



December 1, 2017

Ms Anna Kosmala,
A/Area Manager, Fraser South & UBC
Ministry of Transportation and Infrastructure
Lower Mainland District
310-1500 Woolridge Street
Coquitlam, BC
V3K 0B8

Re: Delta HUB Cycling – Proposed 2018 Community Safety Enhancements

Dear Ms Kosmala,

On behalf of the Delta HUB Cycling Committee, I am writing in response to your November 29, 2017 email requesting input on proposed cyclist enhancements.

Delta HUB maintains an ongoing list of needed improvements within MoTI's jurisdiction, which we are pleased to share with you (below):

Location	Description
DEBRIS CLEANING	
Various	<ul style="list-style-type: none"> - <i>More frequent</i> debris cleaning is required on area highways – particularly Hwy 17/SFPR – where high speeds and significant truck traffic already compromise the safety of cyclists who choose to travel there. - <i>More focused</i> debris cleaning is needed at key “pinch points” that accumulate dirt more quickly. These include the on & off ramps (for instance, northbound Hwy 17 from Tsawwassen at Hwy 17A overpass; cyclist must merge with trucks to continue onto Hwy 17, and must navigate over medians with lots of debris). - <i>More effective</i> cleaning method – as effected by municipalities such as Delta – whereby debris is “taken in” rather than merely swept to the side (or, in the case of the SFPR, getting caught in the cement barriers). For the safety of cyclists, all new contracts should include this method for debris clearance.
SIGNAGE	
Mainroad shuttle drop-off (at Town & Country Inn)	- A signage map is required to allow travelers to understand the safest area route for their ability. If the Town & Country Inn site is redeveloped for the proposed new Casino/Hotel, Mainroad and MoTI will need to engage with the cycling community to ensure that the bike shuttle and related facilities (including signage) are incorporated into site plans.
Burns Drive by Hwy 17	- Route signage that points to Hwy 17 east needs to point to route under overpass too.
Westbound Hwy 10 at bottom of Scott Road (overpass)	- Signage required to inform cyclists of alternative routes (i.e. 112 St, Hornby Drive, Burns Drive). Hwy 10 is narrow, busy and has deteriorating edges, which may discourage many cyclists and compromise their safety. Signage for vehicles ahead of Hwy 91 entry lane would also be helpful to notify drivers about the presence of cyclists continuing along Hwy 10.



Location	Description
SAFETY HAZARDS	
Alex Fraser Bridge	<ul style="list-style-type: none"> - Sign posts on bridge take up half of the bike lane on both sides, directly at cyclist's shoulder height. They are hazardous to cyclists using the bike lanes, and many cyclists choose not to use this bridge facility because of the location of these sign posts. Consider adapting/modifying. - South exit on the West side. The roots and frost heave have made it dangerous all the way from the bridge to the road. - South entry ramp on the east side. The ramp is difficult to approach (there is no path to the entrance path from the ice rink parking lot; then the entrance path is chewed up and it is rough to get on bridge path); ; in addition, recent water accumulations at path entry have made it challenging to use.
Hwy 10 at Hwy 91 overpass	<ul style="list-style-type: none"> - Grates on overpass on both sides of Hwy 10 run parallel to the road, and represent a hazard to cyclist's tires, and safety. To avoid the grate on the north side (when returning towards Ladner/Tsawwassen) cyclists must veer into the traffic lane.
Various (Highway construction sites)	<ul style="list-style-type: none"> - Notwithstanding Construction Management Plans, warning signs for road construction are often located on tripods in the bike lanes/shoulders, forcing cyclists into traffic lane. Suggest having signs on poles hammered into side verge.
Hwy 10 - Hwy 99 crossing	<ul style="list-style-type: none"> - Presently there is a safety gap for cyclists who travel over Hwy 99 via Ladner Trunk Rd (Hwy 10). With the Massey Tunnel Replacement uncertain, plans for the replacement of the interchange at Hwy 99 and Hwy 10/96 St (with proposed cycling infrastructure) are in jeopardy.
INFRASTRUCTURE	
Northbound entrance to Hwy 17 at Hwy 17A	<ul style="list-style-type: none"> - Cyclists continuing along Hwy 17 must cross busy entrance to Hwy 17A overpass. For safety, suggest that a new paved path be constructed from the Hwy 17 shoulder – along the lower part of the Hwy 17A overpass, on its eastern side – connecting with a new entry point to the SFPR. This would complement the new paved paths that MoTI implemented (to 64 St/28 Ave) in conjunction with the nearby Truck Staging Facility, to avoid a similarly hazardous merge for southbound cyclists. For illustration, a simple diagram of the proposed change can be found below:



Location	Description
Hwy 17 (at 72nd St exit)	- Southbound cyclists are led off of the SFPR to travel along 72 nd St, where they are to proceed across Hwy 10/Ladner Trunk (to Burns Drive) via 72 nd . At the Hwy 17 exit, they are confronted with a concrete barricade and an unpaved path. This path should be paved with simple signage explaining the detour.
Hwy 17 at 52nd St	- Due to road width and traffic levels, a cycle/pedestrian overpass is required at Hwy 17 and 52nd St. This is a critical community crossing point (between Tsawwassen and Ladner/TFN). - In the interim, a cycling crosswalk (detailed with “elephant feet”) adjacent to the pedestrian crossing would enhance safety along this designated north-south cycling route.
Hwy 17 at BC Ferries Causeway	- Multi-use path is needed along Hwy 17 to access Tsawwassen Ferry Terminal (comparable to the Lochside Trail in Saanich from Swartz Bay Ferry Terminal). Vehicle/truck speeds, debris and limited lighting all contribute to hazardous conditions for east and westbound cyclists along the causeway.
TRAFFIC LIGHTS	
Hwy 10 at Hwy 99	- The traffic light stays red on both sides, which is confusing for cyclists heading west and turning left onto Hwy 10. Traffic light should change to green when red light is activated on the north-south side.

Delta HUB appreciates the opportunity to contribute these proposed improvements to MoTI for the upcoming fiscal year. We thank you for your consideration, and collaboration, and welcome any questions that you may have.

Sincerely,

Patrick Thompson
Chair, Delta HUB Cycling Committee
delta@bikehub.ca

cc: Ms Laura Jane, Acting Executive Director, HUB Cycling