

HUB Cycling Feedback: Harris Road @ Highway 7 - Pitt Meadows
April 3, 2023

To: Anthony Riccardi <ARiccardi@binnie.com> Project Management Technician
"Snow, Shelby TRAN:EX" <Shelby.Snow@gov.bc.ca> Regional Project Manager, MOTI
"Lord, Gabriel T TRAN:EX" <Gabriel.Lord@gov.bc.ca> Transportation Planner, MOTI

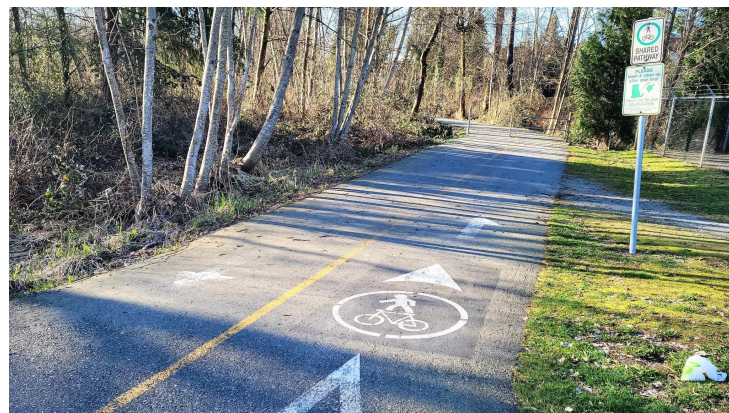
Shelby, Gabriel and Anthony,

Thank you for an informative meeting last week. The active transportation connections you are planning will improve safety for vulnerable road users and encourage more people to shift to active modes, a key goal of the BC Government in the CleanBC Plan. This cycling path is of local and regional significance, connecting Port Coquitlam to Pitt Meadows city centre and over to the Maple Ridge border. There is currently a cycling network gap between two existing segments of [cycle highway](#) that the proposed project will fill. We are grateful for your attention to this project as we know that cycling mode share is growing, and transportation needs in general here will be growing with development in the area.

We wanted to pass on a summary of our discussion:

- We appreciate the closure of the mall's north motor vehicle entrance/exit to reduce crossings and better protect vulnerable road users (VRU) on the multi-use path (MUP).
- There is a slip (channelized) lane headed north on Harris to turn right at Lougheed in your plans - this should be signalized for motor vehicles to reduce collisions with active transportation (AT) users. Drivers are generally not looking for people moving quickly (up to 30km/h on e-bikes) coming from both directions on a right turn. Gabriel mentioned "smart channels".
- The signals introduced in this project should have phase protection for vulnerable road users. Motor vehicles moving eastbound on Lougheed should have a specific right turn signal at Harris (no right on straight-through green nor red) to increase safety for VRU going east-west and vice versa along the MUP. The obtuse angle at Harris, resulting in higher turning speeds by vehicles, combined with the MUP being bidirectional, increases the risks for vulnerable road users at this crossing. We recommend bike-specific signals, to similarly improve safety with phase protection. The automatic bike signal would start simultaneously to the motor vehicle straight-through green. If the walking signal is activated, the bike signal would stay on for the same duration.

- HUB recommends a painted line on the MUP separating directions. This will allow space for faster users to pass in the oncoming MUP lane when safe. Signage could further indicate that slower users stay to the right to also allow passing within the same lane. Pitt Meadows has a painted yellow centre line on the Wildwood Greenway, delineating directions. Wildwood Greenway is a well used MUP in the city and the centre line has been beneficial for all users:



- HUB recommends green paint and elephants feet across the cycling crossings at the Harris and Lougheed Highway intersection (east, south and west sides) . Here is an example in Vancouver:



MOTI has already applied green paint to the bike lane further east on Hwy 7 at Meadowtown Mall with turn to Golden Ears Bridge. There are few people that know what elephant feet mean and green paint attracts driver attention to improve safety for all vulnerable road users crossing.

- Please include AT wayfinding signage at or before the intersection using [TransLink's cycling wayfinding guidelines](#) that indicate major destinations (i.e. Pitt Meadows city centre, Westcoast Express station, Maple Ridge, Port Coquitlam, Langley/Golden Ears Bridge, etc) and distances and keep design consistent across jurisdictions.
- There is no dedicated space for cycling northbound/southbound on Harris south of Lougheed to connect to the majority of amenities and residences in Pitt Meadows - MOTI should discuss with City of Pitt Meadows about addressing this infrastructure need now, to use the construction phase to improve Harris, an important local bike route - use cost sharing as an incentive for proper protected bike lanes especially from McMyn to Lougheed. Note that the painted bike lanes along Harris are currently all substandard width and are not comfortable for most people, so the full length should be encouraged too. Harris Road north of Lougheed could use improvements but those would be significantly lower priority than Harris Road south of Lougheed where the majority of residents and destinations are.
- North of Lougheed, the northbound, eastside short segment of sidewalk should be shifted to the east by 1.5 m, and the bike shoulder extended south to connect directly

to the intersection to allow for a safe transition of all users, rather than forcing the person cycling into the fast moving vehicle traffic or illegally onto the sidewalk with slower moving users.

- You are calling it a Pedestrian Overpass with spiral ramps designed for all ages and abilities. Does that mean that people cycling will need to dismount? HUB recommends that the overpass width safely accommodate people passing one another, including wider cycles like a bicycle with double child trailer, cargo bike, or recumbent/adaptive cycle going each way. Spiral ramps should be designed with turning radii that will accommodate those wider and longer cycles.
- We are glad to hear you are already working with TransLink to make strong connections to transit. The safer VRU crossings will encourage more people to use the rapid bus service. We hope the design is future-proofed for the planned Bus Rapid Transit (BRT) that is part of TransLink's 10 Year Vision. HUB also recommends on-demand bike lockers at these rapid bus stops as they are the only all-day rapid transit stops in the city, and cycling provides a much more time effective, flexible and reliable way to get to the station than feeder transit which is up to 1 hour 20 minutes between shuttles from main residential areas of Pitt Meadows. TransLink is supportive of bike lockers here, and is likely to fund the lockers and maintenance but would require MOTI or City of Pitt Meadows to provide the space.

We will be sure to raise awareness of the public engagement process and surveys coming out next week. Thank you for sending that our way when it is launched.

Sincerely,

Erin, Jeff, Jackie, Jenny, Peter
HUB Cycling