



September 2, 2019

To: Mayor and Council <mayorandcouncil@mapleridge.ca>

CC: Adrian Kopystynski, Planner <akopystynski@mapleridge.ca>  
Charles Goddard, Director of Planning <cgoddard@mapleridge.ca>  
Christine Carter, General Manager Planning and Development <ccarter@mapleridge.ca>  
David Pollock, P.Eng., General Manager Engineering <dpollock@mapleridge.ca>  
Purvez Irani, Transportation Manager <pirani@mapleridge.ca>

Re: Committee of the Whole meeting Sept. 3, 2019;  
2017-061-RZ; 22255, 22289, 22295, 22323, 22337, 22351, 22359 Dewdney Trunk Road; 12021, 12026, 12027, 12034, 12042, 12043, 12052 Garden Street; 12002, 12032, 12038, 12051, 12061-223 Street; and 12011 224 Street; AND Second Reading Maple Ridge Land Use Contract Termination Bylaw No. 7337-2017; 12051 and 12061- 223 Street

Dear Mayor and Council,

This mega-project, which will add close to 900 residential units as well as retail and office space and covers an area of almost a square kilometer in the town core, is a real game changer for our downtown! Maple Ridge is growing up!

With growing up come challenges, and one of those challenges is dealing with the significant increase in traffic as well as parking demand in our downtown. As our transportation landscape is expected to change dramatically over the coming decades, it's important that we plan to accommodate and encourage active transportation including cycling in order to reduce car trips in our downtown.

Our HUB Cycling Committee urges council to consider the needs of people on bikes, of all ages and abilities, in the street and intersection design as part of this project.

There is no mention in the staff report about any planned bike lanes. We understand that bike lanes are planned for Brown Ave. and 224 Street.

As I pointed out in my [e-mail](#) of May 21, 2017, Dewdney Trunk Road is listed by HUB Cycling as a gap in our cycling network. As this section of Dewdney Trunk Road will be lined with shops, it would make sense to include bike lanes.

We understand that details will be worked out over the ten-year construction period as the project progresses through the seven phases, as market conditions may change.

After Public Hearing, we understand there will be no more opportunity for the public to give further input, even though many details are as yet unknown.

When it comes to road and intersection design, it would seem that (fairly detailed) design will have to happen in the early stages of the project, as any needed changes as to space allocation may not be possible anymore once part of this project has been built. It would therefore be much appreciated if any presently available details of the street lay-out and intersections design can be made available to HUB as well as to the general public.

Our HUB Cycling Committee would also much appreciate to be given the opportunity to subsequently provide feedback on the proposed design of bike lanes as well as the intersections at 224 Street and Dewdney Trunk Road, 224 Street and Brown Ave. and, assuming changes are planned, at Brown Ave. and 222 Street.

With kind regards,

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

JC/BB/IC/KG/TS/JL

### **About HUB Cycling**

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).