



HUB Cycling Maple Ridge-Pitt Meadows Local Committee Hammond Road/203rd Street, Intersection Safety



HUB Cycling Maple Ridge Local Committee is extremely concerned about this intersection. It is dangerous for all vulnerable road users, including people cycling, walking, rolling, using wheelchairs or parents with their little children in strollers and carriages.

This area was recently made more unsafe with the addition of a bidirectional Multi-Use Path (MUP) that people on bikes and other mobility devices cross going the opposite direction than what a driver is expecting.

This intersection has an elementary school on its northeast corner and so it is very important to make sure that this intersection is safe so that those who would like to actively transport themselves to school can do so without coming into conflict with vehicles

Evidence

The Committee has documented the dangers and close calls associated with this infrastructure in videos that can be found via this link:

<https://www.youtube.com/playlist?list=PLiPv-tJTbgaQo68ivMcVLzPLAIVIX6MV>

Our major concerns are listed below:

1) Slip lane at the intersection on Hammond Road and 203rd Street

Vulnerable road user travelling east on the Hammond MUP and crossing the intersection at 203rd, are visually restricted from seeing a car that is turning west via the slip lane onto Hammond Road due to the <90 angle of the MUP to 203rd.

Likewise the motorist going south on 203rd and turning west onto Hammond Rd via the slip lane, is visually restricted from seeing a person on a bike or other mobility device approaching from the west along the MUP due to the <90 angle of 203rd to Hammond Road as well as a large permanent building that is situated close to the corner.

The motorist heading south on 203rd may not actually see the MUP on Hammond until they have actually proceeded into the elephant feet crosswalk in the slip lane.

The visual restrictions at the slip lane mentioned above, creates a dangerous conflict zone between all vulnerable road users and cars.

Adding to the visual restrictions, because cars entering a slip lane do not have to stop unless there are cars approaching from their left, the driver is focused on looking left to see if it's clear to proceed.

Motorists are not expecting a bicycle to be approaching from their right and because bicycles and other mobility devices like scooters and motorized wheelchairs travel at a greater speed than pedestrians, this slip lane coupled with the bidirectional MUP creates a dangerous conflict zone between vehicles and active travel users. However as mentioned above, even though other vulnerable road users may not travel as fast as a bicycle, they are also in danger of a conflict with a car because the driver is not looking right to make sure that no one is moving through the elephant feet crosswalk of the slip lane.

Active transportation users unfamiliar with this intersection including children on bicycles or scooters as well as those on motorized mobility aids who may be focused on the walk signal saying they can cross 203rd Street, may not have the knowledge or experience to anticipate a car turning right onto Hammond Road in the slip lane.

2) Vulnerable road users in the elephant feet crosswalk crossing 203rd cannot be visualized by a car turning north onto 203rd.

All vulnerable road users but especially those who travel at a faster speed such as people cycling or those on mobility aids, are in danger of being in conflict with a vehicle as it turns through the elephant feet crosswalk.

The driver who is travelling east on Hammond Road and turning north onto 203rd, cannot see the entire crosswalk due to the angle when they are waiting in the intersection for clearance to make their turn and so when they start to turn, they will not see an approaching vulnerable road user.

Proposed recommendations:

- A vehicle signal light, synchronized to the 203rd St vehicle signal light, be mounted for the slip lane traffic so that cars have to stop before they get to the elephant feet crosswalk. This would allow car drivers to visualize the MUP to the west, while at the same time, allow vulnerable road users to cross the elephant feet slip lane crossing and mitigate the conflict.
- The signal light should stipulate no right turn on red to inform drivers that there are people cycling approaching from both their right and left as the most effective option to keep active transportation users and vulnerable road users protected.
- Secondary options include signage to inform drivers that there are vulnerable road users approaching from both their right and their left. Because almost all of the drivers entering this slip lane to turn west onto Hammond are looking to their left and don't look right at all, the signs would have to be put both on the right and the left sides of the slip lane, and before the crosswalk in order to be effective.
- Another option may be an overhead flashing crossing signal that lights up instantly when a person wanting to cross the slip lane engages the button in order to let the driver entering the slip lane know that someone is crossing.

Appendix



