



Your Cycling Connection

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February 5, 2018

To: Sheila Hui, Department of Transportation, Regional Project Manager,
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MLA Maple Ridge-Mission Bob d'Eith <bob.deith.MLA@leg.bc.ca>
Coun. Kiersten Duncan <kduncan@mapleridge.ca>

Re: **Haney Bypass Intersection Improvement Project**
Public Information Session January 31, 2018

Dear Ms. Hui,

HUB is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities. We write with comments on both the proposed multi-use path along Lougheed Highway, and planned improvements along the Haney Bypass.

Multi-use path Lougheed Highway

Our Maple Ridge/Pitt Meadows Committee of HUB Cycling is pleased to see that, as part of the Haney Bypass intersection improvement project, a section of multi-use path along Lougheed Highway will be constructed on the north side between 220th and 222nd Streets. Providing separated facilities for people on bikes and pedestrians along Lougheed Highway can facilitate safer, more convenient and direct travel for vulnerable road users.

We appreciate that there are considerable costs involved and would like to express our appreciation to both municipal and provincial decision makers and engineering staff for their work on these improvements.



We would at the same time like to point out that research has shown that bi-directional cycling facilities lead to increased complexity in traffic situations for both drivers and people on bikes. Depending on a number of factors, such as the type of road (urban/rural), car and cyclist traffic volumes and speeds, types and number of crossings across the bi-directional facility (driveways / intersecting side streets/roads), and frequency of car turning movements across the facility, the danger for people on bikes can be up to eight times higher when traveling in the direction opposite the direction of car traffic (Harris et al)¹.

We understand that, due to cost and space restrictions, the provision of facilities on both sides of the road is presently not feasible, but we nevertheless would like to express our hopes that, due to the said dangers associated with bi-directional paths such as the one planned - especially along busy arterials with frequent turn movements across such paths from and onto intersecting roads and driveways - at some point in the future cycling facilities can be provided on both sides of the road.

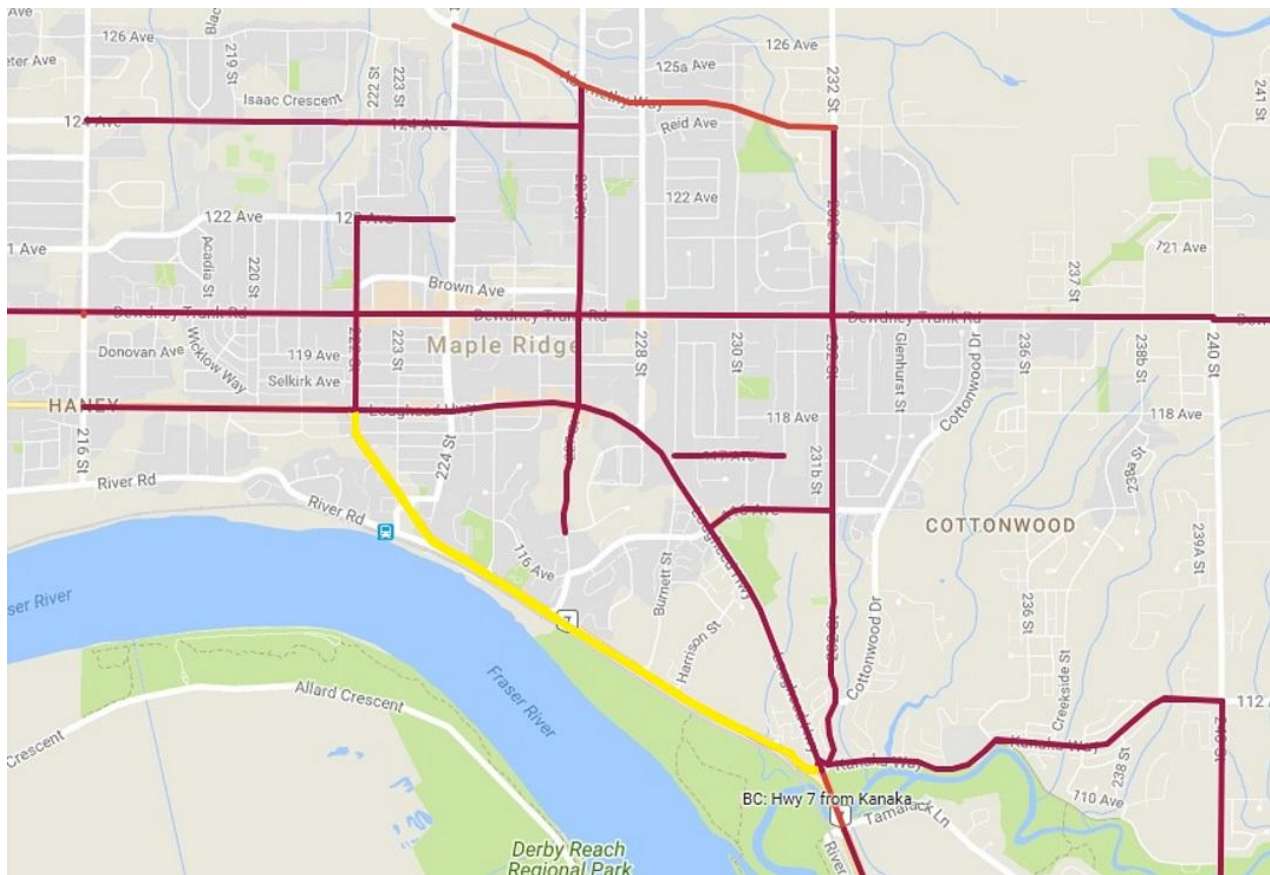
¹ [Comparing the effects of infrastructure on bicycling injury at intersections and non-intersections using a case-crossover design, 2012, Harris et al](#) (figure 2)

Haney Bypass intersection improvements

We would further like to make the following comments and observations from a cycling perspective with regard to the planned improvements to intersections along the Haney Bypass.

The Haney Bypass:

- is marked as an "informal" bike route on [Translink's bike map](#);
- has been identified as a bike route in the [2014 Maple Ridge Strategic Transportation Plan](#), and has been part of the Maple Ridge cycling network for many years;
- has been identified as an important [gap](#) in the regional cycling network by HUB Cycling:



- is a provincial highway. According to [provincial cycling policy](#) improvements for cycling should be included as part of any highway improvement project.

Why is the Haney Bypass a critically important cycling route?

- Due to topographic challenges further north, the route followed by the Haney Bypass along the river is the most convenient, fastest and easiest east-west commuter route for people on bikes.
- The original purpose of the Haney Bypass was to alleviate some of the car traffic traversing the town core along Lougheed Highway. Due to insufficient capacity of the Bypass and thus very high and ever-increasing car volumes on both arterials, the City is not able to convert two of the traffic lanes on Lougheed Highway into bike lanes to provide a convenient, fast and safe route for people on bikes through the town core.
- The Haney Bypass is very important as the most convenient and direct east-west regional cycling route in the area.
- Routes like the Haney Bypass, with no or few stops, are ideal for people on bikes as it's important for them to keep their momentum. Improving this route will help encourage more people to use their bikes for transportation.
- Significant and continuing growth in residential development in east Maple Ridge as well as in Mission means significant increases in commuter traffic, putting ever greater pressures on our east-west arterials. Without significantly improving people's options for alternative transportation, serious gridlock is our future. To enable more commuters to use transit, a good, safe AAA (all-ages-all-abilities) cycling connection along the Bypass to the "Kiss and Ride"-West Coast Express Station in Port Haney is needed so that combining the two modes becomes a viable option for more people. Very limited residential street parking is available in the vicinity of the Station.
- Translink is presently exploring various options of mobility pricing for the Metro Vancouver region to reduce congestion. Encouraging residents in outlying municipalities like Maple Ridge to choose other modes through mobility pricing will only be effective if alternative options exist. This makes it especially important to improve access to transit stations by accommodating cycling and walking. Improving the Haney Bypass cycling route to the Port Haney Station offers much improved cycling access to transit to more residents in east Maple Ridge. We hope that the Department of Transportation, TransLink and the City of Maple Ridge together will be able to work towards this goal.

We understand that no cycling provisions on the Bypass are so far planned to be part of Phase 1 of this project, but that consideration will be given to improving cycling facilities as part of Phase 2 (the four-laning of the Bypass). We believe it makes a lot of sense to consider the needs of people on bikes already during Phase 1, when designing the intersections, rather than making changes to the intersections in a number of years when Phase 2 is implemented. It is also important to ensure safety of people on bikes on the Bypass in the interim. We therefore strongly urge you to take the needs of people on bikes into consideration in this 1st phase of the project.

We hope to be able to look forward to receiving updates and being allowed to provide further feedback as the design process moves along.

Thank you for your consideration.

Kind regards,

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

JC/IC/BB/JL/LJ