



June 27, 2017

To: Erica Messam <emessam@mapleridge.ca>, Maple Ridge Engineering
 cc: Michael Eng, Maple Ridge Engineering Department
 Coun. Kiersten Duncan, Maple Ridge Council liaison, ATAC

Re: **Open House June 20, 2017**
Improvements 207th Street between 118 Ave. and Dewdney Trunk Road

Hi Erica,

Unfortunately our HUB committee can not support the design for 207th Street as proposed at the Open House. We feel that the design is not an improved one from the perspective of cyclists of all ages and abilities.

Considerations:

- According to the 2014 Strategic Transportation Plan, 207th Street south of Lougheed Highway is classified as a major collector, and between Lougheed Highway and Dewdney Trunk Road as a minor collector. The major collector classification is used for streets with higher traffic volumes and which play an important role in the City's road network, whereas the minor collector classification is used for collector roads with lower traffic volumes and a limited network contribution.
- This segment of 207th Street is part of the designated cycling network. According to the Transportation Plan, bike lanes are planned south of Lougheed Highway, while the section between Lougheed Highway and Dewdney Trunk Road is classified as a neighbourhood bikeway. Neighbourhood bikeways, according to the Plan, are on local streets with lower traffic volumes and speeds, and where cyclists and motor vehicles can comfortably share the road. These facilities are supposed to be comfortable enough to use for less experienced cyclists.
- 207th Street has commercial establishments on both sides of 207th Street, from Dewdney Trunk Road to just south of Lougheed Highway, and as such is a destination area, which should be safely accessible for all modes.
- This segment connects to the 123 Ave. bikeway to the north, and to the 117th Ave. bike route to the south, as well as the Hammond neighbourhood and other residential areas, both to the north of Dewdney Trunk Road and to the south of Lougheed Highway.
- As 207th Street is a designated bike route, optimizing safety and convenience for cyclists is at least as important as it is for drivers. As cyclists and pedestrians are much more vulnerable than car occupants, we would argue that cyclist and pedestrian safety should trump the convenience of car occupants.

Why this proposal is not an improvement for cycling for all ages and abilities:

South of Lougheed Highway:

- Bike lanes are not part of the proposed design south of Lougheed Hwy. The traffic lanes will be narrow, which means that cyclists will need to take the lane for their own safety on this major collector road. This is something that most cyclists are not comfortable doing, and it can also sometimes lead to aggressive and dangerous manoeuvres by drivers.
- The addition of a traffic circle at 118 Ave. will lead to increased risk for cyclists. According to the study [Comparing the effects of infrastructure on bicycling injury at](#)



[intersections and non-intersections using a case-crossover design](#)(Harris et al), traffic circles are associated with statistically significantly higher risk than other types of intersections. This relationship was established for local roads, and it is to be expected that the risk for a major collector road intersecting with a local road would be higher due to higher volumes of traffic.

- According to the [Maple Ridge Traffic Calming Policy](#) traffic circles are only recommended for minor collector and local roads.
- The design of the traffic circle is such that cyclists are forced into the path of cars before entering the traffic circle, which means the cyclist basically functions as a traffic calming device. We feel this is not beneficial to cyclist safety.
- We appreciate the desire to improve traffic safety and convenience for cars close to the intersection at Lougheed Highway, by allowing only right-in, right-out movements at the Townhall Public House, and consequently the consideration of a traffic circle at 118th Ave. to allow cars to do U-turns as desired. However, we can not support a traffic circle on a major collector road due to the difficulty of cyclists of all ages and abilities merging into car traffic before entering the traffic circle. Maple Ridge drivers are not used to look out for people on bikes which would make it more challenging to navigate traffic circles on busier roads.



207 Street southbound at 118 Ave.

Between Lougheed Highway and Dewdney Trunk Road:

- If this segment of 207th Street is correctly classified as a minor collector road and a neighbourhood bikeway, it is being over-engineered for motor vehicles in our view. It is not clear why two through car lanes northbound and various turn lanes both north- and southbound are necessary on a road that supposedly has low traffic volumes and speeds and is supposed to safely accommodate cyclists of all ages and abilities. It gives the street an intimidating feel, and it's doubtful that most cyclists will feel comfortable sharing the road with cars.

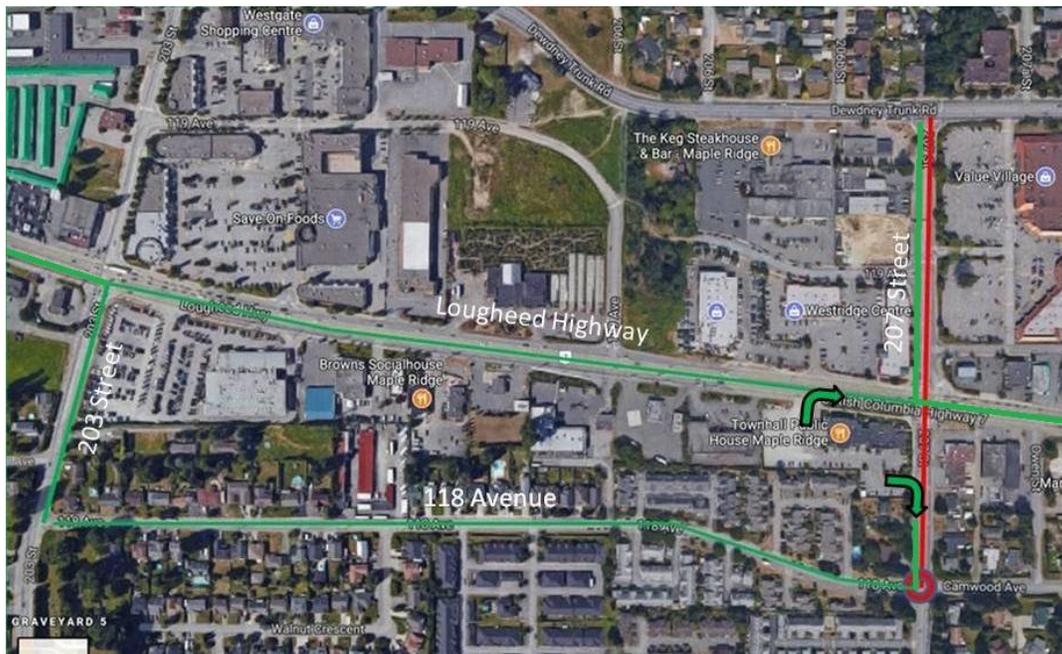


207 Street southbound at 119 Ave

Preferred solution:

It is our HUB committee's preference to have painted bike lanes on both sides of the road, both between Dewdney Trunk Road and Lougheed Highway as well as south of Lougheed Highway.

We would suggest to eliminate the traffic circle from the proposed design, and instead encourage drivers to either use the Lougheed access to exit the Townhall Public House property eastbound, or to use the access on 207th Street and reroute via 118th Ave. west and turn right on 203rd Street to get onto Lougheed westbound. Either option would also allow drivers to turn onto 207th Street northbound. This would be the cheapest solution, and for cyclists most definitely the safest. For drivers it would be only a minor inconvenience.



In red: 207th Street from Dewdney Trunk Road to 118 Ave. In green: Suggested reroute from Townhall Public House to Lougheed eastbound and westbound, and 207th Street northbound.

Kind regards,

Ivan Chow, Co-Chair

HUB Cycling

Maple Ridge/Pitt Meadows Chapter

JC/IC/EO