



Date: Feb. 27, 2013

District of Maple Ridge  
11995 Haney Place  
Maple Ridge, BC V2X 6A9

Attention: Mr. David Pollock, Director of Engineering  
CC: Mr. Michael Eng, Engineering

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Re: Lougheed Highway multi-use cycle track between 216<sup>th</sup> Ave. and Laity Ave.

Mr. Pollock,

Thank you to you and the other engineering team members for taking the time to talk to members of our Maple Ridge/Pitt Meadows Committee at the Open House on the multi-use cycle track along Lougheed Highway last Thursday.

We have discussed the design of the cycle track, and are hoping that you will consider the following suggestions:

- Driveway drops: it would be preferable to have the drop starting at the southern edge of the multi-use track, so that the surface of the cycle track stays level, and drivers crossing the cycle track are more likely to do so slowly and cautiously. Painted surface needs to clearly indicate to any crossing traffic that cyclists/pedestrians have the right of way.
- Visibility of any bollards used on the multi-use path on either side of driveways is very important, so these should have bright, contrasting colours, and warning centerlines/profiled markings could be used, especially where there are curves in the cycle track.  
(see 5.2 Recommendations for practitioners in [http://www.fietsberaad.nl/library/repository/bestanden/121107\\_schepers\\_What-do-cyclists-need-to-see-to-avoid-single-bicycle-crashes.pdf](http://www.fietsberaad.nl/library/repository/bestanden/121107_schepers_What-do-cyclists-need-to-see-to-avoid-single-bicycle-crashes.pdf) )
- With the high volumes of car traffic on Lougheed Highway, visibility for cyclists at night can be a big problem because of the glare of headlights, especially heading east. Edge lines may help to prevent cyclists from riding off the path.
- Push buttons for crossing at both intersections should be easily accessible for cyclists (there should be no need to climb curbs etc.).



- Cyclists should not be required to dismount anywhere along the track.
- Landscaping along the track: where appropriate, a variety of robust, yet easily maintained trees and shrubs would improve esthetics as well as feeling of subjective safety and comfort, since they would serve as natural bollards. These would also help to reduce the headlamp glare for those moving east. Where the width of the space is insufficient for landscaping, a barrier would be preferable. If you would like examples of the different types of barriers that can suit this context, please let us know.

Thank you for considering these suggestions.

Kind regards,

Ivan Chow, co-chair  
HUB: Your Cycling Connection  
Maple Ridge/Pitt Meadows Chapter