

April 11, 2023

To: Mayor and Council
Cc: Forrest Smith, Director of Engineering
Mark Halpin, Transportation Manager
Kate Berniaz, Manager of Transportation Programs MoTI <Kate.Berniaz@gov.bc.ca>
Matt Craig, Director of System Planning <matt.craig@translink.ca>

Re: Various development applications for south of Lougheed between Haney Bypass and 216 Street;
Need for cycling facilities (Cycle Highway) south of Lougheed as part of TransLink's Major Bike Network and MoTI's Primary Cycling network

Dear Mayor and Council,

The following development proposals have so far been presented to Council for south of Lougheed between the Haney Bypass/222 St. and 216 St., most recently 2023-019-RZ (21728 Lougheed Hwy), 2023-020-RZ (21668 Lougheed Hwy) and 2023-021-RZ (21698 Lougheed Hwy):

	Number of units
South of Lougheed:	
2022-028-RZ - 11758 221 St. (low rise apartment building)	(# not available)
2021-341-RZ - 22108, 22118, 22126, 22136, 22146, 22154 and 22164 Lougheed Hwy.	224
2022-252-RZ - 22066 Lougheed Hwy.	82
2021-101-RZ - 21938, 21952, 21964, 21976, 21988 Lougheed Hwy.	147
2023-019-RZ - 21728 Lougheed Hwy.	537
2023-021-RZ - 21698 Lougheed Hwy.	511
2023-020-RZ - 21668 Lougheed Hwy.	<u>503</u>
Total (excluding 2022-028-RZ)	1993

These development applications are highlighted in yellow on the map below:



In total over 2000 units are being proposed. We understand that these development applications are pending until a risk assessment of the Fraser River Escarpment has been completed. Approval of these development proposals means significant densification south of Lougheed.

At least some of these multi-family buildings will be for low-income residents. The most recent development applications could displace many of the current long-time mobile home park residents whose homes will have to make way for these new apartment buildings. We applaud Council for wanting to ensure that these folks' housing needs are being looked after.

One important thing that has not yet come up in the discussions is active transportation. It's important to provide viable, convenient and safe alternatives to driving in order to reduce congestion and greenhouse gas emissions and improve livability, as well as to create inclusive neighbourhoods for those who can't, or can't afford to drive.

One of the policies in the not yet adopted Lougheed Transit Corridor Area Plan is:

“Road improvements through new development and capital projects will identify and create safe spaces for active modes of transportation, such as walking and cycling.”

New and returning residents will be offered car parking and access to the transportation network for their vehicles. Transit will be available at walking distance, but is of course not a door-to-door option for the foreseeable future.

Cycling is an important affordable door-to-door option, both for the new as well as returning and existing residents south of Lougheed between 216 St. and 222 St.. They are all within a kilometer from the western border of the Town Centre, and amenities and services are also easily accessible (in terms of distance) along the Lougheed Transit Corridor. The planned Westridge Greenway will provide a quieter, meandering connection all along the Corridor, while the intention of the planned facilities along Lougheed Highway is to provide a more direct, convenient and faster connection for micromobility users.

Note, however, that there is presently **no cycling infrastructure at all** south of Lougheed between 216 St. and 222 St./Haney Bypass. Cycling connectivity is non-existent. Apart from Lougheed Highway, the only through road is River Road. Both River Road and the south side of Lougheed Highway are very unsafe for cycling (in [State of Cycling](#) terms “comfortable for very few”).

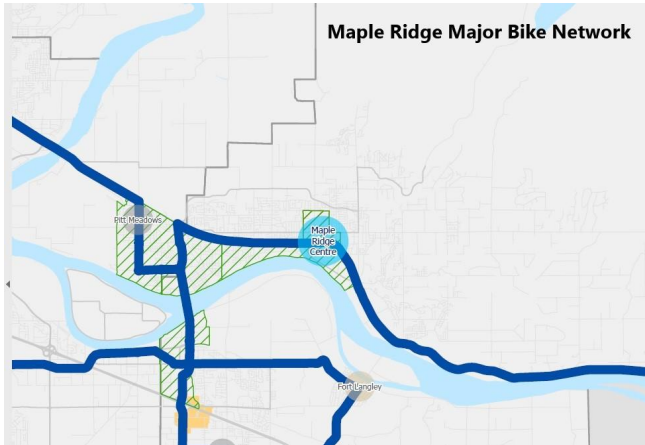


Pedestrian path on River Road, no shoulder for cycling

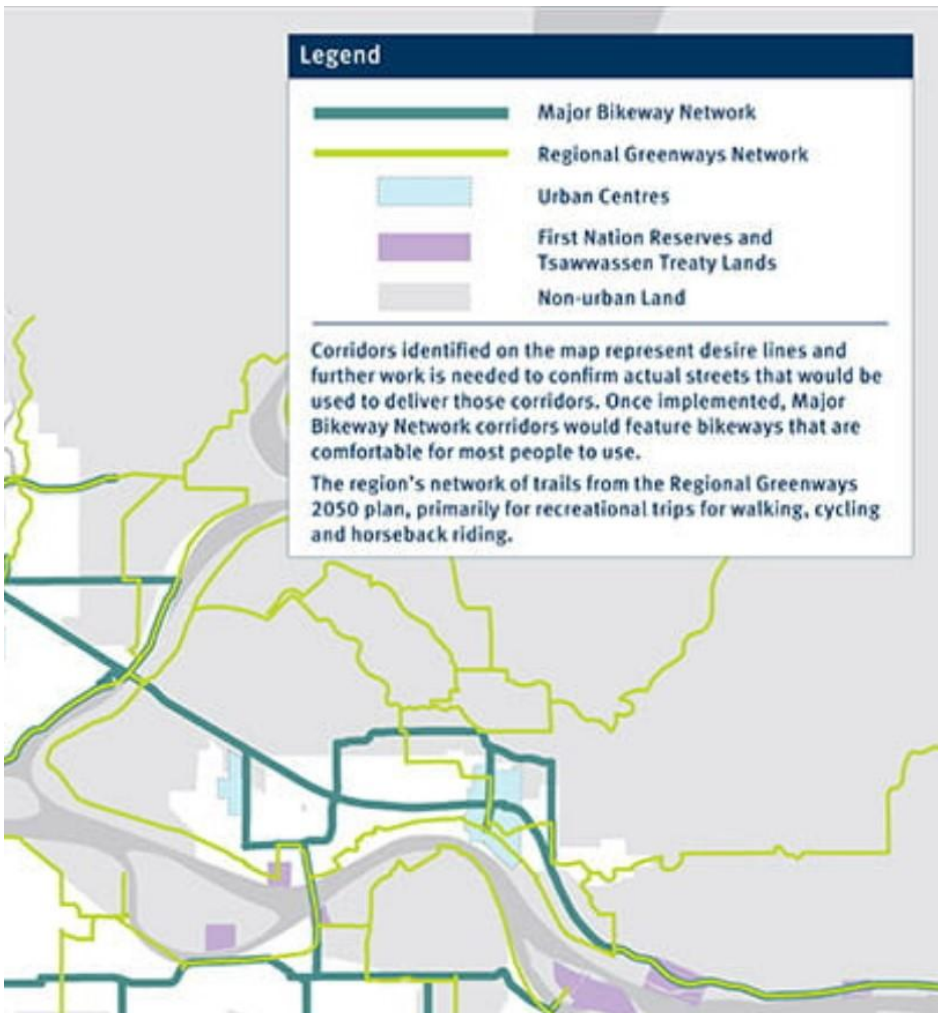
A multi-use path is planned for the north side of Lougheed Hwy. (to connect the existing segments between 222 and 220 St. and 216 and Laity St.), but presently on the south side only a sidewalk is planned.

The map below shows the first version of TransLink's planned Major Bike Network (MBN)¹. The shaded area south of Lougheed marks the area that is expected to benefit the most from access to safe MBN infrastructure, which clearly demonstrates the need for cycling facilities on the south side of the highway.

¹ TRANSPORT 2050 IMPLEMENTATION - Moving Towards a Major Bikeway Network:
https://www.translink.ca/-/media/translink/documents/cycling/regional-cycling-strategy/rcs_moving_towards_a_major_bikeway_network.pdf



The newer, revised, map is shown below. Obviously the area to benefit the most from added cycling facilities on the south side of Lougheed between 216 Street and 222 Street is still the same area that was shaded in the earlier version of the map.



These redevelopment projects offer an opportunity to, in the near future, provide safe cycling facilities on the south side of Lougheed from 216 St. to the Haney Bypass, to enable existing and new residents to get to the nearest intersection and cross to the MUP or the Greenway on the north side or to the Town Centre. The infrastructure can be funded by the developers through Development Cost Charges.

We understand that the City is presently working with MoTI to determine the ultimate design of Lougheed Highway through Maple Ridge, so it's timely for us to point out the future need for a Cycle Highway, with facilities provided **along both sides** of the highway, to provide access to and from residences and commercial establishments **from the Town Centre to the Pitt Meadows/Maple Ridge border**. Part of the reason for densification along the Lougheed Transit Corridor is to enable people to choose alternative modes of transportation. Convenient, safe and comfortable facilities for all micromobility modes, separated from motor vehicles and from pedestrians, are a must.

Finally, with regard to the development applications listed above, we once again ask the City to ensure that secure bike storage for future residents is provided (we had already requested bike parking for 2021-341-RZ and 2021-101-RZ). Bike parking is "encouraged" for multi-family development within the Lougheed Transit Corridor Area, but not yet required. Our HUB Cycling Local Committee recommends 1.25 long-term bike parking spaces per unit for each of these developments, based on the Not Just Bike Racks report² published by HUB Cycling in 2017. We would also like to see e-bike charging facilities.

With kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/SG/EoM/JW/CA/NC

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 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 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.

² Not Just Bike Racks report, HUB Cycling (2017):
https://bikehub.ca/sites/default/files/hub_cycling_not_just_bike_racks_-_amenities_report.pdf