

**Bypass  
Intersection  
Improvements**

**\$22.3 M**

**Complete: Fall 2019**

**Amélioration  
intersections voie  
de contournement**

**22,3 M\$**

**Achèvement: Automne 2019**



**Canada**



**BRITISH  
COLUMBIA**

# Haney Bypass

## **From BC Government website:**

(<https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/cycling-regulations-restrictions-rules/cycling-policy>)

## **Cycling Policy**

Our goal to integrate bicycling on the province's highways by providing safe, accessible and convenient bicycle facilities and by supporting and encouraging cycling.

1. Provisions for cyclists are made on all new and upgraded provincial highways.

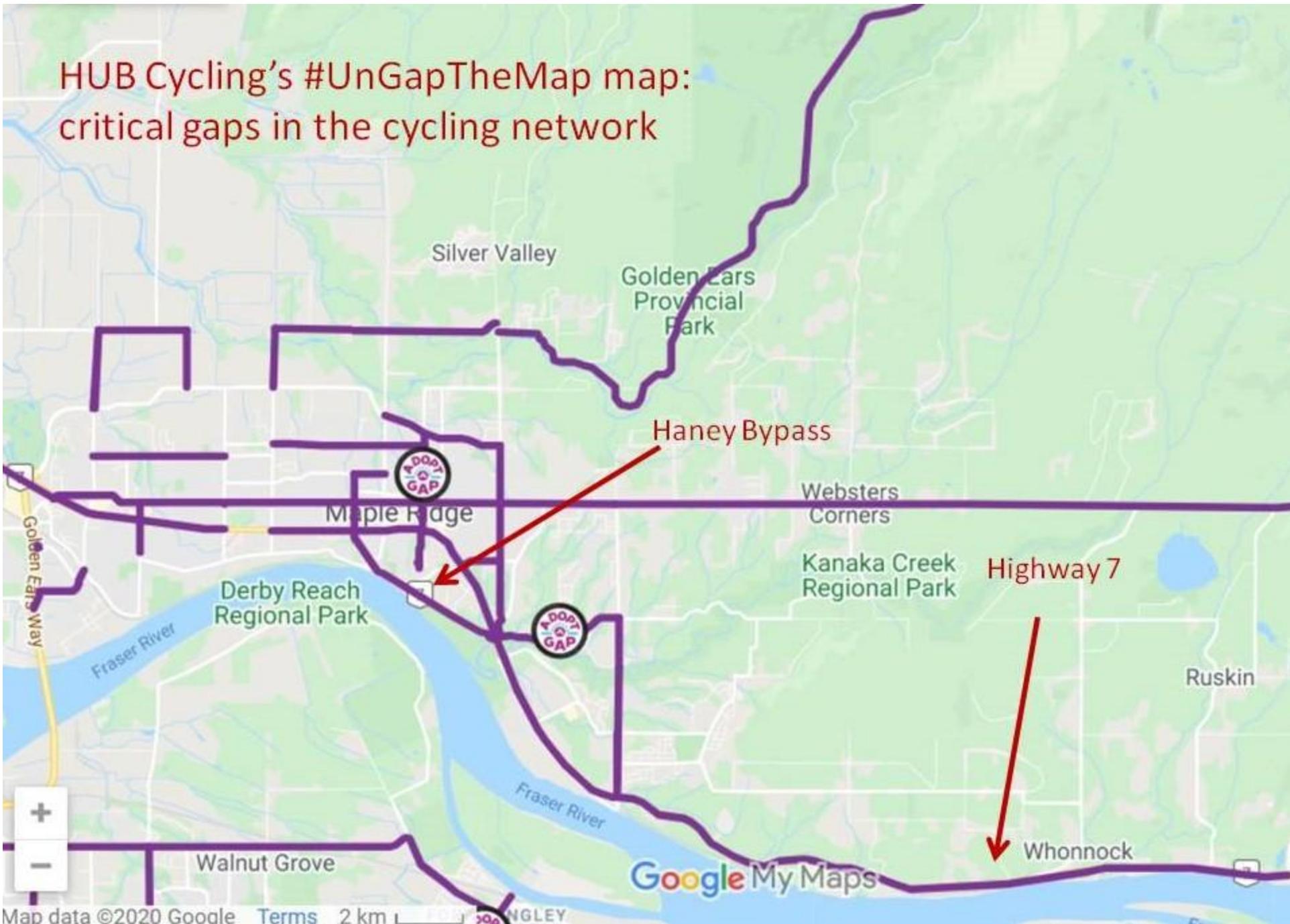
## **From BC Active Transportation Design Guide:**

(D.6 Rural Cycling Design Considerations, p. D82)

Bicycle accessible shoulders are generally suitable on roads with posted speeds of 50 km/h or less and with 5,000 or fewer motor vehicles per day. In the following situations, a physically separated bicycle facility such as an off-street pathway or a alternative quieter route may be more appropriate.

- On roads where the posted speeds are greater than 80 km/h and motor vehicle volumes are higher than 10,000 vehicles per day; or
- If the road contains a large proportion of heavy motor vehicles.

# HUB Cycling's #UnGapTheMap map: critical gaps in the cycling network



## **Why cycling along Haney Bypass (and Lougheed Highway/Hwy 7)?**

- Important direct, convenient and fast east-west cyclist commuter route.
- To facilitate multi-modal travel. Serves West Coast Express users.
- Cyclists can travel with bike on WCE or park at Port Haney Station.
- Reduces need for car parking (very limited car parking available!).
- Less hills!
- To facilitate safe active transportation between communities.

## Haney Bypass:

- Posted speeds 60-70 km/h, **actual** speeds 80 km/h+
- Motor vehicle volumes ?? (compare Lougheed downtown: about 26,000 motor vehicle movements per day)
- Many large trucks!



# Haney Bypass intersection 'improvements' are not for bikes:

bike-accessible shoulders trap cyclists between large trucks and concrete barriers...

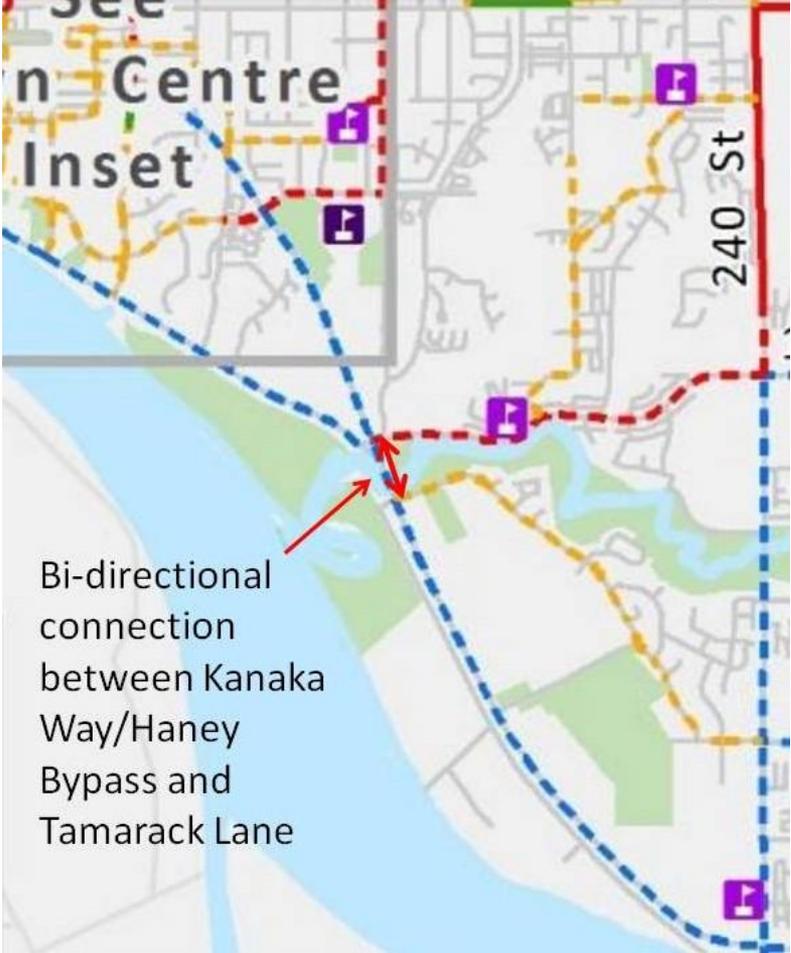


or not even shoulders!  
(completed section)

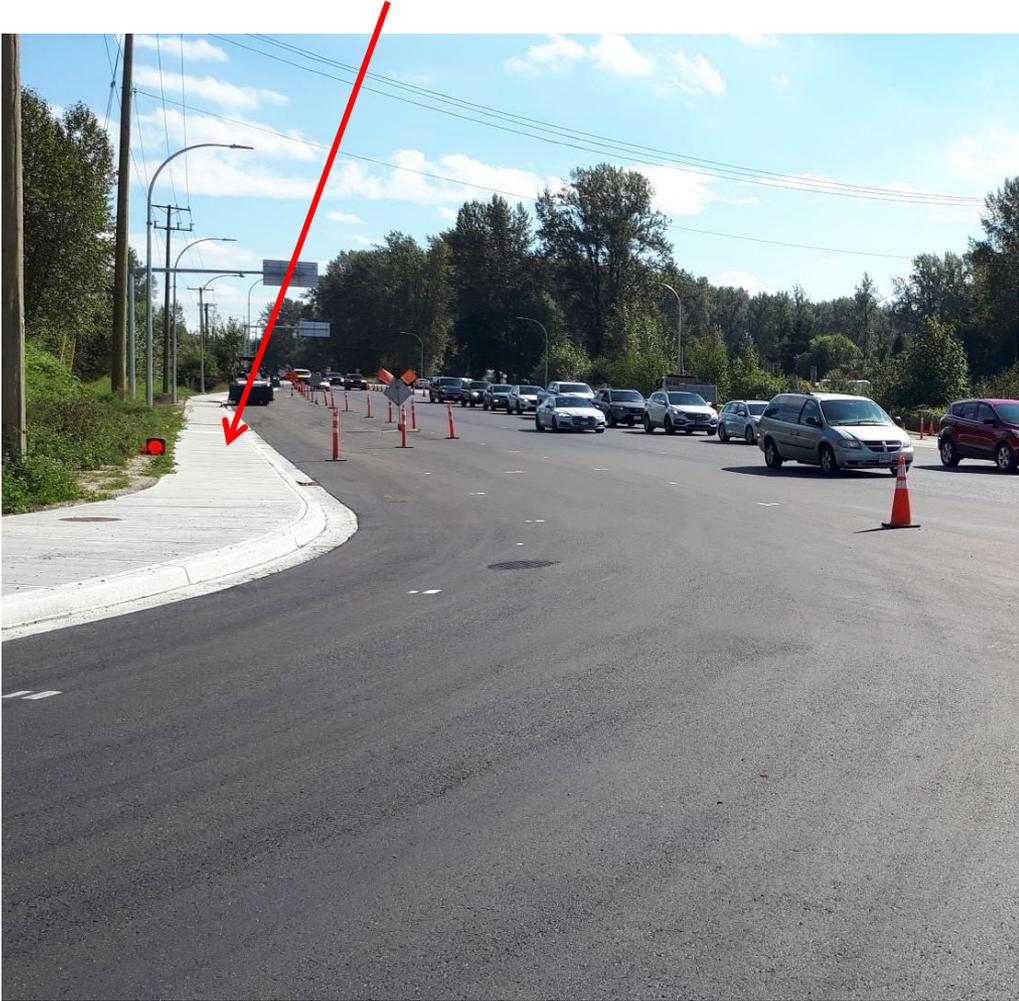
Longer merge lane eastbound  
from River Road --> removal of  
shoulder!



Lougheed Highway between Kanaka Way/Haney Bypass and Tamarack Lane north-east side:



Completed: not a bi-directional multi-use path, but a sidewalk just for pedestrians!



Haney Bypass during construction...



We need to do a much better job ensuring safety of people on bikes!

## Accommodation of e-bikes/e-scooters on provincial highways (cycle highways)

**E-bikes are coming!**



**But people on e-bikes also need safe  
infrastructure and fast, convenient routes!**