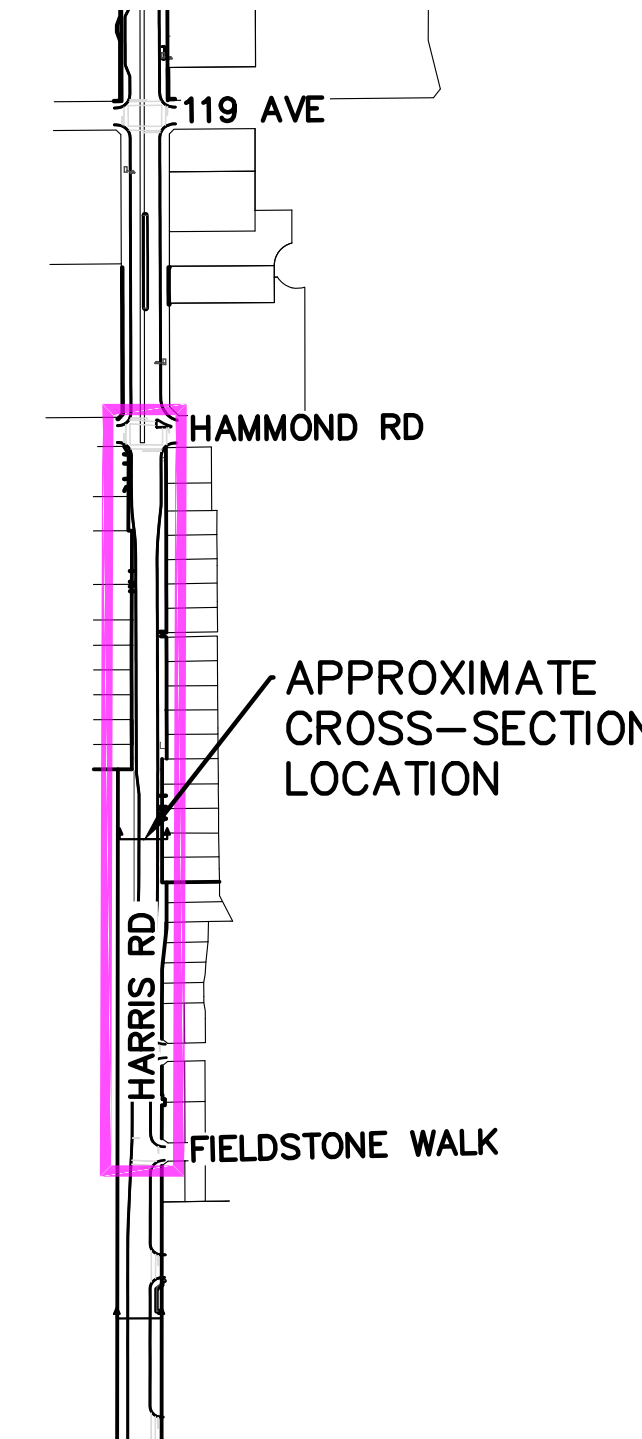
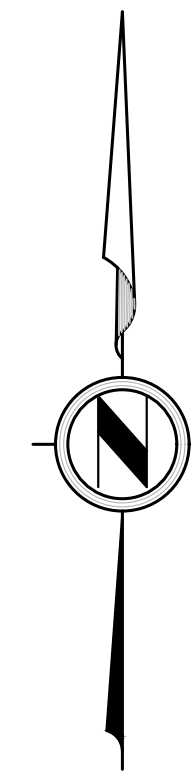
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PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100	A & M FILE: 24-5144	
DRAWING NO.	A & M DRAWING NO. 24-5144-12	DRAWING DATE: FEBRUARY, 2025	SHEET NO. 12 OF 23



OPTION 3: RAISED BIKE LANE WITH WIDER SIDEWALK AND BOULEVARD ON EAST SIDE
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:5000

Pros:

- Provides fully separated bike lanes on both sides of the road, ensuring safe and comfortable travel for cyclists in both directions.
- Maintains street parking on the east side and travel lanes, while eliminating conflict zones between parked cars and bike lanes.
- Existing boulevard on the southern portion of the segment can be maintained, creates a consistent boulevard to the north.
- Reduces impact on western frontages

Cons:

- Increased impact to the eastern property frontages
- No boulevard on the west side limiting the ability to implement transit stops and green infrastructure
- Bike lanes are still directly adjacent to travel lanes, reducing cyclist comfort

Potential Constraints:

- Adjustments to grading and drainage systems will be required.
- Grading on easter side particularly on the hill may present challenges and would require retaining walls
- Driveway entrances and intersections may create conflict zones, requiring additional design considerations.
- Requires coordination with existing utility infrastructure, which could increase project complexity.

Suitability of Facilities:

- Pedestrian Facilities:
 - Area is mostly residential, increased use of pedestrian facilities.
 - Widened sidewalks significantly improve pedestrian accessibility and comfort, making the area more walkable and accommodating for a variety of users.
- Cycling Facilities:
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
 - Allows for section of MUP on the west side to provide safer cyclist connection between Parkside Trail and Airport Trail
- Transit Facilities:
 - Future transit plans for this segment are not well supported by the design, which would likely require shared landing zones.
- Through Movement:
 - Maintains existing travel and parking lanes, no impacts to through movement.

LEGAL DESCRIPTION:						
B.M. LOCATED AT		MONUMENT NO. STREET &		ELEVATION: AVENUE		
REV. NO.	DESCRIPTION	DR	CH	DATE	APP	
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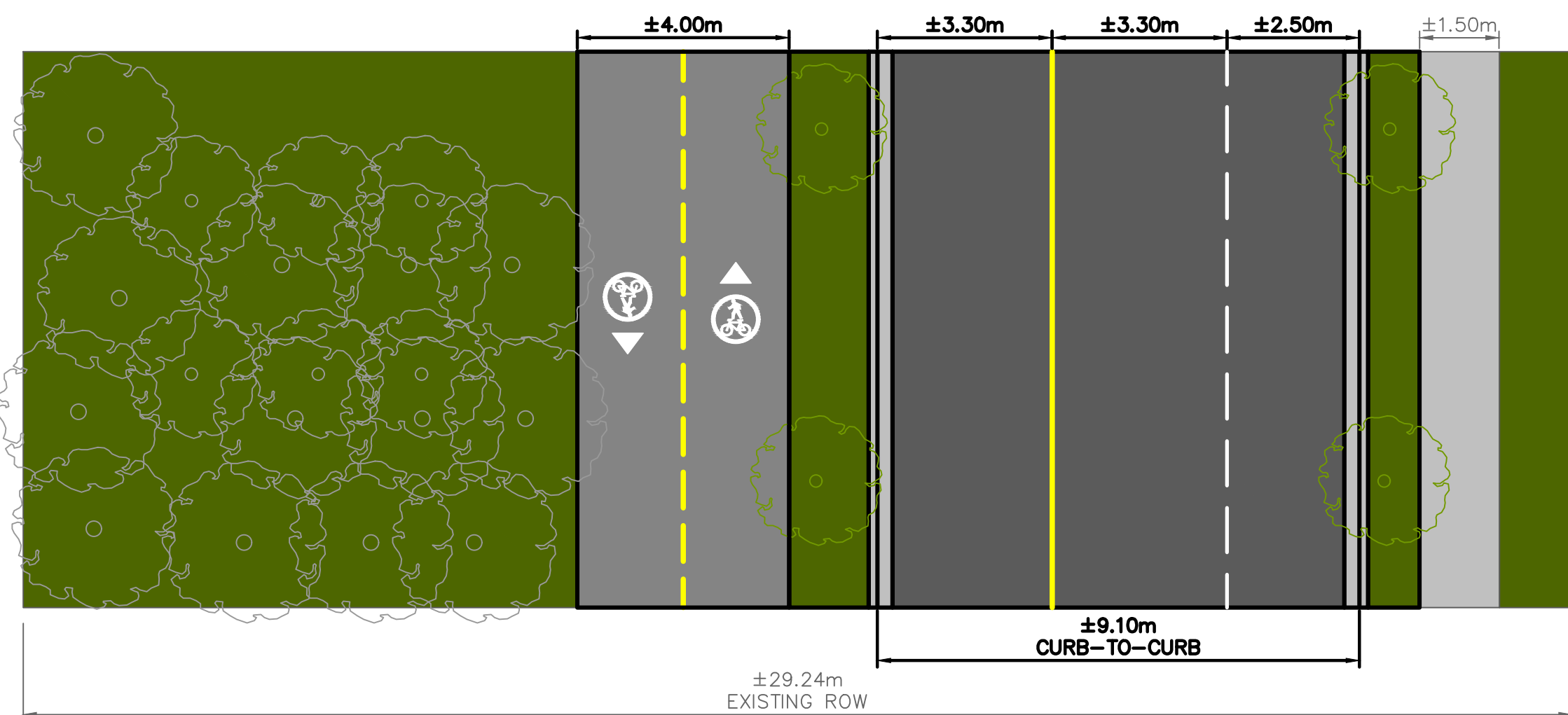
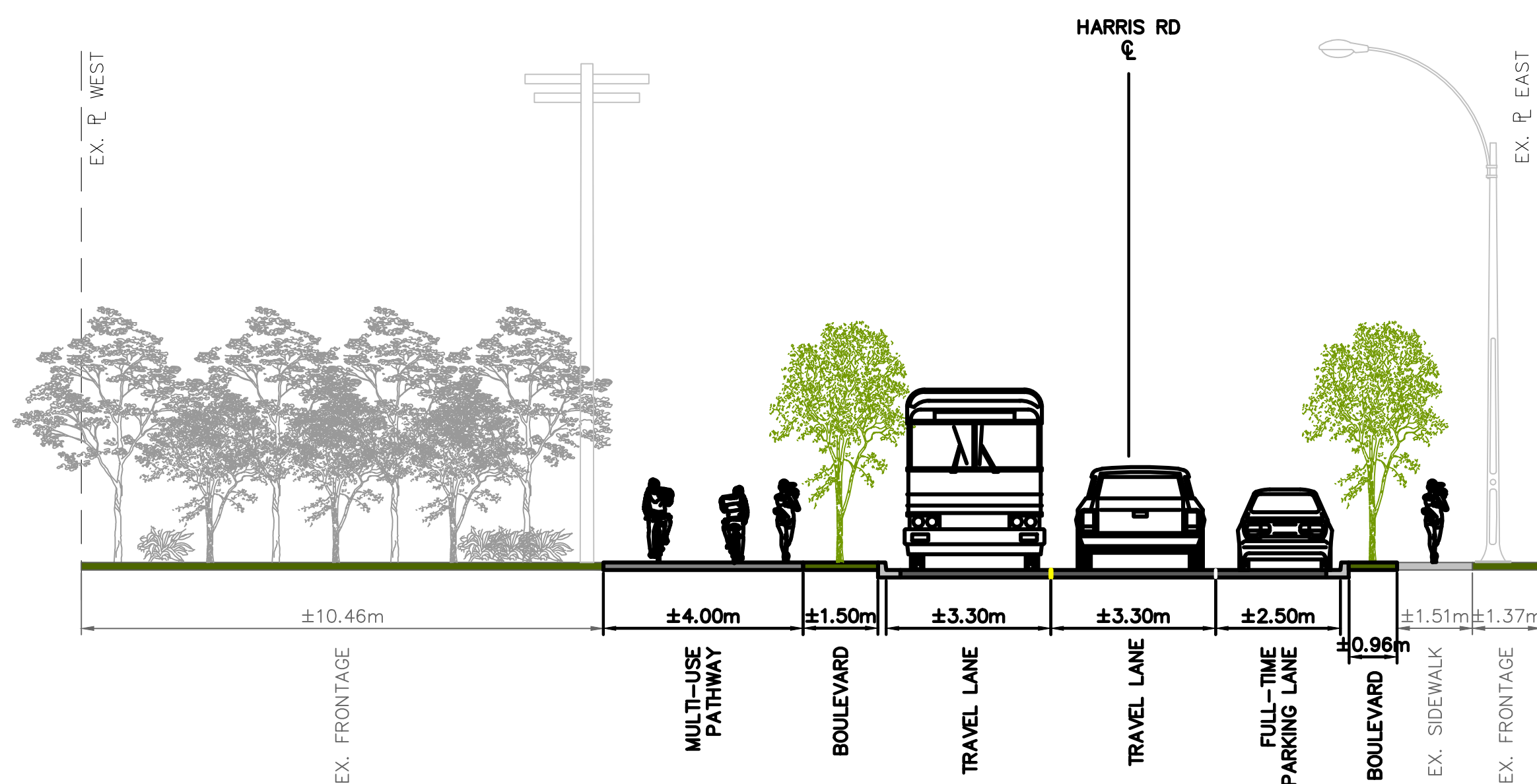
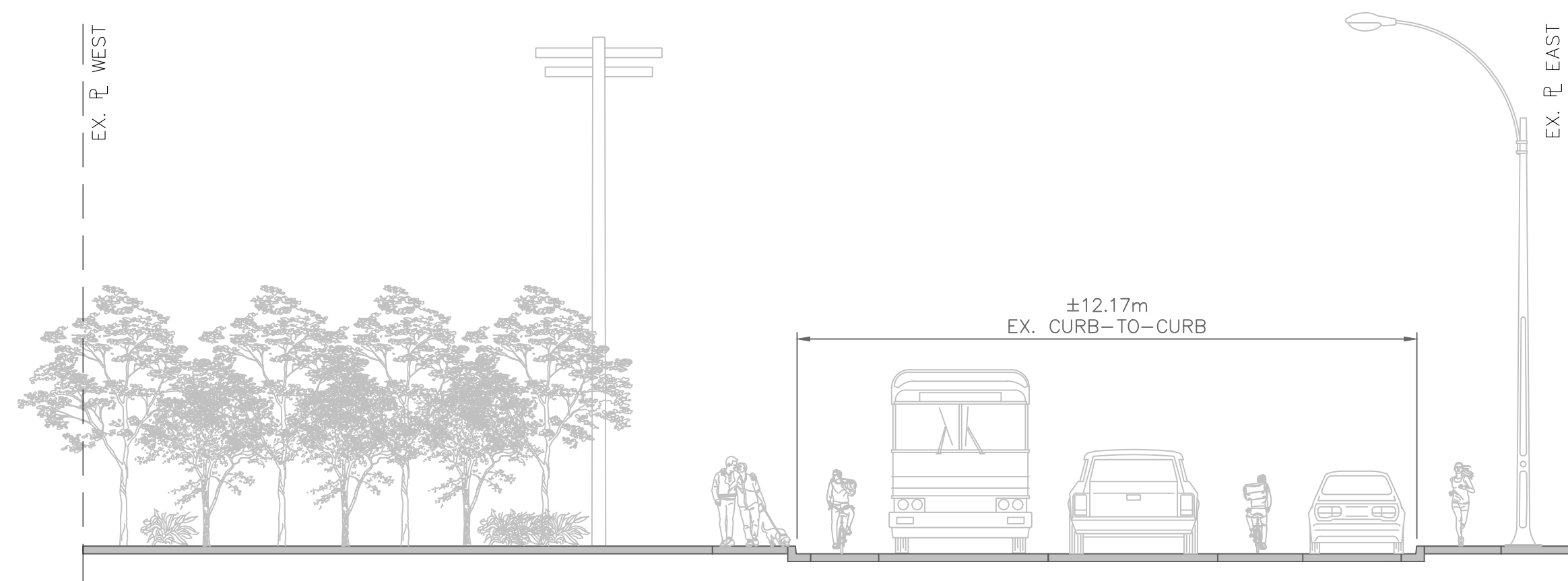
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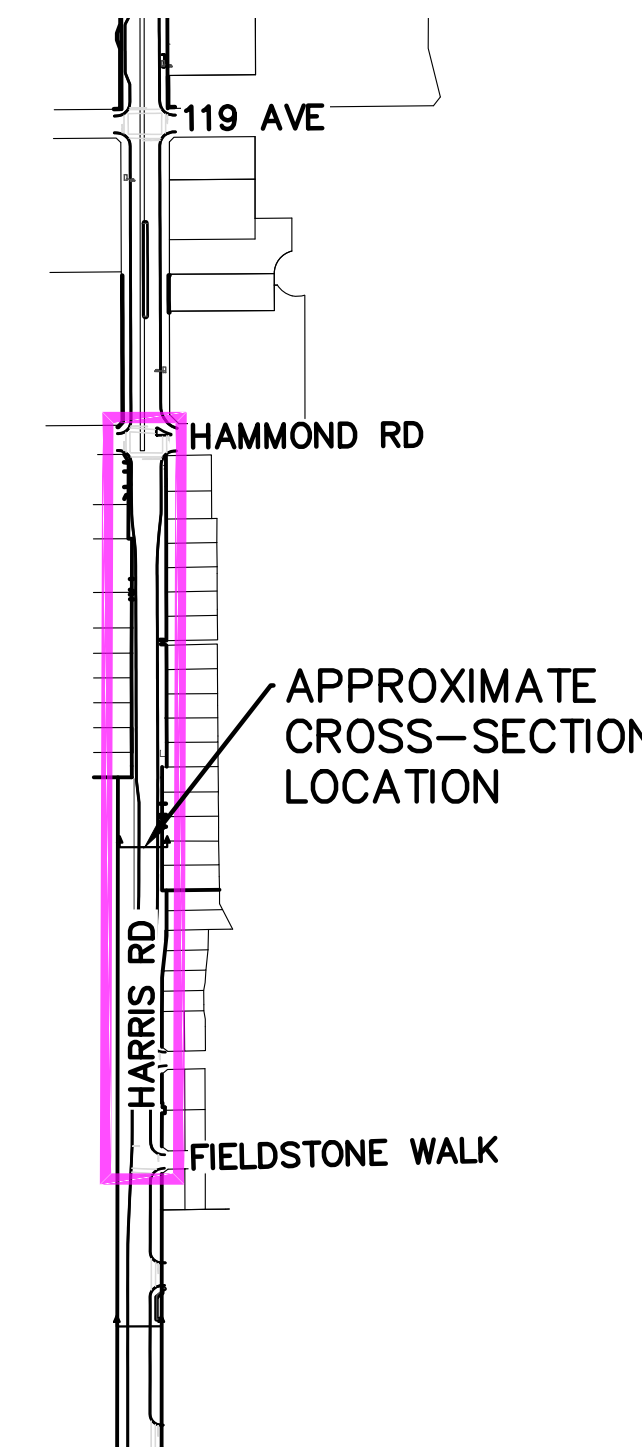
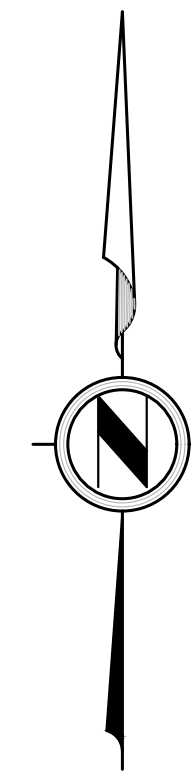
CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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TITLE:		DESIGN: JHP	CHECK: NBC
SEGMENT 3: FIELDSTONE WALK TO HAMMOND RD		DRAWN: JHP	APPR: _____
PROJECT NO. -----		A & M FILE: 24-5144	
DRAWING NO.		DRAWING DATE: FEBRUARY, 2025	
SCALE: HORZ. 1:100 VERT. 1:100		SHEET NO. 13 OF 23	REV. B
A & M DRAWING NO. 24-5144-13			



OPTION 4: 4m-WIDE MUP ON WEST SIDE



LOCATION PLAN
SCALE: 1:5000

Pros:

- Expands active transportation space for both cyclists and pedestrians, promoting shared use.
- Separates cyclists from traffic lanes, reducing the number of potential conflict zones.
- Provides connectivity and continuation of Parkside Trail MUP to Airport trail.
- Includes additional boulevard on the west side which can be used for green infrastructure or future transit stops.
- Add roadside boulevard and street trees on both sides.
- Maintains street parking on the east side and travel lanes, while eliminating conflict zones between parked cars and bike lanes.

Cons:

- Potential for conflicts between pedestrians and cyclists on the shared MUP.
- Sidewalk widths on the east side remain below ideal standards for pedestrian comfort.
- Requires cyclists to cross the road to access properties on east side.
- Potentially connectivity issues with segments to the north.

Potential Constraints:

- Grading and drainage adjustments will be required on the west side to accommodate the MUP.
- Conflict zones may occur at driveway entrances and intersections, necessitating additional safety measures.
- Ensuring smooth connectivity between segments and existing MUPs may present design challenges.

Suitability of Facilities:

- Pedestrian Facilities:
 - The expanded pedestrian space on the east side enhances connectivity with existing multi-use pathways, improving walkability and access for residents.
- Cycling Facilities:
 - The MUP provides a safer and more appealing option for cyclists, catering to a broader range of users such as commuters and families.
 - Enhances connectivity between multi-use pathways and offers a safer cycling experience by separating bikes from vehicular traffic.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards or parking lanes.
- Through Movement:
 - Maintains existing travel and parking lanes, no impacts to through movement.

LEGAL DESCRIPTION:						
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE				
REV. NO.	DESCRIPTION	DR	CH	DATE	APP	
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25		
B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25		



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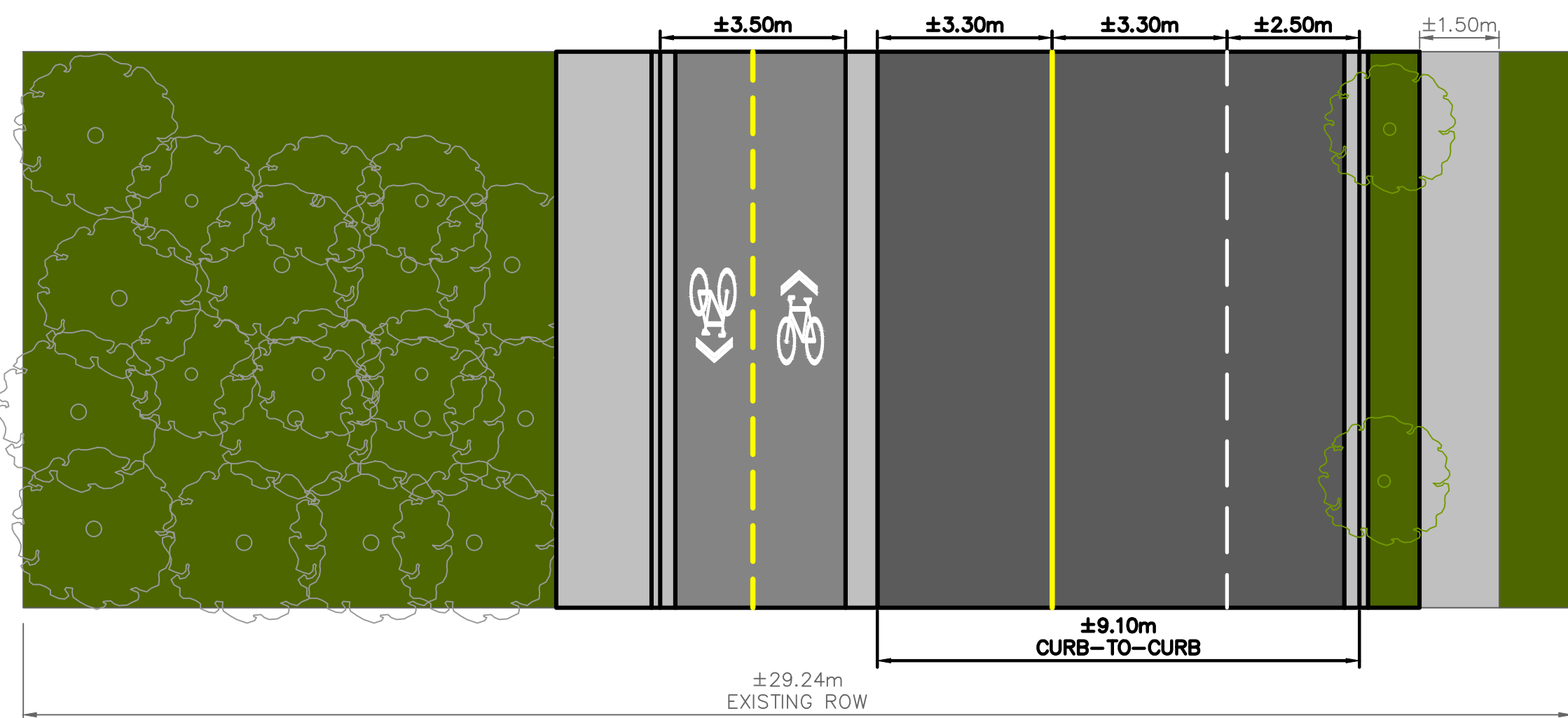
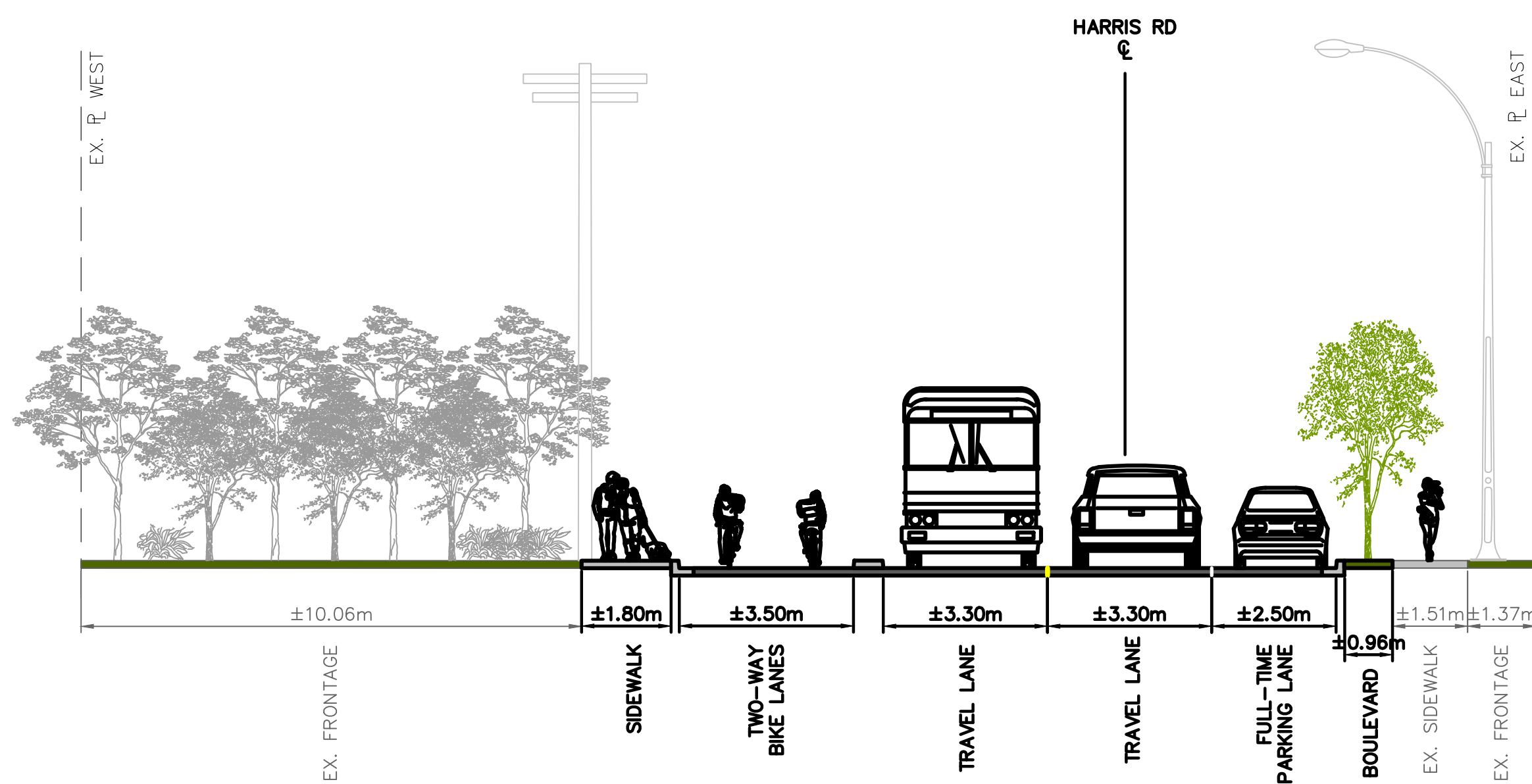
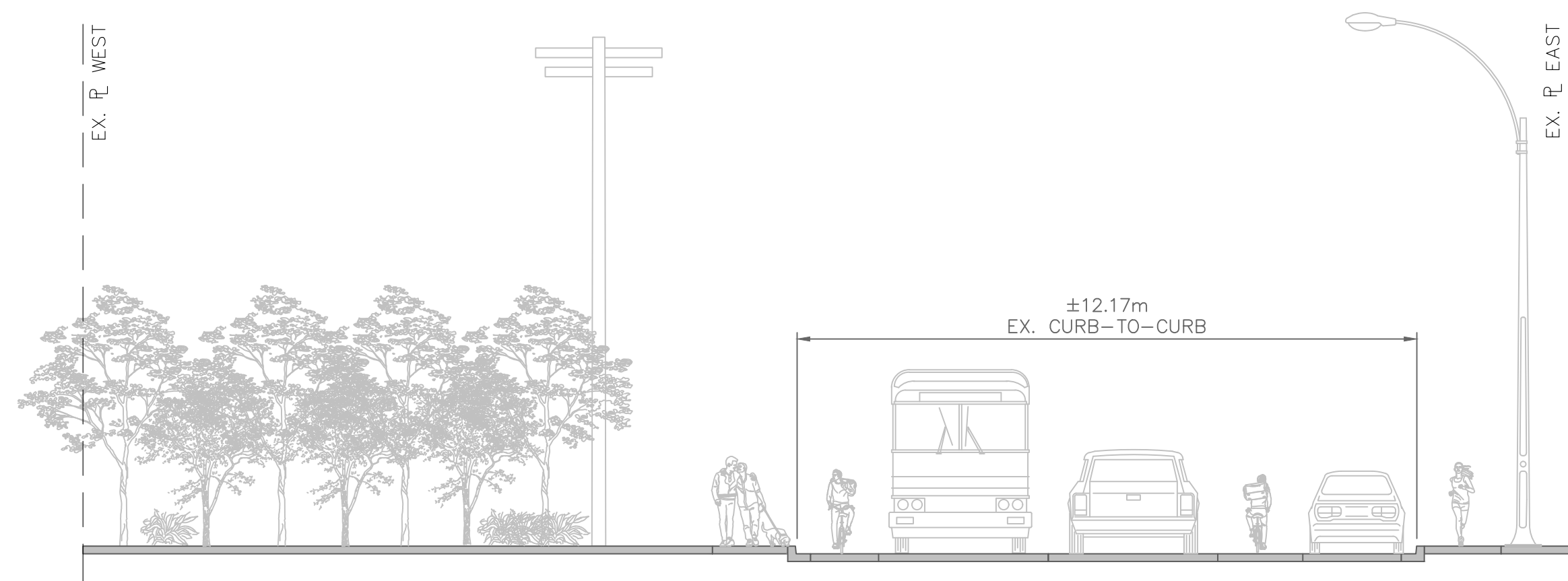
EGBC Permit to Practice Number #1001018

Aplin & Martin Consultants Ltd.
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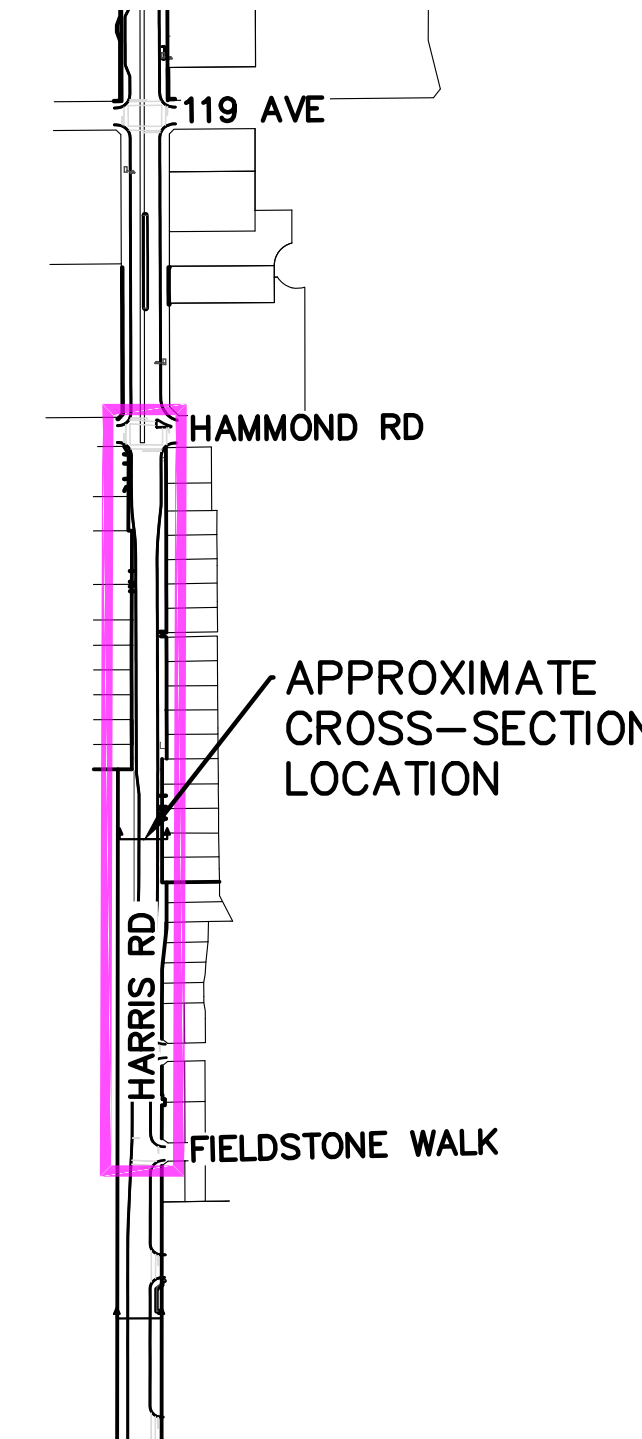
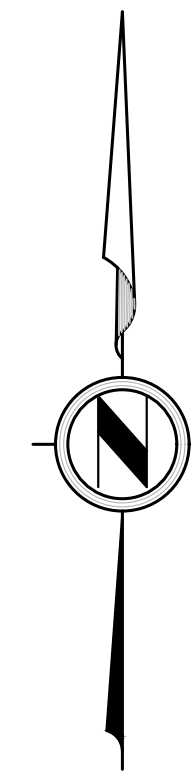
CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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TITLE:		DESIGN: JHP CHECK: NBC	
SEGMENT 3: FIELDSTONE WALK TO HAMMOND RD		DRAWN: JHP APPR: _____	
PROJECT NO.	----	A & M FILE:	24-5144
DRAWING NO.		DRAWING DATE:	FEBRUARY, 2025
		SHEET NO.	14 OF 23
		REV.	B



**OPTION 5: BIDIRECTIONAL BIKE LANE ON WEST SIDE
WITH SEPARATE SIDEWALK**



LOCATION PLAN
SCALE: 1:5000

Pros:

- Creates a dedicated bidirectional bike lane on the west side, improving cyclist safety and comfort.
- Separates pedestrians and cyclists, reducing potential conflicts and increasing pedestrian safety.
- Includes additional boulevard on the east side which can be used for green infrastructure or future transit stops.
- Maintains street parking on the east side and travel lanes, while eliminating conflict zones between parked cars and bike lanes.

Cons:

- Bidirectional bike lanes may create conflict zones at intersections and driveway crossings, requiring additional safety measures.
- Cyclists traveling westward must cross the road to access the bidirectional lane, potentially reducing convenience.
- Impact to existing boulevards and street trees on the east side.

Potential Constraints:

- Conflict zones at intersections and driveways will need careful design and safety considerations.
- Grading and drainage adjustments may be required on the west side to accommodate the bike lane.
- Limited right-of-way in some areas could constrain the width of the bike lane.
- Ensuring smooth connectivity between segments and existing multi-use pathways may present challenges.

Suitability of Facilities:

- Pedestrian Facilities:
 - Sidewalks are widened, providing increased space for pedestrian comfort and accessibility
- Cycling Facilities:
 - The bidirectional bike lane offers a safer and more dedicated space for cyclists
 - Connectivity to multi-use pathways ensures a seamless and safer cycling experience.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards or parking lanes.
- Through Movement:
 - Maintains existing travel and parking lanes, no impacts to through movement.

LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE			
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25	



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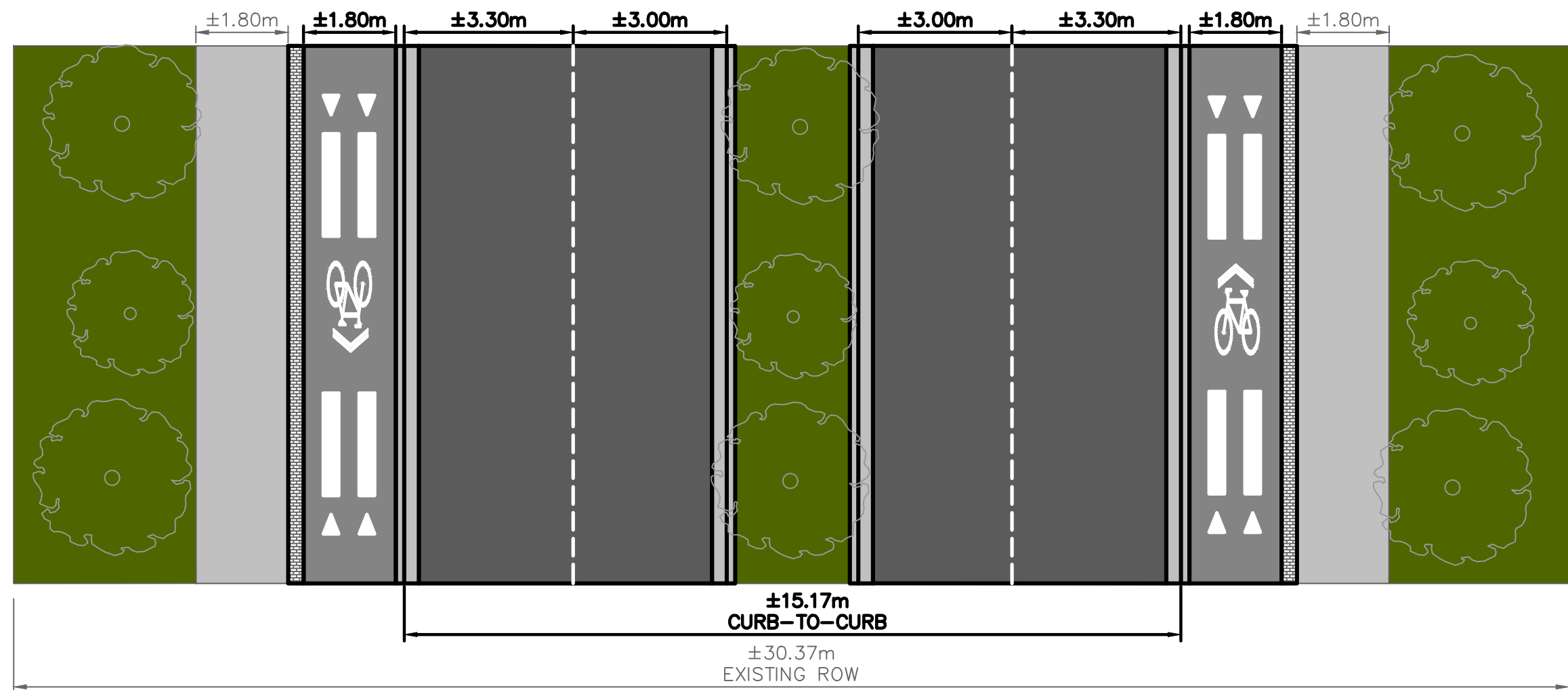
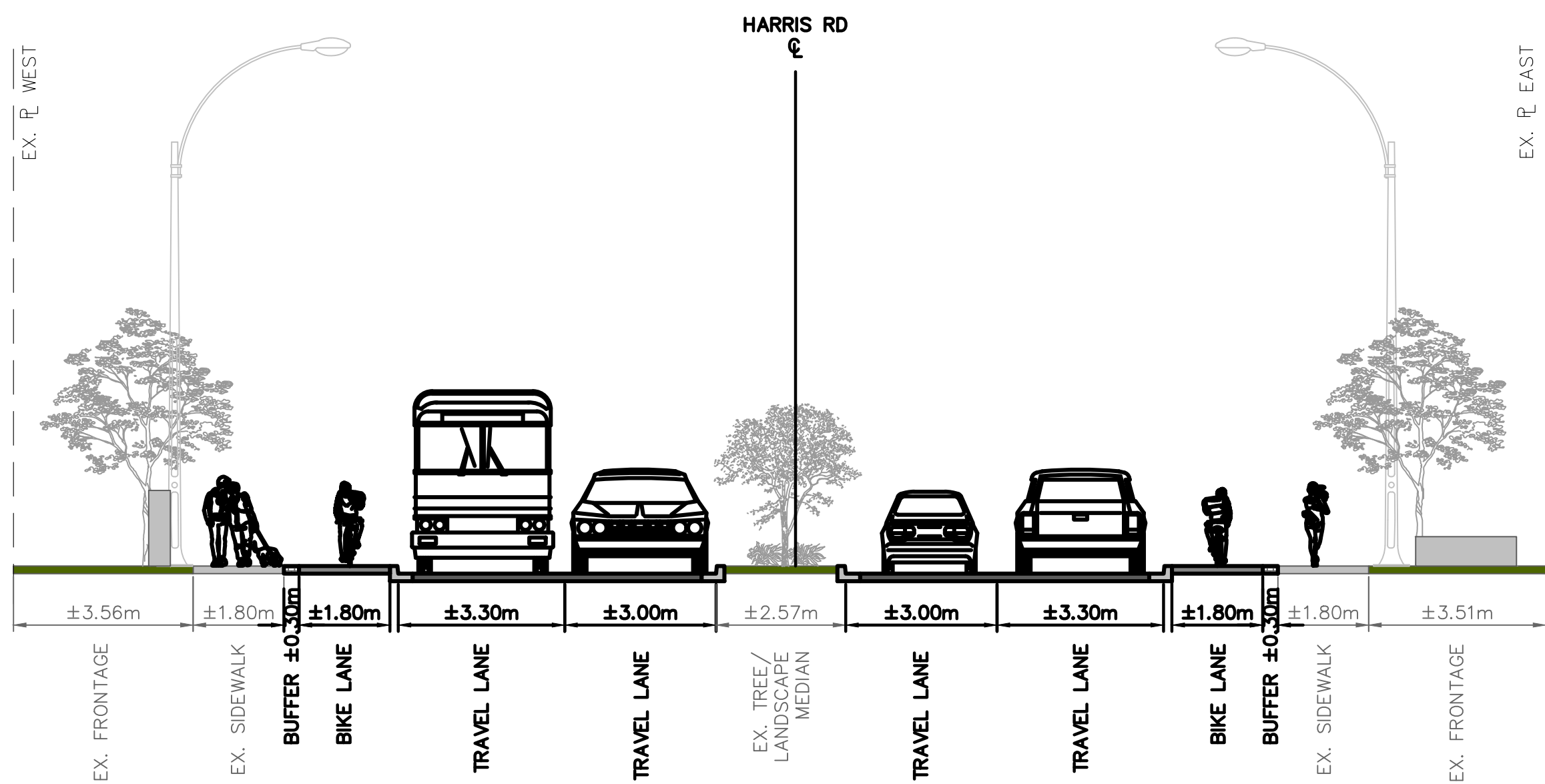
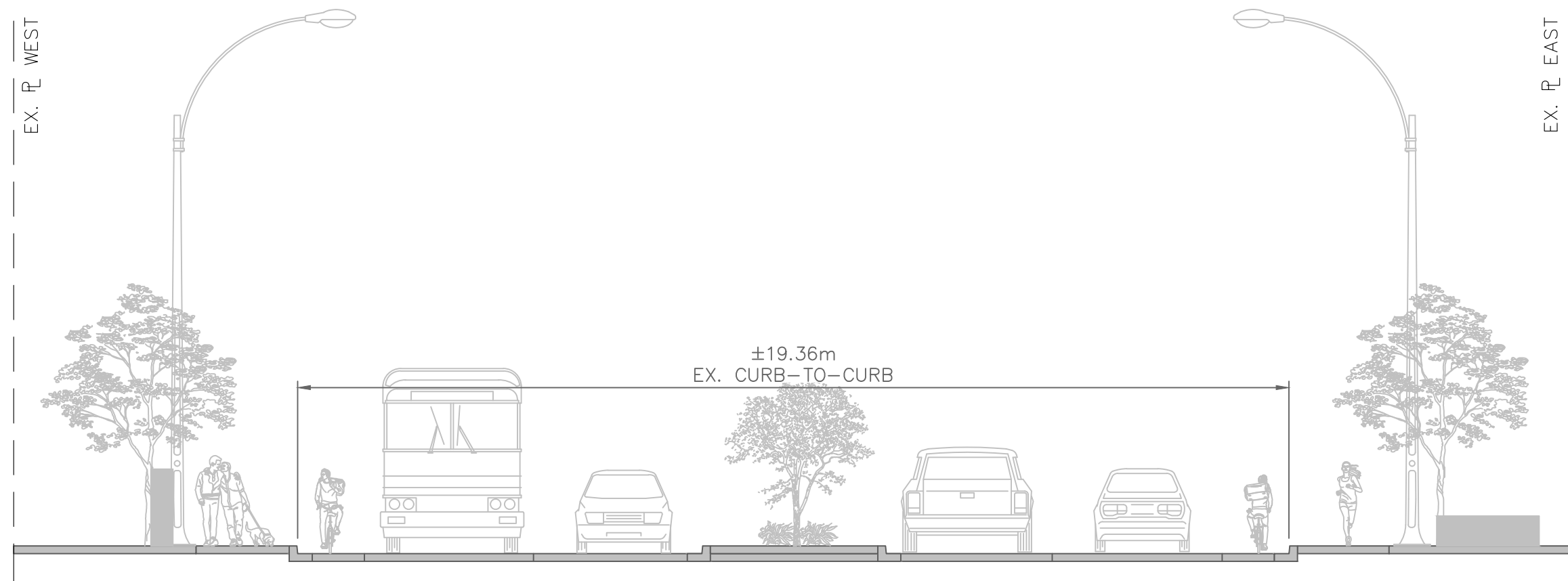
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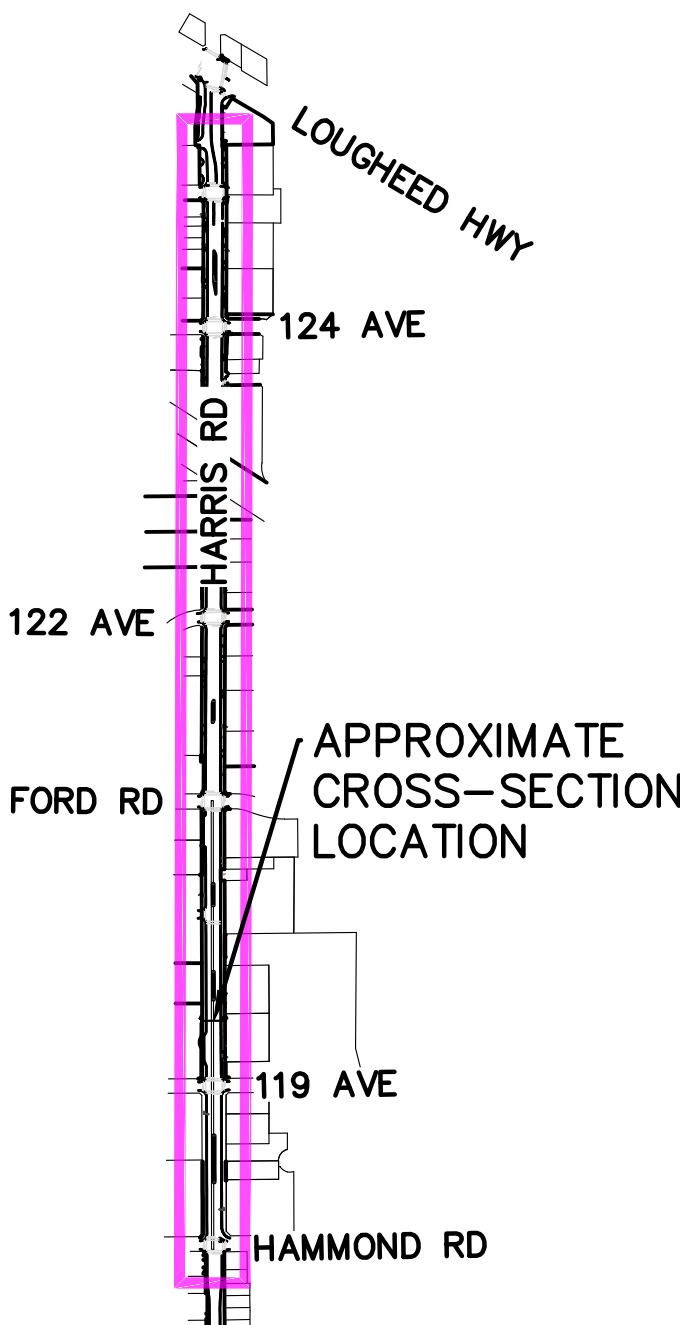
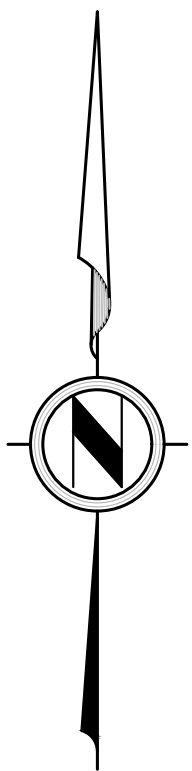
CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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SEGMENT 3: FIELDSTONE WALK TO HAMMOND RD		DRAWN: JHP APPR: _____	
PROJECT NO.		A & M FILE:	
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DRAWING NO.		DRAWING DATE:	
-----		FEBRUARY, 2025	
SCALE:		SHEET NO.	
HORZ. 1:100 VERT. 1:100		15 OF 23	
A & M DRAWING NO.		REV.	
24-5144-15		B	



OPTION 1: UNIDIRECTIONAL BIKE LANE WITH REDUCED CENTRE MEDIAN AND NO ROADSIDE BOULEVARDS
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:10000

Pros:

- Provides dedicated protected bike lanes on both sides of the road separated from traffic, ensuring safe and comfortable travel for cyclists in both directions.
- Maintains existing travel lanes and a reduced centre median .
- Maintains the existing outside edge of sidewalks reducing the impact on large mature trees and utilities within the frontage zones.
- Maintains existing streetlights and utilities.

Cons:

- Reduced centre median may impact existing trees in the median.
- No roadside boulevards reduce roadside appeal and limit's ability to implement green infrastructure, transit stops, and parking pockets. Also reduces cyclist comfort being directly adjacent to traffic.

Potential Constraints:

- Existing trees in median would likely need to be removed to accommodate narrower median.
- Adjustments to grading and drainage systems will be required.
- Implementing bus stops would require meandering of the bike lane and sidewalk.
- Driveway entrances and intersections may create conflict zones, requiring additional design considerations.

Suitability of Facilities:

- Pedestrian Facilities:
 - Widened sidewalks significantly improve pedestrian accessibility and comfort, making the area more walkable and accommodating for a variety of users.
- Cycling Facilities:
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
- Transit Facilities:
 - Transit facilities for this segment are supported by the design, which offers flexibility for incorporating transit island platforms for bus stops
- Through Movement:
 - Maintains existing travel and turning lanes, minimizing impact on through movements.
 - Free flowing right turn lanes may be removed in some areas to increase cycling and pedestrian safety at intersections.

LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION: LOCATED AT STREET & AVENUE					
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25	



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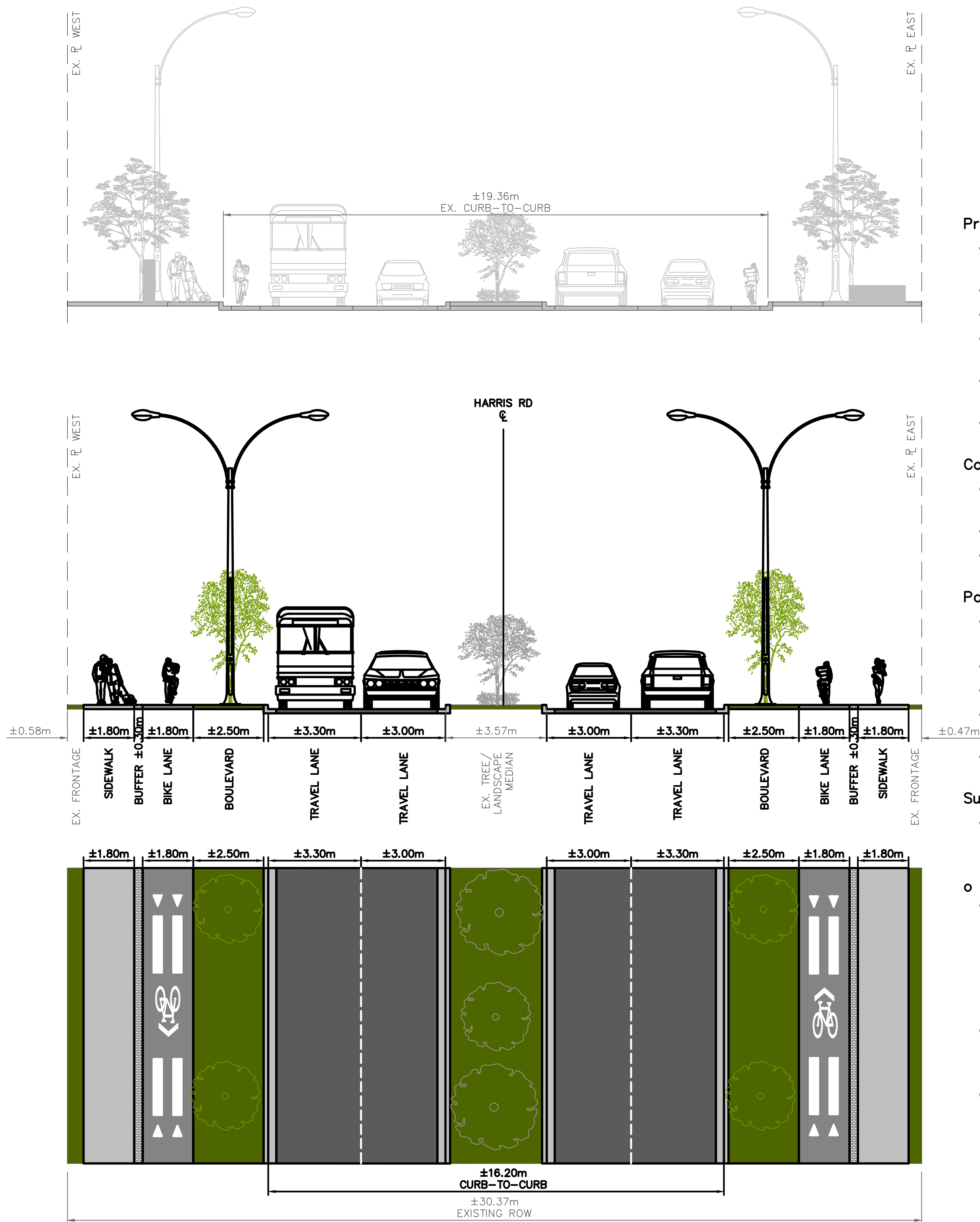
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Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

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TITLE: SEGMENT 4 THROUGH SEGMENT 7: HAMMOND RD TO LOUGHEED HWY	
PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-16

DESIGN: JHP DRAWN: JHP	CHECK: NBC APPR: ----
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
SHEET NO. 16 OF 23	REV. B



OPTION 2: UNIDIRECTIONAL BIKE LANE WITH ROADSIDE BOULEVARDS
(RECOMMENDED OPTION)

Pros:

- Provides dedicated protected bike lanes on both sides of the road separated from traffic, ensuring safe and comfortable travel for cyclists in both directions.
- Widens sidewalks, significantly improving pedestrian comfort and accessibility.
- Maintains existing centre median and travel lanes.
- Addition of roadside boulevards on both sides which allows for flexibility for use for transit stops and parking pockets as well as improved roadside appeal.
- Enhances connectivity for cyclists and pedestrians to surrounding infrastructure and key destinations.
- Aligns with long-term urban design goals for active transportation and accessibility improvements.

Cons:

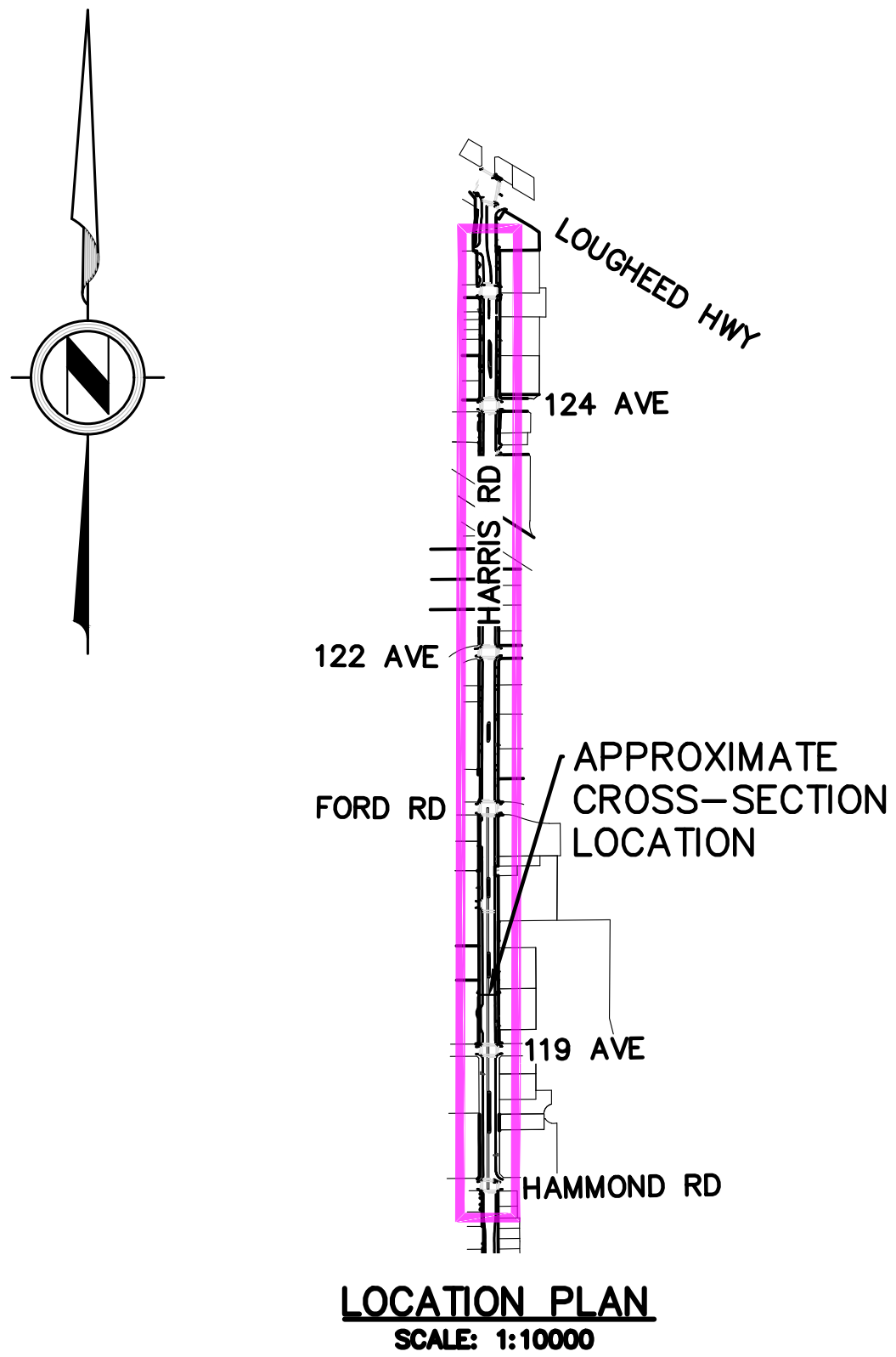
- Impact on the existing frontage areas on both sides of the road, impacting large mature trees and existing utilities.
- Would require relocation of streetlighting and other utilities.
- May result in reduced space for vehicular traffic or on-street parking, depending on the available right-of-way.

Potential Constraints:

- Existing landscaping and utilities in the frontage zones may need to be removed/relocated, particularly on the east side.
- Large existing trees in frontage zones may require constrained boulevard widths
- Adjustments to grading and drainage systems will be required.
- Driveway entrances and intersections may create conflict zones, requiring additional design considerations.
- Requires coordination with existing utility infrastructure, which could increase project complexity.

Suitability of Facilities:

- Pedestrian Facilities:
 - Widened sidewalks significantly improve pedestrian accessibility and comfort, making the area more walkable and accommodating for a variety of users.
- Improved facilities align with urban planning goals for active transportation.
- Cycling Facilities:
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards.
- Through Movement:
 - Maintains existing travel and turning lanes, minimizing impact on through movements.
 - Free flowing right turn lanes may be removed in some areas to increase cycling and pedestrian safety at intersections.



LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE			
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
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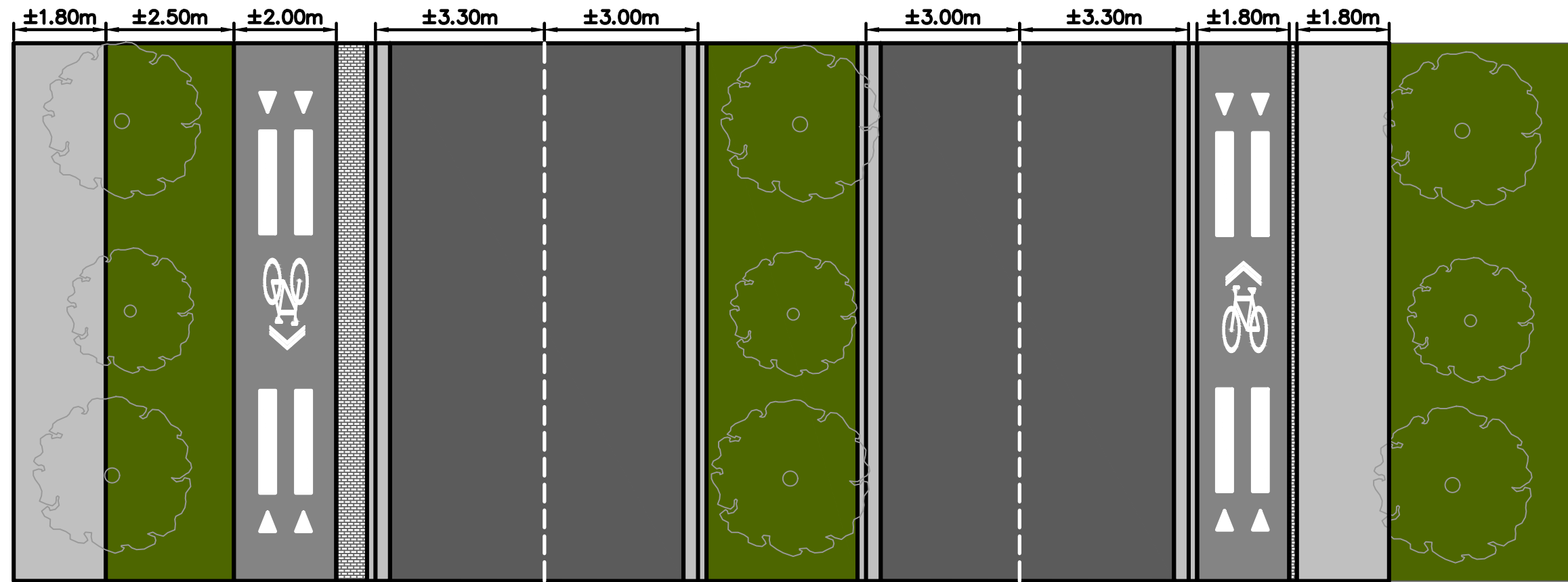
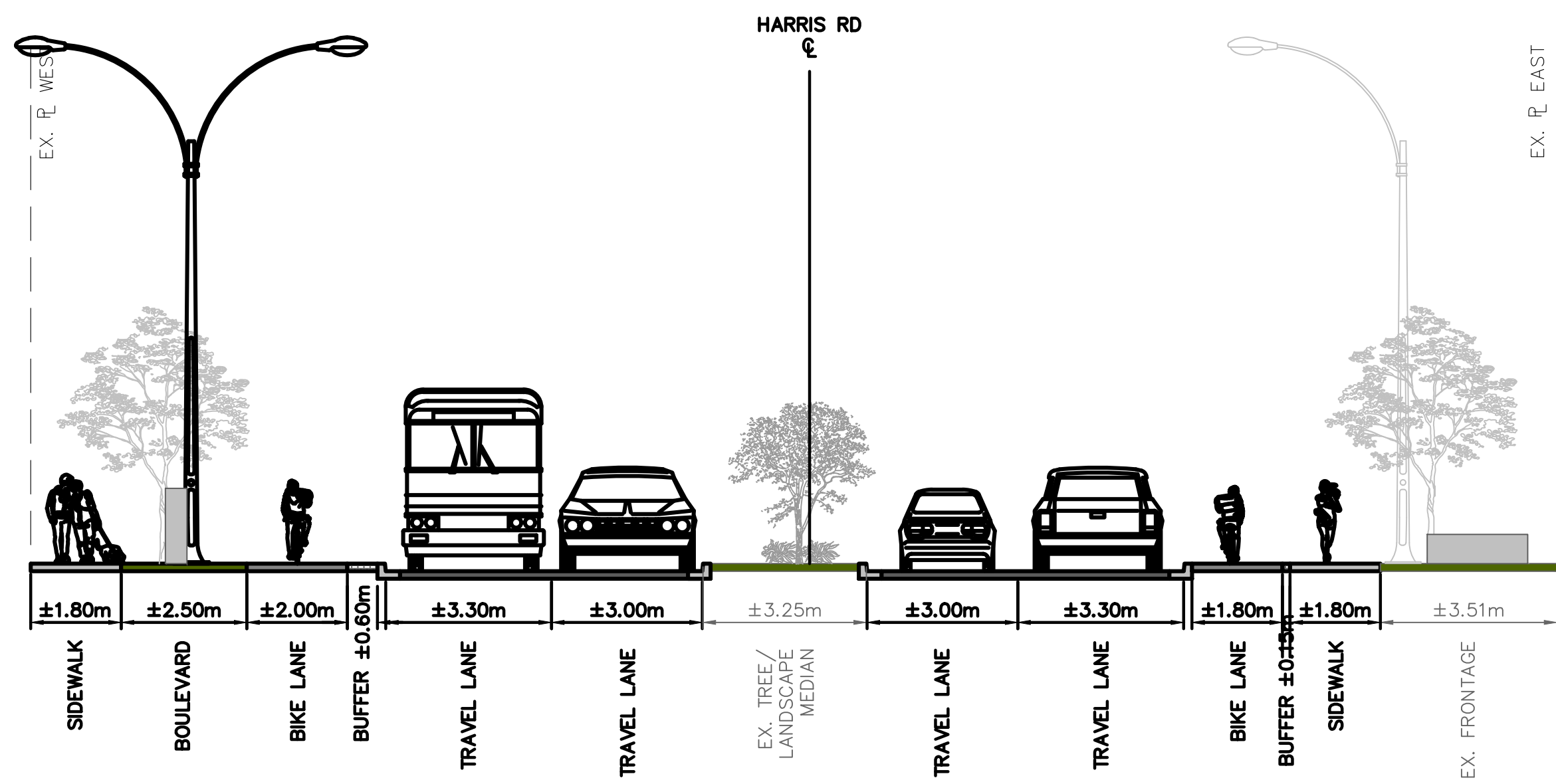
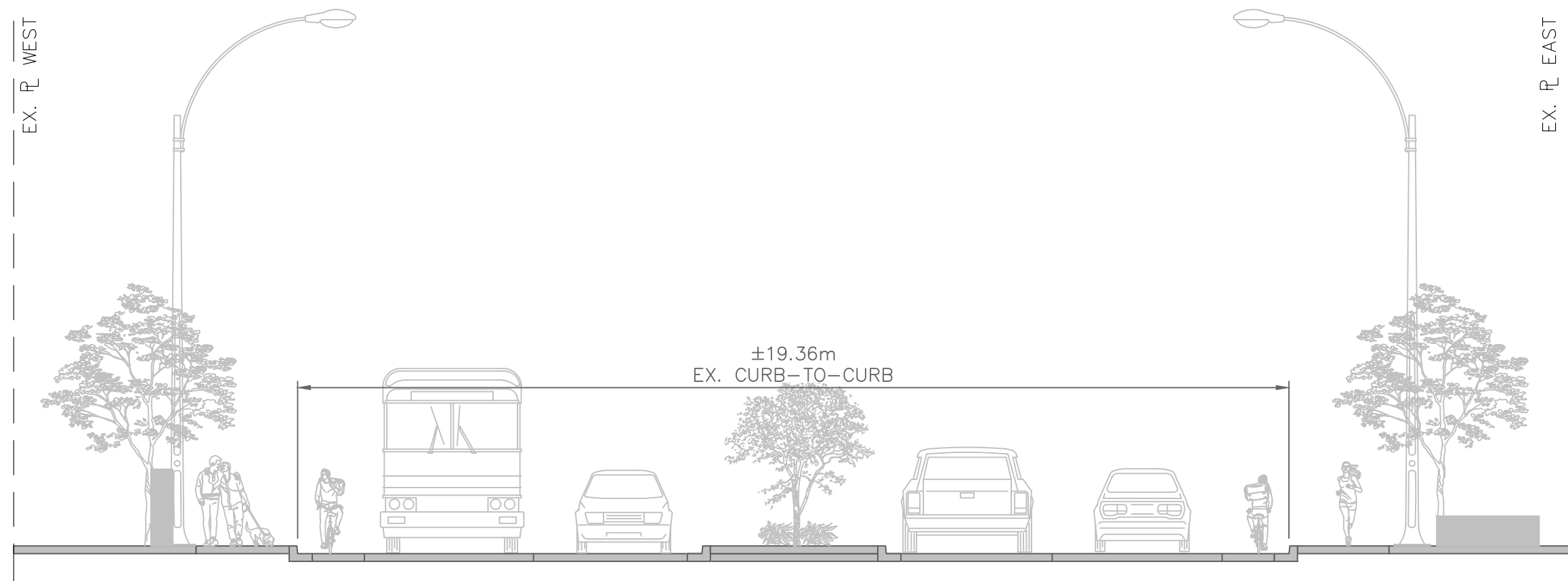
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Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

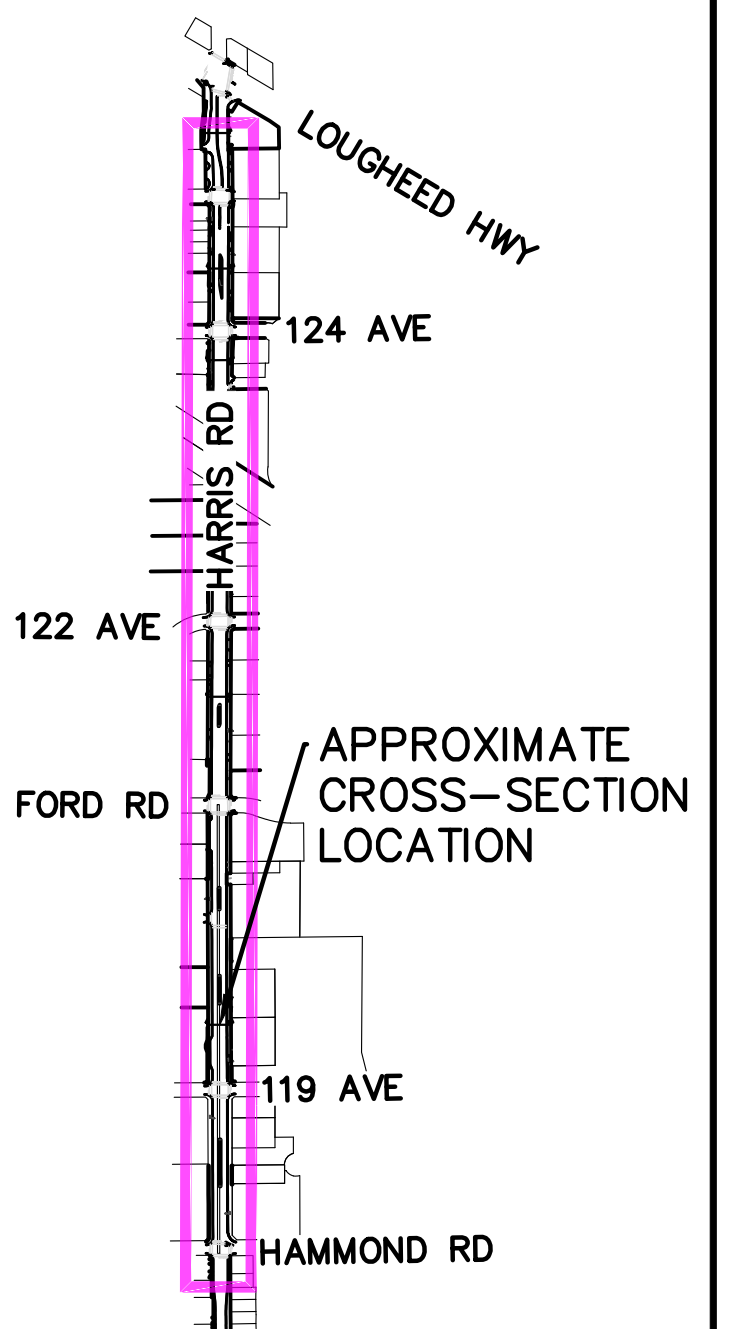
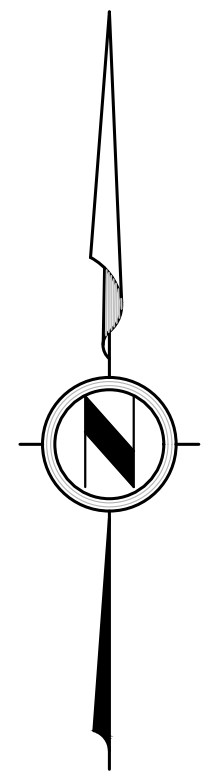
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TITLE: SEGMENT 4 THROUGH SEGMENT 7: HAMMOND RD TO LOUGHEED HWY	
PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-17

DESIGN: JHP	CHECK: NBC
DRAWN: JHP	APPR: ----
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
SHEET NO. 17 OF 23	REV. B



OPTION 3: UNIDIRECTIONAL BIKE LANE WITH BOULEVARD ON WEST SIDE
(RECOMMENDED OPTION)



LOCATION PLAN
SCALE: 1:10000

Pros:

- Provides dedicated protected bike lanes on both sides of the road separated from traffic, ensuring safe and comfortable travel for cyclists in both directions.
- Maintains existing travel lanes and a reduced centre median.
- Maintains the existing outside edge of sidewalk on the east side reducing the impact on large mature trees and utilities within the frontage zones.
- Maintains existing boulevard zone on the west creating a frontage zone, allowing for flexibility for implementation of street furniture or expanding pedestrian area.

Cons:

- Reduced centre median may impact existing trees in the median.
- No roadside boulevards reduce roadside appeal and limit's ability to implement green. infrastructure, transit stops, and parking pockets. Also reduces cyclist comfort being directly adjacent to traffic.
- No boulevard on the east side due to the number of potential conflicts.

Potential Constraints:

- Existing trees in median would likely need to be removed to accommodate narrower median.
- Existing trees and utilities on west side may still present challenges for implementing sidewalk directly adjacent to the property line.
- Adjustments to grading and drainage systems will be required.
- Implementing bus stops would require meandering of the bike lane and sidewalk.
- Driveway entrances and intersections may create conflict zones, requiring additional design considerations.

Suitability of Facilities:

- Pedestrian Facilities:
 - Widened sidewalks significantly improve pedestrian accessibility and comfort, making the area more walkable and accommodating for a variety of users.
- Cycling Facilities:
 - Separated bike lanes on both sides of the road provide a safer, more appealing option for cyclists of all skill levels.
 - The design enhances safety by minimizing interactions with vehicular traffic and pedestrians.
 - Supports both recreational and commuter cycling, improving overall connectivity.
- Transit Facilities:
 - Transit facilities for this segment are supported by the design, which offers flexibility for incorporating transit island platforms for bus stops.
- Through Movement:
 - Maintains existing travel and turning lanes, minimizing impact on through movements.
 - Free flowing right turn lanes may be removed in some areas to increase cycling and pedestrian safety at intersections.

LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE			
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
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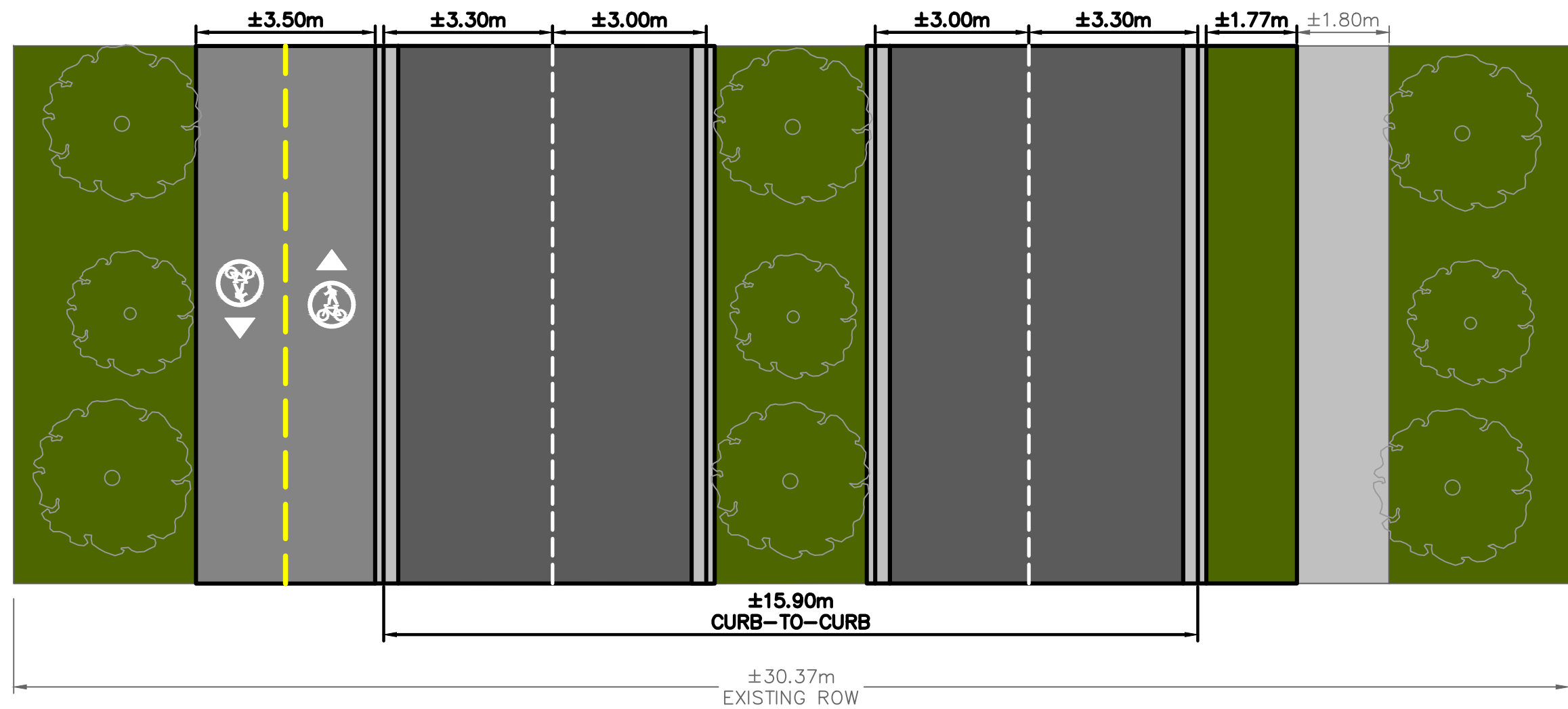
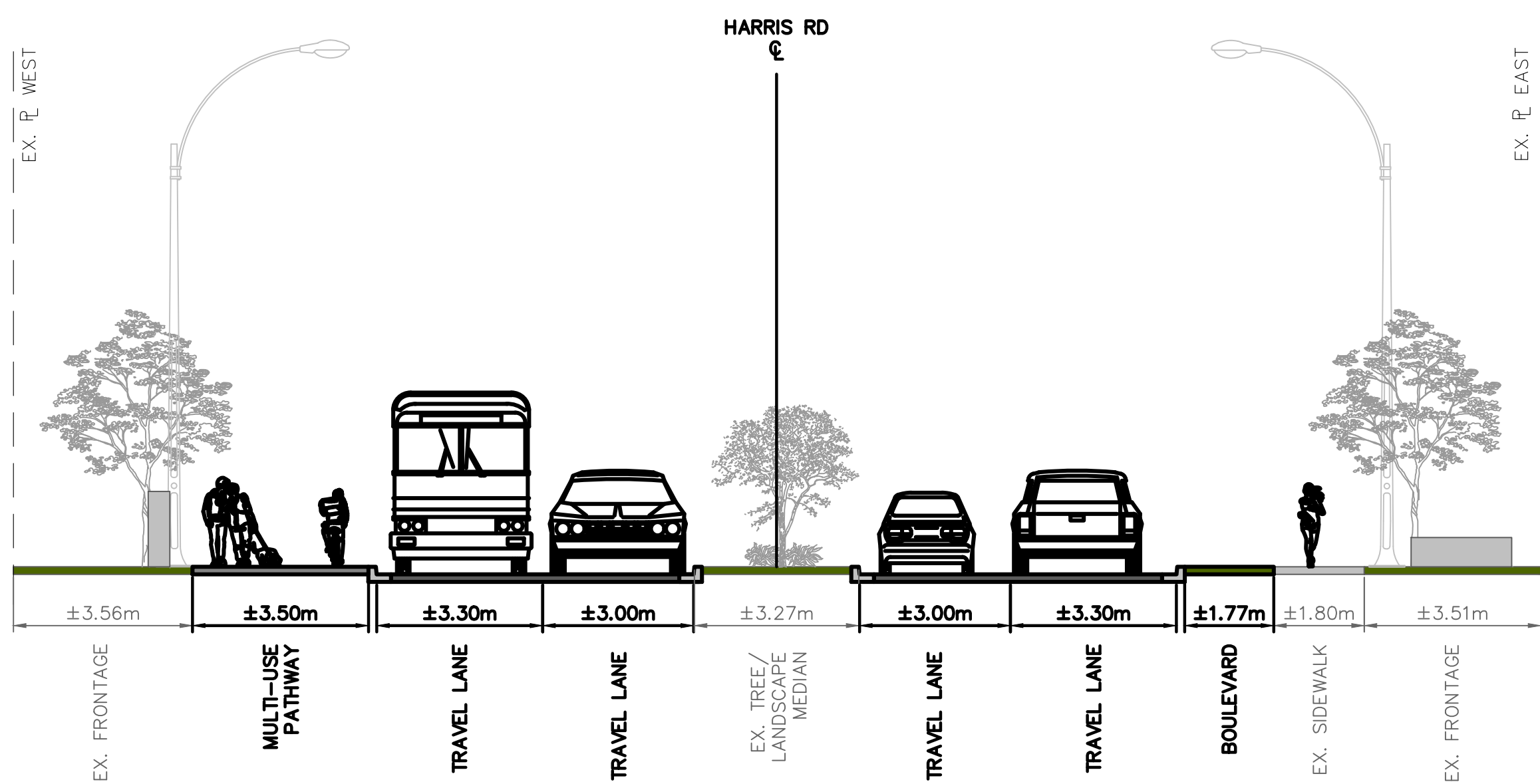
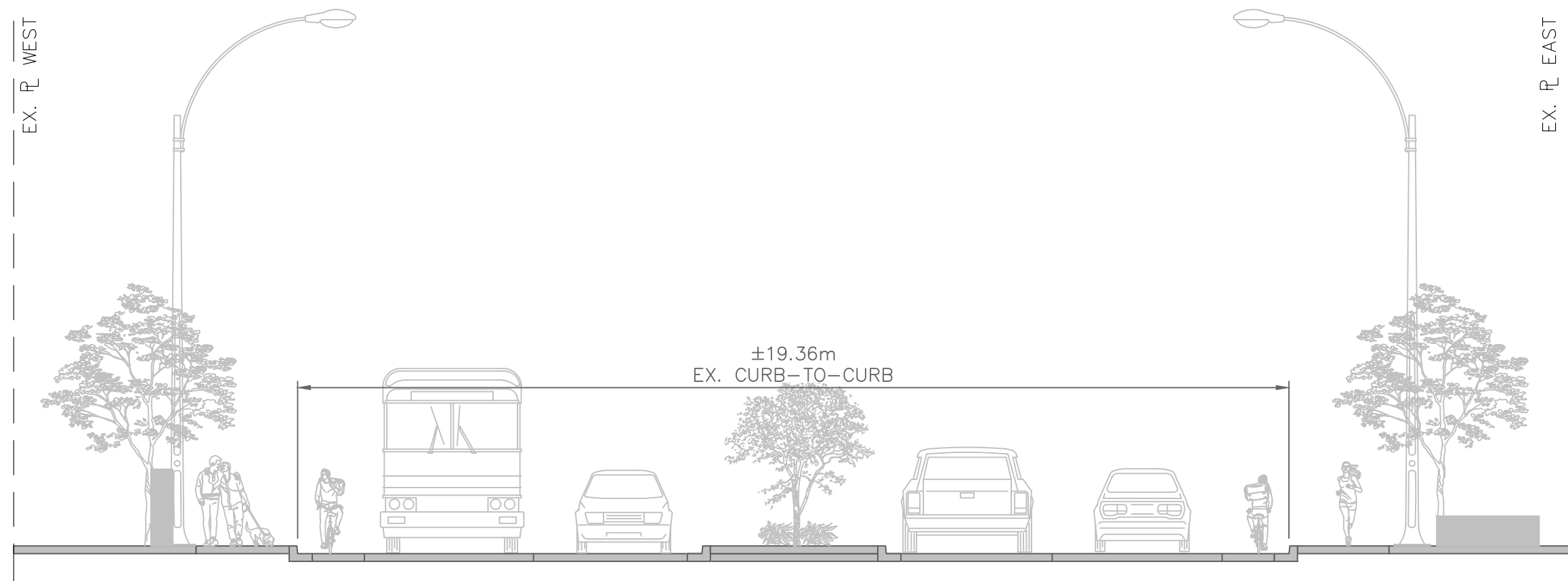
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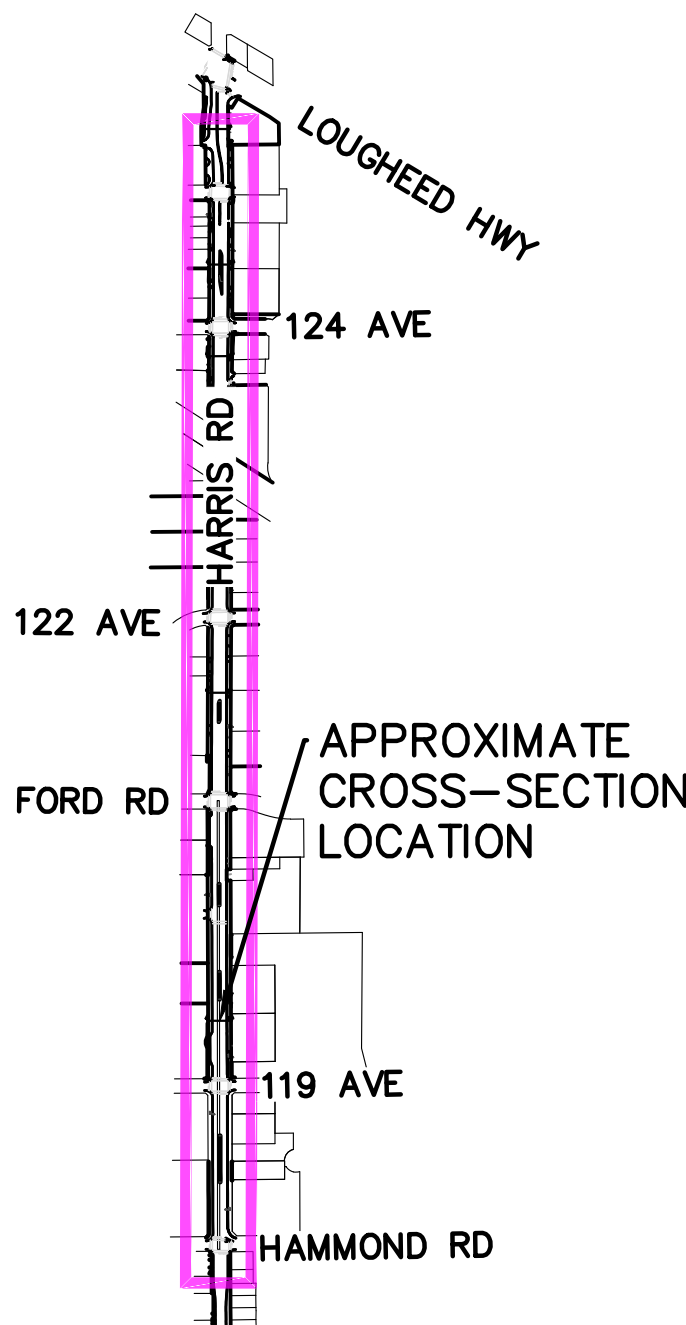
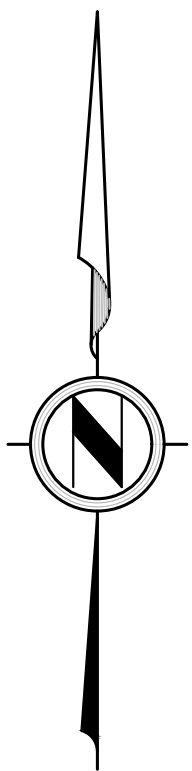
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TITLE: SEGMENT 4 THROUGH SEGMENT 7: HAMMOND RD TO LOUGHEED HWY	
PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-18

DESIGN: JHP	CHECK: NBC
DRAWN: JHP	APPR: ----
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
SHEET NO. 18 OF 23	REV. B



OPTION 4: 3.5m-WIDE MUP ON WEST SIDE



LOCATION PLAN
SCALE: 1:10000

Pros:

- Expands active transportation space for both cyclists and pedestrians, promoting shared use.
- Separates cyclists from traffic lanes, reducing the number of potential conflict zones.
- Provide connectivity for future MUP for overpass at rail crossing.
- Maintains existing centre median and travel lanes.
- Addition of roadside boulevards on east side which allows for flexibility for use for transit stops and parking pockets.
- Limits impact on existing trees and utilities in the frontage zones on both sides.
- Improved connections to destinations on west side of the road.

Cons:

- MUP width less than desirable.
- Potential for conflicts between pedestrians and cyclists on the shared MUP.
- Potential conflicts with cyclists and pedestrians in school zone and other high traffic pedestrian zones.
- Requires cyclists to cross the road to access properties on east side.

Potential Constraints:

- Conflict zones may occur at driveway entrances and intersections, necessitating additional safety measures.
- Ensuring smooth connectivity between segments and existing MUPs may present design challenges.

Suitability of Facilities:

- Pedestrian Facilities:
 - The expanded pedestrian space on both sides enhances connectivity with existing multi-use pathways, improving walkability and access for residents.
- Cycling Facilities:
 - The MUP provides a safer and more appealing option for cyclists, catering to a broader range of users such as commuters and families.
 - Enhances connectivity between multi-use pathways and offers a safer cycling experience by separating bikes from vehicular traffic.
- Transit Facilities:
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards.
- Through Movement:
 - Maintains existing travel and turning lanes, minimizing impact on through movements.

LEGAL DESCRIPTION:					
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE			
REV. NO.	DESCRIPTION	DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25	
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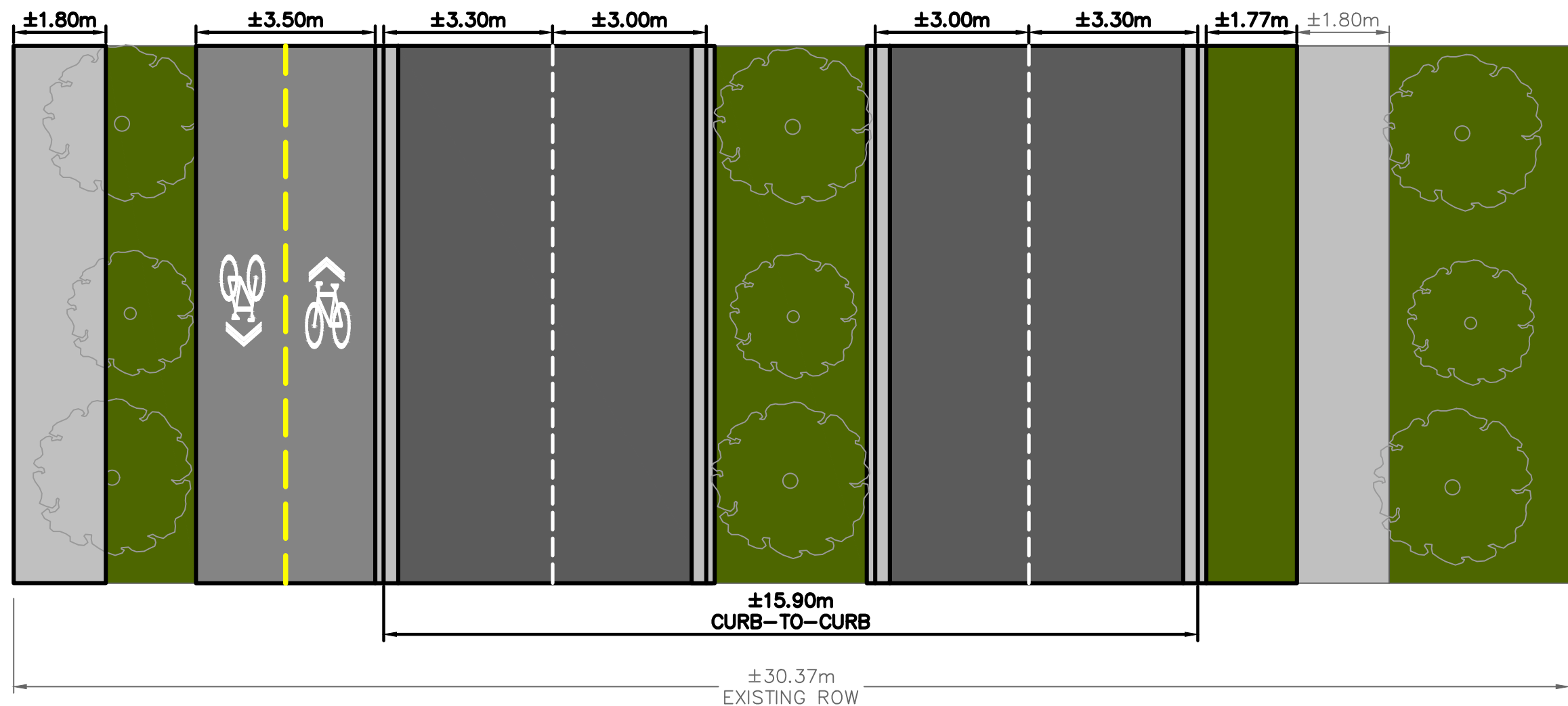
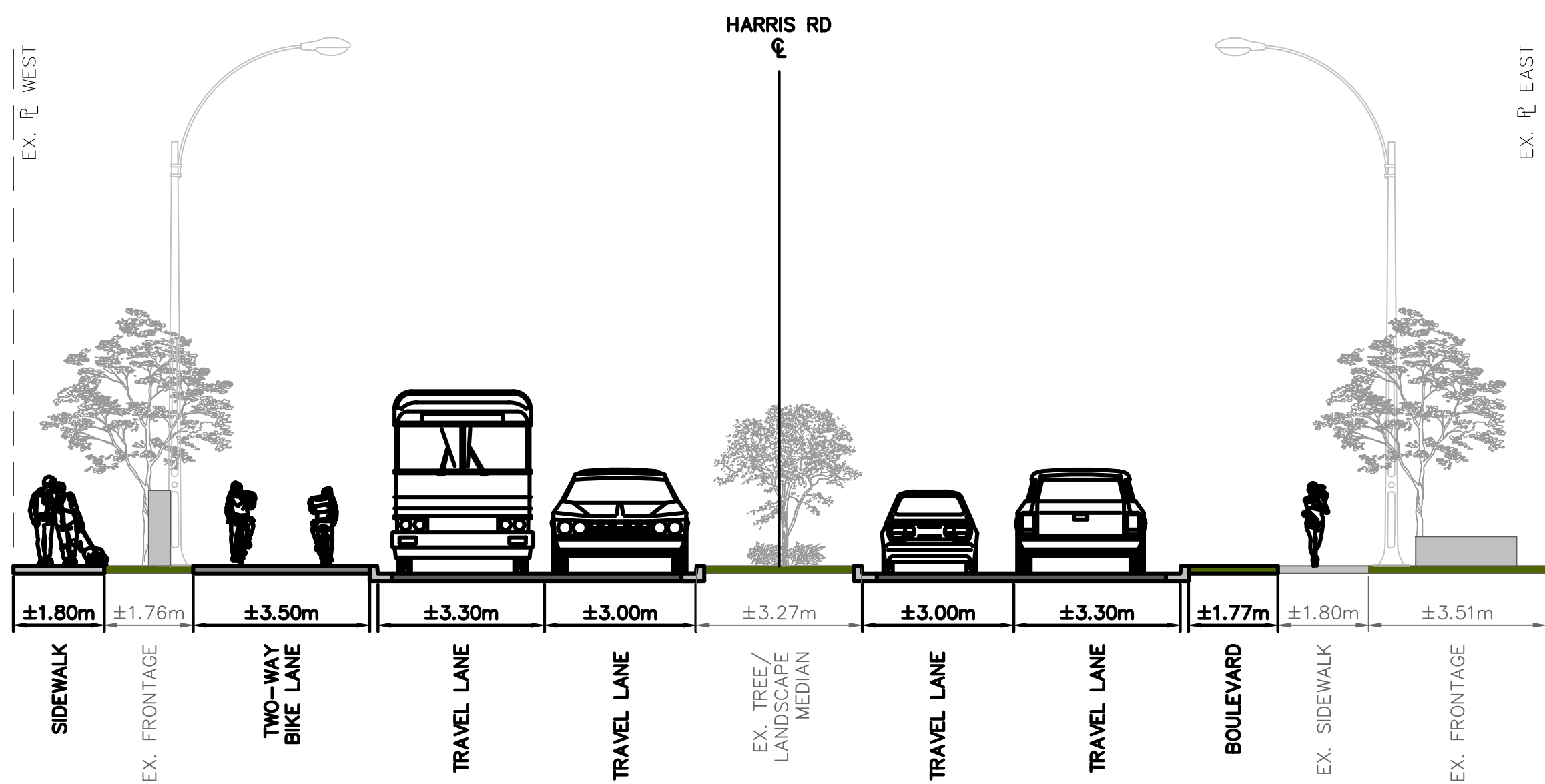
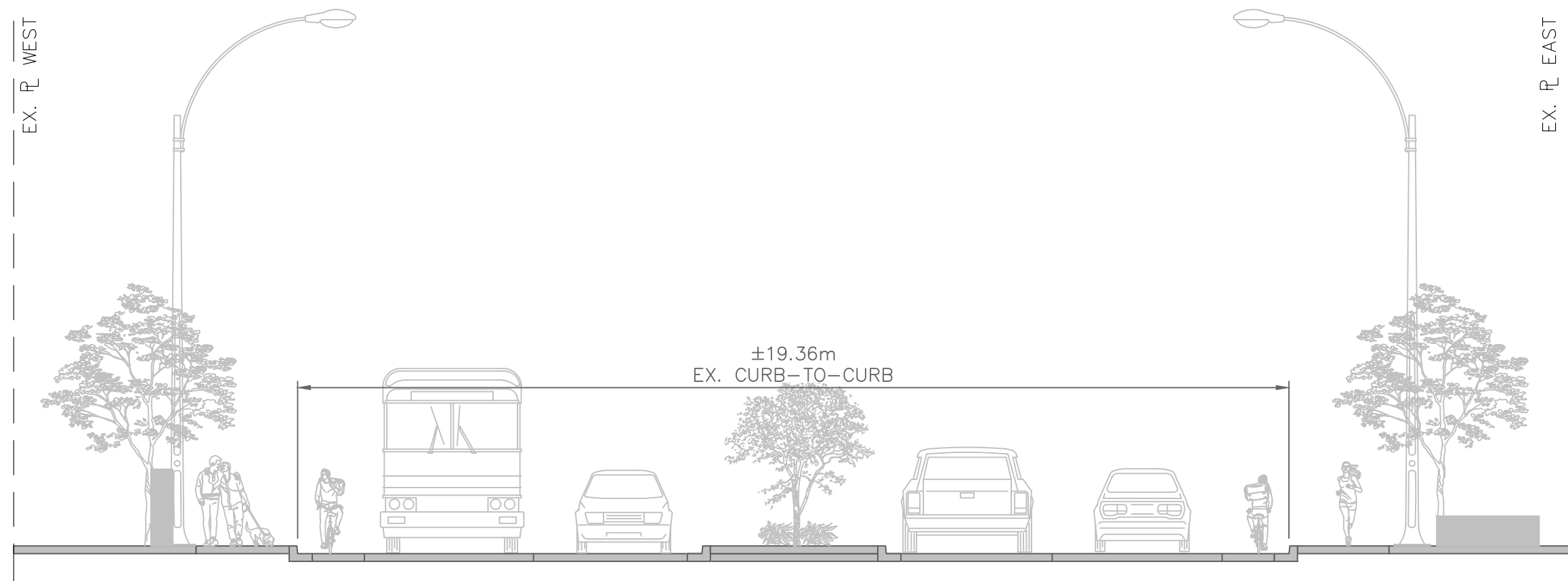
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CLIENT:	CITY OF PITT MEADOWS 12007 Harris Rd, Pitt Meadows, BC PH. 604-465-5454
PROJECT:	HARRIS ROAD COMPLETE STREET Harris Road from Fraser Way to Lougheed Highway

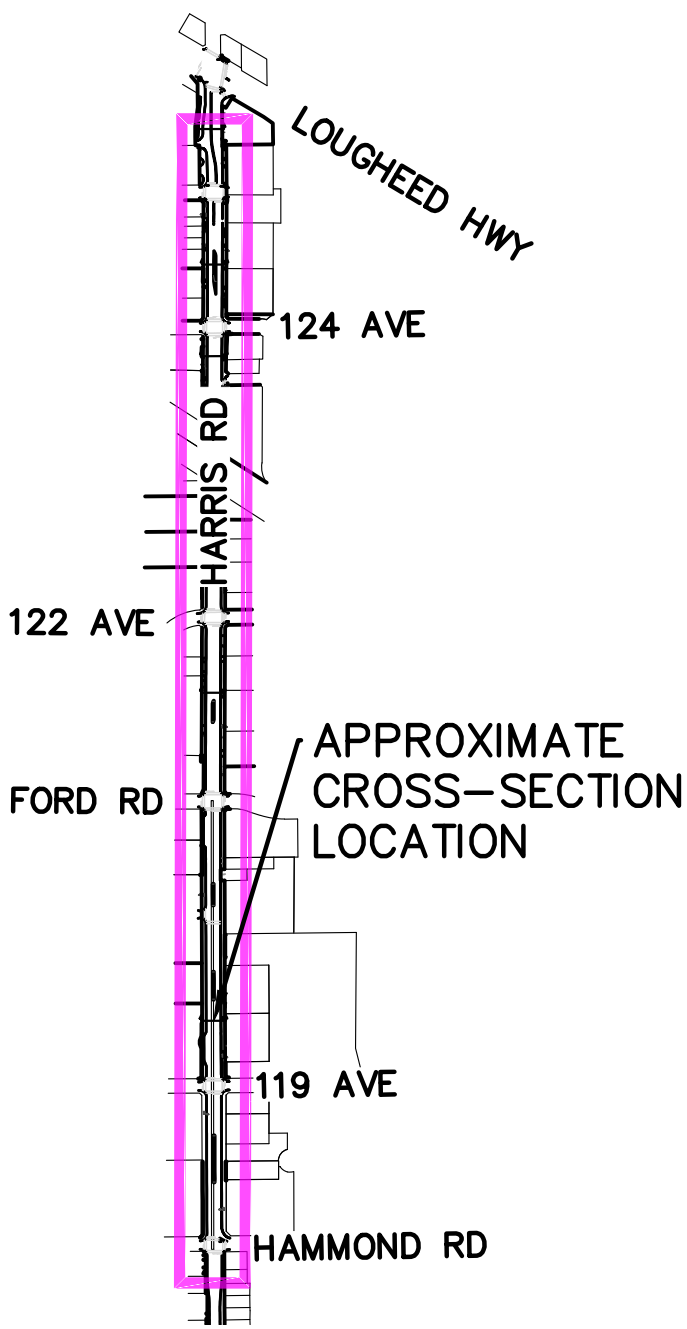
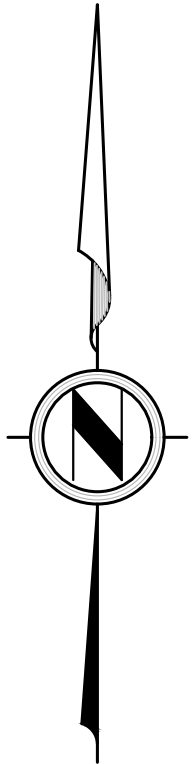
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TITLE: SEGMENT 4 THROUGH SEGMENT 7: HAMMOND RD TO LOUGHEED HWY	
PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-19

DESIGN: JHP	CHECK: NBC
DRAWN: JHP	APPR: ----
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
SHEET NO. 19 OF 23	REV. B



OPTION 5: 3.5m-WIDE BIDIRECTIONAL BIKE LANE ON WEST SIDE WITH SEPARATE SIDEWALK



- Pros:**
- Creates a dedicated bidirectional bike lane on the west side, improving cyclist safety and comfort.
 - Separates pedestrians and cyclists, reducing potential conflicts and increasing pedestrian safety.
 - Maintains existing centre median and travel lanes.
 - Addition of roadside boulevards on east sides which allows for flexibility for use for transit stops and parking pockets.
 - Maintains the existing outside edge of sidewalk on the east side reducing the impact on large mature trees and utilities within the frontage zones.
 - Maintains existing boulevard zone on the west creating a frontage zone, allowing for flexibility for implementation of street furniture or expanding pedestrian area.
 - Improved connections to destinations on west side of the road.

- Cons:**
- Bidirectional bike lanes may create conflict zones at intersections and driveway crossings, requiring additional safety measures.
 - Cyclists traveling westward must cross the road to access the bidirectional lane, potentially reducing convenience.
 - Increased impact on western property frontages, potentially affecting landscaping and utilities.

- Potential Constraints:**
- Conflict zones at intersections and driveways will need careful design and safety considerations.
 - Grading and drainage adjustments may be required on the east side to accommodate the bike lane.
 - Ensuring smooth connectivity between segments and existing multi-use pathways may present challenges.

- Suitability of Facilities:**
- **Pedestrian Facilities:**
 - Sidewalks are widened, providing increased space for pedestrian comfort and accessibility.
 - Widens sidewalks on the west side.
 - **Cycling Facilities:**
 - The bidirectional bike lane offers a safer and more dedicated space for cyclists.
 - Connectivity to multi-use pathways ensures a seamless and safer cycling experience.
 - **Transit Facilities:**
 - Future transit plans for this segment are supported by the design, which offers flexibility for incorporating transit stops within new roadside boulevards or parking lanes.
 - **Through Movement:**
 - Maintains existing travel and parking lanes, no impacts to through movement.

LEGAL DESCRIPTION:						
B.M. MONUMENT NO. ELEVATION:		LOCATED AT STREET & AVENUE				
REV. NO.	DESCRIPTION	DR	CH	DATE	APP	
A	PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	JAN28/25		
B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25		



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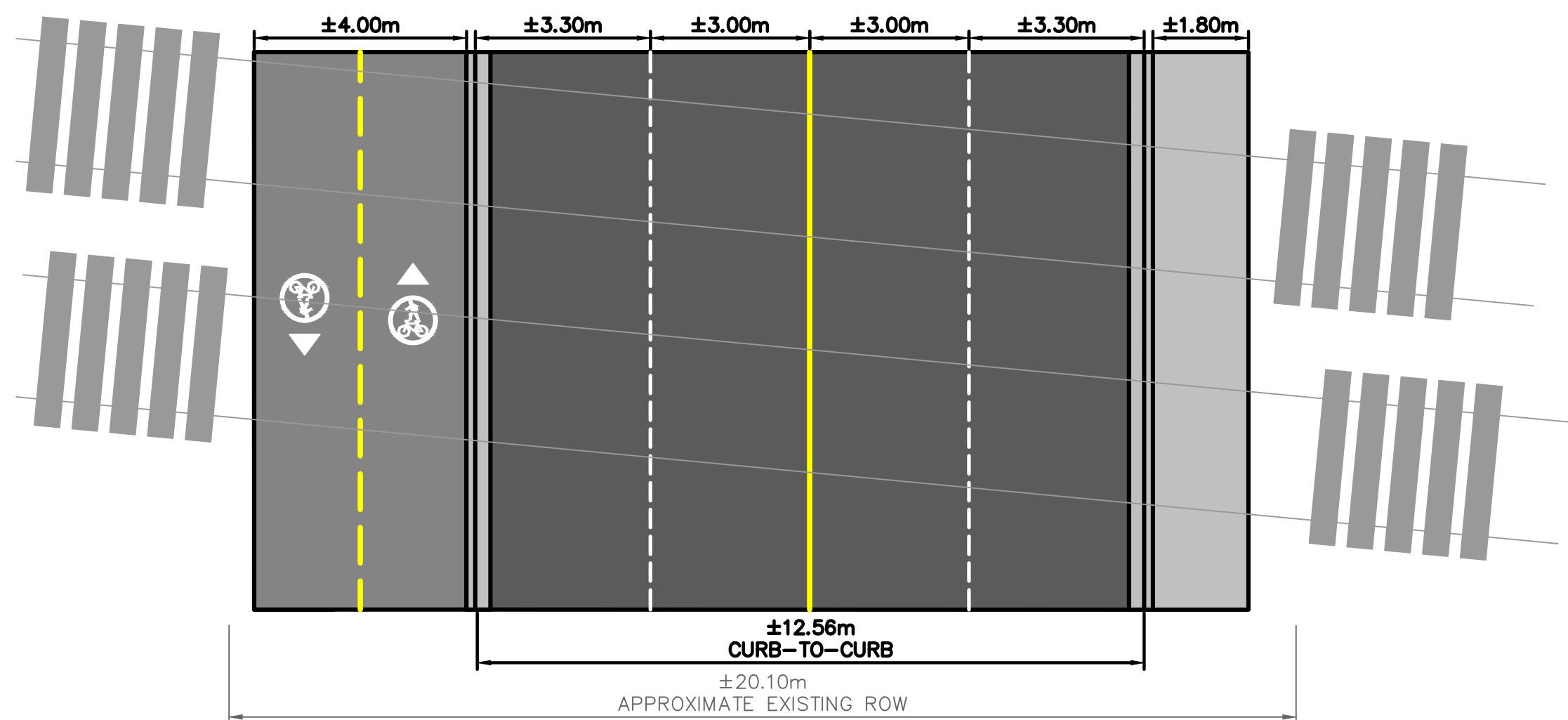
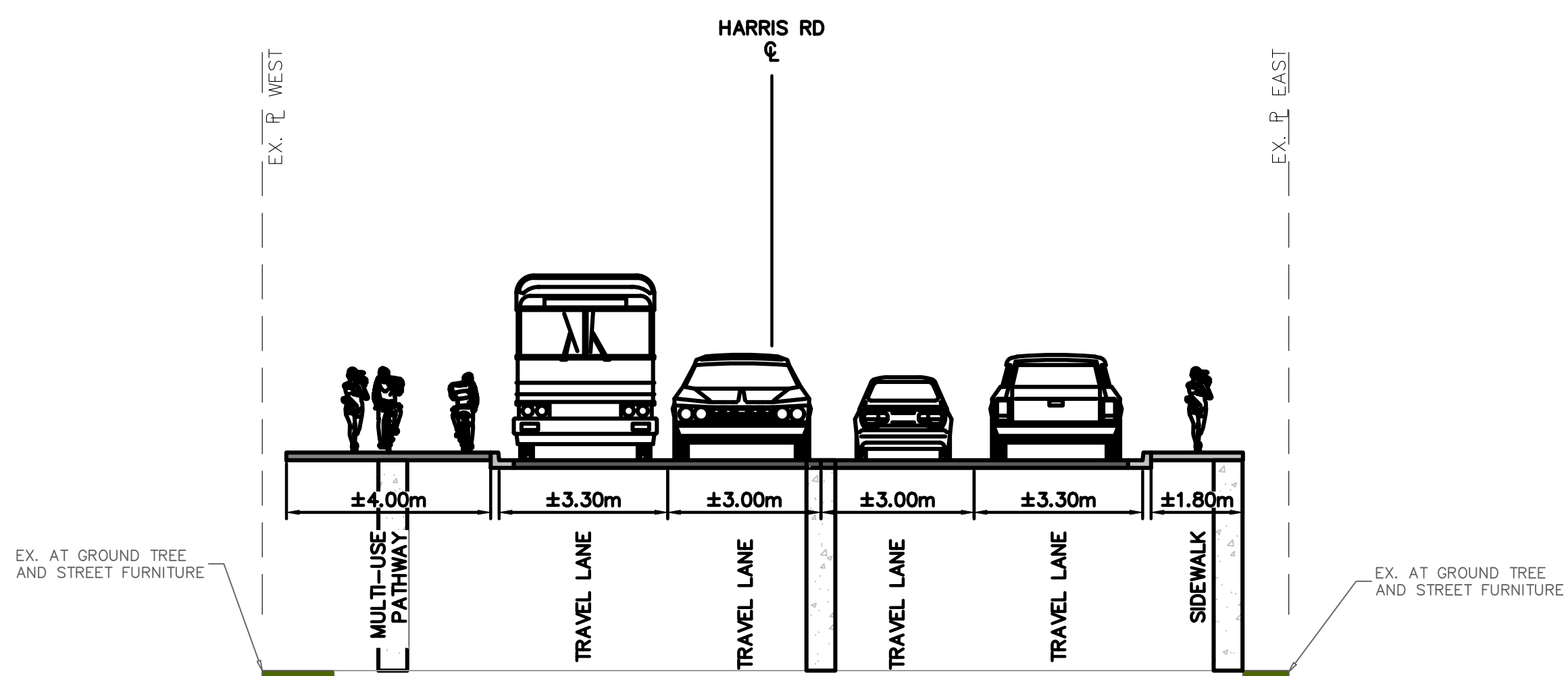
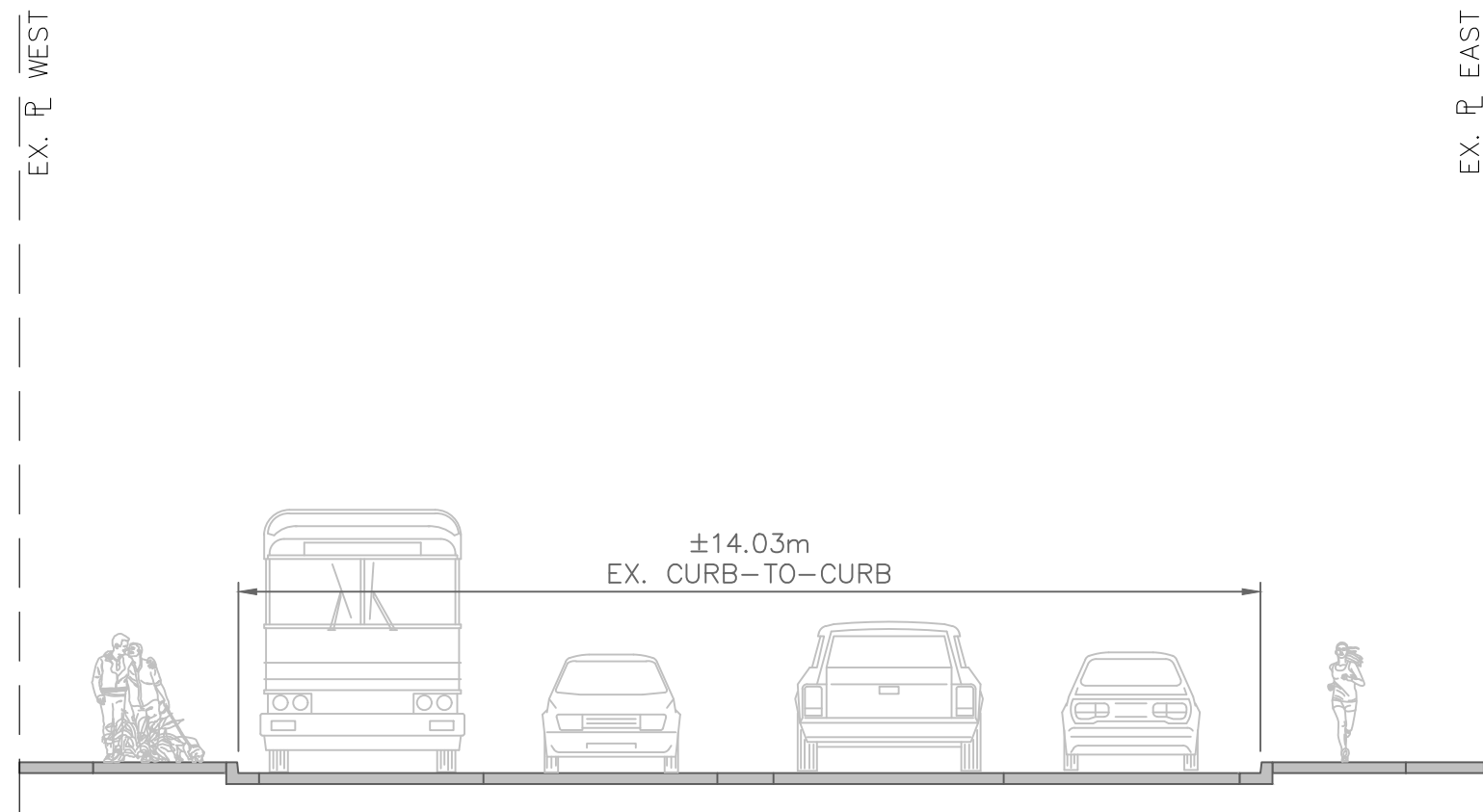
Aplin & Martin Consultants Ltd.
#1818 – 1177 West Hastings Street Vancouver, B.C. V6E 2K3
Tel: (604) 678-9434, Fax: (604) 597-9061, Email: general@aplinmartin.com

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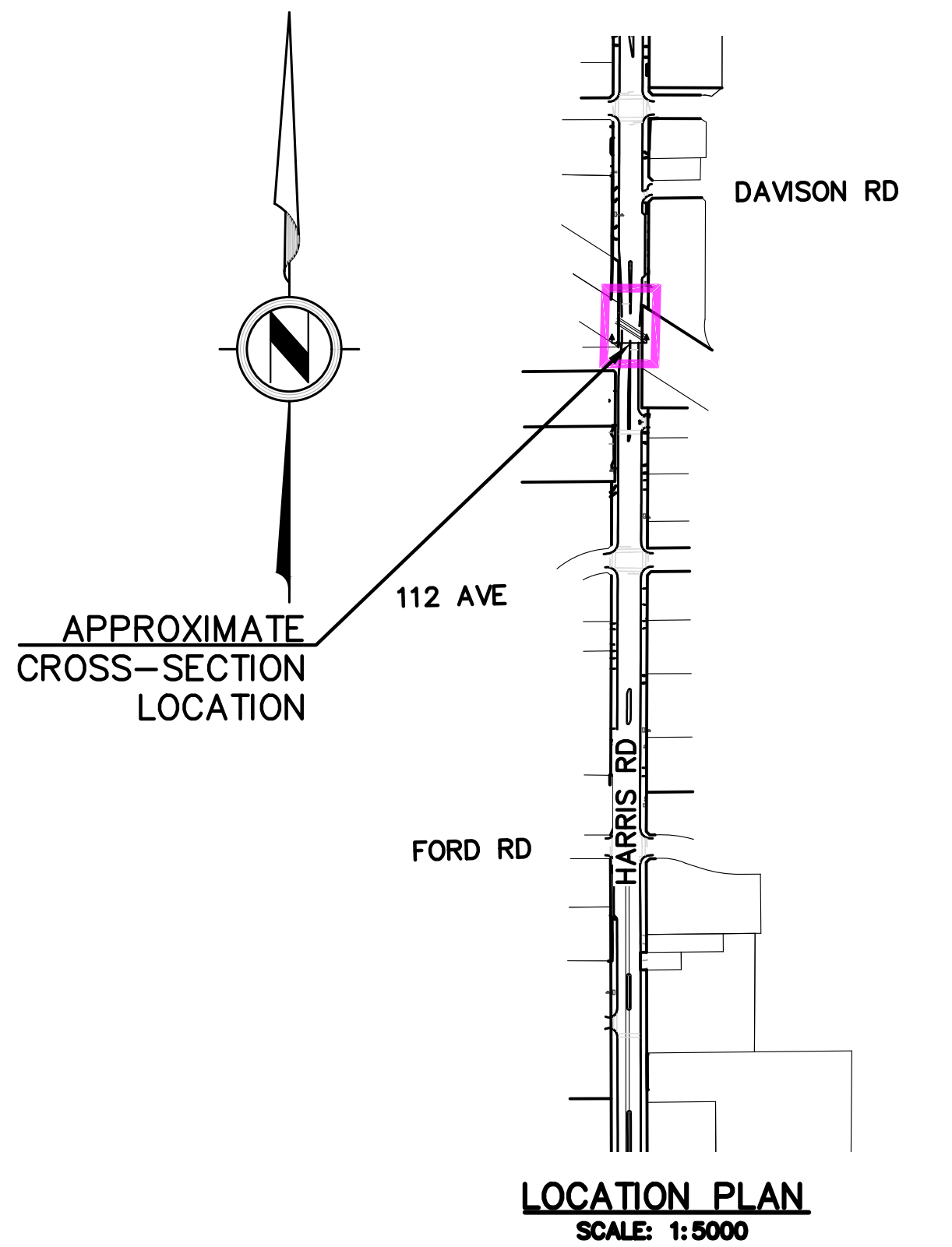
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PROJECT NO. ----	SCALE: HORZ. 1:100 VERT. 1:100
DRAWING NO.	A & M DRAWING NO. 24-5144-20

DESIGN: JHP	CHECK: NBC
DRAWN: JHP	APPR: ----
A & M FILE: 24-5144	
DRAWING DATE: FEBRUARY, 2025	
SHEET NO. 20 OF 23	REV. B



OPTION 1: OVERPASS WITH MUP ON WEST SIDE
(AS PER VFPA CONCEPTS)



LEGAL DESCRIPTION:					
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B	REVISED PRELIMINARY CONCEPTUAL OPTIONS	JHP	NBC	FEB21/25	



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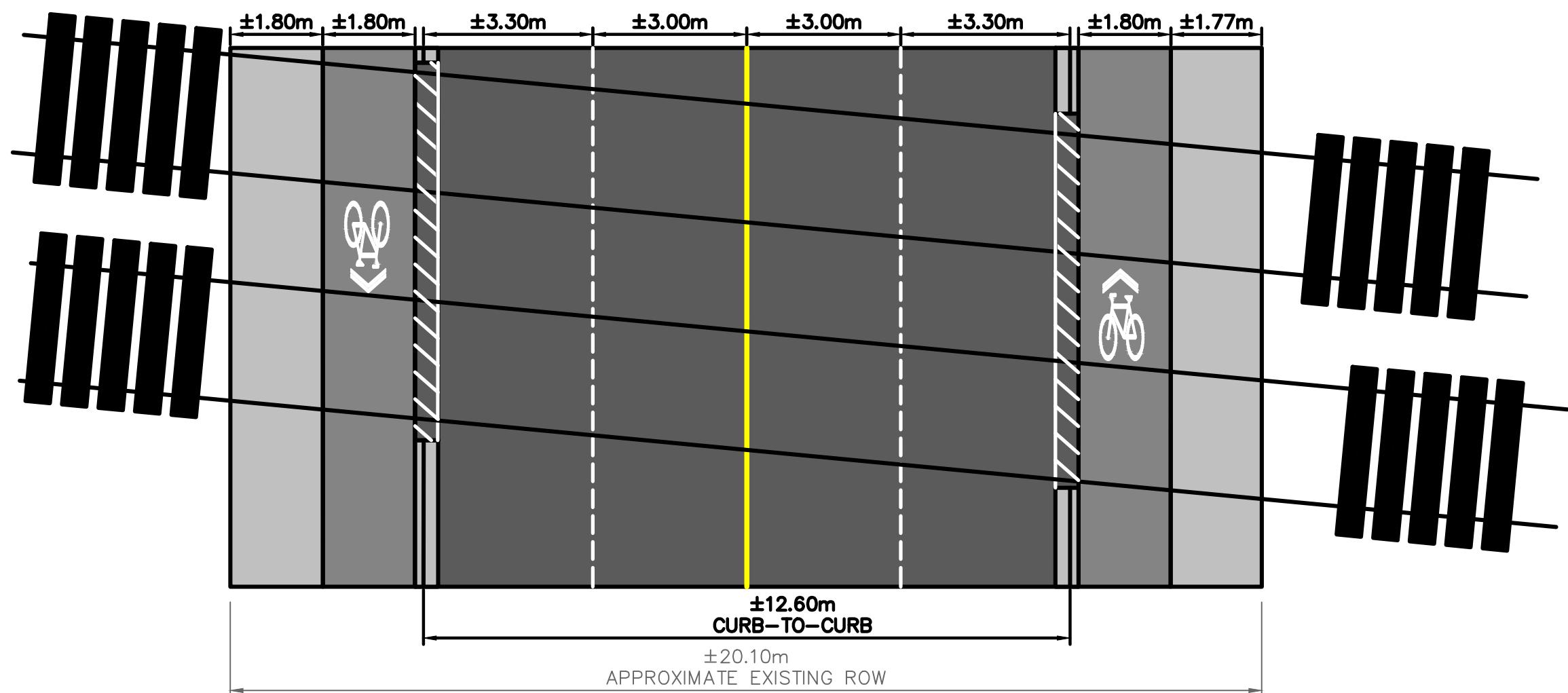
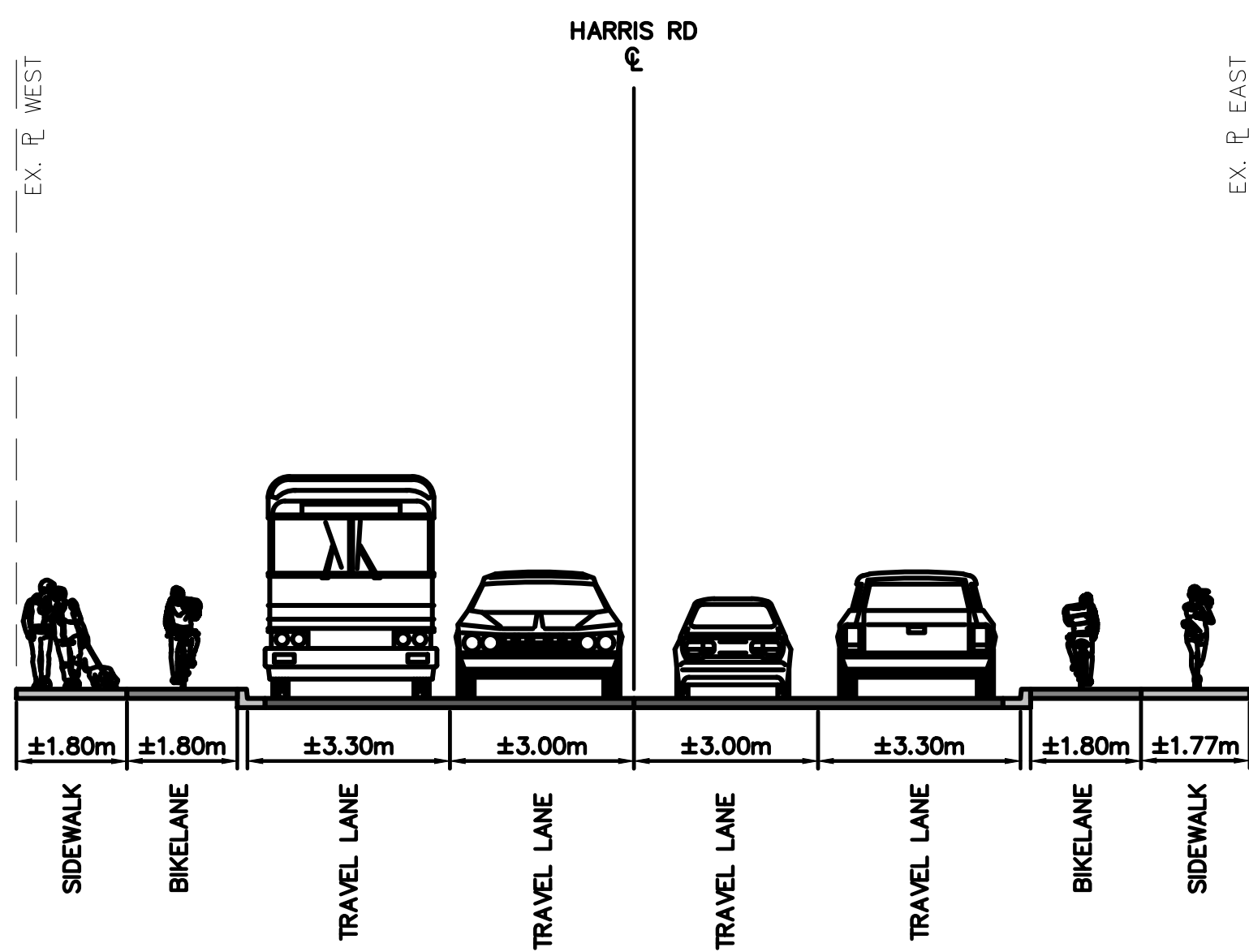
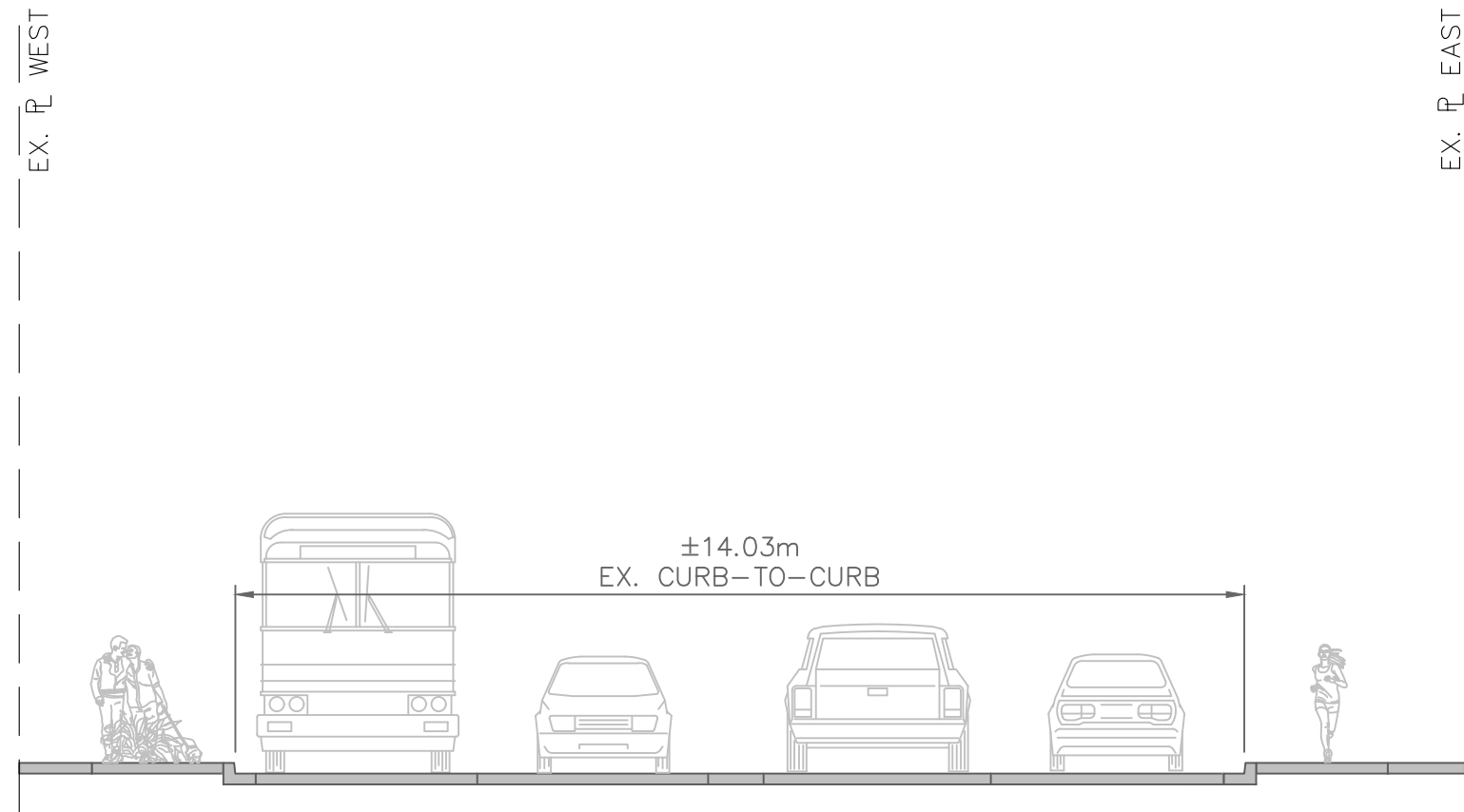
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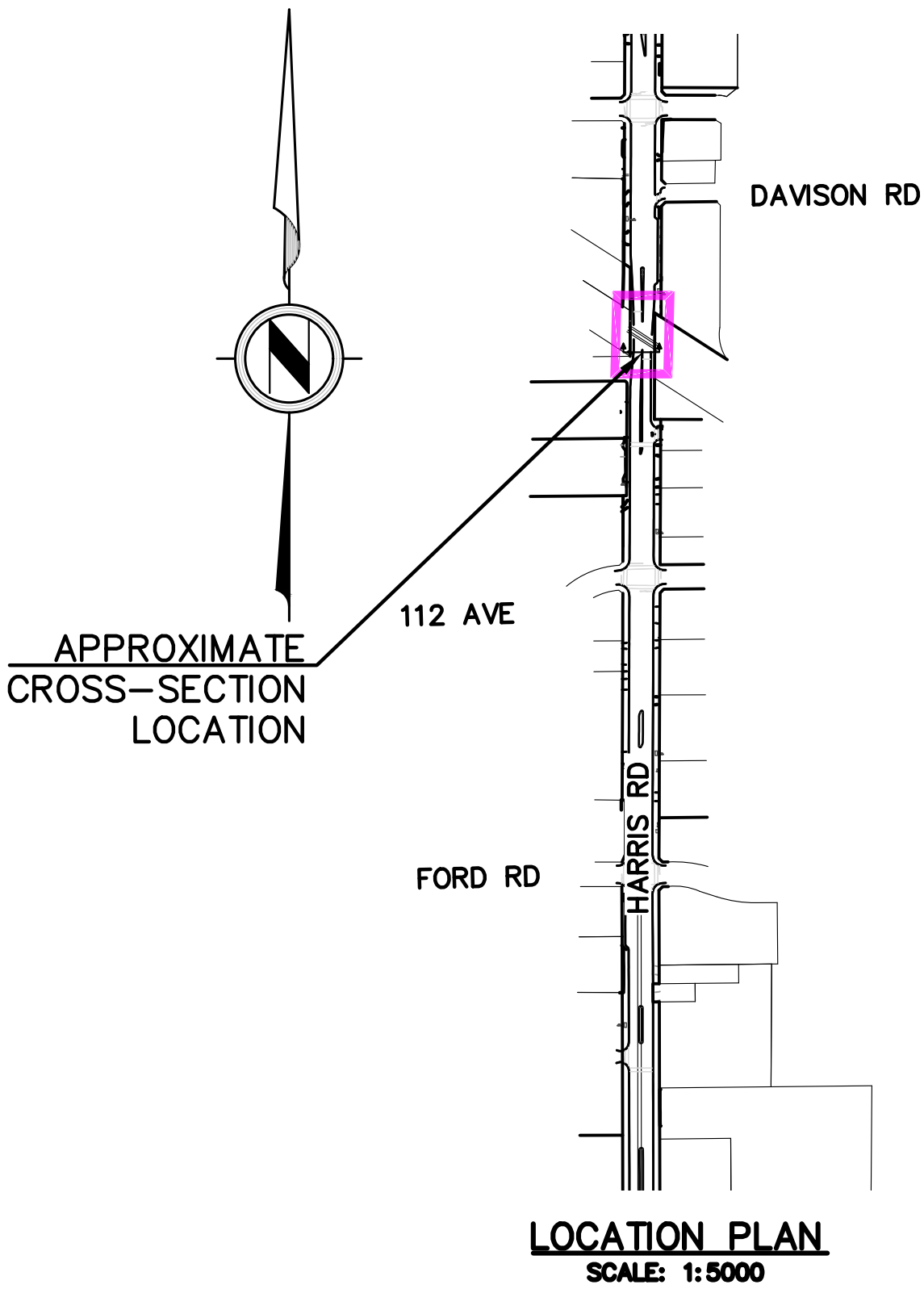
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TITLE:		DESIGN: JHP	CHECK: NBC
SEGMENT 6: RAILWAY CROSSING		DRAWN: JHP	APPR: _____
PROJECT NO. -----		A & M FILE: 24-5144	
DRAWING NO.		DRAWING DATE: FEBRUARY, 2025	
SCALE: HORZ. 1:100 VERT. 1:100		SHEET NO. 21 OF 23	REV. B
A & M DRAWING NO. 24-5144-21			



OPTION 2: AT GRADE CROSSING WITH PAINTED BIKE LANES UNIDIRECTIONAL



LEGAL DESCRIPTION:						
B.M. LOCATED AT		MONUMENT NO.	ELEVATION:		STREET & AVENUE	
REV. NO.	DESCRIPTION		DR	CH	DATE	APP
A	PRELIMINARY CONCEPTUAL OPTIONS		JHP	NBC	JAN28/25	
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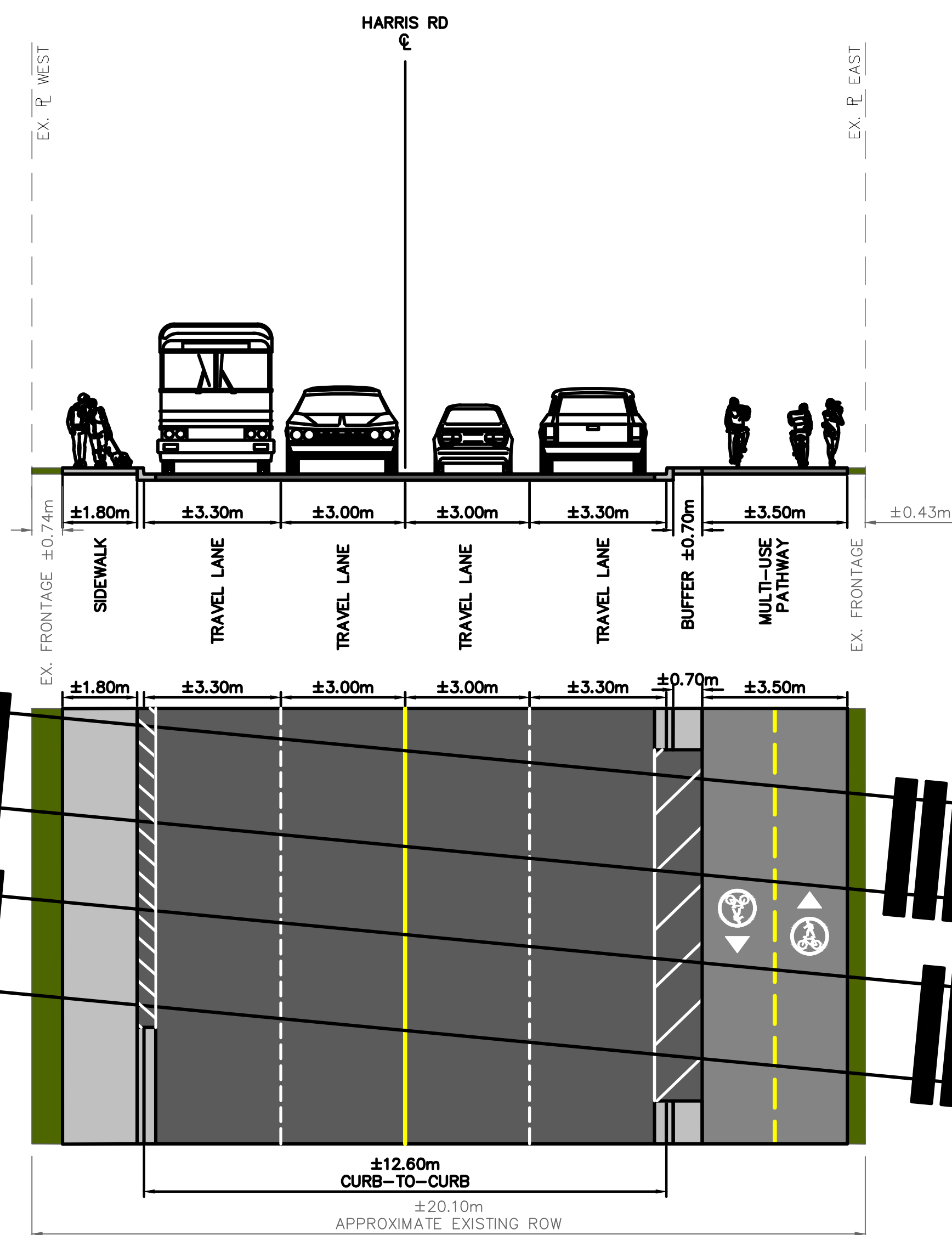
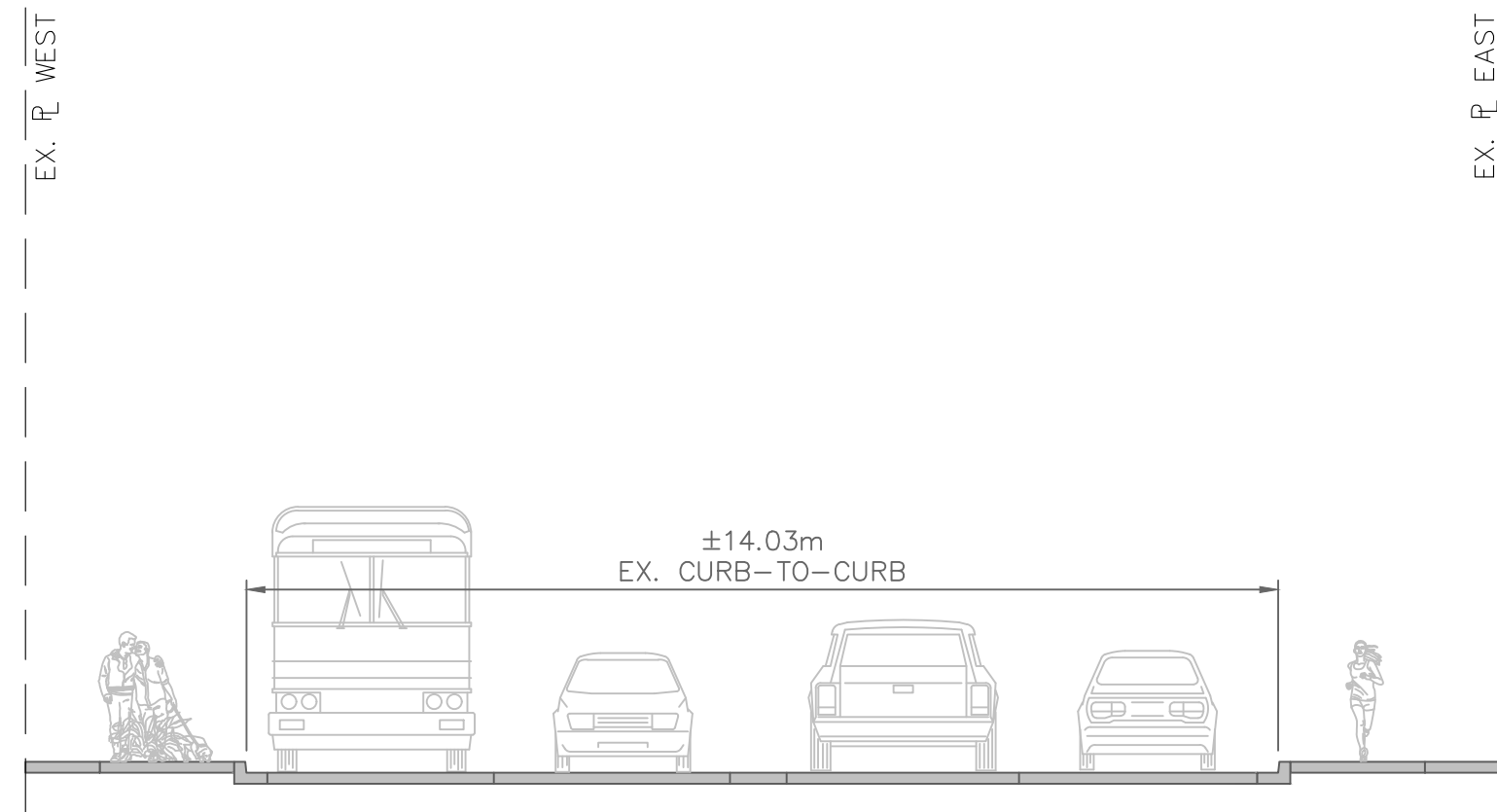


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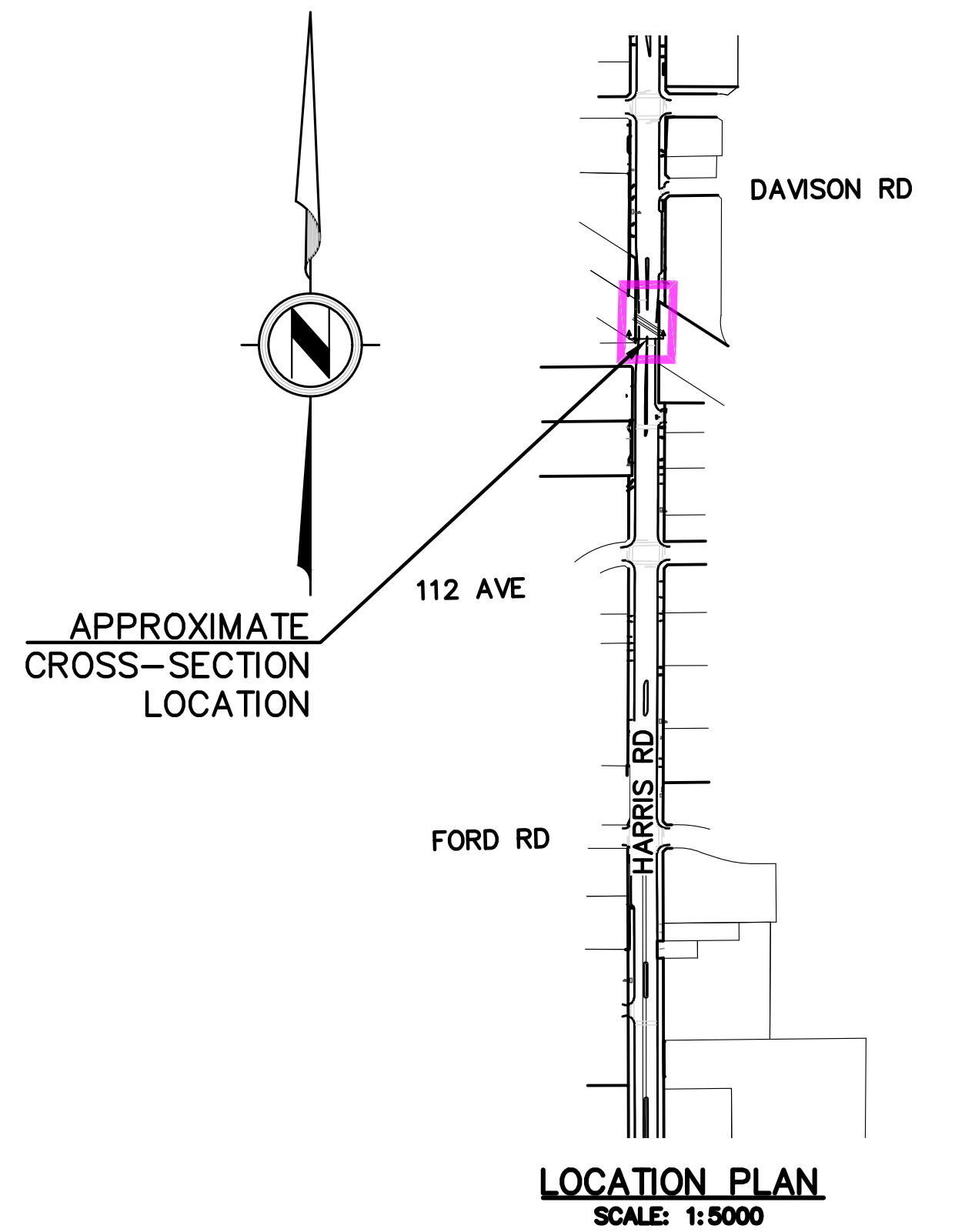
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----	HORZ. 1:100	24-5144	
	VERT. 1:100	DRAWING DATE:	
DRAWING NO.	A & M DRAWING NO.	FEBRUARY, 2025	
	24-5144-22	SHEET NO.	REV.
		22 OF 23	B



OPTION 3: MUP ON EAST SIDE



LEGAL DESCRIPTION:						
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		23 OF 23	B