

E-mail dated Dec. 8, 2015

Re: 2012-004-RZ; 23791 112 Avenue; safety for vulnerable road users on Kanaka Way

to Mayor and Council Maple Ridge

cc: David Pollock <dpollock@mapleridge.ca>, Michael Eng <meng@mapleridge.ca>

Dear Mayor and Council,

With regard to the above development, I would like to point out that speeding continues to be a significant problem on Kanaka Way. The design of the road (very wide) seems to be an invitation to many drivers to travel well over the speed limit, which can make it a rather unpleasant exercise to cross, even as an able-bodied pedestrian, and also to cycle between parked cars on one side, and speeding cars on the other. This development will further increase the amount of car traffic on Kanaka Way, and it will add another busier intersection.

Kanaka Way is the only reasonable option that cyclists have in this area and beyond to travel to the downtown, and as such absolutely needs to be much safer than it is right now. I suppose I can consider myself to be an "experienced" cyclist, as I've biked for transportation for about half a century. Even for me, it's getting to the point where I'm starting to contemplate riding on the sidewalk on Kanaka Way.

As a cycling advocate, I'm aware of the dangers:

- about 15% of cyclist/car collisions are cyclists getting "doored";
- stats about cyclists getting hit from behind range considerably, I've seen anything from 7% to 25%. Not a negligible percentage by any means, especially since, for a cyclist, a hit will often be life-altering or fatal, whether or not the cyclist wears a helmet.

It's obvious that cyclists are riding "a fine line": a little too far to the left and you risk getting hit by a car or truck; a little too far to the right and you risk getting hit by a car door.

On the one hand, the City likes to claim we have a multi-modal transportation system, but there's nothing multi-modal about the way our road network is planned and built in east Maple Ridge.

As cyclists, we're being told that "the entire area needs to be built out" before we can expect bike lanes, which may not even be suitable for cyclists of all ages and all abilities. The numbers of parked cars and speeding cars continues to increase, and in the meantime, we as cyclists will just have to either keep taking ever increasing risks with our lives, or give up cycling as our mode of transportation.

As Mr. Pollock stated recently during his presentation on the Transportation Plan, **"road design is key"**.

Traffic circles are becoming quite popular as a traffic calming measure, and I suspect more may be planned for Kanaka Way in the future. They can be rather challenging for cyclists, as cyclists themselves end up being used as traffic calming devices when they are pushed in front of speeding cars when entering a traffic circle. Studies have shown that traffic circles and roundabouts pose problems for cyclists and lead to an increase in crashes.

Bike lanes are planned for Kanaka Way in the medium term. Bike lanes reduce the width of car lanes and have been shown to slow traffic down. I understand that bike lanes are not part of the scope of this particular development, but I just want to point out to Council and staff that the issue of road design and speeding on Kanaka Way does need to be addressed.

At the very least, any "improvements" that may be implemented as part of this development at the T-intersection of 238th St. and Kanaka Way, should include tighter turn radii. The width of 238th at the intersection should be considered as well. A wider roadway and wide turn radii will invite cars to speed

around the corner, as is presently the case at the intersection of Creekside and Kanaka Way, especially during rush hour, and later at night (when nobody's watching).

Past and present road engineering practices seem to have led to significant problems with speeding in our town, and many roads now need to be fixed with "traffic calming measures". Perhaps it would be good to revise some of these practices to see how roads can be built for slower speeds in the first place, and to include cycling infrastructure on arterials and certain collector roads where no other reasonable options are available for cyclists.

Kind regards,

Jackie Chow
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