



July 13, 2017

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

Re: **Planned "improvements" on 207th Street between 118 Ave.
and Dewdney Trunk Road**

Hi Erica,

Thank you for your e-mail dated July 5 in response to our submission for the above road construction project.

We do understand the motives for the project.

We are not proposing any changes to the design that would affect traffic movement on Lougheed Highway, with the exception of suggesting the use of the Lougheed exit of the Townhall Public House parking lot for those customers wishing to proceed in an easterly direction, which is already an option now and will continue to be an option when your proposed design is implemented.

We are not suggesting any changes to the traffic signals and their timing.

We have no problem with right-in and right-out turns only as proposed for businesses just south of Lougheed Highway.

Our proposal would mean much less road reconstruction due to the roundabout not being necessary, as cars wishing to proceed in a westerly direction would simply be rerouted via 118th Ave. going west to 203rd Street. All that would be needed is a few signs.

We have concerns that what's being done for bicycling in this design does not result in an improvement:

- Sharrows cannot be considered "bike facilities", especially on narrow lanes on a major collector road (see articles below). Sharrows make little difference to driver behaviour, if any. Placing sharrows on busier roads with narrow lanes may also give inexperienced cyclists a false sense of security. The present road design is not ideal as there are no cycling facilities, but it definitely works better for cyclists than what's proposed.
- A roundabout at 118 Ave is less safe for people on bikes than no roundabout.
- We also do not agree that sidewalks "accommodate the full spectrum of all ages and abilities." The regular width sidewalks were built for pedestrians, not people on bikes. There is also research that suggests that sidewalk riding is associated with increased risk of injury (see below).



So, in summary, unfortunately we have to conclude that one of the objectives is not being met: this designated bike route will be less safe for cyclists once these changes have been implemented. Sharrows on narrow lanes on a busier, higher speed road are not "improvements", and neither is a recommendation to bike on the sidewalk for safety. The "improvements" are for car traffic only, not for bicycles.

We welcome the opportunity to continue to work with the City and yourself on this redesign and on future modifications to enhance the bike facilities.

Kind regards,

Ivan Chow, Co-Chair
HUB Cycling
Maple Ridge/Pitt Meadows Chapter

JC/IC/DW/LJ

Regarding sidewalk cycling:
<http://bmjopen.bmj.com/content/5/1/e006654>

Regarding sharrows, see e.g.:
<https://momentummag.com/no-surprise-study-finds-sharrows-do-little-to-increase-safety/>
<https://www.citylab.com/solutions/2016/02/sharrow-safety-bike-infrastructure-lane-chicago/460095/>
<https://www.fastcompany.com/3055834/a-sharrow-isnt-a-bike-lane-and-probably-doesnt-keep-cyclists-safer-so-why-are-cities-making->