

From: Jackie Chow <jchow23708@yahoo.ca>

To: Engineering Enquiries Mailbox, Operations Centre Distr Maple Ridge, Planning Enquiries Mailbox
Fri., Sep. 11 at 5:27 p.m.

Hi,

I would like to draw some very necessary attention to the above.

A friend recently approached me and asked if I could bring the issue up both with the City and with the Ministry of Transportation. He rides an electric cargo tricycle, and his usual route is along Lougheed Highway on the shoulder, and up (or down) Telosky Hill using the bike lane up to 116 Ave., then on the road. As you know, construction at the Haney Bypass/Kanaka Way/Lougheed intersection and other intersections along the Haney Bypass, as well as on Telosky Hill due to the Polygon/Morningstar development has been ongoing for about two years now.

For much of the time during this construction period, traffic cones and bollards were placed right on the shoulder or the area where bikes could otherwise ride, or in the bike lane. This made the bike lane unusable for the trike. It barely fits in the 1.5 m wide separated bike lane, but it couldn't fit between the bollards/traffic cones within the bike lane and the raised curb. Putting obstructions in the bike lane often forces cyclists into the path of (speeding) motor vehicles, which leads to dangerous situations.

I used to bike along Kanaka Way and Lougheed myself until construction started and it became too dangerous. Some of the time a sign was put up that the bike lane was closed. Those signs have been long removed, but for part of the way up Telosky Hill there isn't even a bike lane or shoulder yet, let alone a sidewalk. So for the past two years I've had to use the next best route to downtown Maple Ridge, which for me ended up being twice as long (about 6 km instead of 3). I never saw any signs indicating detours for cyclists/pedestrians. In other locations where construction or maintenance work is being done, I also often see signs and bollards placed right where cyclists would normally ride, as a warning to drivers of the danger related to the construction, but this actually puts cyclists in more danger than the drivers would have been in without the signs.

I've been wanting to discuss these problems for a while now with Engineering staff, but I hadn't gotten around to do it for personal reasons.

However, I brought the issue up in a meeting our HUB committee representatives had this afternoon with MLAs Lisa Beare and Bob d'Eith, explaining how challenging the Haney Bypass and the intersections at both ends of the Bypass have been to navigate for cyclists for quite some time now. We will also be bringing it up at a meeting with MoTI officials regarding the planned widening of Lougheed Highway between 266 St. and 287 St.

The recently released [BC Active Transportation Design Guide](#) (p. 526) gives some guidance on the accommodation of pedestrians and cyclists in these situations.

It would be much appreciated if the various departments could pass on these guidelines to the road maintenance crews as well as developers (and festival/event organizers when needed), so that pedestrian and cyclist safety is ensured during construction and maintenance work.

Thanks for your help to keep cyclists and pedestrians in our community safe!

Kind regards,

Jackie Chow
HUB Cycling
member Maple Ridge/Pitt Meadows Committee