

GEORGE MASSEY TUNNEL REPLACEMENT PROJECT

MEETING NOTES

Agency: GMT Cycling Working Group (CWG)

Location: Engineering Meeting Room, Delta Municipal Hall
4500 Clarence Taylor Crescent, Delta, BC

Date: January 10, 2017 10:30am-12:30pm

Participants: Corporation of Delta (CoD)
Doreann Mayhew
Hon Yee
GMT Project Team
Amber Standbridge
Claire Burton-Doyle
Joost Meyboom
HUB Cycling
Arno Schortinghuis
Jeff Leigh
Ministry of Transportation and Infrastructure
Matt Foley

Written by	Reviewed by	Accepted by
CBD	AS, PR	

Key Discussion Topics

1. Summary of December Meeting

- CWG summarized the key points of the last working group meeting on December 14, 2016, including the selection of Shell Road as the preferred route through Richmond, that CoR would review the scope of the route and provide a cost estimate, and that a meeting would be convened early in the new year (today's meeting) to identify a recommended route for Delta.
- HUB noted that it continues to believe that parts of the Highway RoW in Richmond may still be feasible, and would still like to see a route along the Highway 99 RoW be considered

2. Preferred Delta Route

- GMT noted that the Highway 99 RoW in Delta poses similar challenges to those posed in Richmond.
- HUB noted that the scoring for this route is high for safety and low for utility, but that the utility score would be higher if community connections were improved.
- GMT identified where community connections currently exist (the tunnel at 64 Street and the 72 Street agricultural overpass) or are being improved as part of the Project scope (Highway 17A, Matthews Interchange, and 112 Street).
- HUB spoke of a HUB-sponsored survey of HUB members asking how often they would use a cycling route along Highway 99. HUB will forward the survey results to CWG.

- Discussion ensued in the following areas:

Highway 17 (SFPR) to Highway 91 Interchange

- CWG discussed the Boundary Bay Dike Trail and if it would be possible to more directly connect Hornby Drive to the trail as compared with the current connection on 112 Street. HUB noted that a direct connection here would be considered a “win”.
- It was noted that digging in the area of the Boundary Bay Dike Trail could be challenging due to potential archeological finds, but that laying gravel down should not be a problem.
- CWG discussed Hornby Drive traffic volumes, and what cycling facilities exist currently. CoD noted that Council is not interested in upgrading Hornby Drive because it is meant to be used for agricultural traffic. Council and staff are concerned that any upgrades would encourage more use by highway traffic seeking to bypass congestion on Highway 99. GMT noted that use of side routes should be resolved once the Project is complete.
- CoD noted that because Delta has a large geographic area with vast tracts of agricultural land, it is difficult to build trails that families can access. HUB responded that HUB has met with Delta Council to discuss the concept of cycling tourism in Delta.
- CWG agreed that east of SFPR the best route follows Burns Drive to Matthews Interchange, then crosses Highway 99 to connect with Hornby Drive and the Boundary Bay Dyke Trail.

George Massey Tunnel replacement bridge to Highway 17 (SFPR)

- CWG discussed potential routes between the new bridge and the 64 Street tunnel/Burns Drive:
 - CoD noted that there are no current plans to upgrade 64 Street and that cyclists use it because it has low traffic volumes and connects to the Tunnel bike shuttle service.
 - The proposed route would follow River Road “east” to Vasey Road (60 Ave) and connect with Highway 17A and 64 Street
 - HUB noted a preference for an “All Ages and Abilities” (AAA) connection along Highway 99 from the new bridge to the 64 Street tunnel without having to travel along Vasey Road
 - CWG discussed connecting new bridge to Highway 17A via River Road and Vasey Road, and CoD noted that Council supports this connection
- CoD noted that the designs to reconnect River Road underneath the new bridge and associated upgrades to River Road and Vasey Road are in Delta’s five-year capital plans. Development of concept designs and cost estimates is planned for later in 2017 (approximately 6 months).
- HUB reiterated preference for an AAA route for the connection between the new bridge and the 64 Street tunnel, whether along Vasey Road or along the Highway 99 right of way.
- GMT requested that CoD prepare two cost estimates for the route between new bridge and 64 Street – one for a route designed to municipal standards and one for a route designed to AAA standards.
- CWG discussed using the Highway 99 right of way. HUB prefers this option because it connects to Highway 17A and to Ladner Town Centre.

3. Next Steps

- CoD to provide CWG with cross-sections of River Road and Vasey Road and to provide a cost estimate for the route.

- CWG will schedule a meeting for February to review the preferred route for entire corridor.

Action Items

Actions	Who	Complete By
Cross-section for Delta route	CoD	Next CWG meeting
Cost estimate for River Road/Vasey Road improvements	CoD	When available (target mid-2017)
Schedule meeting to complete preferred route, plan next steps	GMT	February

Next Meeting

The next meeting of the Cycling Working Group is TBD.

Amendments to meeting minutes can be sent to by email to claire.burtondoyle@gov.bc.ca. Thank you.