

December 1, 2020

Honourable Bowinn Ma  
Minister of State for Infrastructure  
Province of British Columbia

**Pattullo Bridge Replacement Project – New Westminster Facilities and Connections**

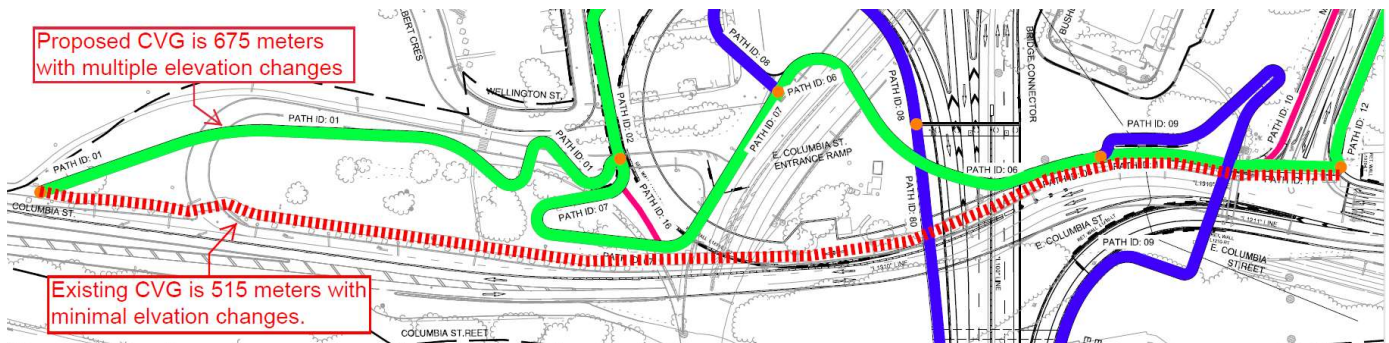
Minister Ma,

We are writing you urgently in your new tenure as Minister of State for Infrastructure as the Pattullo Bridge replacement project is well underway and we are concerned that it will soon be too late to have a meaningful impact on its outcome.

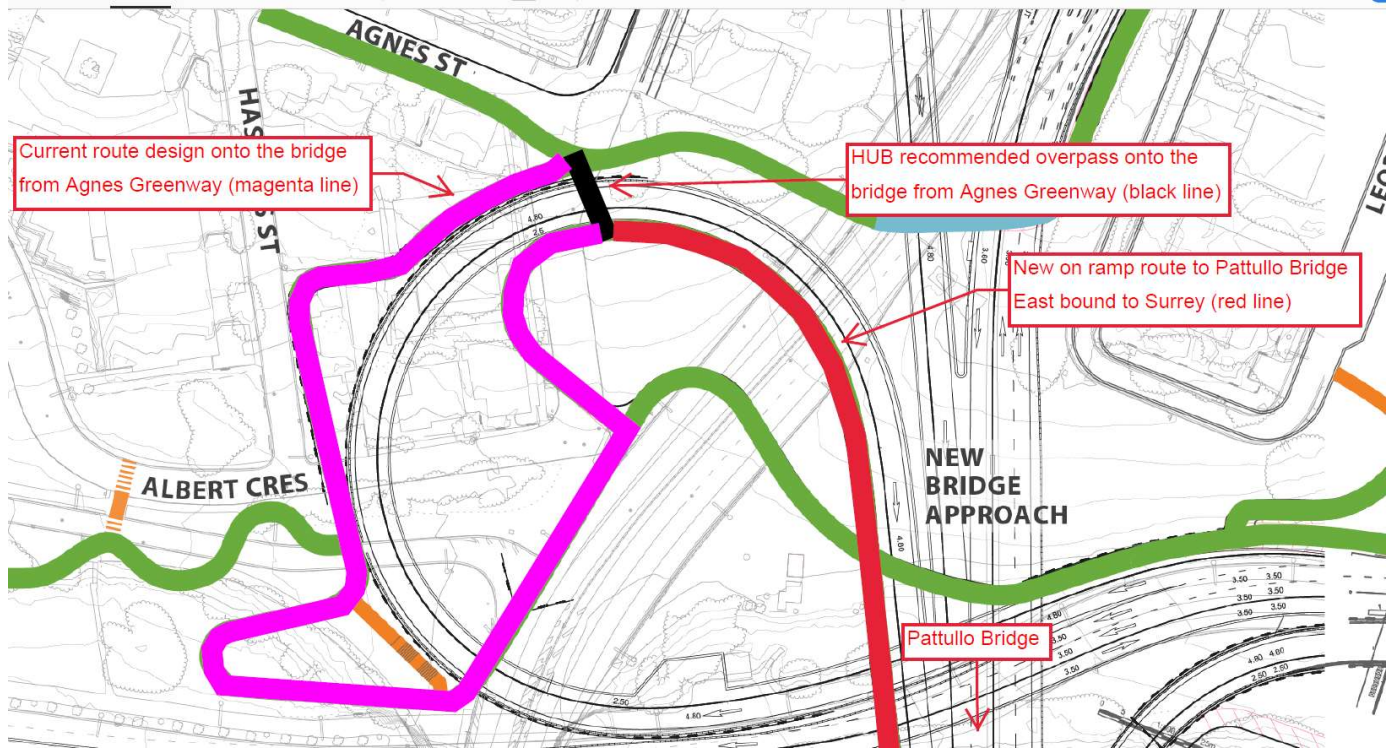
HUB Cycling has been involved in ongoing, meaningful engagements with the Transportation Investment Corporation (TiCorp) about the cycling facilities and network connections that are a part of the new Pattullo Bridge and we are grateful for these opportunities as we believe they have led to the correction of design oversights. These design alterations will greatly increase the number of people who will choose to cycle, walk or wheel on their wheelchairs, mobility scooters or other devices and will also greatly improve the quality of the experience while using the new bridge.

Following our most recent meeting with TiCorp on November 5<sup>th</sup>, we heard that the technical team is continuing to look at two major concerns on the New Westminster side and we hope that with your support, they will be granted the design freedom and financial flexibility to ensure the best possible solutions to support active transportation are found. These items are:

1. The directness of the Central Valley Greenway (CVG), which is located on the North side of Columbia Street. This is a major regional active transportation route and is the most important active transportation corridor on the New Westminster side. The existing CVG is straight with a gentle grade, which is ideal when biking or walking. We have urgently requested that the new CVG follows similar design protocols so it is as straight as possible with minimal elevation fluctuations. We believe that it is unacceptable to replace the existing route with a circuitous new route that has multiple elevation changes. The new route must be as direct and flat as what is currently in use.



2. A direct overpass connection from the North East end of the new Agnes Greenway to the Eastbound onramp to the bridge. The current design is 20 times longer with multiple elevation changes. Not having this direct connection is a fundamental flaw in the design and needs to be corrected.



By eliminating unnecessary burdens for people who cycle, a safer network is created because more people will choose to cycle, leading to familiarity and understanding of all users, by all users.

We request that TICorp be given the support they need to ensure the new Pattullo Bridge is an active transportation showpiece and an example for years to come of what a progressive urban bridge should look like.

Sincerely,

Andrew Feltham, Co-Chair  
Garey Carlson, Co-Chair  
HUB New Westminister Committee

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c/c: Honourable Rob Fleming, Minister of Transportation and Infrastructure  
HUB Regional Advisory Committee (RAC)  
Jennifer Whiteside, MLA for New Westminister  
Mayor and Council, City of New Westminister