



August 11, 2015

Ashok Bhatti
District Manager, Lower Mainland
Ministry of Transportation and Infrastructure
310 - 1500 Woolridge Street
Coquitlam, BC V3K 0B8

RE: Port Mann Bridge multi-use path – cycling deficiencies

Thank you for supporting active transportation through investment in a multi-use path on the Port Mann Bridge (PMB), which now provides long-needed cycling connection between Surrey and Coquitlam across the Fraser River.

Recent efforts by the Ministry of Transportation and Infrastructure and Transportation Investment Corporation to address certain deficiencies, such as the presence of obstructions and the absence of a safety fence, are also appreciated.

However, some deficiencies remain in the work undertaken by TI Corp as part of the construction process, which currently pose safety risks to people on bicycles.

The document does not address more serious connectivity issues that are beyond the scope of the work undertaken by TI Corp. We will address these issues separately with the Ministry of Transportation and Infrastructure, as well as other local and regional authorities.

List of Deficiencies

- 1. Access to pre-existing trails:** At the start of bridge construction in 2010, cycling and walking access along pre-existing trails from the Coquitlam River Bridge to Maquabek Park was blocked. These trails were recognized access points for recreational cycling originating in Port Coquitlam and Pitt Meadows (see Appendix A). Maintaining access to these trails was addressed in several bulletins by MOTI throughout the project. These trails and access points have not been restored to their previous conditions; in particular, a trail that once ran along the south side of the Mary Hill Bypass directly adjacent to the roadway has not been restored and is currently blocked by a large concrete divider. With the subsequent relocation of the roadway, there is ample space to restore the trail to its original conditions, and we request that this restoration occur immediately.
- 2. Lack of protective bollards on connector between PMB ramp & Lougheed Highway westbound:** This one-way bike lane takes cyclists from the bottom of the north end of the PMB to the shoulder of an off-ramp, which joins Lougheed (westbound). The vehicles are travelling at a very high speed; in order to prevent motorists from driving into the lane as cyclists emerge from the off-ramp shoulder, protective bollards are needed. Similar bollards have been installed in several other locations (see Appendix B).
- 3. Lack of directional signage on north end of Port Mann Bridge:** Upon arriving in Coquitlam, people on bicycles have three options:
 - proceed straight to Mary Hill Bypass bike lane (eastbound)
 - turn left (north) to join Lougheed Highway bike lane (westbound)
 - turn right (south) to join path heading towards United Boulevard and Fawcett

The PMH1 contracts included a provision for signage. While there are signs at various points along the bike lane, none of the signage provides wayfinding or directions for these options. We



believe this is unacceptable, and little if any consultation was conducted with the cycling community to direct bridge path users to their intended destination, or to safety should they lack road riding skills and experience. At minimum, signage is required at the bottom of the bridge path ramp in Coquitlam (see Appendix C).

We look forward to your response to our concerns and recommended amendments.

Sincerely,

Alexander Clarkson
Co-Chair, Regional Advisory Committee
President, Board of Directors
HUB Cycling
rac@bikehub.ca

CC:

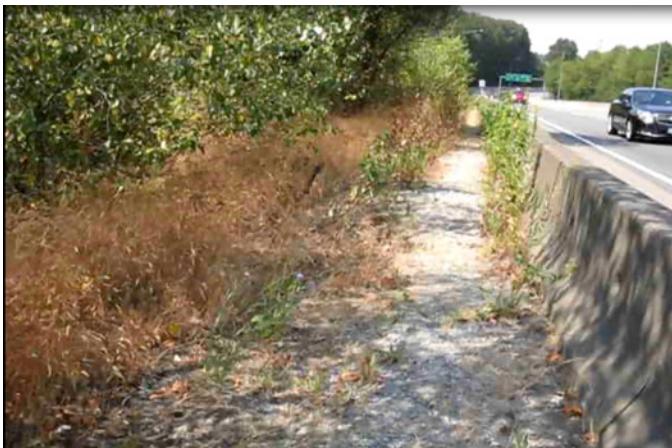
Kirsten Pedersen, Regional Director South Coast Region, Ministry of Transportation and Infrastructure
Greg Johnson, Transportation Investment Corporation
Catherine Mohoruk, Manager of Transportation Planning, City of Coquitlam
Jaime Boan, Manager, Transportation, City of Surrey
Richard Campbell, President, British Columbia Cycling Coalition
Léon Lebrun, Regional Chair, Southwest, The Trails Society of British Columbia (Trails BC)
Erin O'Melinn, Executive Director, HUB Cycling
HUB Tri-Cities Committee
HUB Surrey – White Rock Committee
HUB Maple Ridge – Pitt Meadows Committee
HUB Regional Advisory Committee

APPENDIX A

Pre-existing trail from Coquitlam River Bridge to Maquabek Park



Barrier blocking old bike path



Old bike path



Temporary detour sign from PMH1 construction. This was formerly an actively used trail and would be a great asset to people getting to the bridge from Port Coquitlam. It connects eventually with a lower trail a little closer to the water.



APPENDIX B

Lack of protective bollards. This one-way bike lane takes cyclists from the bottom of the north end of the PMB to the shoulder of an off-ramp, which joins Lougheed (westbound).



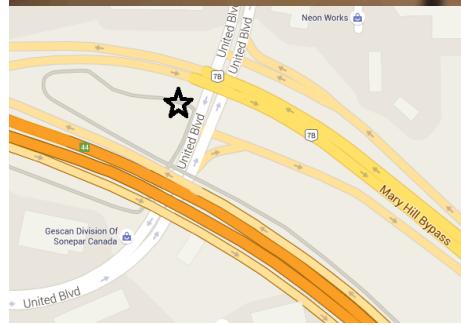
Missing protective bollards



Example of typical protective bollards at Lougheed eastbound toward Leeder (new PMH1 lane).

APPENDIX C

Lack of signage at the bottom of the bike lane



Lack of signage at bottom of PM bike lane on Coquitlam side. Facing eastbound towards Mary hill bypass. Signs need to indicate direction for various bike lanes.

Warning signs should be placed to indicate danger areas, e.g. north bound on United.