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From: **Andrew Feltham** <feltham@telus.net>
Date: Mon, May 31, 2021 at 5:39 PM
Subject: PattulloBR impact on Central Valley Greenway in New Westminster
To: <minister.si@gov.bc.ca>
Cc: <Minister.Transportation@gov.bc.ca>, <jennifer.whiteside.MLA@leg.bc.ca>, <jcote@newwestcity.ca>, Patrick Johnstone <pjohnstone@newwestcity.ca>, <jmcevoy@newwestcity.ca>, External-Clerks <clerks@newwestcity.ca>, Garey Carlson <gareycarlson@yahoo.com>

Dear Minister Ma,

We have just sat through a presentation from TICorp/PBR team in the New Westminster Mayor's Task Force on Sustainable Transportation. We understand that the purpose of this meeting was for TICorp representatives to respond to the four alternative routings for the Central Valley Greenway (CVG) through the PBR project site.

Following this meeting we remain very disappointed with TICorp's response. Moreover it is alarming, given the advanced project timelines, that TICorp has not recognized the unreasonableness and unacceptability of their design for the CVG - particularly their supersized overpass and significant deviation from the desire-line for Active Transportation (AT) users..

We maintain that

1) it is unacceptable to take an excellent --optimally graded, direct--, well used MUP route and replace it with a circuitous, non-intuitive routing with significant extra elevation changes. The CVG was always the most important active transportation component of the entire project being used in daily routines by hundreds of people. This was always self-evident.

2) the overpass in the TICorp design is completely unreasonable, more than twice as high as a normal overpass. It is chosen to accommodate the new road design and not the needs of AT users. As the design is so unreasonable to AT users we are certain that many people will choose not to use it -- cyclists will remain on Columbia St and pedestrians will look for shortcuts. Over the years many will be discouraged from fitting AT into their daily routines due to the perceived barrier this project creates.. In this regard the Province will be spending (tens of?) millions of dollars to build a structure/routing that many people will choose not to use. In the context of new infrastructure, where nothing was there before, this might be acceptable, but in this case it is coming at the expense of existing excellent infrastructure. TICorp is clearly solving a vehicle movement problem at the expense of AT users.



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3) the proposed CVG routing (at the cost of \$millions) will make many active transportation users significantly less safe than the route they have today because many will choose not to use it for reasons stated above. While some may think that such users create their own risk by making such choices, we remind you that they do not need to make risky choices with the CVG routing we have today... it perfectly meets the needs of its users and is safe.

Much is made of safety in TICorp's textbook analysis, but we maintain that this analysis does not reflect reality. You can see examples of AT shortcutting on MoTI infrastructure in many places around the Lower Mainland.

We provided four distinct ideas for TICorp to evaluate as alternatives to their design and help move beyond the impasse that their design has created. Instead of being creative to determine how to make these or other ideas work, they have responded only with superficial reasons why these could/should not be done. Again they have not recognized the unreasonableness of a supersized overpass and the impact that such a structure/routing will have on regular travelers going to SkyTrain, shops, businesses in the downtown core.

We ask that you not allow the Province to spend such large sums of money on a routing which is much worse than the one we have today, which will encourage many people not to use it at their own risk, and sadly will discourage many others from making active transportation as part of their daily routine. As we have engaged faithfully from the beginning of this project, we remain ready to participate in any process which will help arrive at an excellent design for active transportation users and good value for the taxpayers of BC.

Sincerely,

Garey Carlson, Andrew Feltham
HUB-New Westminster, co-chairs.