



Your Cycling Connection



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**Re: 1) Improving and Expanding The Green Colour Treatment in Maple Ridge  
2) Legalizing elephant feet crossings**

## **1) Improving and Expanding The Green Colour Treatment in Maple Ridge**

The Maple Ridge/Pitt Meadows Local Committee of HUB Cycling is writing in regards to the lack of green paint indicating conflict zones in facilities where people riding bikes and people driving share space. Green paint is a highly visible and easily distinguished road marking that clearly communicates to people driving cars and trucks to be more aware, in order to avoid collisions with people who ride bikes, walk and use other forms of personal and active transportation.

The addition of conflict paint is shown to increase driver awareness and increase the safety and comfort of people riding bikes, as well as people walking and using other modalities of personal travel. Two studies that support this include:

- “Significantly more motorists yielded to bicyclists after the blue pavement had been installed (92 percent in the after period versus 72 percent in the before period.” Hunter, W.W. et al. (2000) [Evaluation of Blue Bike-Lane Treatment in Portland, Oregon](#). Transportation Research Records, 1705, 107-115.
- “A higher percentage of motorists yielded to bicycles in the after period (86.7% before versus 98.5% after). A chi-square test revealed the differences to be statistically significant at the 5% significance level ( $p < 0.001$ ).” William W. Hunter, W., Srinivasan, R., Martell, C. (2008) [Evaluation of a Green Bike Lane Weaving Area in St. Petersburg Florida](#). University of North Carolina Highway Safety Research Centre.

### **Implementation of Green Colour Treatment in Conflict Zones in Maple Ridge**

Currently the adoption of the green colour treatment in Maple Ridge is limited to facilities where people riding bikes have exclusive use. However the use of green conflict paint is low even in facilities that meet that criterion. Below are some examples of cycle tracks (protected bike lanes) and multi-use paths (“MUPs”) where green colour treatment would be useful.

- Abernethy/128th Avenue multi-use path (“MUP”)
- 203 Street cycle track (some crossings have green paint and others do not)
- 117 Avenue between 207 St. and Laity St. MUP
- 117 Avenue between Burnett and 231 St. MUP
- 121 Avenue/Mountain View Crescent MUP
- Lougheed Highway (cycle track between 116 Ave. and Kanaka Way)

- Lougheed Highway (MUP between 216th Street and Laity)
- 232 Street MUP
- Hammond Road MUP (very dangerous intersection with 203 Street)

232 Street and 112B Avenue MUP



232 Street and 116 Avenue MUP



Lougheed and 112B Avenue **Cycle Track**



216th St and Abernethy



## Abernethy and 224th



A large majority of Maple Ridge’s bike network is made up of multi-use paths and shared road facilities. This means that the opportunities to benefit from the substantial safety benefits that green colour treatment offers are small, if Maple Ridge continues to only apply green paint to exclusive bike facilities.

### **Recommendations**

We urge the City of Maple Ridge to increase and improve the consistency of the application of the green colour treatment in conflict zones to all crossings along all MUPs where people are cycling and can come into conflict with cars at driveways or intersections. This could also prove protective for pedestrians as well.

The 2019 BC Active Transportation Design Guide states that, “For multi-use pathways, green conflict zone pavement markings should be reserved for conflict points with motorists, including driveways and intersections where the bicycle and pedestrian facilities have been separated.” However, several



of Maple Ridge’s neighbouring municipalities have adapted and, in our opinion, improved the use of the green colour treatment.

Port Moody has used green paint on some of the MUP paths e.g. Murray Street:



The City of Vancouver’s [Transportation Design Guidelines: All Ages and Abilities Cycling Routes](#) defines the use of green conflict paint at road and driveway crossings as, “Green coloured treatment<sup>\*1</sup> and elephants’ feet at street crossings.” This definition has allowed Vancouver to use the green colour treatment along facilities where people riding bikes do not have exclusive use, such as MUPs.

We understand that the City of Maple Ridge has hesitations around adding green conflict paint to multi-use pathways, crosswalks, and areas where people riding bikes do not have exclusive use of the facilities. We strongly urge the City of Maple Ridge to align with neighbouring municipalities such as Port Moody, Coquitlam, Richmond, New Westminister and Vancouver. Adopting and integrating the same safe and equitable best practice of using the green colour treatment where people riding bikes have both exclusive and shared use, at road and driveway crossings, will undoubtedly be an improvement to the safety of all users.

Most multi-use paths in Maple Ridge are treated as all ages and abilities. Improving the visibility and safety of multi-use path crossings should be a priority to protect people of all ages and abilities riding bikes, walking and rolling.

By expanding and integrating the use of the green colour treatment, Maple Ridge would align itself with regional best practices. This would help people driving, people riding bikes, people walking, and people using other modalities of personal transportation better navigate conflict zones, leading to

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<sup>1</sup> \*Where bikes have or sometimes have right-of-way over cross traffic.

safer outcomes for all. The benefits would seem to far outweigh the cost and implementation of the green colour treatment.

## **2) Legalizing elephant foot crossings**

In the past, the City has indicated a preference to post signage at each multi-use path crossing with elephant feet, rather than simply amending the municipal Highways and Traffic Bylaw to ensure that people cycling can legally use these crossings without dismounting. Amending the Bylaw would eliminate the need for signage.



“May Use Crosswalk” signage along 122 Ave.

However, we noticed that along some of the more recently constructed multi-use paths with elephant foot crossings, no signage has been posted, e.g. along 117 Ave. and 232 Street south of Dewdney Trunk Road. There may be more multi-use path crossings elsewhere in town where the required signage is missing. People cycling are not legally permitted to ride across these elephant foot crossings.

We urge the City to expeditiously amend the Highways and Traffic Bylaw so that people cycling can legally use elephant foot crossings.

Thank you for your consideration,

HUB Cycling  
Maple Ridge/Pitt Meadows Committee

### **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](http://bikehub.ca).