

E-mail exchange with Kamala Rao, Senior Transportation Planner, Translink
<Kamala.Rao@translink.ca>
and Helen Cook, Planning Manager, Transportation Planning <Helen.Cook@translink.ca>

Date: June 27, 2013

Hi Jackie,

I can confirm that if the District wishes to pursue studying your proposal, we would be open to discussions.

Please let me know if you need anything further from us in this regard.

Kamala

From: Jackie Chow [mailto:jchow23708@yahoo.ca]
Sent: Thursday, June 27, 2013 3:32 PM
To: Rao, Kamala
Cc: Zein, Sany <sany.zein@translink.ca>
Subject: Re: Maple Ridge Major Road Network

Hi Kamala,

After I sent my e-mail to you, I remembered that it was not in an e-mail, but during a conversation I had with Helen Cook at a pre-VeloCity 2012 celebration party (must have been about November 2011) at the Sheraton in Vancouver that she told me that Translink would be open to discussions about making downtown Lougheed part of the cycling network if that's what the District wanted.

I thought it would be nice to have this confirmed when we have our meeting with the Engineering Department of Maple Ridge, but if not we can always get it confirmed later. We may not have our meeting until July 12 or later, unless the District prefers to have it earlier.

Thank you!

Jackie Chow
HUB: Your Cycling Connection
Maple Ridge/Pitt Meadows Chapter

----- Forwarded Message -----

From: Jackie Chow <jchow23708@yahoo.ca>
To: "Cook, Helen" <Helen.Cook@translink.ca>
Cc: Rick and Anne Halas <rick.halas@yahoo.com>; Ivan Chow <ichowfx@gmail.com>; Alex Pope <alex@alexpoppe.com>; Dave Rush <Heather_Rush@hotmail.com>; Barry Bellamy <nobell@telus.net>; Heather <heather@bikehub.ca>

Sent: Thursday, June 27, 2013 9:33:46 AM
Subject: Re: Maple Ridge Major Road Network

Hi Helen,

You may not remember, but as a member of then VACC I sent you an e-mail back in October 2010 (see below) with the question whether Translink would consider to allow the District to make Lougheed Highway in the Town Core part of the cycling network, and to reduce the speed limit as well as the installation of bike lanes. I've been looking for your reply, but it looks like I may have accidentally deleted it. I remember your reply was that Translink would be open for discussion about this if this would be something that the District would want to do.

The District is presently working on an "update" (according to the consultant, Urban Systems, it's more like a "rewrite") of its 2003 draft Transportation Plan, which has not yet been adopted by Council. We haven't been able to see the actual rewrite, only the original draft 2003 Plan is available for perusal at City Hall. There has been one opportunity for public input through an Open House, on May 22, and the next step will be adoption of the Plan by Council. We've seen the draft map at the Open House, and the basic plan for the Town Core has not changed: Lougheed Highway will not be part of the cycling network.

We have included the request for bike lanes and a max. speed limit reduction to 30 km/h on Lougheed in the Town Core in our local HUB committee's input.

Our Town Core is very car-dominated, especially both the shopping streets, Lougheed Highway and Dewdney Trunk Road. The District is slowly making "improvements" along Lougheed Highway in the Town Core. The section between 222nd and 224th is complete, with widened sidewalks and narrowed car lanes. Especially the section between 223rd and 224th has become a rather scary experience for the average cyclist due to the narrowed car lanes and the parked cars. Construction on the next section, between 224th and 225th (or 226th?) is imminent.

As you may know, we have a by-law that allows cycling on the sidewalk. We have made it clear to the District that we do not like to be on the sidewalk, but with or without a by-law that allows us to do so, many of us will be on the sidewalk as long as our roads are not safe. With the planned densification and ever increasing traffic in the Town Core, it's clear that cyclists need their own space on Lougheed Highway, instead of being relegated to inconvenient and slow routes on parallel roads such as Selkirk, which has stop signs at every single intersection, and few shops.

We believe that bike lanes and lower speed limits will provide benefits not only for cyclists, but also for pedestrians (shoppers), and therefore also businesses, and last but not least, livability, mobility and accessibility will be improved for local residents.

I understand that there are plans for widening of the Haney Bypass to 4 lanes all the way to the Kanaka Way/Lougheed intersection. I'm not sure of the timeline as to when this would be happening, but since the widening of the Bypass would help take some of the pressure off of Lougheed in the Town Core, the changes that we are asking for could be timed with the widening of the Bypass.

We hope to be meeting with the District's Engineering Department in the next few weeks, so I would really appreciate it if you could reconfirm your willingness to look at the possibility of allowing these changes.

Thank you!

Kind regards,

Jackie Chow
HUB: Your Cycling Connection
Maple Ridge/Pitt Meadows Chapter