



March 15, 2016

City of Maple Ridge

Michael Eng, e-mail: meng@mapleridge.ca

cc: David Pollock, e-mail: dpollock@mapleridge.ca; Coun. Kiersten Duncan, e-mail: kduncan@mapleridge.ca

**Re: 123 Avenue between 203 Street and Laity Street;
Open House March 9, 2016**

Dear Michael,

Our HUB Cycling Local Committee appreciates being given the opportunity to provide input regarding the above project.

According to the 2014 Transportation Plan, this section of 123 Ave. is a critical link of the cycling network in Maple Ridge, as it is part of the 123 Bikeway.

Due to motor vehicle speeds and volumes, and the fact that people on bicycles have to share the traffic lanes with motor vehicles, it is presently not safe to ride here for people of all ages and abilities (AAA).

We therefore strongly recommend to pursue option #2 (separated bike lanes) given at the Open House on March 9. We oppose option #1 (traffic calming measures only), as preferred by the Neighbourhood Traffic Advisory Committee, as this will make cycling even less safe than it is now.

Rationale:

- 203rd Street AAA cycle track between Dewdney and 128th Ave. has been approved for construction.
- There is no other safe east-west alternative for AAA cyclists to connect with 203rd Street cycle track than 123 Bikeway.
- Protected bike lanes provide kids with a safe route to bike to school, and can relieve congestion during school drop-off and pick-up times. (Laityview Elementary on 123 Ave. and Westview Secondary on Wicklund).
- Protected bike lanes (option #2) would help maintain the transportation network connectivity and functionality for all road users, including people on bikes, which is one of the three objectives of the project as outlined on the display boards. This option helps meet all three objectives of the project.
- Transportation network connectivity and functionality will not be achieved for people on bikes through option #1 (traffic calming measures only). This option meets only 2 of the 3 objectives.
- The traffic calming measures as proposed under option #1 will actually make cycling even less safe than it is presently. Traffic bulges and parked cars will



- force cyclists to "take the lane" and cycle in the path of moving cars. This means that cyclists function as traffic calming devices themselves.
- Protected bike lanes help slow down traffic.
 - Protected bike lanes provide a buffer between pedestrians and moving cars, which will make walking feel safer and more pleasant.
 - Removing street parking will eliminate the dangers for cyclists of getting "doored". This danger is significant. About 1 in every 7 cyclist crashes involves a person on a bicycle getting doored. HUB Cycling is presently working to raise awareness of this problem through an [awareness campaign](#).
 - This is a single family home residential area. The homes have decent size driveways. If more parking is needed for visitors, it is available on a side street or at Laityview Elementary School.

Improved cycling facilities such as the 123 Bikeway help achieve important goals and objectives such as to provide people with options other than the car, as well as reduced greenhouse gas emissions and improved livability. Option #2 will help achieve all four Strategic Transportation Goals as outlined in the [2014 Transportation Plan](#) (pages 2 and 3).

Any chain is only as strong as its weakest link. Therefore it makes sense to build on the wonderful AAA cycle track that has already been approved for 203rd Street, and to make this section of 123 Ave. equally safe for all road users.

Kind regards,

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