

April 25, 2025

To: Mayor and Council <mayorcouncilandcao@mapleridge.ca>
Brian Montgomery <climateaction@mapleridge.ca>
engage@mapleridge.ca

Re: Draft Climate Action Plan

Mayor and Council,

Please find below our recommendations for the draft Climate Action Plan.

We need a mode-share target for cycling!

Presently, only 0.5% of all trips¹ to work in Maple Ridge are by bike. Women only made up 26.5% of all bike trips in 2021, a 6% drop from 32.5% in 2016² Women are often referred to as the "indicator species" in cycling because their participation levels reflect how safe, accessible, and welcoming a cycling environment is for everyone. When infrastructure is well-designed—featuring protected bike lanes, well-lit routes, and safe intersections—more women are likely to ride. Conversely, a lack of such infrastructure tends to disproportionately deter women, who may have greater concerns about safety or travel with children. As a result, the number of women cycling can serve as a strong indicator of the overall quality and inclusivity of a cycling network.

In order to deliver climate-ready infrastructure, as laid out in the Phase 3 Engagement Plan, we must build our streets for how we want people, not just personal vehicles, to move in the future. Current low cycling participation rates that we see now as a result of unsafe and/or uncomfortable infrastructure and disconnected routes should not be used as a benchmark for future infrastructure planning projects.

We feel that very realistic and absolutely achievable mode-share targets for commute trips would be: **1% by 2030, and 1.5% by 2035**. However, we encourage and support you to be as Bold as the Climate Action Plan claims to be, and to set more ambitious targets.

¹ 2019 State of Cycling (SoC) Report, HUB Cycling & TransLink ([weblink](#), PDF)

² 2024 State of Cycling Report (SoC), HUB Cycling & TransLink ([weblink](#), PDF)

For comparison, here are the cycling rates (**commute trips only**) for 2021:

Municipality	Commute Trips (SoC, 2024)	Population (2021 Canadian Census, Wikipedia)
Pitt Meadows	0.9%	19,146
Langley City	0.6%	28,963
North Vancouver	2.2%	58,120
Port Coquitlam	1.0%	61,498
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New Westminster	0.9%	78,916
Victoria	13.0%	91,867
Maple Ridge	0.5%	90,990
Delta	1.0%	108,455
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Langley Township	0.5%	132,603
Coquitlam	0.5%	148,625
Richmond	1.2%	209,937
Burnaby	0.9%	249,125
Vancouver	5.3%	662,248
Montreal	8.0%	1,762,949

It's important to note that according to TransLink's Cycling Perceptions Survey in 2023, only 26% of respondents who had cycled in the past year had done so for commute trips. This highlights how many trips by bike, such as the ones made for recreation, to school, for shopping, for entertainment and social events etc., are missed by this measure. Obviously, this needs to be taken into consideration when Maple Ridge sets its mode-share target.

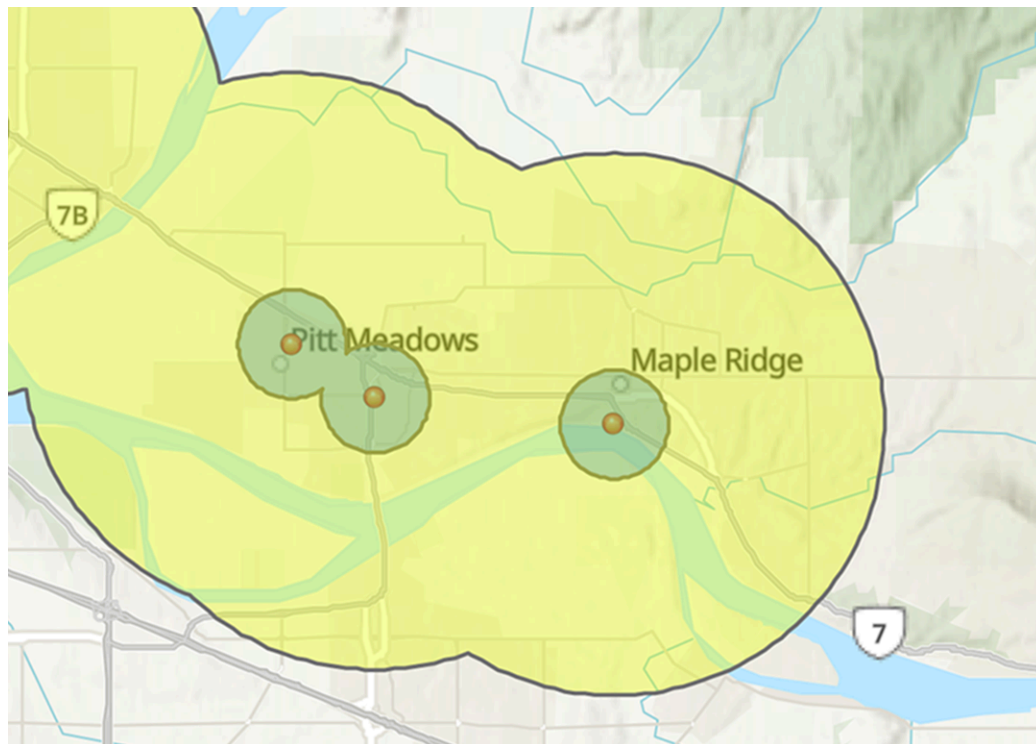
New ambitious targets should be set either in the next Strategic Transportation Plan in about 2033 or in the next Climate Action Plan, whichever comes first.

Suggested additional actions:

- Identify and implement low-cost, rapid-implementation projects to quickly improve and extend the cycling network for All Ages and Abilities. See TransLink's [Rapid Implementation Design Guide for Bikeways in Metro Vancouver](#). Through the Municipal Funding Program, TransLink can fund up to 75% of the cost of projects. For some projects along the Major Bike Network up to 100% may be funded.
- Prioritize cycling facility investments in locations with the highest potential for use.
- Prioritize cycling improvements along designated routes that are currently classified as "comfortable for few" and "comfortable for very few" (as per HUB Cycling's State of Cycling classifications).
- Don't replace sidewalks with multi-use paths. Instead, apply the Complete Street principle in the (re-)design of streets: prioritize sidewalks and separated uni-directional cycling over street parking along designated bike routes in residential neighbourhoods with driveways and garages, especially in

densifying areas, such as the Lougheed Transit Corridor Area, the Town Centre Area and the Hammond Area.

- Prioritize sidewalks and uni-directional separated cycling improvements along routes leading to the future Bus Rapid Transit stations. Diagram below shows walking- (1 km) and cycling (5 km) catchment areas for West Coast Express stations in Ridge Meadows.



- Work with TransLink to provide secure bike parking facilities at future Bus Rapid Transit stations.
- Prioritize walking, cycling and rolling improvements along routes to schools.
- Replace maze gates at the entrance of connecting pathways and trails with single bollards to make them more easily accessible for everyone, including people with disabilities, and people with bikes, cargo bikes, trikes, trailers etc .
- Identify opportunities to create additional connecting pathways to reduce travel distances for active transportation.
- "Future-proof" cycling improvements through re-development by requiring developers to build or fund sidewalks and high quality separated cycling infrastructure along designated bike routes where separation is needed.
- Consider highly traffic-calmed streets with on-street cycling where this is appropriate.
- Consider road diets to create more space for active transportation and to give people viable options beside the private motor vehicle.

Thank you for your consideration.

Jackie Chow
for HUB Cycling
Maple Ridge/Pitt Meadows Committee

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 25 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 over 3,000 members and more than 50,000 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.