

January 20, 2026

To: City of Maple Ridge Mayor & Council

Re: Lougheed Transit Corridor Area Plan (LTCAP)

Last spring the Maple Ridge Climate Hub had the opportunity to provide feedback on the draft LTCAP. We offered comments on:

- Prioritizing reliable, high-frequency transit
- Designing for safe, efficient and appealing active transportation
- Strengthening affordable housing and inclusive growth
- Protecting and expanding the urban tree canopy
- Solidifying green infrastructure and stormwater management
- Ensuring adequate community amenities and social infrastructure
- Embedding oversight and equity engagement

We are very happy to see that many of our points have been considered in the final LTCAP.

We find that the Land Use Plan together with the design guidelines, implemented as development occurs over the next 30 years, will eventually yield an exciting, inviting, highly walkable City core.

But one element of the LTCAP does not live up to the plan's own principles, nor the City's stated Climate Action goals. And that is the West Ridge Greenway's plan for active transportation.

The biggest contributor to global warming that this City has control over, is transportation. The City's excellent Climate Action Plan, called Resilient Future 2050, sets a target of 25% of trips taken by walking, cycling or public transit by 2030. That is four short years from now. So we expected that this LTCAP, and specifically the plan for the West Ridge Greenway, would be progressive and ambitious enough to help the City achieve this goal.

Unfortunately, that is not the case. A multi-use path on one side of the road will be insufficient, ineffective and unsafe.

This misstep may have started with flawed data. The public survey that seemed to suggest that people would really only use the Greenway for recreational purposes, was simply not asking the right questions.

The City's survey presented a diagram of the proposed Greenway that featured a road with cars, street trees, a multi-use path with three people walking on it on one side of the street, and a sidewalk with a person walking their dog on the other side.

The survey did not provide an option for a safe, separated uni-directional cycle path, and then ask which design people would prefer.

The survey then asked how people would use the Greenway. Options included:

- Walking
- Rolling (defined as using a scooter, mobility devices, or other micromobility)
- Recreational cycling
- Commuter cycling
- None of the above
- Other (please specify):

These options conflate method (walk, cycle or roll) with purpose (cycle for recreation, cycle for commuting). The dictionary definition of commuting is going to work and back. The survey left out other important purposes such as errands, shopping, and appointments.

And for those who did not select cycling, the survey results provide no insight into the reason. It could well be because they wouldn't feel safe the way the diagram depicted the design.

Nevertheless, the current Greenway design is based on the "What we Learned" report's inference that the majority of cyclists would be using it for recreational purposes. But even if that were the case, it is not a reason to provide a less comfortable, less safe option.

Multi-use pathways do have their place. The MUP along Abernathy, for example, is fine, as there is a low volume of cycling traffic, next to no pedestrians and very few intersections, many if not all of which are controlled by lights.

But a uni-directional MUP along a corridor that expects the density planned for the Lougheed Transit Corridor is simply unworkable and completely inadequate to the challenge of meeting the City's climate targets.

We need to plan for a future that anticipates 20 - 30,000 more residents, and we ask Council not to miss this opportunity. We ask that you revise the Greenway Plan to include safe, separated cycling paths, as well as sidewalks, on each side of the street.

Additionally, we are asking you to set ambitious timelines for the completion of this infrastructure, as part of a comprehensive plan to meet the targets set out in the City's Resilient 2050 Climate Action Plan.

Sustainably yours,

Kirk Grayson, Past-President
James Rowley, Vice-President
[Maple Ridge Climate Hub](#)