



Your Cycling Connection

bikehub.ca



May 10, 2022

To Craig Sobering,

## Re: New Metro Vancouver Regional Parks Plan

HUB Cycling's Tri-Cities Committee is excited and encouraged by the new regional parks plan, proposed greenways, and Metro Vancouver's goal for biking and walking park access.

Connections to regional parks need to be improved. Minnekhada, təmtəxíwtən/Belcarra, and Widgeon Marsh are difficult to access by active transportation. Access to Metro Vancouver parks and greenways is a top priority for communities across the region, and as a result, for HUB Cycling's Tri-Cities Committee, and we list many of these in our top ten gaps. təmtəxíwtən/Belcarra suffers parking issues, Minnekhada has significant visitor traffic now and as Burke Mountain is developed, the demand for parkspace is increasing. We recommend building active transportation via greenways to the Tri-Cities' four regional parks and greenways to get more people out of their cars. More recommendations can be found below.

### 1. təmtəxíwtən/Belcarra (figure 1, burgundy)

- We advocate creating active transportation via the Sasamat Greenway (figure 2). We applaud the Metro Vancouver-Port Moody feasibility study on Bedwell Bay Road and trust that the communities will work together to complete this greenway - one of the top gaps in our region.

### 2. Springboard Trail (figure 1, yellow)

- Remove temporary summer "overflow pay parking" - this is counter-productive to creating a safe place to ride, walk and roll to the park, and discourages people who might consider biking to the park.
- Remove maze gates<sup>1</sup> to allow recumbent bikes, trikes, kids bike trailers and family cargo bikes that need a minimum 34" span.

### 3. Minnekhada Regional Park (figure 1, purple)

- Complete the DeBoville Slough Recreational Trail Loop (figure 3), and aid Coquitlam in building the Cedar Drive multi-use pathway to Minnekhada Regional Park via dike trails.

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<sup>1</sup> [HUB Cycling: Negative Impact of Bollards.](#)

**4. Colony Farm Regional Park** (*figure 1, red*)

- Resolve outstanding issues with the Home Farm Trail and Mundy Creek Trail, open them fully to people cycling, and address issues with the Oregon Forest Snail (*figure 4*).
- Extend the Western Perimeter Trail to the Port Mann Bridge via the CP underpass in accordance with the 2050 Greenways plan and TransLink's Major Bike Network (*figure 5*). This will enable a critical regional connection and solve one of our committee's top gaps. Lighting, especially under the CP underpass, and paving are suggested additions to the Western Perimeter Trail, enabling more people to walk and bike at all times of day.

**5. Guildford Greenway**: (*figure 1, black*)

- HUB Cycling's Tri-Cities Committee is pleased to note that Port Moody and Coquitlam have been working to build AAA facilities on Guildford and we are looking forward to the roll-out of the Guildford Greenway. Given that this is a planned Metro Vancouver greenway, we hope Metro Vancouver can provide funding to the cities to ensure it gets built.

**6. Waterfront Greenway** (*figure 1, brown*)

- The Waterfront Greenway will close a gap in the network from Pitt Meadows to Vancouver -- a game-changer for cycling in our region. Its connections to Colony Farm Regional Park, the Traboulay Trail, the Central Valley Greenway and beyond cannot be understated.

**7. Clarke Street Greenway** (*figure 1, orange*)

- HUB Cycling's Tri-Cities Committee recommends Port Moody develop a greenway on Clarke Street with protected bike lanes to solve one of our top subregional gaps and provide a greenway consistent with the 2050 Greenways plan. This will be a major east-west connection across the city and will connect well with existing Port Moody infrastructure on the Moody Street overpass and Murray Street, as well as Barnet Highway, which helps people biking avoid the challenging hills present on nearly every other connection to Burnaby. It was also a recommended "Cycle Highway" and will connect to Barnet Marine Park and other quality destinations. We hope Metro Vancouver can be a valuable funding partner in this endeavor.

Thank you,

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Copies to be sent to: Belcarra, Coquitlam, Port Coquitlam, Port Moody, and TransLink

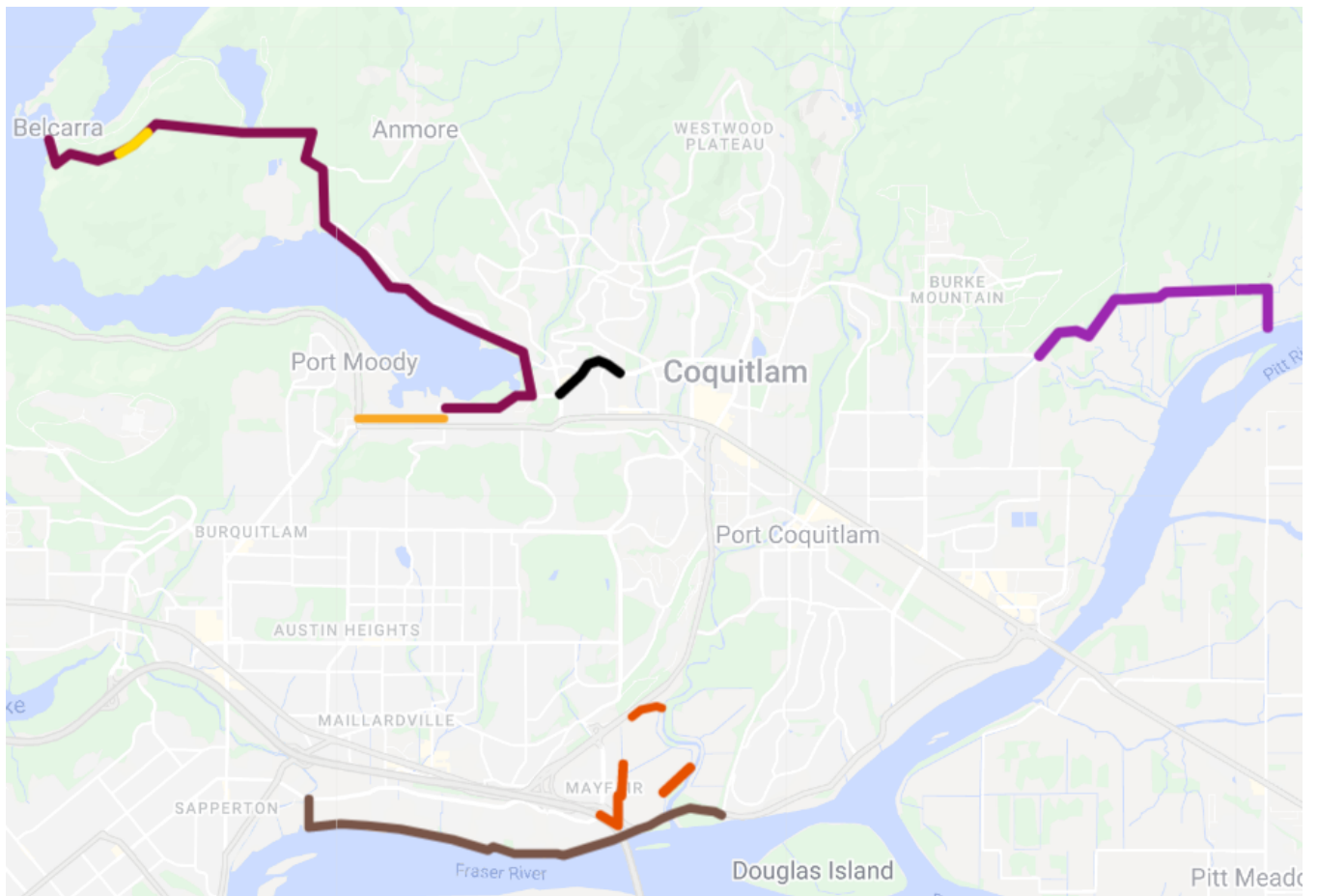


Figure 1 - A map showing our recommended areas for improvement. Sasamat Greenway is burgundy, Springboard Trail is yellow, DeBoville Slough Trail is purple, Colony Farm improvements are in red, Guildford Greenway is black, Waterfront Greenway is brown, and the Clarke Street Greenway is orange.

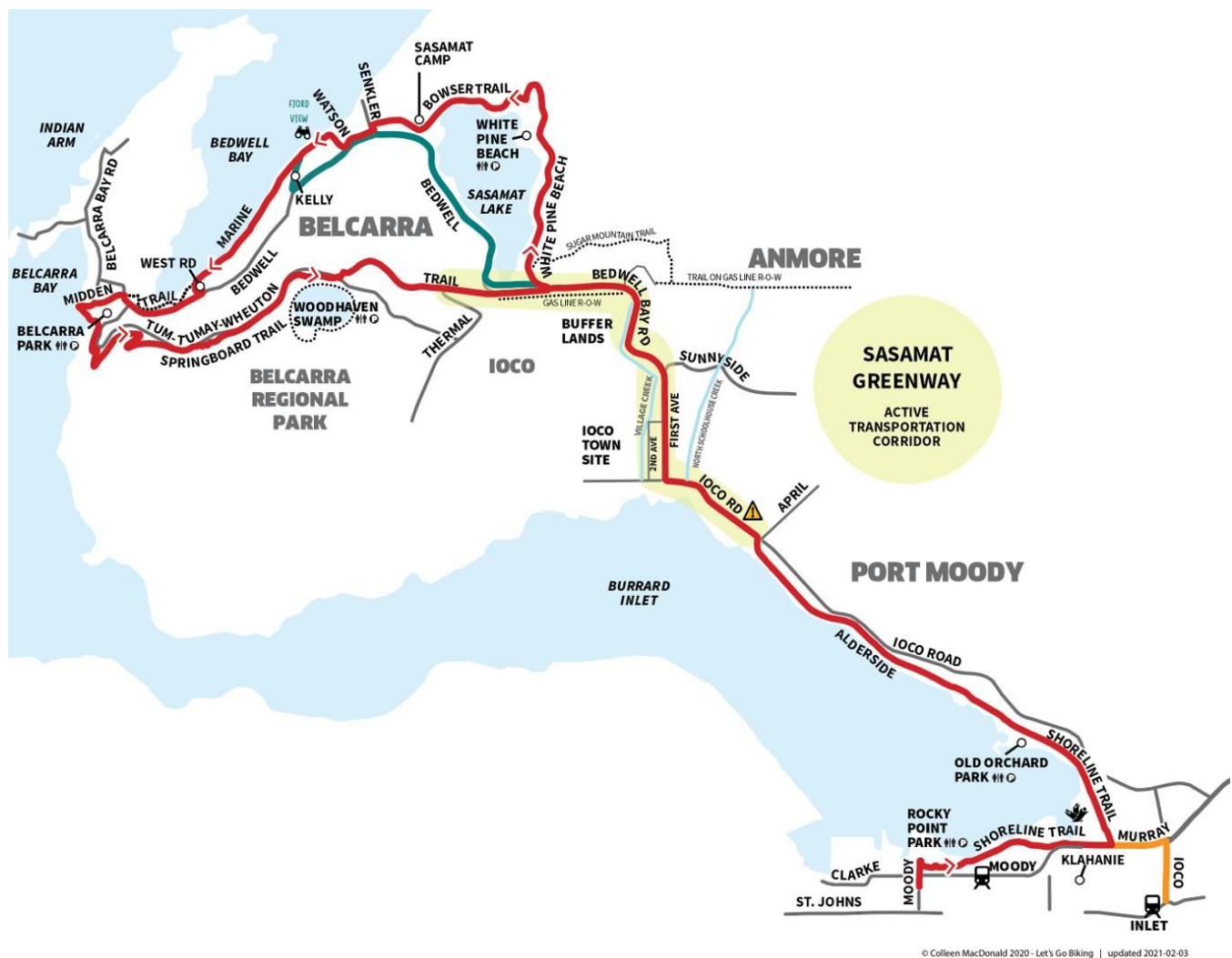


Figure 2 - The Sasamat Greenway. Map courtesy Colleen MacDonald.

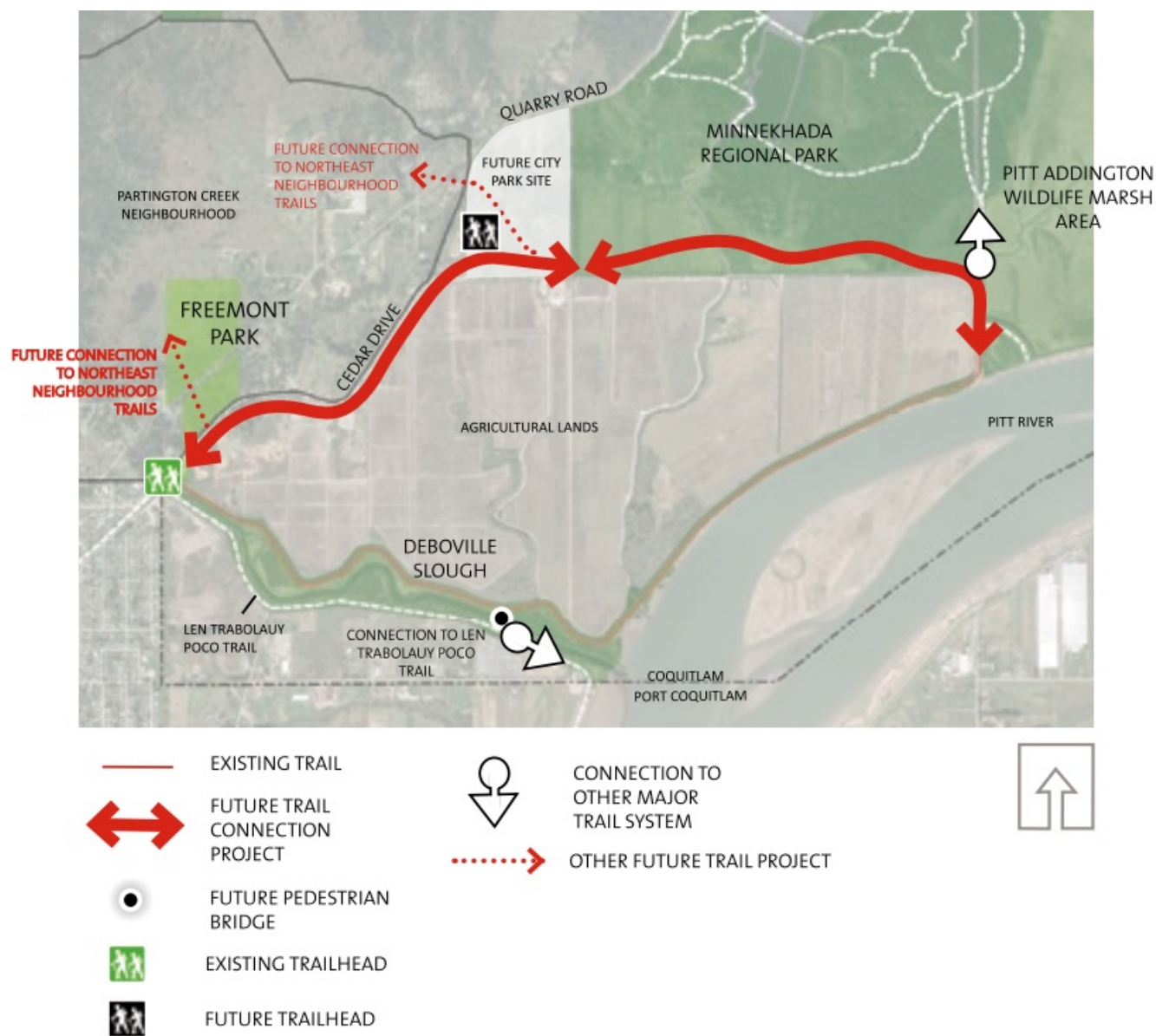


Figure 3 - The DeBoville Slough Recreational Trail Loop, from Coquitlam's Master Trail Plan.



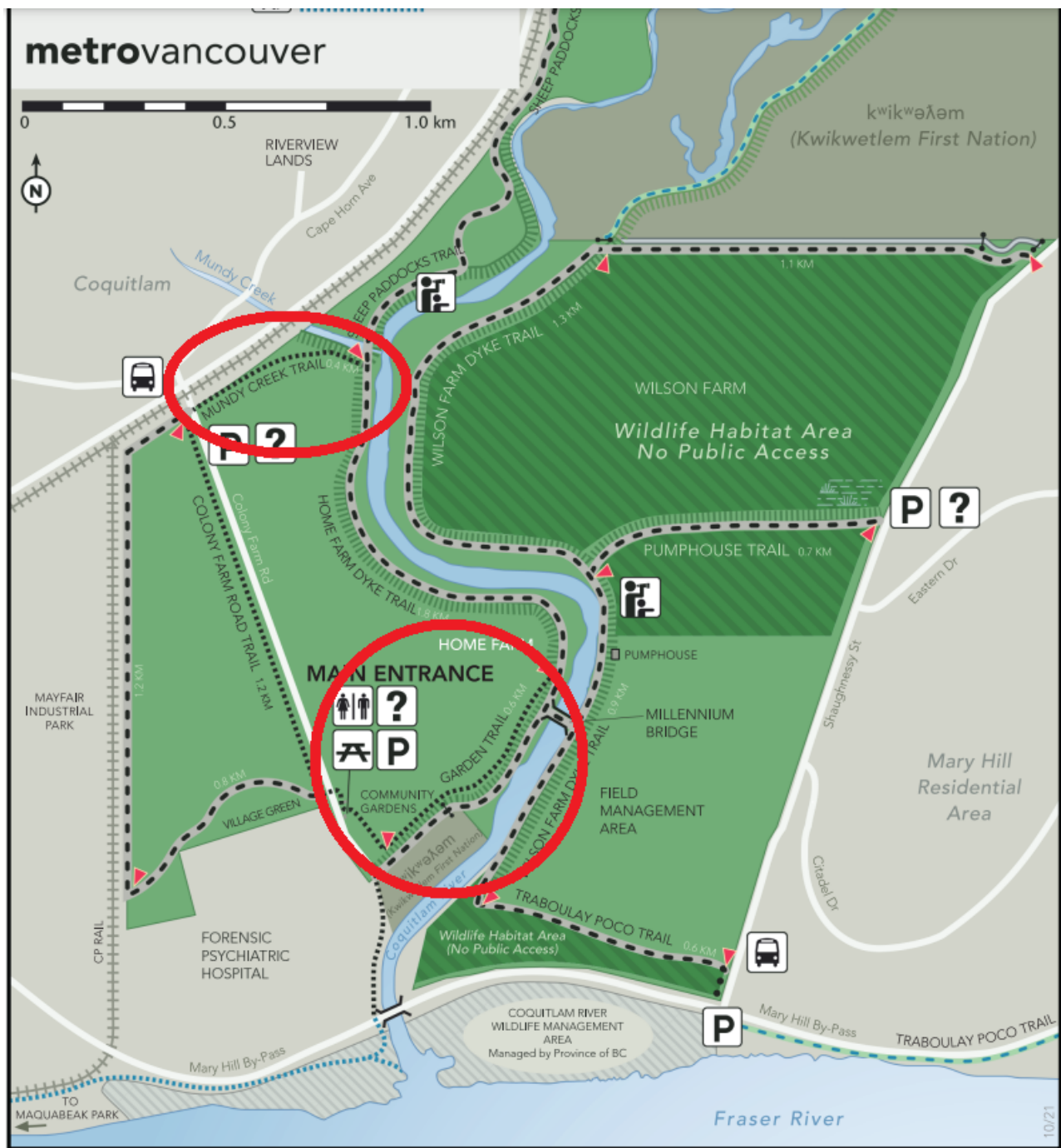


Figure 4 - A map of Colony Farm Regional Park with the Home Farm Trail and Mundy Creek Trails circled. Courtesy Metro Vancouver.

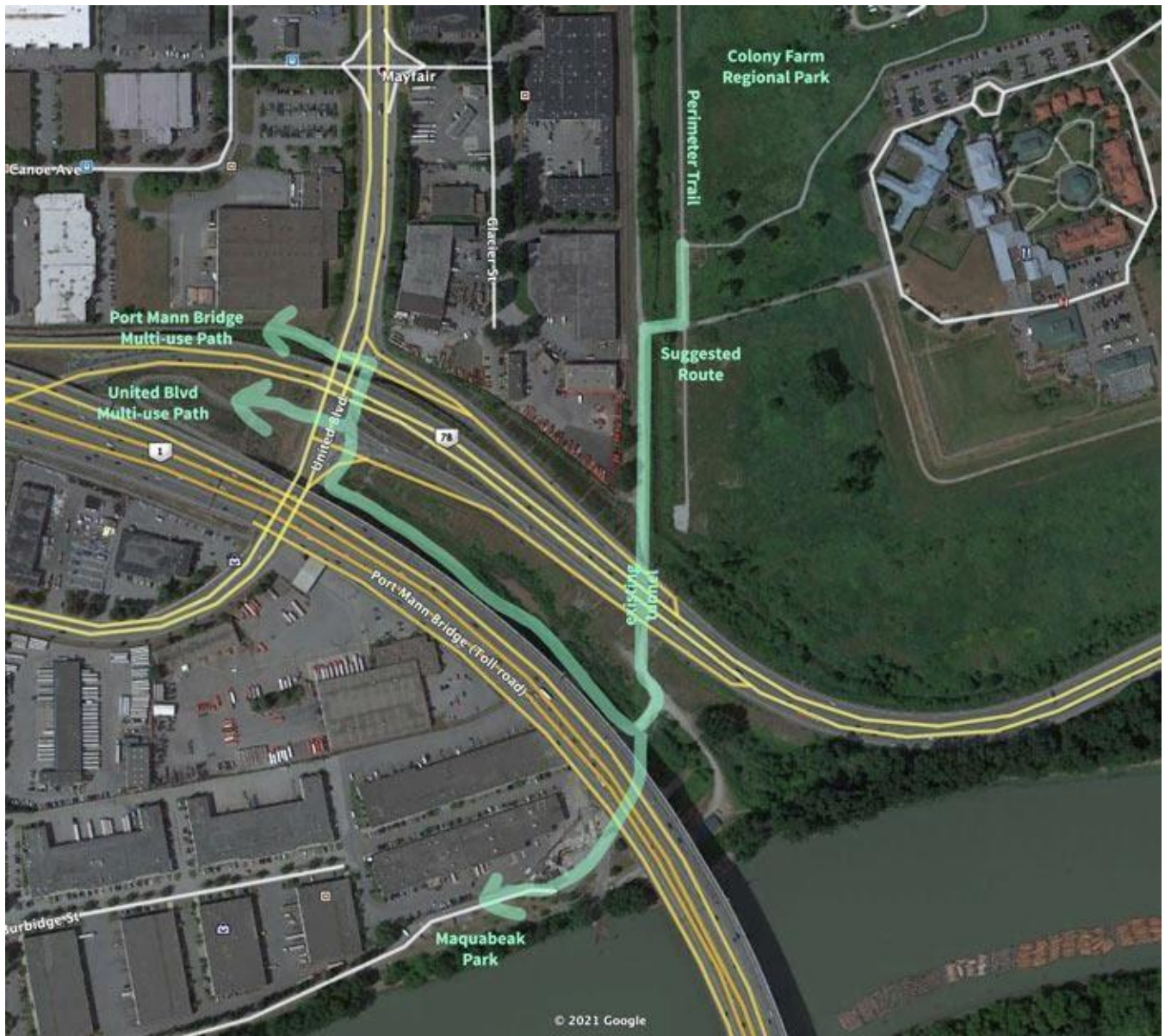


Figure 5 - Our proposed Western Perimeter Trail extension, to tie in with the Port Mann Bridge and Maquabeak Park.

## About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent almost 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 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](http://bikehub.ca).