



604.558.2002
bikehub.ca



November 7, 2024

To :mayorcouncilandcao@mapleridge.ca
Cc: Mark Halpin, mhalpin@mapleridge.ca

Re: Council's Strategic Plan;

Request for clarification on change of identified initiatives under Objective “ improve mobility with safe, sustainable and effective transportation options”

Dear Mayor and Maple Ridge City Council,

HUB Local Committee support for focus on east-west routes through Lougheed Transit Corridor and Town Centre

The HUB Cycling Maple Ridge/Pitt Meadows Local Committee (MRPMLC) would like to applaud Council's focus on completing the planned east-west AAA route between Maple Meadows WCE Station and 240 Street. Connected, safe routes like these are needed to enable people of all ages and abilities to ride their bikes.

Thank you also to the Councillors for expressing their support for the Westridge Greenway at the Special Council Meeting, 22nd October, during the Q3 update on the implementation of Council's Strategic Plan.

These two, partially overlapping plans are critical to help reduce car dependency, and will improve active transportation access to the future Bus Rapid Transit service, for current and future residents of this rapidly densifying area.

Creating complete, safe, connected pedestrian and cycling routes between where people live and the many destinations in the Town Centre and along the Lougheed Transit Corridor, including to the future BRT stations at the Haney Bus Loop, Laity Street and 203 Street, will be essential to our growing and densifying city. Only by giving people safe and connected multi-modal options can we get more people using active travel and achieve the goals of the Maple Ridge Climate Action Plan.

MRPMLC concerns: Delivering on Council's Strategic Plan commitments

HUB Cycling Maple Ridge/Pitt Meadows is requesting clarification with regard to changes made to the third Key Result that was identified related to Council's Strategic Plan under the Plan Objective “ improve mobility with safe, sustainable and effective transportation options”.

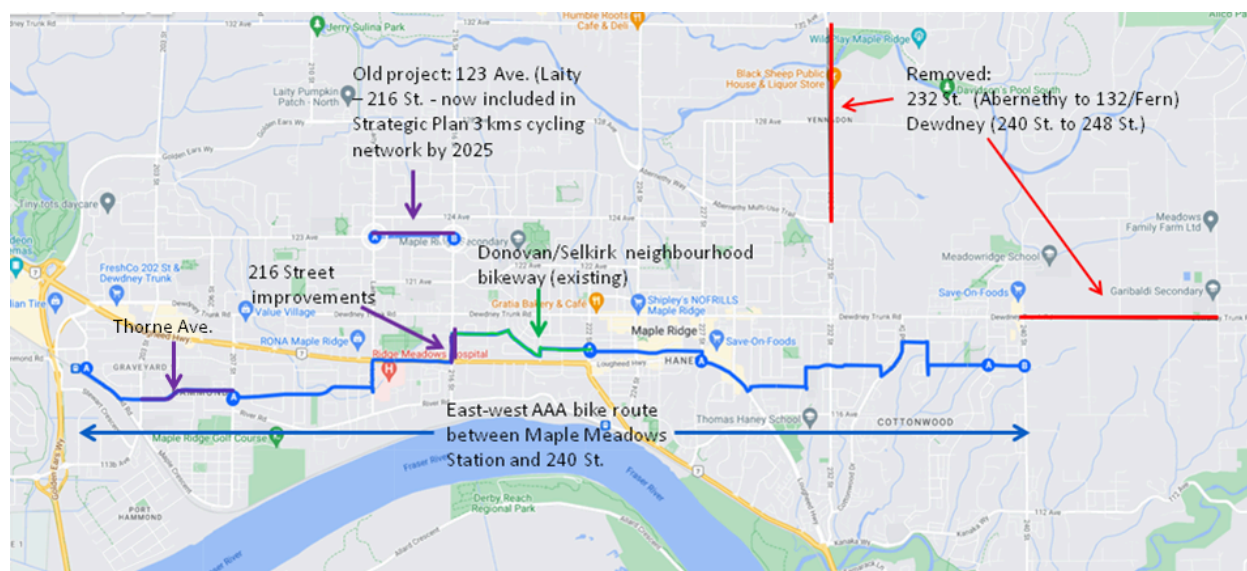
Two of the three initiatives listed under the Key Result "Increase cycling network by 3 kilometers" were replaced with two other initiatives. The one initiative that remains from the original list is Thorne Ave.

The two initiatives that were listed in the Q1 and Q2 update but now removed, as shown on the map below in red, are:

- interim cycling improvements along 232 between Abernethy Way and 132 Ave/Fern Cr. (1,600 m)
- active transportation improvements along Dewdney between 240th and 248th (1,600 m)

The two initiatives now listed instead are:

- 123 Ave. (Laity to 216 St.) (670 m, shown on the map below in purple)
- Donovan to Selkirk neighbourhood bikeway (Lougheed to 222) (listed as 1.8 km, shown in purple and green). This includes 216 St. between Lougheed Hwy and Donovan Ave.)



The map shows in red the initiatives that were removed in the Q3 report, and in green and purple the initiatives that were added. Thorne Ave. is also shown in purple.

The 123 Ave. project has been in the works since the first open house was held in 2016, and 8 years later, it is now finally under construction. It's **670 m** long.

The Donovan to Selkirk neighbourhood bikeway is the only east-west cycling connection here between 216 Street and 222 Street until planning and construction of the BRT corridor (including cycling facilities) is completed. This segment of neighbourhood bikeway is also part of the future Westridge Greenway. **It was already completed in 2015**, when it was signed and marked from 224 Street to 216 Street. The segment between 216 St. and 222 St. is not listed as an improvement project in the 2023 Strategic Transportation Plan. It is about 1.3 km long and we marked it in green (i.e. existing) on the map. According to the [draft Lougheed Transit Corridor Plan](#), this neighbourhood bikeway will be upgraded to separated bike lanes in future. From what we understand, the improvements that are still needed at this

point are improvements along 216 Street, including the crossings at Donovan Ave. and at Lougheed Hwy. This segment is about **220 meters** long (marked in purple).

Thorne Ave., which as we understand is scheduled for construction next year, is also shown in purple and is **1 km** long. Again, we hope to be given an opportunity to hear and give constructive feedback on what's being planned before the design is in the final stages.

So the total length of bike route that's proposed to be added/improved according to the Q3 update to Council, is 670 m + 220 m + 1000 m = **1.89 km** long, which falls short of the 3 kilometers that council set out to add by end of 2025, as per the Strategic Plan.

The City is working hard to put together a Climate Action Plan to achieve their very ambitious climate target, which at present continues to be a 45% reduction in the near term, by 2030, even though, as of 2022, emissions have gone up by 12% since 2010, due to population growth and despite gains made in emissions per capita. Council was also informed at Council Workshop on October 22, that transportation accounts for 55% of GHG emissions in Maple Ridge. The increased use of electric vehicles may help reduce GHG emissions significantly, but will not help alleviate the ever increasing congestion of our road network and the demand for (expensive!) parking. After housing, transportation is for many households the biggest expense. An equitable transportation system is needed to provide affordable transportation for everyone.

Build it and they will come: if we build more car lanes, we'll get more cars. If we build for active transportation, we'll be able to witness the transformation that we're looking for: vibrant, more people-friendly neighbourhoods, kids, youth and the elderly on their bikes, people on mobility scooters, more local shopping, more social cohesion, people looking out for each other, etc. Providing viable alternatives to private automobile travel is essential if we want to achieve mode shift. Without a connected and safe active transportation network along the Lougheed Transit Corridor and through the Town Centre, developers will continue to want to build ample parking spaces in multi-family buildings in the coming years. This will help further entrench car dependency and discourage active transportation.

We urge Mayor and Council to recognize the potential when it comes to accommodating multi-modal travel. Public transit is not a door-to-door mode of transportation like the private car. Therefore walking and cycling needs to be prioritized to accommodate the first and last mile of travel. Not only with safe, comfortable and convenient infrastructure, but also with secure bike parking. This will greatly enhance the reach of transit.

With kind regards,

HUB Cycling
Maple Ridge/Pitt Meadows Committee

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 over 4,000 members and more than 60,000 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.