

E-mail dated March 4, 2019

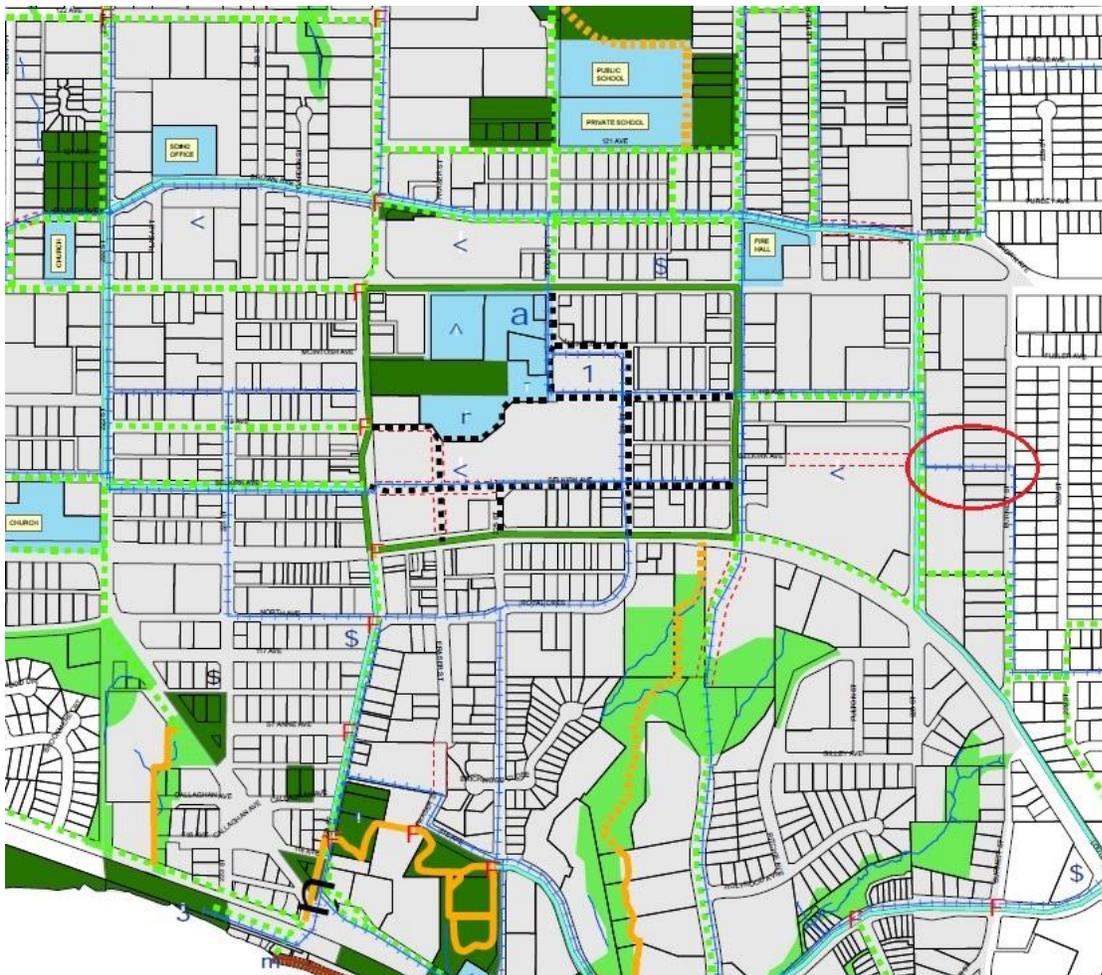
To: Adrian Kopystynski <akopystynski@mapleridge.ca>  
Cc: Coun. Ahmed Yousef <ayoussef@mapleridge.ca>, Coun. Kiersten Duncan <kduncan@mapleridge.ca>, David Pollock <dpollock@mapleridge.ca>, Purvez Irani <pirani@mapleridge.ca>

Re: 2017-489-RZ 11903/11916 Burnett Street; development information meeting Feb 28

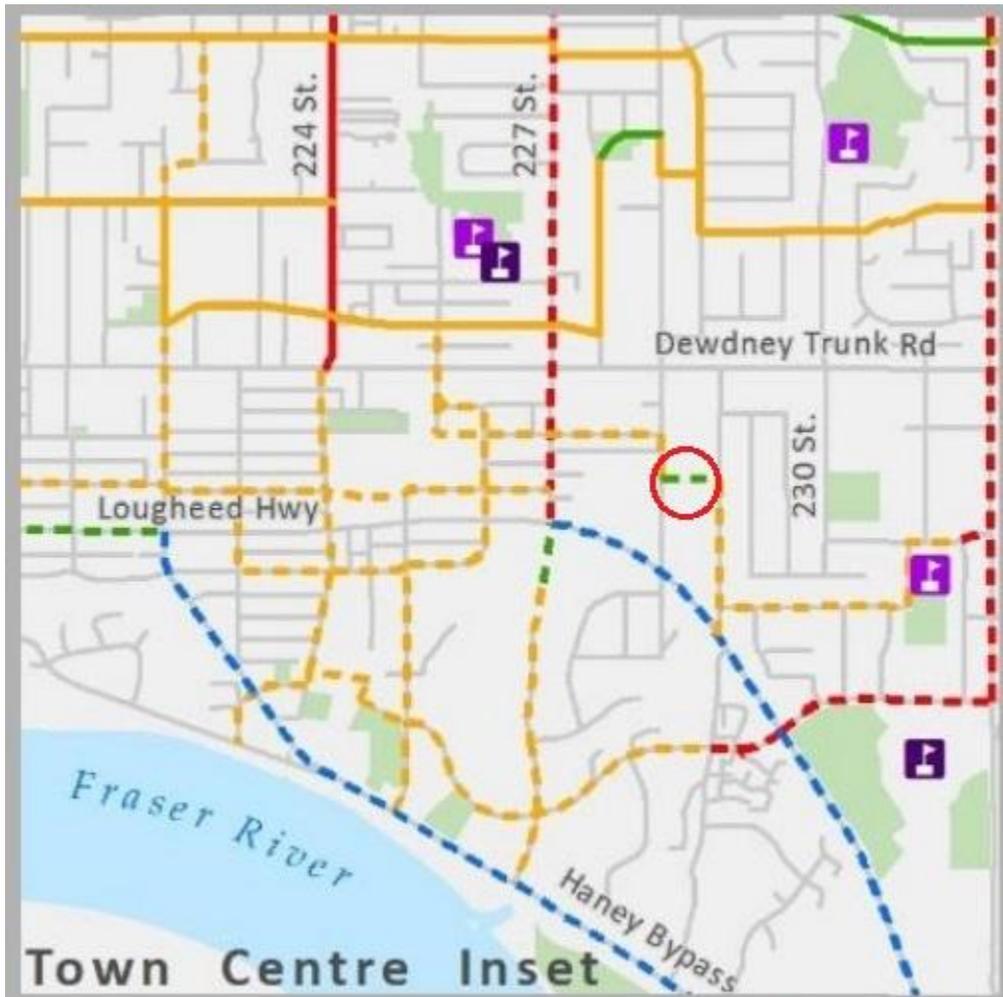
Hi Adrian,

I attended the development information meeting last night for the above development for the following reason. HUB Cycling is concerned that the City apparently no longer has any intention to ensure a cycling connection is built between Burnett Street and 228th Street. However, according to both the 2004 and 2014 Transportation Plans, a cycling connection is in fact planned in this area. See below:

2004 Transportation Plan (blue line in 2004 Plan is cycling network, green is pedestrian):



2014 Transportation Plan (private pedestrian pathway not shown):



This pathway is a critical link in the only off-highway cycling route from a large part of east Maple Ridge into the downtown. The area served by this route stretches at least to 240 Street. If it is the City's intention to encourage transportation and recreational cycling, it doesn't make sense to create or maintain barriers along key cycling routes.

I was told by Chee Chan of the Planning Department that the existing (private) pedestrian pathway could serve also as a connecting route for people on bikes, and therefore the cycling/multi-use pathway would no longer be needed. However, due to the existing baffled gates, accessibility to this pedestrian pathway is inadequate for bikes. Those who have panniers have difficulty to pass through these baffled gates without dismounting (I'm speaking from experience), and with a bike trailer or a tricycle it will be even more difficult or perhaps impossible to use this pathway. Mr. Chan advised me that the access can not be improved, as this pathway is not a public one, but is owned by the strata development to the north. This would lead to the question whether the strata could possibly decide in future to close this pathway to the

general public altogether, which would leave no off-highway east-west link for both pedestrians and people on bikes.

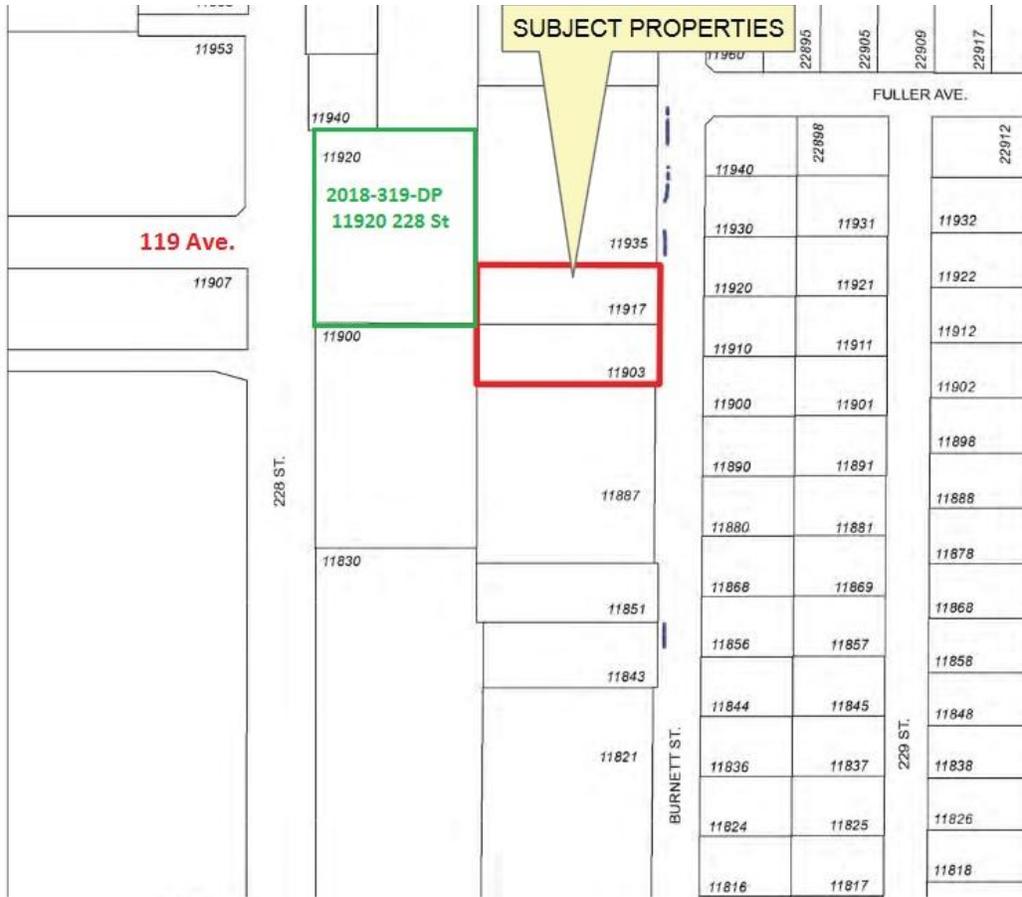
baffled gates on the Burnett side of the pedestrian pathway:



The only east-west alternatives available to people on bikes are the sidewalks along Lougheed Highway and Dewdney Trunk Road. Of course it's preferable to encourage people on bikes to use routes away from those main roads, since they are presently not (yet) designed for the comfort and safety of people cycling. Any such improvements may well be decades away. As Mayor and Council have indicated on many occasions, it is not desirable for pedestrians to have to share sidewalks with people on bikes in and around the town core. We agree with that and strongly support **convenient** and safe alternative routes for people on bikes. If such alternative routes are not available, people on bikes will be forced to use the sidewalks if the roadways are not safe for them.

I believe there are still a few opportunities to provide a proper cycling connection between Burnett and 228th Streets.

I was told at the development information meeting yesterday that it may be possible to build a pathway along the north side of this development. I understand that there is also a development proposal in the pipeline for the property to the west at this time (2018-319-DP - 11920 228 St; I can't find any staff reports related to this property, so I assume it hasn't gone through first reading yet). A direct pathway, which would be pretty much in perfect alignment with 119th Ave. to the west, would have to cut through this property.



Property to the west (outlined in green above):



Another option would be to have the pathway loop around the south side of the property to the west. This is not a very elegant solution, and there may be concerns with regard to safety. I believe it's better to have a less circuitous pathway, with better visibility of the pathway from both Burnett and 228th Streets.

A pathway cutting through the property to the west might actually be quite an interesting option, depending on the design of the building planned for the property to the west. Just like a winding multi-use pathway has been designed for the combined, previously city-owned properties between Valleyfair Mall and Haney Place Mall, a path of this nature could be part of this development. E.g., if the building is of a horseshoe shape with a courtyard in the middle, a short tunnel through the building could be built on the east side and the pathway could run through the courtyard to connect directly to 119 Ave.

I understand that the location of this pathway does not exactly match the one in the Transportation Plan, but the location would be much better as it aligns perfectly with 119 Ave., and it would at the same time provide a great opportunity to design something that would add some esthetic interest. It would be a wonderful, welcoming way for people living on and east of Burnett to connect to the town core and beyond without getting into their vehicles.

Even if the road alignment (back lane between Valleyfair Mall and 119 Ave.) is still part of the plan, a pathway at the planned location according to the Transportation Plans is less desirable. Having cyclists cross at these locations (both on 228th Street and 227th Street) would be less than ideal, as they'd either have to cross mid block, or ride, on the sidewalks, to the nearest crosswalks at 119th Ave.

As to any other east-west cycling improvements that can be expected for the immediate area, this would have to be discussed with the Engineering Department. As you can see on the 2014 Transportation Plan map, Dewdney Trunk Road is not considered part of the cycling network (it's an "informal" bike route according to the [Translink map](#), but few people on bikes are brave enough to use it unless cycling on the sidewalk). Along Lougheed Highway, "cycling facilities" are apparently planned for the (very) long term but are the responsibility of MoTI. I believe any such improvements would be unlikely to happen until cycling facilities have been completed all the way between the town core and the western boundary of Maple Ridge, likely many years from now.

We are hopeful that you will see merit in this proposal to accommodate the needs of people on bikes of all ages and abilities.

Kind regards,

Jackie Chow  
*HUB Cycling*  
*Maple Ridge/Pitt Meadows Chapter*  
JC/IM/IC/BB