



Your Cycling Connection

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To: Elena Farmer, District Manager, MOTI ([elena.farmer@gov.bc.ca](mailto:elena.farmer@gov.bc.ca))  
Sheila Hui, Senior Project Manager MoTI, South Coast Region ([Sheila.Hui@gov.bc.ca](mailto:Sheila.Hui@gov.bc.ca))

Cc: Kate Berniaz, Active Transportation Branch, MoTI ([Kate.Berniaz@gov.bc.ca](mailto:Kate.Berniaz@gov.bc.ca))  
Trish Rorison, Active Transportation Branch, MoTI ([Trish.Rorison@gov.bc.ca](mailto:Trish.Rorison@gov.bc.ca))

Honourable Bowinn Ma, Minister of State for Infrastructure ([Minister.SI@gov.bc.ca](mailto:Minister.SI@gov.bc.ca))  
Bob D'Eith, MLA Maple Ridge-Mission ([bob.deith.mla@leg.bc.ca](mailto:bob.deith.mla@leg.bc.ca))  
Honorable Lisa Beare, MLA Maple Ridge-Pitt Meadows ([lisa.beare.mla@leg.bc.ca](mailto:lisa.beare.mla@leg.bc.ca))

Sarah Ross, Director System Planning, TransLink ([Sarah.Ross@translink.ca](mailto:Sarah.Ross@translink.ca))

**Re: HUB Cycling Comments on the MoTI Hwy 7 Widening Project (266th to 287th Streets)**

We are in receipt of the MoTI Design Update for this project, dated June 28 2022, and the MoTI Engagement Summary, dated June 24 2022. We want to acknowledge the meetings your project team held with us, prior to these updates. We write to express our disappointment that despite this consultation, our concerns with the lack of attention to issues of safety and comfort for Active Transportation (AT) users of all ages and abilities are not being addressed on this project.

Our [letter](#) of Oct 16 2020 has more details on the problems we see with this project. In short, those problems include:

- A motor vehicle-centric road design that does not adequately consider active transportation
- The project team's stated objective to match the design to the existing active transportation infrastructure at each end in order to achieve continuity, which forces the design to the lowest common denominator, essentially making this a race to the bottom. If this approach was used for motor vehicle infrastructure, no route would ever be upgraded due to the mismatch to existing infrastructure.
- Beginning the public consultation process far too late in the project, including with the cycling community and with the local First Nation, at the 50% design point, when it was considered too late to incorporate much needed AT improvements into the design and consider local Indigenous impacts.
- Failing to include the requirement for separated AT facilities in the project objectives from the get-go, which would have provided clarity for, and eliminated



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the need to re-negotiate with, the Kwantlen First Nations for the additional width required through the Kwantlen lands.

- Complete disregard of the [MoTI Cycling Policy](#) which includes a commitment by the BC Government to provide safe cycling facilities on provincial highways: "...to integrate bicycling on the province's highways by providing safe, accessible and convenient bicycle facilities and by supporting and encouraging cycling.... Provisions for cyclists are made on all new and upgraded provincial highways."
- Lack of consideration of the BC Active Transportation Design Guide recommendations. Bicycle accessible shoulders are not recommended for design speeds over 70 km/hr.<sup>1</sup> Physically separated bicycle and pedestrian paths are recommended.
- Lack of consideration of the MoTI Metro Vancouver Regional Cycling Connections Study (2019), which identified this route as part of the primary cycling network.
- Lack of consideration of the MoTI Regional Cycling Gaps Assessment Study (2021), which identifies this corridor as gap NE21.
- Lack of consideration of the Translink Major Bikeway Network designation, which identifies this route as a critical regional connector. Translink staff expressed their concerns over the lack of AT considerations on this project in their [email to the project team](#).

The [MoTI Engagement Summary](#), shows that barely more than half of participants (50.9%) agree or strongly agree with the proposed design. The key theme for participants who noted that they disagreed was that active transportation safety would not be sufficiently improved. Their voices have not been heard.

The [MoTI Design Update](#) calls for Ongoing Consultation with local, regional, and provincial government and agencies, local Indigenous communities, and key stakeholders to further understand long-term active transportation needs and other planning objectives. We see no sense of urgency exhibited with this action. The update states that through this process, sustainable transportation has been recognized as warranting a broader corridor plan in the near future and planning is in process to identify needs as funding becomes available.

We call for the immediate commissioning of a full corridor study, with a focus on how to address Active Transportation requirements. We are prepared to assist with this initiative, and consider that the recent Highway 1/99 North Shore Corridor Study provides a useful template.

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<sup>1</sup> [BC Active Transportation Design Guide](#) Table F-26, Page F10; Table F-27, page F11; Table F-29, page F17; Bike and Pedestrian Accessible Shoulders, Page F16



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We note that the update advises that this project underwent an independent road safety audit. We ask that you please forward a copy of that audit to us for our review.

As we noted in our letter of Oct 16 2020, we collectively need to design for the future we want, not just the present. Cycling is the fastest growing mode share in Metro Vancouver. However, the percentage of commute trips taken by bicycle decreased from 1.1% in 1996 to 0.5% in 2016 in Maple Ridge, according to the HUB Cycling State of Cycling report. Throughout Metro Vancouver this percentage went up during this period from 1.7% to 2.3%. With the adoption of CleanBC, and Move, Commute, Connect, the BC Active Transportation Strategy, the Province has set a target to double the share of all trips by walking and cycling by 2030. We have work to do together to enable that along this corridor.

Sincerely,

Jackie Chow  
Chair, Maple Ridge Pitt Meadows Local Committee  
HUB Cycling  
[mapleridge-pittmeadows@bikehub.ca](mailto:mapleridge-pittmeadows@bikehub.ca)

Jeff Leigh  
Chair, Regional Advisory Committee  
HUB Cycling  
[hub.rac@bikehub.ca](mailto:hub.rac@bikehub.ca)

## 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 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).