

E-mail dated Oct. 25, 2015

To: Mayor and Council <enquiries@mapleridge.ca>  
cc: David Pollock Engineering <dpollock@mapleridge.ca>, Michael Eng Engineering <meng@mapleridge.ca>, Christine Carter Planning <ccarter@mapleridge.ca>, Amelia Bowden Planning <abowden@mapleridge.ca>

Re: file # 2013-086-RZ; zone amending bylaw 7023-2013, 13660, 13702/38 232 St., 23262 Silver Valley Road; council meeting Oct. 27

Dear Mayor and Council,

At last week's Council of the Whole meeting, I happened to see the presentation on the above development application. One of the slides used during this presentation showed two artist's renderings, one 'before' (old application) which showed a cyclist riding on the road, and one 'after' (revised application) that showed a cyclist riding on the sidewalk.

I did not find the 'after' picture in the staff report to Council. I did, however, notice that, as part of this development application, a bi-directional bike path is planned on the east side of 232nd, and that this path ends just south of the entrance to the commercial component of this development, and transitions into a presumably shared sidewalk north of the entrance, as elephant feet are used beside the planned pedestrian crossing on Silver Valley Road.

When expressing our support for it multiple times since 2009 (which is when the by-law that allows cyclists to ride on the sidewalk came into effect), we emphasized that we did so with some reservation, and with the clear understanding that the goal in our municipality is to use any and all opportunities to ensure proper cycling infrastructure is built whenever possible, so that it is not necessary for cyclists to seek refuge on the sidewalk on busier and higher speed roads. We hope that you, Mayor and Council, as well as staff, fully support this goal and will work to achieve this.

With the exception of the City of New Westminster in BC, I am not aware of any other municipalities in Canada that legally allow cycling on the sidewalk city-wide. As the infrastructure hopefully improves with proper cycling facilities where needed, the need for cyclists to ride on the sidewalk will be eliminated. If, however, we start planning for shared facilities in areas that are unsuited for multi-use sidewalks, i.e. in busier areas such as school zones, more densely built residential areas, as well as commercial areas such as the one included in this development application, we will see continued conflict between pedestrians and cyclists.

Apart from the fact that cyclists are expected or encouraged to use the sidewalk in this new development, the other, more serious concern we have with regard to this development application, is the bi-directional nature of the planned bike path along the east side of 232nd Street. As further development occurs south of this development on the east side of 232nd, there will be more car traffic entering and exiting the new residential areas, having to cross the bike lanes when doing so.

We have already pointed out previously to Council as well as Engineering staff that bi-directional cycling facilities can pose significant dangers to cyclists (re 128th Ave./Abernathy, 203rd Street and 240th Street). According to research done by Kay Teschke, the lead researcher of the UBC Cycling in Cities

studies, on bi-directional paths, **"at intersection locations, the risk is about 8 times higher when a cyclist is coming in the direction opposite to expectation, compared to the expected direction"**.

Note that this significantly increased danger does not take into account the fact that 232nd Street has a significant slope, which means that the danger of collision of a fast descending cyclist ( who has the right of way) with a crossing car or truck will be multiplied due to the significantly increased speed. It is absolutely unrealistic to expect cyclists to slow down at every intersection and/or driveway on a steep hill.

Apart from this significant safety concern, accessibility for cyclists is compromised in the case of bi-directional facilities.

Where any cycling components that may be of potential importance to cyclists are included in development applications such as this one, we believe it's important to consult the cycling community. Our HUB committee would very much appreciate to be asked for feedback. We try our best to keep an eye out for potential problems, but it's very easy to miss small details on a drawing in a staff report of one of many development applications. In this case, I was alerted merely due to attending a Council meeting for another purpose than out of interest in this particular development application.

We sincerely hope that you will take these concerns in consideration.

Kind regards,

Jackie Chow  
*HUB Cycling*  
*Maple Ridge/Pitt Meadows Chapter*