



January 28, 2016

Patrick Livolsi
Assistant Deputy Minister, Infrastructure Division
Ministry of Transportation and Infrastructure
310 - 1500 Woolridge Street
Coquitlam, BC V3K 0B8

Re: George Massey Tunnel Replacement Project - Project Definition Report

Dear Patrick,

HUB Cycling is a charitable organization that works to get more people cycling, more often, through education, events and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone. HUB Cycling has ten local volunteer committees working on improving cycling throughout Metro Vancouver, including committees in Richmond and Delta, and a Regional Advisory Committee working on issues of regional significance.

We take this opportunity to provide feedback on the Project Definition Report (PDR) dated December, 2015 for the George Massey Tunnel Replacement Project. HUB Cycling previously submitted recommendations to the project team on this project in July 2014, and will continue to make recommendations on design details that will have the most impact on improving cycling. Here we comment specifically on the project scope, goals, and performance measures contained in the PDR.

We have a significant concern with the PDR in terms of the limited scope relating to cycling. The movement of light vehicles, heavy trucks, and transit vehicles are all addressed in the project scope, with associated performance measures. However, cycling does not receive the same treatment.

The project scope for vehicles is described as covering a distance of approximately 24 km, between Bridgeport Road in Richmond and Highway 91 in Delta. Conversely, the cycling scope is limited to the proposed bridge itself, apart from highway crossings at some interchanges along the route. There is not a plan to provide a safe and convenient cycling route in this corridor. The specific goal for cycling is stated as "Support options for pedestrians and cyclists" and not to actually provide a route that would contribute to meeting the goal of increased user counts.

We recommend developing a clear cycling goal for the project, namely to provide a safe and convenient connection the length of the project scope, with an objective of increasing cycling traffic along the length of that corridor. There should be measurable targets relating to cycling mode share and number of trips, which will help ensure that this project makes a contribution to these initiatives proportional to its cost. Having measurable targets will also assist the project team by providing a means of evaluating various options as they are considered through the design and construction process.

The inclusion of cycling infrastructure is in line with MoTI policy; provisions for cyclists are made on all new and upgraded provincial highways, and the Ministry's goal to integrate bicycling on the province's highways by providing safe, accessible and convenient bicycle facilities and by supporting and encouraging cycling.

We recommend that this new cycling route be constructed within the Highway 99 corridor, and leave it to the design team to determine whether it is best positioned within the Right of Way (ROW) or on adjacent municipal land, which would imply partnership with relevant municipalities. In either case, it is imperative that the associated infrastructure be funded and built under the project umbrella.

The *BC On the Move* survey results showed a big demand for improved cycling infrastructure in this area. Cycling is the fastest growing transportation mode in Metro Vancouver, and supporting cycling pays dividends in terms of Greenhouse Gas emission reductions, a healthier population, reduced pressure on transportation infrastructure, and improved mobility options when transit reach and affordability are



significant challenges in the region.

We have seen significant challenges post-construction on other major projects that included cycling paths, when connecting routes were made the sole responsibility of local municipalities. The time to resolve this is now, so that higher costs and additional staff time are not needed to deal with safety and access problems created by a lack of connecting routes after the bridge is built.

We appreciate that cycling paths are part of the design of the proposed bridge. In order to leverage this investment, and ensure that project objectives relating to mode share and number of trips be achieved, it is necessary to have good cycling routes connecting to the bridge at both ends. This project represents an opportunity to remove significant gaps in the regional cycling network by building a high quality, safe, and convenient route connecting the new bridge to points north and south.

Thank you for your consideration, and we look forward to an opportunity to discuss these important points with you or your representatives.

Sincerely,

Erin O'Melinn
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HUB Cycling
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CC:

HUB Regional Advisory Committee
HUB Richmond Committee
HUB Delta Committee
Geoff Freer, Executive Project Director, Massey Tunnel Replacement Project
Lori Alexander, Community Relations, Massey Tunnel Replacement Project