



Your **Cycling** Connection

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October 25, 2021

To:

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the City of Pitt Meadows, Samantha Maki <[smaki@pittmeadows.ca](mailto:smaki@pittmeadows.ca)>

Mayor and Council, City of Pitt Meadows <[Council@pittmeadows.ca](mailto:Council@pittmeadows.ca)>

Re: Pitt Meadows Road and Rail Improvements project;  
Harris Road underpass pedestrian and cycling facilities

### **To whom it may concern,**

For this phase 2, part 2 of the public engagement for the planned Harris Road underpass we would like to refer to our [letter](#) of August 19, 2019.

As this is a once in a lifetime opportunity to get it right, we wish to once again strongly emphasize the importance of high-quality facilities for people of all ages and abilities who walk, cycle or roll through the underpass.

TransLink's newly released draft Transport 2050 plan points to a very strong commitment for the region to people-first streets, and the transition to a more sustainable transportation system, with a significant shift from planning and designing primarily for private motor vehicles to accelerating the much needed work to complete and improve high quality networks for active transportation, i.e. walking, cycling, rolling and transit.

The rapidly evolving transportation landscape now of course includes new micromobility options, such as electric-assist bikes, e-scooters, bike share etc. Due to significant speed differentials, the need for sufficient space for active transportation can not be overstated.

At Council's Engagement and Priorities meeting on October 19, Councillors Hayes and Miyashita shared their concerns about the seemingly narrow space allocated for active transportation, judging from the video and artist renderings provided. They rightly pointed out the need for adequately wide facilities to ensure safety of all users.

Our HUB Cycling Local Committee share Councillors Hayes' and Miyashita's concerns and once again reiterate our strong desire for at least 4 m clear width dedicated to active transportation to be part of the design for the underpass, which we feel is the very minimum that will be needed for safe and comfortable movement of all users.

With the realignment of the underpass to the west, we expect that space allocation will be less of an issue.

The wide elevated pathways will provide additional space for the required pumps and other equipment needed for the operation and maintenance of the underpass structure.

The community of Pitt Meadows is being expected to bear the heavy burden of an increasingly disruptive railroad cutting right through its heart, slicing the City in two halves and limiting north-south movement considerably. We feel this project provides an opportunity for all project partners, but in particular Canadian Pacific Railways, to give back to the community. We hope that all project partners will recognize that it's important to minimize the disruption in the community as much as possible, and that we can look forward to a high quality, attractive, people-first design of the underpass that the community of Pitt Meadows can be proud of for the next 50+ years.

With kind regards,

Peter Jongbloed  
*HUB Cycling*  
*Maple Ridge/Pitt Meadows Committee*

JC/PJ/IC/NC/JL

### **About HUB Cycling**

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).