



Your **Cycling** Connection

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September 27, 2020

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Re: Lougheed Transit Corridor Draft Plan

Dear Mayor and Council,

This letter is to advise you of HUB's recommendations with respect to the Lougheed Transit Corridor Draft Plan.

We understand that this is a very long-term plan, which is why it's all the more important to thoroughly consider all the changes in the transportation landscape that we may expect in the coming years and decades. There is a significant degree of uncertainty as to how these changes will impact the way we live and get around over the coming decades. However, there is much that can be done to help ourselves move into a more sustainable direction and build more livable neighbourhoods, which will benefit generations to come.

It is clear that, even if electric vehicles offer a cleaner way to move around, having an ever increasing number of cars on our already congested roads for potentially ever longer trips is not just undesirable, but also unsustainable for our community and for the region as a whole. The tremendous cost of sustaining our car-dependency, not only in financial terms but also with regard to the health of our residents and livability of our neighbourhoods, is the reason why we need to do more to incentivize, facilitate and prioritize active transportation and transit as much as possible.

The emerging micromobility options mean a wider range of speeds that needs to be accommodated for active transportation users, which requires even more careful consideration when planning infrastructure for walking and cycling.

West Ridge Greenway

The Lougheed Transit Corridor is the "spine" of our community. Two 4-lane highways run along this spine, Dewdney Trunk Road and Lougheed Highway, which primarily serve car and truck traffic and are presently very hostile to cycling. Therefore we are excited about the plan to complete a continuous Greenway between these two major arterials, all the way from downtown Maple Ridge on the east side to just past 203rd Street on the west side.

The distance between Lougheed and Dewdney is less than 400 m at the widest point between 203rd Street and 221 Street. This means that both of these fast, comfortable and convenient east-west arterial routes are already available for motor vehicles for current as well as future residents within the Lougheed Transit Corridor, at the most 200 meters to the north or to the south, and the Greenway is not needed as a fast nor through car route.

Such a convenient, direct, comfortable through route is presently not yet available for people traveling by bike. The Greenway creates a unique opportunity to provide a great, more relaxing travel experience for those who walk and roll, while greatly improving access to commercial and other destinations along the Lougheed Transit Corridor both for people walking and cycling.

Neighbourhood shops

We love the idea of small neighbourhood shops - perhaps a cafe or an eatery as a gathering place, along the Greenway, both at 210 Street and the intersection of Donovan Ave. and Wicklow Way. Having a small neighbourhood park across the street will add further to the attraction and interest while traveling along the Greenway at low speed.

Segregation of people on bikes and people walking

We are aware of the City's goal to build sidewalks on one side of the street along all the many existing residential streets that presently don't have one. The 2014 Strategic Transportation Plan recognizes the significant obstacle to achieve this: "... *the needs for sidewalks far exceed the financial resources available to the City even with a very aggressive capital program*". We are also aware that the rationale behind building separated multi-use paths rather than pedestrian sidewalks on one side of the street is that it enables the City to apply for more active transportation funding from higher levels of government to help achieve its goal.

We strongly oppose this approach. It not only leads to less money being available for those routes where separated cycling facilities are most urgently needed, namely along arterials and busy, higher speed collector roads, but it also leaves us with compromised safety for people walking and people on bikes along the residential streets where these separated multi-use paths are being built.

We understand the need for sidewalks. However, we're trying to solve a problem here by creating another. Our HUB Cycling committee does not support the mixing of bikes with pedestrians on separated **shared use** paths along residential streets. Through its decision to ban cycling on sidewalks throughout the city late last year, Council has been very clear about its opposition to mixing people on bikes with people walking. The reason for this decision was that shared use of sidewalks between people walking and people on bikes was considered decidedly dangerous for people walking. It doesn't make any sense whatsoever to then provide shared pathways in this particular context, which is becoming increasingly urbanized and densified in coming years as this Plan is being implemented.

It's great to see separated and segregated pedestrian and cycling facilities on both sides of the road planned for the Greenway **west of McKenney Creek**. This ensures convenient and safe access for people walking and people wheeling to shops and other destinations, not only to those along the Greenway, but also along Lougheed Highway and the commercial High Streets as identified in the Lougheed Transit Corridor Concept, at 207 Street and 203 Street.

For clarity, we would like the language used in the final Plan to be clear, that people walking and people cycling will be segregated (**not mixed-use**), as shown in the illustration showing the conceptual road design for the Greenway west of McKenney Creek.

We do not support a multi-use, mixed facility along the Greenway **east of McKenney Creek**. This particular shared use facility shows a bi-directional design on one side of the street, a design which we have consistently spoken out against and continue to oppose in a more urban context - along streets with frequent driveways and side streets - for known safety reasons.

We feel it would be more appropriate to provide a regular sidewalk for people walking, and to discourage - or better yet, prevent (e.g. through the use of bike-permeable diverters) - through car traffic where possible along the Greenway, and to traffic calm the residential streets along this Greenway route.

We would strongly support turning the West Ridge Greenway into a low speed (30 km/h) route to encourage active transportation and the safe on-street use of bicycles, not only through signage, but especially by design, which is key to reducing car speeds.

We have a great opportunity here to, for once, offer the advantage of convenience, along a pleasant, enjoyable traffic calmed route, both to people walking and people rolling, without each having to worry about the other, let alone speeding cars, for their safety.

If cars are welcomed, once again, as the primary user of this supposedly 'green' Greenway, its true purpose for being is lost.

High Streets

The re-development of the High Streets provides an opportunity to provide safe, separated and segregated cycling and walking facilities **on both sides**, to improve safe and convenient access for walking and cycling for all ages and abilities.

Lougheed Highway

Under *4. Transportation and Connectivity Lougheed Highway, Lougheed Highway*, the draft Plan talks about the need to obtain "*sufficient road right-of-way to accommodate future vehicular capacity and higher level forms of rapid transit*".

One of the guiding principles of the Lougheed Transit Corridor Plan is to enhance mobility choice.

High quality, direct, fast, convenient and safe routes are important for an efficient multi-modal transportation network that has to include cycling for all ages and abilities, as well as the emerging micromobility options. Therefore we would like to see a fast and efficient Cycle Highway along Lougheed Highway included in this Plan. To ensure multi-modal mobility and accessibility on both sides of the highway, separated and segregated (uni-directional) cycling and walking facilities need to be part of the Plan.

A multi-use facility is only planned on the north side. Note that, according to TransLink's Major Bike Network map, the area that is in particular meant to benefit from the provision of high quality, direct bicycle facilities along Lougheed Highway, is the shaded area south of Lougheed.

Presently no cycling connections exist south of Lougheed and east of Laity Street. However, opportunities for crossing Lougheed Highway are far and few between. There is a distance of 1.2 km between 222nd Street and 216th Street, with no crossing opportunities in between. As some of the area south of Lougheed will likely be re-developed with more densification as well as low-income housing, it makes sense to ensure that the area is well-served with convenient walking and cycling infrastructure, which can be required to be built by the developer as part of the rezoning process.

Benefits of a well connected cycling network for low income families

By ensuring the provision of safe and efficient cycling facilities for all ages and abilities, opportunities to reduce residential and commercial parking standards will be enhanced. This will help reduce the cost of building affordable housing, which will help lower the cost of living for low income people. Also, fewer people will be dependent on their cars to get around, which will further help them lower their cost of living.

Transportation Demand Management

We strongly support exploring the Transportation Demand Management measurement options as suggested in the draft Plan:

- Reduced parking standards for commercial development.
- Opportunities to reduce residential parking standards based on housing form and tenure.
- Encourage metered parking/pay parking in primary commercial node.
- Planning for bike infrastructure such as: storage lockers, lock up facilities, tool stations at key nodes and greenways, parks.
- Encouraging end of trip facilities at businesses or mixed-use buildings.
- Require short-term and long-term bike parking spaces in new mixed-use developments

These measures will all encourage more people to be less car-dependent in their daily lives.

Thank you for considering our recommendations, and as active transportation stakeholders in the region we remind you that we are available to assist throughout the process.

With kind regards,

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JC/JD/IC/MN/JW/BB/JL/NC

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 have close to 3,000 members and more than 40,000 direct supporters. HUB Cycling has 10 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.