



Your Cycling Connection



December 5, 2025

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**Re: Lougheed Transit Corridor Area Plan; 2nd reading
Council meeting Dec. 9, 2025**

The HUB Cycling Maple Ridge/Pitt Meadows Committee appreciates the opportunity to provide feedback on this important area plan.

Summary of our asks:

1. To include design details and expected timeline for completion of protected bike lanes along Dewdney Trunk Road in the LTCAP.
2. To clearly state in the LTCAP what the City is advocating for in terms of design and timelines of active transportation infrastructure along Lougheed Hwy.
3. To seriously consider our solution for active transportation along the West Ridge Greenway as suggested below, as well as the possibility of creating low-volume and -speed Neighbourhood Bikeways on certain segments of the Greenway through traffic diversion and traffic calming where feasible.
4. To look for ways to build usable, connected segments of the West Ridge Greenway all at once.
5. To make the requested corrections on the LTCAP Mobility Network map and/or provide clarification as specified below.

Ambitious climate targets require an ambitious plan for walking and cycling

According to Maple Ridge's climate action plan Resilient Future 2050, the target for Bold Move 4, "Foster Sustainable and Active Transportation Choices", is 25% sustainable mode share (transit, walking, cycling) for all trips by 2030, 50% by 2050.

These are very ambitious targets. In order to achieve them, the City will need to take full advantage of the significant potential of multi-modal transportation in and around the Lougheed Transit Corridor and the Town Centre to maximize usage of the future Bus Rapid Transit and other existing transit options for longer trips. Every single trip by BRT/transit starts and ends with a walk or ride. So besides BRT

lanes, we need safe and convenient infrastructure to accommodate walking, cycling and rolling, as well as secure bike parking at all BRT stations.

By setting high standards for active transportation infrastructure, the city can also encourage and promote the use of all active modes, including walking, (e-)cycling and (e-)rolling, for the many short and medium trips that residents in the area make on a daily basis, for shopping, doing errands, taking the kids to school, visiting friends, going to work, going to the park, etc.

These high standards for the active transportation infrastructure are necessary to reach our full active transportation potential. The LTCAP and its implementation offers the City an opportunity to demonstrate what is possible, especially in this flat area of the City that's being increasingly densified in the coming years.

So what's the plan?

No design details nor timeline for direct cycling routes: Lougheed Hwy. and Dewdney Trunk Rd.

No design details nor any kind of timeline is given for future cycling facilities along Dewdney Trunk Road nor Lougheed Highway. According to the Plan, these are the facilities that people who need a direct, quick route to travel or commute by bike will have to depend on. But connected cycling facilities on either could quite possibly take well over half a century to complete.

Adding cycling facilities on both Dewdney Trunk Road and Lougheed Hwy depends for the most part on re-development, which will take decades. We already needed this yesterday, or rather, the day before yesterday.

For the past 17 years, our HUB committee has been told that on **Dewdney Trunk Road**, no right-of-way was available and it was most definitely **never** going to have cycling facilities. What changed? We're now being told there will be sidewalks AND uni-directional cycling, but no design details are given in the Lougheed Transit Corridor Area Plan (LTCAP). In contrast, the design of the Greenway shows the width of the proposed multi-use path, the sidewalks and boulevards, so why are there no such details about the cycling facilities on Dewdney, if the City has determined that it's indeed possible?

Ask #1: We ask the City to include design details and expected timeline for completion of protected bike lanes along Dewdney Trunk Road in the LTCAP.

Lougheed Hwy is owned by the Province, and the Province and TransLink are the decision makers there. The City merely has an advocacy role. TransLink has informed our HUB Cycling Committee that cycling infrastructure will **not** be part of the road widening project to add Bus Rapid Transit (BRT) lanes in the coming years. Cycling facilities will largely be added "over time", mostly through re-development. A reliable source informed us very recently that multi-use paths **may** be planned on both sides, but again, there is much uncertainty. No details are given in the LTCAP with regard to what it is that the city is actually advocating for.

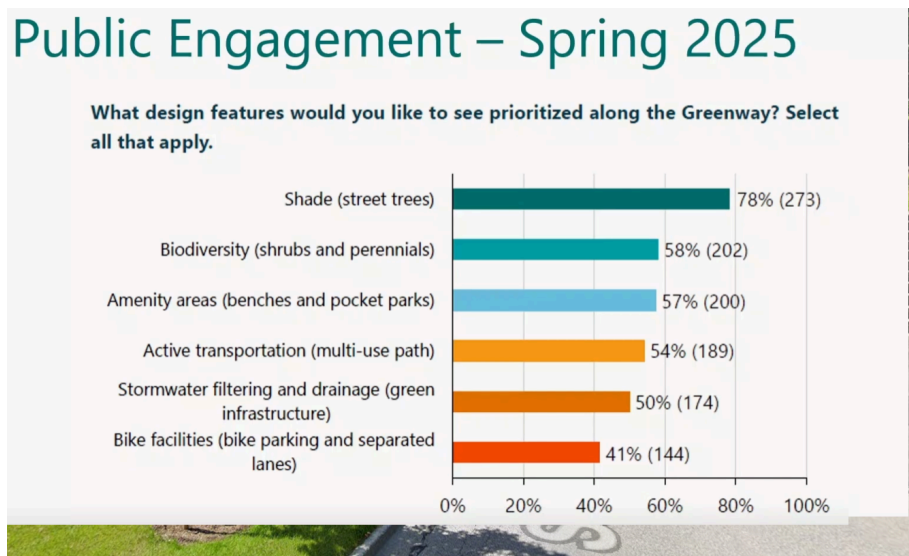
Will the need for land acquisition mean that it may always be a pipedream? Like Dewdney Trunk Road?

Ask #2: We ask the City to clearly state in the LTCAP what it is advocating for in terms of design and timelines of AT along Lougheed Hwy.

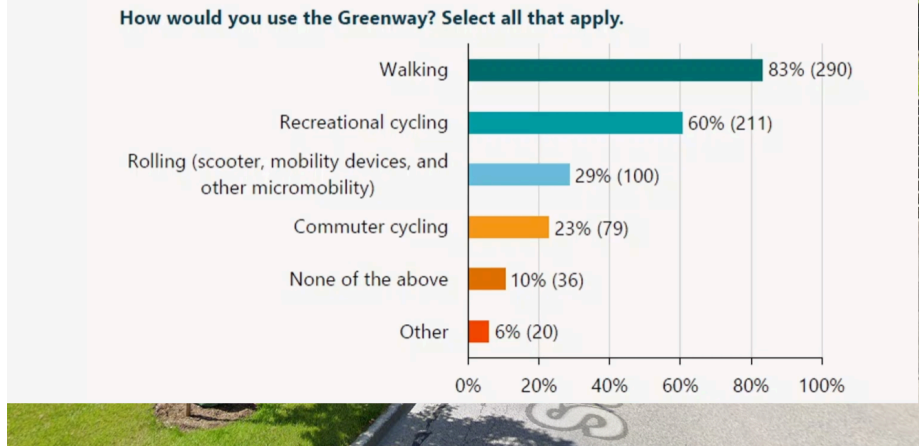
West Ridge Greenway

The Lougheed Transit Corridor Area Plan clearly states that the Greenway is meant for active **transportation**, and is intended to be designed **“to improve the sense of safety for more vulnerable users and encourage residents to take more trips without a private vehicle.”** Also, streets will be designed by **“prioritizing the experience for people, not cars.”** We applaud these great intentions and goals.

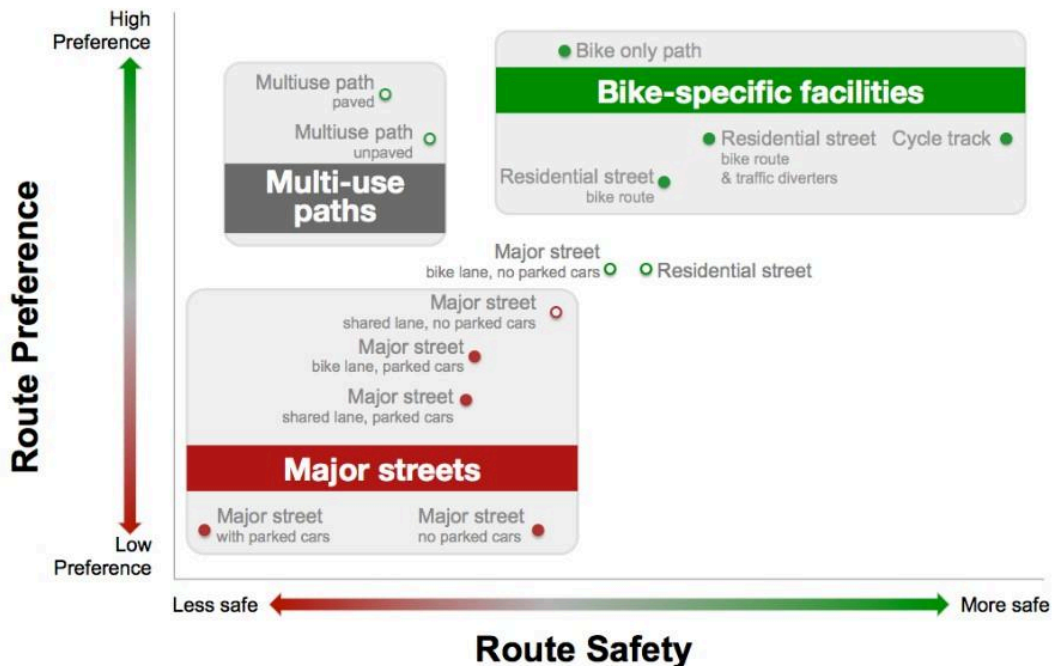
However, this statement : “Active transportation infrastructure will be designed based on the intended use profile from the Lougheed Transit Corridor Area Plan public engagement results.”, and the actual outcome of the public engagement, shown below, somehow result in an unsafe design of the Greenway.



Public Engagement – Spring 2025



Multi-use paths are often preferred, as the public engagement results show. The image below (from the UBC Cycling in Cities research program), confirms this, however it also shows that MUPs are actually not very safe. Cycle tracks (protected bike lanes) score a lot better when it comes to safety. Even residential street bike routes score better, and those with traffic diverters score even better than those without. We suggested the City explore possibilities for traffic diversion for parts of the Greenway in our [letter](#) of May 12, 2025. Low volume, low speed neighbourhood streets leave more space for plants and trees too.



So what's the plan for the Greenway?

On the West Ridge Greenway, people walking, (e-)cycling and (e-)rolling are required to share a multi-use path. Is the reason for the choice of this less safe solution, that more people want to use the Greenway for recreation than for transportation? So is safety less important for people walking and cycling who want to use it "only" for recreation? Does it even make sense to separate the two intended uses and prioritize one over the other? Is it important to merely improve people's **sense of safety**, rather than their **actual safety**?

We envision the Greenway as a green corridor that prioritizes people using sustainable transportation, both for utilitarian AND for recreational purposes. We hope it will become a popular destination in and of itself, for people of All Ages and Abilities. It should not only **feel**, but also **be** safe for 8 to 80 year olds, so let's design it for them and everyone in between.

That's why the West Ridge Greenway should be built to the highest standards, to support and encourage more active **transportation**. In order to be safe and comfortable for all users, especially in a higher density urban environment such as the Lougheed Transit Corridor with such high potential for active transportation, people walking should be **separated** from people traveling by bike, e-bike, e-scooter and other faster micromobility modes.

We suggest the following solution:

Sidewalks, both sides: 1.8 m width for single family residential, 2.1 m for multi-family residential, 2.4-3.0 m for commercial)*;

Bike lanes, both sides, at sidewalk level: 2 m wide uni-directional separated protected bike lanes with a 0.3 m buffer between bike lanes and sidewalks.

Total width needed for active transportation e.g. in s.f. residential: $2 \times 1.8 + 2 \times 2 + 2 \times 0.3 \text{ m} = 8.2 \text{ m}$.

Total clear width suggested for motor vehicles (and in the interim for a Neighbourhood Bikeway**): 5 m (BCATDG recommendation is 4 - 5.5* m) + $2 \times 2 \text{ m}$ for parking. Total required for motor vehicles: 9 m.

Total width needed for active transportation plus motor vehicles: $8.6 \text{ m} + 9 \text{ m} = 17.6 \text{ m}$.

Remaining width: $24 \text{ m} - 17.6 \text{ m} = 6.4 \text{ m}$. This allows for a boulevard of 2.2 m between parked cars and separated bike lane (desirable buffer between parked cars and separated bike lane is 0.9 m). Back boulevard is unchanged at 1 m width. Boulevards will be considerably wider at street corners where there is no street parking.

* These are "desirable widths" as per the BC Active Transportation Design Guide.

** In order to safely accommodate cycling until the separated, protected cycling infrastructure is complete, we're suggesting an interim design of a Neighbourhood Bikeway, to provide a safe space for people on bikes for the coming years or decades. Once the protected cycling infrastructure is complete, the bike symbols can simply be removed from the roadway and it is no longer considered a Neighbourhood Bikeway.

The above suggested solution prioritizes active transportation, while **balancing** the needs of all users, and also allows for more than minimum recommended widths of car lanes.

IMPORTANT FEATURE

Continuous paths across side streets, with the conflict zones marked with green paint.

On streets where people are prioritized over motor vehicles, continuous paths (elevated through the intersection) should be considered non-negotiable for safety in view of bi-directional travel on one side of the street.

They also slow down motor vehicles exactly where we want them to slow down, and significantly improve comfort for people cycling and rolling.



St. John's St. multi-use path in Port Moody, featuring a continuous path with green paint markings

IMPORTANT CONSIDERATION:

One often-used argument against using continuous paths across side streets, is that they slow down emergency vehicles.

This should not be a concern, since emergency vehicles will use arterials and collector roads until they are close to their destination.

Since continuous paths are intended only for crossings at local side streets along designated bike routes, for some trips emergency vehicles may have to navigate one such “speed hump”.

On the other hand, on routes where MUPs and elevated protected bike lanes go down to street level at every side street crossing and driveway, people cycling and rolling will encounter many jarring, uncomfortable let-downs and annoying dips along their path.

Ask #3: We kindly request the City to seriously consider our solution for active transportation along the West Ridge Greenway as suggested above, as well as the possibility of creating low-volume and -speed Neighbourhood Bikeways on certain segments of the Greenway through traffic diversion and traffic calming where feasible.

The importance of creating complete routes all at once

Rather than getting each new (re-)development to build its own bit of active transportation infrastructure and ending up with a very odd-looking streetscape with bits and pieces of sidewalk and bike lane that remain disconnected and unusable, likely for decades, it's hugely important for the City to find a way to build usable segments of active transportation infrastructure all at once, in order to ensure greatest possible public support from local residents and the larger community as a whole.

Especially where bi-directional cycling facilities are built on one side only, this approach does not make sense at all. People will have to continually switch sides of the street to ride on cycling facilities. We're seeing something similar happening right now on Brown Ave. Even though MUPs will be provided on both sides there, the bits and pieces that have been built already are not being used by people cycling because it's extremely awkward.

Creating complete segments all at once ensures uniformness of the infrastructure, and also allows for enthusiastic promotion and celebration of safe and attractive pedestrian, cycling and rolling facilities that the local and wider community can truly appreciate for its appealing streetscape and usability.

Ask #4: We kindly ask the City to look for ways to build usable, connected segments of the West Ridge Greenway all at once.

LTCAP Mobility Network Map - suggested corrections/clarifications

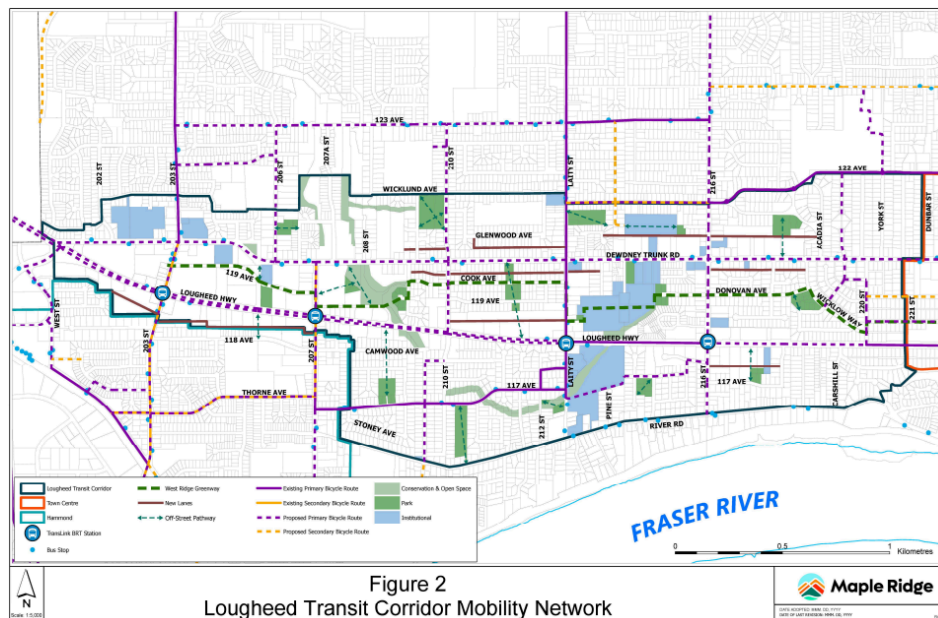


Figure 2
Lougheed Transit Corridor Mobility Network

Maple Ridge Official Community Plan

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- Laity Street is shown as an existing Primary Cycling Route. This is incorrect. It is shown in the 2023 STP as an existing Secondary Cycling Route. It is comfortable for few. This is an important cycling route for multi-modal traffic as it connects directly to one of the future BRT stations.
- The proposed Primary Cycling Route along Lougheed Highway west of Laity is shown as a double dotted line. Does this mean that MOTT, TransLink and the City have determined that this segment of Lougheed Highway will have cycling facilities on both sides, and east of Laity Lougheed will only have cycling facilities on one side?
- The Primary Cycling Route connecting 210 Street south of Lougheed appears to be incomplete as a planned route. Again, we would like clarification as to whether or not this is planned to be a future road connection, replacing the present pedestrian pathway. This would make this cycling route less attractive for cycling.

Ask #5: We request the City to make the requested corrections and/or provide clarification.

In summary, we do not support the active transportation (AT) component of the Lougheed Transit Corridor Area Plan in its current form and we strongly encourage the City to make changes as requested.

Thank you for considering our comments.

With kind regards,

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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.