

- Safe, AAA facilities at least on one side (phase 1) of Lougheed Highway, but eventually on both sides (phase 2), from Pitt River Bridge to 240th Street. Along sections with commercial establishments these should transition to sidewalks and cycle tracks (these AAA facilities should have connections to and designated routes within 15 minutes ride of schools and transit stations) Note that bi-directional paths on one side of the highway only will have relatively high potential for crashes on roads with high volume car traffic and relatively low volume cycling traffic such as Lougheed in Pitt Meadows and Maple Ridge.
- Bike lanes on Lougheed on less busy stretch east of 240 street.
- Green painted bicycle crossings at intersections so that cyclists are not required to dismount when using separated infrastructure. This will also alert drivers to the potential crossing of cyclists.
- Traffic lights for cyclists to be concurrent with those for cars where possible, to ensure smooth traffic flow for cyclists.
- Green painted bike lanes across off-ramps to Golden Ears Bridge at Meadowtown Mall. Wide AAA bike lanes between Meadowtown Mall and Maple Meadows Way with separated pedestrian path (presently shared shoulders for pedestrians and cyclists).
- Wide, separated bike lanes along Haney Bypass, with well marked, green painted crossings at intersections. Westbound shoulder presently gets extremely narrow from 225th to 222nd Street/Lougheed. In view of the heavy truck traffic on the Haney Bypass, safe, wide lanes are a must on this important route for cyclists. The shoulder along the Haney Bypass is also used by pedestrians, mainly en route to and from the West Coast Express.
- The significant amount of soil and aggregate that covers the shoulders of Lougheed and the Haney Bypass through the winter and into the spring, as well as gravel from gravel trucks throughout the year, is posing considerable problems for cyclists. High priority should be given to frequent sweeping to ensure safety of cyclists.