



May 22, 2015

City of Maple Ridge

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

Maria Guerra, e-mail: mguerra@mapleridge.ca

Re: Downtown Enhancement Project - Selkirk Avenue (225 St. - 226 St.)

Dear Michael,

Upon studying the drawings for the design of the section of Selkirk Ave. between 225th and 226th Streets, we would like to make the following recommendations:

- We appreciate the addition of bike lanes to the design. We recommend to use green paint or green coloured asphalt across all driveways (which basically means the entire length of this block of Selkirk), along with signage indicating to motor vehicles to stop before the green paint and watch for people on bikes. We also would like to see the sight lines kept clear with no bushes, street furniture, signage at bike level that would reduce visibility at the intersections.
- Further we recommend that the City create a continuous sidewalk along the north side of Selkirk, as well as a crosswalk to connect with the sidewalk along the perimeter of the mall. It is important to have both a connected and direct cycling **and** pedestrian network. Without the completed sidewalk, pedestrians are likely to follow the 'desire lines' and walk on the bike lane if they wish to continue their travel in westerly direction. The sidewalk will also create a necessary buffer between parked cars and the bike lane, eliminating the risk for cyclists of being doored.

To achieve this it will be necessary to eliminate five parking spots. We expect that with the increase of the total number of parking spots through the addition of the lot between Lougheed and Selkirk along 226th (where the car wash used to be), the city's parking requirements will be more than satisfied.

- We strongly encourage a review of the section of Selkirk east of 226th Street to receive bike lanes to connect the route further, during their imminent redesign and construction.
- Changing the 2-way stop into a 4-way stop at the Selkirk/226th Street intersection is a small improvement for cyclists. Our preferred solution

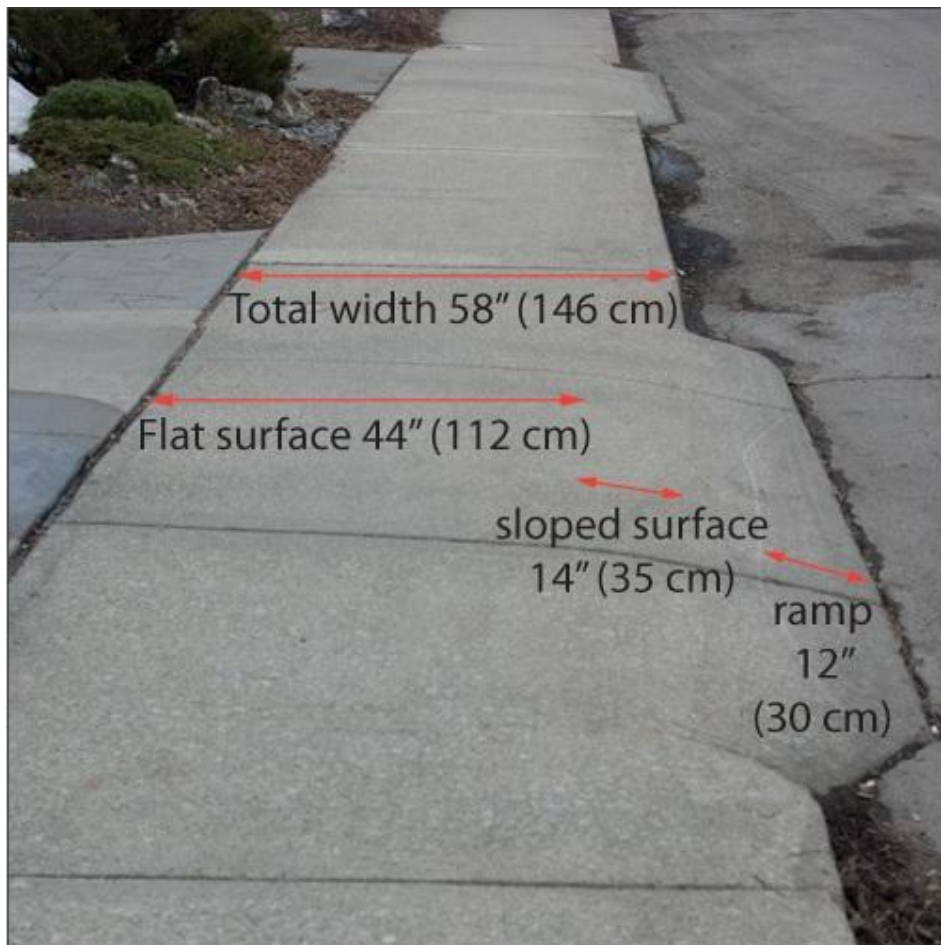


would actually be to **reverse the 2-way stop**, so that one of the many (eight) stops for cyclists along the Selkirk route between 227th and 220th Streets is eliminated.

- We would like to see a **speed limit of 30 km/h** along Selkirk between 227th and 224th Streets. On the sections without bike lanes, sharrows could be added.

With the bulb-outs and street parking added to 226th Street, it should also have a speed limit of 30 km/h, since it will no longer be possible for cyclists to use the curb lane to let cars pass. People on bikes will need to take the lane to avoid getting doored, and cars will not be able to pass safely.

- Now that we're finally getting a sidewalk along the south side of this section of Selkirk, it's important to make it a **high quality sidewalk**, i.e. a facility that first and foremost serves pedestrians. This means a level walking surface along the length of the sidewalk, as opposed to the 'roller coaster ride' that pedestrians on the sidewalk on the north side are getting. The following is an example how this can be achieved at the driveway entrances:





There should be no obstructions on the sidewalk, so that people with strollers, scooters and walkers can easily, comfortably and safely use the sidewalk. It should also be possible for two people to easily walk side by side along the entire length of the sidewalk, without being obstructed by hydro poles, bollards, hydrants or other obstacles. Letdowns should be wheelchair/scooter-friendly.

- We are happy to see that better lighting will be installed, which should improve safety and comfort of people on bikes.

If you would like to further discuss any of our recommendations, please do not hesitate to contact us.

With kind regards,

Jackie Chow

HUB Cycling

Maple Ridge/Pitt Meadows Chapter