



September 5, 2016

To Mayor and Council Maple Ridge

cc: David Pollock, P.Eng., e-mail: dpollock@mapleridge.ca;
Michael Eng, e-mail: meng@mapleridge.ca

**Re: Council meeting Sept. 6, 2016
First Reading Zone Amending Bylaw No. 7262-2016
22626, 22634, 22640 and 22648 119 Avenue
22615, 22625, 22633, 22639, and 22647 Selkirk Avenue**

Dear Mayor and Council,

Our HUB Maple Ridge/Pitt Meadows Committee is pleased to see the above redevelopment project moving forward. The increased density and improved local shopping options can encourage more people to choose transportation options other than the car for their short distance trips.

People on bikes will only make such choices, however, if they find themselves in a safe environment that welcomes them as equal users of the public space that is allocated for the purpose of travel - of people, not just of cars.

It's extremely important to ensure that not just this cycling route, but ANY cycling route is upgraded when adjacent lands are rezoned from low to higher density.

We understand that a "non-motorized transportation corridor" will be provided, as part of this development, in north-south direction. As the north-south cycling corridors presently being used are 226th and 227th Streets, it makes no sense for cyclists to deviate from their route to use a shared pedestrian space meandering through this development. This non-motorized corridor will, importantly, provide a safe place for children of the complex to practice their cycling skills, but will not be a viable transportation corridor for people on bikes.

As you know, the south side of this development borders Selkirk Avenue, which is part of the cycling network according to the 2014 Transportation Plan.

The section of Selkirk immediately to the west of 226th Street, south of Thrifty's, has recently been upgraded with bike lanes, which has greatly improved the subjective safety for people on bikes of all ages and abilities.

The staff report dated July 25, 2016 makes no mention of the fact that people on bikes will need to be accommodated on Selkirk as part of this development project. With the increase in traffic not only due to the addition of 6 floors of mixed residential apartments and commercial space but also increased densification throughout the town core, it's very important to ensure a safe place for people on bikes by providing bike lanes, to provide continuation of the existing infrastructure to the west.



Selkirk Ave. is one of only two designated east-west cycling corridors through the town core. The other is Brown Avenue. There is still uncertainty about whether Brown Avenue will even remain a viable cycling route once the planned development of multiple high-rises becomes a reality, as it is our understanding that there is as yet no plan to accommodate cyclists of all ages and abilities. Therefore it is extremely important that proper cycling infrastructure is included in the planned development north of Selkirk.

Presently parking is not allowed on the south side of Selkirk. If parking is going to be provided on the north side of Selkirk, it will be critical to provide a buffer between parking and bike lane, to reduce the risk of cyclists being "doored".

Finally, we'd like to mention that providing good and usable bicycle parking makes a lot of sense since it makes cyclists feel more welcome and valued. Instead of the type used for the Falcon buildings already constructed along 226th Street, we would much prefer more practical racks, such as either inverted U-shaped, or ring and post racks.

Thank you for consideration of our recommendations.

Kind regards,

Barry Bellamy, Co-Chair
HUB Cycling
Maple Ridge/Pitt Meadows Chapter