



December 14, 2018

Honourable Claire Trevena
Minister of Transportation and Infrastructure
Province of British Columbia
Minister.Transportation@gov.bc.ca

Dear Minister Trevena,

Re: Pattullo Bridge Replacement Project - Walking and Cycling Facilities

HUB Cycling and the British Columbia Cycling Coalition are pleased to see the Pattullo Bridge Replacement Project moving forward under your Ministry as one of the first projects to be based on CleanBC principles. As acknowledged in the plans, this is a critical regional cycling and walking connection.

The proposed cycling and walking facilities will clearly be an improvement over the unprotected sidewalk on the existing bridge. However, we are concerned that this project not only represent an incremental improvement but fully support provincial, regional and municipal transportation and environmental plans over the life of the structure. If the targets contained in Transport 2040, the Regional Transportation Strategy, are to be met the Pattullo Bridge will play a significant role. Consequently, we recommend several improvements to optimize the usefulness of the bridge to people walking and cycling. Please find attached documents that we have submitted to the Environmental Assessment Office and your project team detailing the outstanding issues and possible solutions.

Safety

The path design should reflect an appropriate design speed given the grades on the structure. We are concerned that the project currently contemplates only the minimum shared path width identified in Traffic Association of Canada guidelines, defined as being suitable only where bicycle traffic is low and pedestrian use is occasional. We recommend separating walking and cycling paths and providing sufficient width to enable safe passing and to accommodate future growth.

Given that the creation of structural specifications is underway it is vitally important that this issue be addressed immediately, and include corresponding provisions for retrofitting sufficiently wide separate cycling and walking paths should the bridge be expanded to six lanes of traffic in the future.

Minimizing Travel Distance and Time

People have limits to the distance and time they are able and willing to walk, use mobility aids and cycle. In the initial conceptual plan one walking and cycling approach was almost a kilometre longer than the corresponding motor vehicle route. This has been corrected; however, several other approaches remain unnecessarily indirect. We recommend the most direct access routes, designed to connect to both current and future active transportation facilities.

Reducing the Impact of Traffic Pollution and Noise

Providing safe, comfortable facilities is key to attracting more people to walk and cycle. Close proximity to high motor vehicle volumes can expose users to unhealthy and unpleasant levels of air and noise pollution. This may exclude those with respiratory problems from using the paths. Potential mitigation measures include placing walking and cycling paths below the motor vehicle deck (also offering weather protection) and using effective pollution and noise barriers.

Active Transportation and Major Projects

BC's cycling community has frequently been disappointed with the outcomes of major projects. In the cases of the the Pitt River Bridge, the Sea to Sky Highway and the Port Mann Bridge the performance specifications that we had been led to expect were not delivered. The public private partnership process excluded our input beyond the preliminary public consultation and ignored our concerns that key design standards were not being met, resulting in unsafe and inconvenient facilities that will be costly to fix. We are particularly concerned that this not be repeated on the Pattullo Bridge project.

Our members have been involved with the project process for over a year. This fall, we met with the Environmental Assessment Office and your project staff. While they seemed sympathetic to our concerns, they indicated that some of our suggestions may fall outside of the current project scope.

To ensure that the Pattullo Bridge project meets active transportation objectives and the needs of all users we respectfully ask that:

1. the project team fully examine and identify solutions to the expressed concerns;
2. the project scope be adjusted, if necessary, to incorporate best practices and optimize the value of the project to active transportation;
3. we (and other key stakeholders as appropriate) be enabled to provide input throughout the design process to help ensure that active transportation performance specifications are met.

We look forward to meeting with you, your staff and the project team to assist in maximizing the benefits of this project to the people of British Columbia.

Sincerely,

Tim Yzerman
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Attachments:

[EAO submission](#)

[Submission to PBRP team](#)