

April 2, 2023

editor@richmond-news.com

Dear Editor,

The planned multi-use pathway (MUP) on Steveston Highway would be of benefit not just to anyone who rides a bike, but also to anyone walking, running, rolling, or pushing children in a stroller, as well as wheelchair or mobility aid users. The Steveston MUP is similar to the Railway Greenway, with an entirely separated path that's open to use by anyone, and will accommodate people of all ages and abilities. It connects to several other existing multi-use pathways, and will be part of a continuous active transportation network that will provide a convenient, safe and viable route for traffic to and from the future George Massey Tunnel replacement.

The cost reflects the fact that this is something very different from and much better than a painted bike lane, and necessitates improvements at every intersection to make everyone safer. In return, we believe it will increase the number of people who choose to use active transportation on a regular basis, by providing a safe and comfortable route that would be especially attractive to families and those with less experience. Increasing the mode share of active transportation is especially critical if we are to meet our climate goals as a city.

Our HUB members have supported the proposed MUP since its inception years ago, as did our councilors. During the election campaign, every councilor responded to our HUB survey saying they support this exact type of infrastructure. The majority told us they supported the increased spending to make it happen. Because this is a priority for the region, TransLink is providing a large amount of funding for active transportation projects including this one, and the remainder will come largely from developer fees. It is better that we develop this infrastructure now rather than realize that we need it later, when costs are even higher.

According to city staff, replacing the Williams Road bike lanes with a MUP instead would cost similarly to a Steveston Highway route, whilst serving less key destinations and having many more conflict points from intersections and driveways. HUB does not view this as a viable option. While the existing bike lanes are appropriate for more experienced and confident riders, and would be great to maintain as they are, they do nothing to address the needs of pedestrians and other path users. There is also currently no complete safe connection from Williams Road to the future tunnel, and we believe it would be a considerable missed opportunity for the city not to make use of the TransLink funding that is available for this project due to the tunnel connection.

The goal of building multi-use pathways is to create infrastructure that is safe and useful for everyone to get around more easily. This can lead to more people walking, biking, and rolling, which in turn can lead to major benefits to physical and mental health, and reductions in both government spending on road infrastructure and personal spending on vehicles.

Sincerely,



Devyn Cairns
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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.