

## Jeff Leigh

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**From:** Peter Stary <pstary@telus.net>  
**Sent:** January 12, 2018 9:06 PM  
**To:** Gerry Fleming  
**Cc:** Arno Schortinghuis; Fiona Walsh; Laura Jane; August Sheldon; Ashok Bhatti; David Mintak; Leigh, Jeff  
**Subject:** Re: 12723: Alex Fraser Bridge, Cycling Improvements  
**Attachments:** 20171205-AFB-CapacityImprovements-Cycling-HUB.PDF

Hello Gerry,

Thank you for your letter of December 5 in response to our meeting on September 28 regarding potential cycling improvements associated with the Alex Fraser Bridge Capacity Improvement project and related projects south of the Bridge.

The large majority of proposed changes outlined on the diagrams attached to your letter refer to minor signing and handrail changes. Also included are a couple of routine maintenance items (repaving path sections that contain heaved bricks, trimming vegetation). It's good to see that local widening of bridge sidewalks at the existing sign bridge structures identified as nos. 12 and 15 on the diagrams is included, addressing a long-standing safety issue. Also included is local widening of bridge sidewalks at two locations identified as nos. 5 and 6. Presumably this is to accommodate the placement of new sign support structures to be installed here as part of the Ministry's larger project.

Items 18 and 19, primarily concerning the access ramps at the south end of the bridge sidewalks, identify significant deficiencies but it isn't clear how these will be mitigated. Current issues include grade, width, pavement quality and geometric alignment (extreme switchbacks). We welcome further specific information on these items.

While the significant issue of bicycle access through the Cliveden intersection is identified (item no. 3) we are disappointed to note that it apparently isn't being addressed. Issues that we had raised with you included circuitous and ambiguous routings, surface quality issues particularly at curb ramps and geometric alignment issues, particularly very tight turns exacerbated by surface quality issues. Likewise, items nos. 1 and 4 identify significant issues with the access paths at the north end of the bridge that it appears are not being addressed.

Items not identified include:

- improved access to Nordel Way for cyclists travelling to and from Surrey and North Delta
- improved access to Dyke Road in Richmond, including improvement of the tight switchback where the asphalt access path meets the concrete sidewalk, upgrade of the asphalt path itself and paving of the gravel paths that currently connect the asphalt path to the Richmond and New Westminster street networks.
- tight switchbacks on the ramp structure connecting to Boundary Road

Also not mentioned in your letter are issues that we raised with respect to work currently underway at the Hwy 91/72<sup>nd</sup> Av. intersection and changes planned for the Nordel Way/Hwy 91/Hwy 17 intersection.

The Alex Fraser Bridge is a key link in the regional transportation network, especially for cyclists who are prohibited from using the Massey Tunnel. We believe that the difficulties and discomforts associated with negotiating the bridge and its access roadways are a significant deterrent to

cycling trips. We welcome further dialogue with you to ensure that as much as possible can be accomplished in the near term to improve conditions for non-motorized users.

Peter Stary  
HUB / BC Cycling Coalition representative