

February 26, 2023

To: Mayor and Council
Cc: Mark McMullen, Charles Goddard (Planning)
Mark Halpin, Manager of Transportation

Re: Council meeting Feb. 28; 2023-016-RZ, 20000 Stewart Crescent;
Need for protected cycling facilities on 113B Ave. and 203 St.

Dear Mayor and Council,

We are pleased to see that, as part of the redevelopment of the industrial building on this site, the applicant proposes to provide the following Traffic Demand Management measures:

- Transit pass subsidies for employees;
- Secure bicycle parking and end-of-trip facilities; and
- Incentives to promote carpooling, use of public transit, and other modes of active transportation.

We are looking forward to hearing further details about these provisions.

Due to reduced peak parking demand as a result of shift work, the applicant will be seeking a significant parking variance (315 spaces down from the required 720). The number of spaces provided will still surpass peak demand (292), i.e. more than one space will be provided per employee. An additional 23 visitor parking spaces will be provided as well. We ask the City to encourage the applicant to further decrease the number of spaces provided, as with the Traffic Demand Management measures provided it's highly unlikely that actual demand will ever reach peak demand.

We would like to note that, in order to make cycling an attractive option for employees, it's also important that safe cycling facilities are provided to and from destinations such as residential areas and transit stops.

We refer to our [e-mail dated June 19, 2022](#), regarding the industrial development just south of 113B Ave., at 11310 Kingston Street (2018-458-RZ). As noted by TransLink, that "site offers high cycling potential". This is also the case for this industrial facility at 20000 Stewart Crescent.

TransLink's recommendations for the development on Kingston Street included:

- to upgrade the painted bike lanes on 113B Ave. to protected AAA bike lanes, and
- to work with Pitt Meadows to upgrade the cycling facilities from 113B Ave. to Airport Way to AAA.

Our HUB Cycling Local Committee supports these recommendations for 113B Ave. Protected facilities will be needed along 203 St. as well.

This designated bike route features door-zone bike lanes. These bike lanes put people cycling in the door-zone of parked cars, which can lead to them getting “doored” and being thrown in front of moving cars. They are unsafe and therefore need to be upgraded to protected bike lanes. Note that since the tolls were removed on the Golden Ears bridge, traffic on 113B Ave. and 203 St. has increased dramatically, which increases the risk for people cycling.

The 113 Ave./203 St. corridor offers easy access from the site to the Rapid Bus (and future Bus Rapid Transit) at Lougheed and 203 St. at a distance of about 1.5 km (our HUB Local Committee requested TransLink to install secure bike lockers at the station). Further to the north, the corridor extends to the existing protected bike lanes north of Dewdney Trunk Road. It also connects to the bike route going east through residential neighbourhoods via Thorne Ave. and 117 Ave. towards the Town Centre. At the other end it offers access to the Golden Ears Bridge (with cycling facilities) and Pitt Meadows residential and industrial areas. Cycling facilities along Airport Way in Pitt Meadows are being upgraded to protected facilities, and TransLink has plans for upgrading the Golden Ears Way roundabouts as well.

Our HUB Local Committee’s priorities for upgrades of the cycling network in our community are listed in our [UnGapTheMap](#) gap list, a [summary](#) of which for the City of Maple Ridge has been submitted to the City in July 2022. Note that 113B Ave. between Maple Crescent and Golden Ears Way as well as 203 St. between Maple Crescent and Dewdney Trunk Rd. are listed as “top priority” (marked in green).

With kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/SG/JW/NF/JL

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.