

## Re: comments MR/PM VACC re 227th Street design

E-mail to Andrew Wood, Director of Engineering District of Maple Ridge

Date: May 9, 2009

Mr. Wood,

The Maple Ridge/Pitt Meadows Chapter of the Vancouver Area Cycling Coalition would like to submit the following comments regarding the design of 227th Street, as displayed at the Open House on April 23.

We are pleased to see that cycling infrastructure has been included in this design. However, we are somewhat unsure about why this type of design has been recommended for this location. As far as we know, this route is not very popular with cyclists because of the steep grade, as well as the fact that origin and destination of most bike rides are less likely to be in this area, since many seniors live here. Most cyclists would therefore not choose this route. If, however, this design has been based on the intent of providing a connection for cyclists to a future riverfront trail, possibly with an under- or overpass at Haney Bypass, cycling infrastructure for cyclists, both those who are comfortable cycling in traffic, as well as those who prefer to be separated from car traffic, would certainly be appropriate.

We understand that there is a lot of concern among elderly residents that a fair amount of on-road parking is going to be lost on the west side of 227th Street. We are in principle in favour of restricting parking wherever feasible to encourage cycling, but it cannot be justified in this case, since cycling is not an option for the elderly residents in this area. Furthermore, walking a distance on a steep hill to parking elsewhere might be problematic for some seniors.

There might be better alternatives to the wide sidewalk on the east side of 227th Street, to be shared by pedestrians and cyclists, going in both directions. We feel that in view of the steep grade, as well as the fact that the pedestrians in this location are often elderly, there might be some safety concerns that need to be considered.

It might for example be advisable to provide a narrower, pedestrian-only sidewalk, while providing a bikelane between the sidewalk and parked cars. This would most likely be the preferred solution to most cyclists in view of the speed differential between cars and bicycles going uphill. The car lane could be of regular width going uphill. If, however, it is likely that this route will only ever be used sporadically by cyclists, a bike lane between car lane and sidewalk would seem rather extravagant, and the extra cost would not seem justified. In this case a wide curb lane could be provided instead.

On the car lane in the downhill direction a wide curb lane would seem sufficient for those who are comfortable riding at higher speeds. Those who are not could choose to walk their bikes on the sidewalk.

With the above suggestions, we hope it will be possible to maintain the amount of parking presently available on the west side of 227th Street.

Yours sincerely,

Ivan Chow

Co-Chair

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Jackie Chow

Communications