



June 8, 2015

Honourable Todd Stone,
Minister of Transportation and Infrastructure
Victoria, BC

Re: Connection between the Central Valley Greenway and the Port Mann Bridge

Dear Minister Stone:

First, we thank you for the major cycling projects which you have funded recently, namely the widening of the sidewalks on the Ironworkers Memorial Bridge and the Stanley Park Causeway safety upgrades. We also appreciate the cycling positive initiatives in B.C. On the Move.

We also appreciate that the walking and cycling path on the Port Mann Bridge will be opening soon. However, the regional cycling network in Metro Vancouver still has many gaps. One of the largest of these gaps is the lack of a connection between the Central Valley Greenway (CVG) - a major east-west cycling arterial - and the Port Mann Bridge. This connection will provide safe and convenient access from Surrey and North Delta to Coquitlam, Burnaby, New Westminister and Vancouver. This will also connect the CVG to the Traboulay PoCo Trail, providing much improved cycling access from Burnaby and New Westminister to Port Coquitlam and points east. Currently, those hoping to cycle between the Port Mann Bridge and points west are faced with choosing between riding in high speed traffic on Lougheed Highway or in high speed traffic on United Boulevard. The need for a safe connection to the Port Mann Bridge is heightened by the recent closure of the Patullo Bridge.

The attached document titled Central Valley Greenway - Port Mann Connector outlines a proposal for a safe and convenient cycling connection between the CVG at Braid Station and the Port Mann Bridge.

We encourage MoTI to take the lead on this project since it is regional in nature and is parallel to Highway 1. By implementing our proposed cycling route, you would greatly leverage the investment made in the Port Mann Bridge path and would encourage more people to cycle more often. Our proposed cycling path would also greatly enhance cycle tourism in the region and would complete a major cycling link in the Experience the Fraser initiative which promises cycling and walking paths along the Fraser River from the Salish Sea to Hope.

We look forward to meeting with you or your staff to discuss this proposal further.

Sincerely,

Alexander Clarkson
President
HUB Cycling

Arno Schortinghuis
President
British Columbia Cycling Coalition



Your **Cycling** Connection



The Central Valley Greenway - Port Mann Connector **Addressing a Major Gap in the Regional Cycling Network**

For over 50 years, Metro Vancouver has had a complete road network which allows motorized traffic to travel safely and conveniently to all parts of Metro Vancouver. The same cannot be said for cycling as there are major gaps in the regional cycling network. One of the biggest cycling safety gaps is between the Central Valley Greenway at Braid Station in New Westminister and the north end of the Port Mann Bridge. We call the proposed routing between Braid Station in New Westminister and the north end of the Port Mann Bridge in Coquitlam the **Central Valley Greenway - Port Mann Connector**. The creation of this Connector will provide a critical regional cycling connection for transportation, recreation and tourism. In addition to connecting to the pedestrian/cycling path on the new Port Mann Bridge, this route will also connect New Westminister and Burnaby to the Traboulay PoCo Trail and Colony Farm, and will provide a critical regional link to Coquitlam Town Centre, Port Coquitlam, Pitt Meadows and Maple Ridge.

The Central Valley Greenway, Port Mann Bridge path and the PoCo Trail represent an investment of around \$100 million in cycling and walking. Completing this connection will enable both residents and visitors in this region to maximize the benefit of this investment.

The image below shows the proposed cycling route. The blue line depicts the proposed routing for a safe and convenient connection which will complete this major gap in the regional cycling network. The proposed route travels along a green space corridor shared with the CPR, Hydro, and other utilities, between United Boulevard in Coquitlam and the Trans-Canada Highway.

As this image depicts, there is a gap in the route, shown as the blue line, between the Central Valley Greenway and the Port Mann Bridge. The Central Valley Greenway is a safe route used by thousands of cyclists in Vancouver, Burnaby and New Westminister. However, cyclists wishing to travel between the Central Valley Greenway and the Port Mann Bridge face significant dangers.

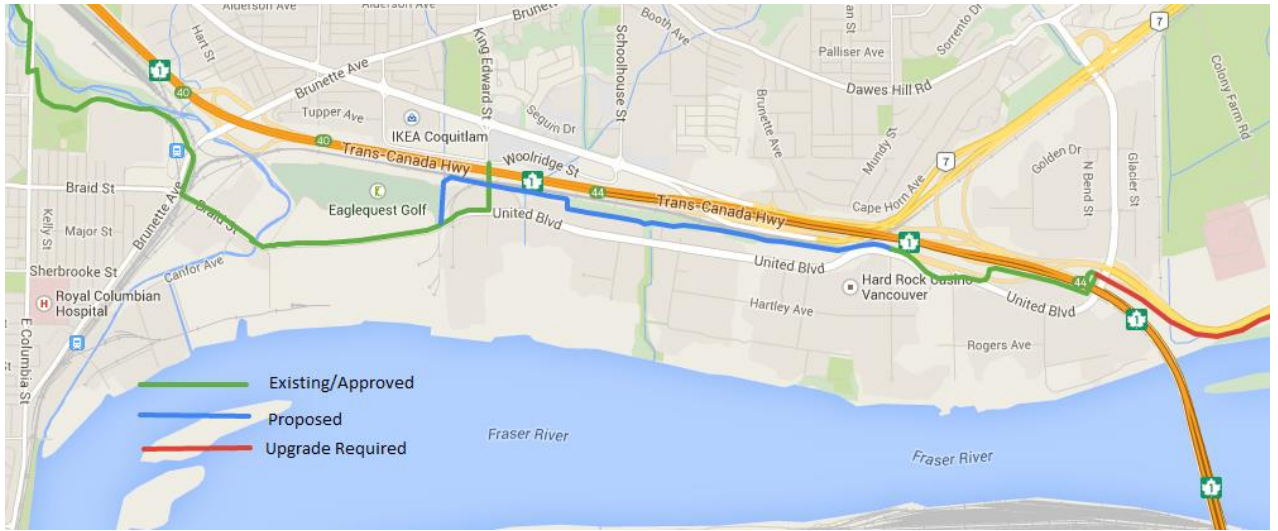


Figure 1: Proposed cycling connections linking the Central Valley Greenway and the Port Mann bridge. Map can be viewed online at: https://www.google.com/maps/d/edit?mid=zrjEu_RKWbrA.k4QyjK8uPkvG

Note that the section along Braid Street will be upgraded by the City of New Westminster by adding a separated multi-use path (MUP) along the north side of Braid Street. Also, a bike path was recently provided on the new Bailey bridge over the Brunette River.

On the section of United Boulevard between the Brunette River and King Edward Street, the City of Coquitlam has provided both on street bike lanes and a separated two way path. Also, a separated path now exists on the King Edward Bridge which spans the railway and freeway.

An excellent path has been provided on the north side of United Boulevard between the Port Mann Bridge and Fawcett Road as part of the Port Mann Bridge/Highway 1 Improvement Project.



Photo 2: A cyclist travelling on United Blvd. between King Edward and Fawcett is faced with high speed traffic without any room on the right side of road. We propose a greenway North of United Blvd. behind the big box stores, thereby avoiding the road altogether.

Unfortunately, as Photo 2 shows, United Boulevard is not safe along its full length. There is currently no safe and convenient way to cycle between King Edward Street and Fawcett Road. This creates a 2.5 km gap in the cycling network between King Edward Street and Fawcett Road.

The City of Coquitlam has proposed a route through a residential area and existing industrial area to the south, however this route is neither safe nor convenient for those wishing to cycle. Specifically this route:

- forces cyclists to cross busy United Boulevard twice, increasing both the risk of collision and travel times;
- is around 900m longer, increasing travel times and risk of collision;
- forces cyclists to cross United Blvd. at Fawcett Rd. which is a truck exit from Highway 1 - this intersection has not been designed for safe and convenient crossing by cyclists;
- forces cyclists to use Fawcett Rd. and Hartley, streets in an industrial area with significant truck turning movements increasing the risk injury to cyclists; and
- misses restaurants, coffee shops, and job destinations where cyclists will likely want to stop.

Due to the increased travel times, the route as proposed by the City of Coquitlam will not be attractive to commuter cyclists. It is through an industrial area so it will not be attractive to recreational and touring cyclists. As well, due to the turns, Metro Vancouver residents and visitors not familiar with the area may not be able to find the route. In addition, the time horizon for this option is several years in the future leaving an unacceptable “no go” zone between the two existing bike routes.

To avoid United Boulevard, we propose a greenway north of United Boulevard behind the big box stores. We propose to use an existing BC Hydro right of way which is located behind the big box stores which line the north side of United Boulevard. The trail would run parallel to Como Creek, on the south side. The proposed location is on high ground for the most part, on land that is currently largely overgrown with Himalayan blackberry.

Our proposed route would provide a critical linkage between the following locations:

- Central Valley Greenway/Braid Skytrain;
- New King Edward Overpass and associated cycling facilities accommodating the Maillardville Community and people on the north side of the Highways and tracks;
- Port Mann bridge and associated cycling facilities, with connections to Surrey;
- Traboulay Poco Trail in Port Coquitlam with connections to Pitt Meadows via the Pitt River Bridge;
- Colony Farm and points north;
- Downtown Port Coquitlam and Coquitlam Town Centre.

Our proposed route would create the potential for loop trails around the Tri-Cities as well as with New Westminister, Burnaby and Vancouver. In other words, Coquitlam, at last, will truly be connected with a safe pathway with the rest of the Tri-Cities, the Central Valley Greenway, the BC Parkway, and the Trans Canada Trail, not to mention the Golden Ears Bridge and the Pitt River Bridge. The proposed connection is vital for the integrity of numerous off-road recreational loops and regional commuter links.


This route is:


- Direct and obvious and
- Separated from traffic and requires no crossing of roads making it much safer

and more comfortable for residents and visitors of all ages and abilities.

As this is a critical connection in the regional cycling network and adjacent to Highway 1, we recommend that the Ministry of Transportation and Infrastructure be the lead agency in the planning and implementation of this route.

Who we are:

 <p>Your Cycling Connection</p>	<p>HUB Cycling is a charitable organization that works to make cycling better through education, events and collaboration. HUB believes that cycling creates healthier, happier and more connected communities. Contact: President@bikehub.ca</p>
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	<p>The British Columbia Cycling Coalition (BCCC) is a non-profit society which is the leading provincial voice for those riding bikes for recreation, transportation and cycle tourism. We want to see more people ride bicycles more often. Our member organizations across British Columbia represent over 10,000 supporters.</p> <p>Contact: President@bccc.bc.ca</p>
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