

**MINUTES – Delta HUB Committee Meeting**  
Thursday October 5<sup>th</sup>, 2017, 7:00pm

**1. INTRODUCTIONS**

Patrick (Chair), Patrick, Julie, Barbara, Hillary, Sandra, Bill, John, Leon, Dave

**2. NEW ITEMS:** New items included for discussion

Cycling Survey (Tsawwassen Business Improvement Association)

- For the September 9<sup>th</sup> “Tsawwassen Community Rides” event, the Tsawwassen BIA developed an interactive survey to ask community members about their cycling habits and preferences. At the Tsawwassen Town Centre, TBIA and Delta HUB members led people through the survey using colour-coded stickers (*at right*).
- The survey questions and summarized results include:

**(1) How often do you cycle?**

Daily (23%), Weekly (24%), Monthly (26%), Annually (15%)

**(2) Why do you cycle?**

Recreation (46%), Exercise (29%), Commuting (9%), Errands/Shopping (16%)

**(3) How often do you cycle for errands, appts, and/or to shop?**

Not often (47%), Very often (18%), Somewhat often (30%)

**(4) How accessible is it to cycle in Tsawwassen?**

Very (36%), Somewhat (30%), Not really (20%), Don't know (14%)

**(5) What's the primary reason for NOT cycling more often?**

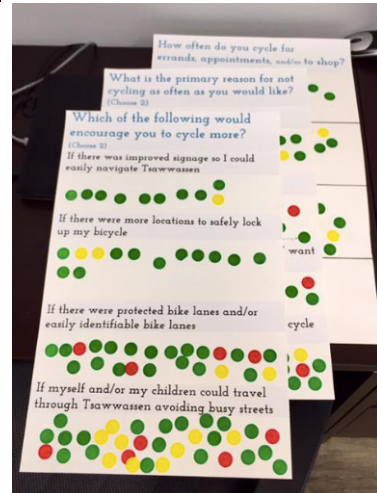
Roads are too dangerous to cycle on (36%), Too busy (24%), Not sure where to go (22%)

**(6) What would encourage you to cycle more?**

Could travel avoiding busy streets (42%), Protected and/or easily identifiable bike lanes (30%)

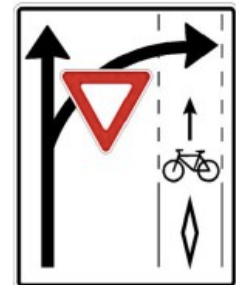
**(7) How do you decide which routes to take?**

Experience (48%), Word of mouth (22%), online (12%)



Safety concern: Bicycle-Vehicle conflict zone (52 St, south of Hwy 17, Tsawwassen)

- A Delta HUB member identified a safety concern for cyclists traveling north along 52<sup>nd</sup> St to the Hwy 17 intersection. There are a large number of northbound cars on 52<sup>nd</sup> turning right (east) onto Hwy 17, using the right/merge lane.
- With the current conditions, many motorists may not be aware that there is a cycling lane along 52<sup>nd</sup> St, and that cyclists will be traveling (north) through the intersection – through the eastbound merge lane.
- While bike markings can be found on the roadway adjacent to Imperial Village, it was felt that cyclists lack visibility in the zone near the Hwy 17 intersection (where there are no road markings).
- To resolve the concern, Delta Engineering suggested that they will install a new sign in advance of the transition zone (*at right*), indicating “Turning Vehicles Yield to Bicycles”.
- With this new signage, cyclists will be provided with the right of way in this conflict zone.



### New Speed Humps on River Road (Richmond)

- Delta HUB connected with Richmond HUB and Richmond's Active Transportation Committee (RATC) to learn more about the speed humps being installed along River Rd.
- The speed humps will be installed by the municipality – despite considerable local opposition – due to the perceived lack of safety in the area due to speed.
- It was decided that the humps would be installed all the way to the gravel shoulder (i.e. into the bike lane) after recognizing that vehicles would likely swerve into the bike lane to avert them (i.e. causing potentially more danger to cyclists).

### Open House – Tsawwassen Town Centre Redevelopment (“Block A”)

- Interested Delta HUB members are encouraged to attend an upcoming Open House about the first proposed project in the Tsawwassen Town Centre redevelopment:

**WHEN:** 4:00-7:30 pm on Thursday, October 19, 2017

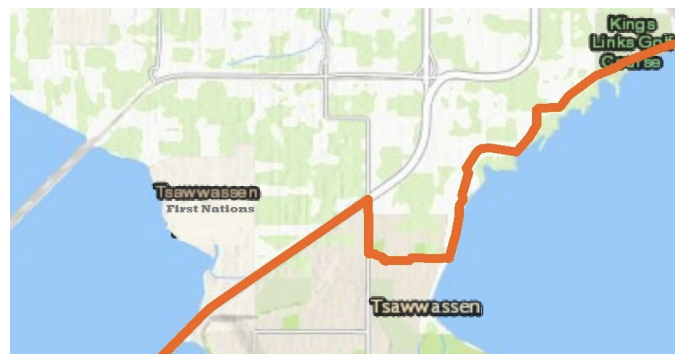
**WHERE:** South Delta Recreation Centre (Hall A & B), 1720 56 Street, Tsawwassen

[http://www.delta.ca/your-government/news-events/news-releases/2017/10/05/public-information-meeting---block-a-tsavwassen-town-centre-mall?utm\\_source=HootSuite&utm\\_medium=&utm\\_campaign=](http://www.delta.ca/your-government/news-events/news-releases/2017/10/05/public-information-meeting---block-a-tsavwassen-town-centre-mall?utm_source=HootSuite&utm_medium=&utm_campaign=)

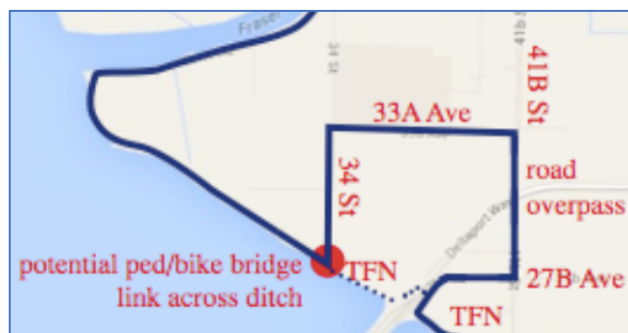
- This proposed redevelopment – along with other changes in the area (i.e. Southlands, Winskill Park, 12<sup>th</sup> Avenue replacement) – each represent an opportunity to forge safer connections within Tsawwassen for cyclists and other vulnerable road users.

### **3. GUEST: Leon Lebrun, President of Trails BC (Recreational Trail Development)**

- TrailsBC is a non-profit established 21 years ago to implement the TransCanada Trail across BC (with Leon as President). TrailsBC is also engaged in advocacy for the expansion/preservation of non-motorized trails across the province.
- In the past 20 years, ~1800km of trails have been added across southern BC, starting in Victoria and ending in Banff. Rail corridors (~750km) have been one of the key catalysts for helping to move the trail system along (i.e. Kettle Valley, Galloping Goose, Lake Cowichan).
- Prior to introducing new trail segments, TCT does significant homework about the local landscape. These early steps are critical, especially since it becomes very difficult to move a trail once it becomes established.
- Up until now, the national TCT office has concentrated on the long linear route across BC. They are now looking at “spur routes”.
- Locally, TrailsBC has been working in conjunction with Metro Vancouver's Experience the Fraser initiative; in those projects, Metro Van takes ownership of the TCT sections.
- Leon has also been an active part of the Great Blue Heron Way steering group, which envisions a new trail system originating at Tsawwassen First Nation.
- BC Ferries recently indicated that they would like the TCT to connect to their terminals (at Horseshoe Bay/Duke Point/Tsavwassen).
- Regarding the Tsawwassen ferry terminal, Delta HUB has been in contact with TCT for several months – providing feedback on the proposed routing (*at right*), and facilitating contact with area stakeholders (i.e. Delta, Delta Farmers Institute).
- Preliminary approval was granted by Metro Vancouver to use the Boundary Bay Dyke as a key connection to the Tsawwassen terminal, and proposed signage is now undergoing review.



- Patrick noted concerns by both the Delta Farmers Institute and Delta's Agricultural Advisory Committee about conflicts between recreational and agricultural users. Since the dyke is a farm access road – and farmers have priority usage – efforts must to be made to ensure that users understand how to safely and respectfully share the trail with farmers.
- In addition to the Boundary Bay Dyke, the TCT route will use streets in Tsawwassen (17A, 18 Ave) as well as a portion of the Hwy 17 until projects south of the highway are completed.
- If (when) possible, TrailsBC would like to see the TCT travel through TFN – to leverage the multi-use paths that have been constructed in the new development areas – and culminate in the raised boardwalk that provides scenic, off-road access to the breakwater path. This routing could also serve as a cultural amenity, in the spirit of the Great Blue Heron Way.
- TrailsBC is also interested in a connection across the rail lines at Deltaport (\*particularly given recent efforts to limit passage to/from the TFN breakwater path to Brunswick Point).
- Patrick indicated that BC Rail is very concerned about safety conditions, and is likely trying to remove options for conflict between railcars and cyclists. The idea of pedestrian/cycling overpass beneath the Deltaport overpass is also being explored by the Port, TFN and others.
- In the interim, a range of options have been considered by TrailsBC/Delta HUB; **one idea** involves adding a simple raised bridge (*pictured*) over the ditch that separates Brunswick Point from the local farm road (34 St). Presently, it appears that some users have been using debris (wooden logs) to create passage. A small bridge for recreational users could create a new loop for Ladner users, as well as an improvised connection for TFN/ Tsawwassen and regional users traveling from the south (via the 41B overpass, *below*).



- It was suggested that Delta HUB arrange a meeting with our local MP (Carla Qualtrough), who has just opened a Ladner office. As the new federal Minister of Infrastructure – and an advocate for sport & recreation – it would be good to discuss the Deltaport “gap”.
- It was also suggested that a larger meeting be convened between Delta, TFN, Delta HUB, TrailsBC, Port of Vancouver, BC Rail and other stakeholders to discuss concerns and options.
- **Action:** Delta HUB to connect with Carla Qualtrough's office to request a possible meeting. Patrick will also begin outreach about a potential meeting with the Port of Vancouver, BC Rail, TFN and other key stakeholders about a future Deltaport connection.
- **Resources:** More information about TrailsBC can be found at <http://www.trailsbc.ca> or by emailing Leon Lebrun at: [TrailsBC@trailsbc.ca](mailto:TrailsBC@trailsbc.ca). In addition, two books have been published (including Bruce Obee's “Trans Canada Trail: British Columbia”).

#### 4. WORKING GROUP UPDATES:

##### Safety/Routes

##### Safe Passing Law for cyclists (HUB advocacy; Motor Vehicle Act changes)

- HUB Cycling (and their Regional Advisory Committee) has been undertaking significant advocacy in recent years to try and make road safer for cyclists.

- Neil and Patrick recently spoke with HUB members about the Safe Passing Law, which would require a motor vehicle to pass a “vulnerable road user” (i.e. a person cycling, walking, using a wheelchair or riding a horse) by at least 1.5 metres..
- We learned that a first significant step would be amendments to the BC Motor Vehicle Act (which would align BC with other jurisdictions who have instituted safe passing laws – such as Ontario, Quebec and Nova Scotia). Not only does the MVA not currently define a minimum passing distance for motorists overtaking cyclists, there is confusion as to whether the language in the Act even applies to passing cyclists.
- HUB developed a position paper on the subject, which includes several recommendations to the Provincial government on how to make the law friendly and fairer to people cycling: <https://bikehub.ca/about-us/cycling-priorities/bc-motor-vehicle-act-improvements>
- These changes may be particularly important to cyclists in areas like Delta, where relatively few roads have bike lanes (or shoulders, in the case of rural roads). Until governments invest in bike lanes, paths and sidewalks, a Safer Passing Law can help improve safety by clarifying that a motorist has a duty to leave a safe passing distance when passing a cyclist (i.e. avoiding subjective assessments by motorists, and providing an objective standard for enforcement and education).
- At the AGM, Delta HUB had the chance to convey these concerns to Mayor Greg Moore (Chair of Metro Vancouver), who agreed to convey this concern to the new provincial transportation leadership when they next meet.

#### Outreach to Delta HUB from Delta Seniors (Safety event with ICBC, Delta Police)

- Kay Dennison from the Delta Seniors group contacted Delta HUB about possibly participating in two upcoming events (with ICBC and Delta Police Victims Assistance). One event will be in Tsawwassen and the other will be in North Delta (in November, most likely).
- The events will focus on distracted driving, and safety of pedestrians/vulnerable road users.
- **Action:** Delta HUB will provide more details as they become available. If any members are interested in participating, please contact Patrick.

#### **Local/Regional Infrastructure**

##### Update: Priority Item #14 (Westham Island Bridge; repair work by TransLink)

- As noted in September, TransLink contacted Delta HUB to confirm that an evaluation of the Bridge’s condition was done this summer; they also indicated that a replacement program (for planks with anti-skid material) is now planned and budgeted for next year (2018/2019).
- While it is encouraging to learn that these critical repairs are planned and now budgeted, Delta HUB will continue to advocate with TransLink for earlier-than-later repair work.

##### Update: Deltaport Truck Staging (paving of paths to 64th St; new signage)

- The Truck Staging Facility is under construction, and the paving of the two new cycling paths (Hwy 17 exit to 64 St and 28 Ave path from Hwy 17) have been completed. New signage was also installed, providing cyclists with slightly more route information.
- An advertisement to notify community members appeared in a recent Delta Optimist, indicating that the new cycling connection was complete.

#### **Education/Engagement**

##### Recap: HUB “Ride the Road” Course (Sept. 25-29, Gray Elementary, North Delta)

- With funding from TransLink, HUB was able to conduct a week-long Ride-the-Road course with students at Gray Elementary in North Delta.
- In addition to Delta Police, Delta School District Vice Chair Val Windsor participated in the ride along, and expressed support for the course. She will follow-up with the DSD to see if additional funding might be allocated for more school instruction in the next year.

Recap: Delta HUB meeting with Tsawwassen Mills (cycling facilities; engagement)

- Delta HUB was invited to tour the cycling facilities at Tsawwassen Mills with General Manager Mark Fenwick and Community Relations Coordinator, Ayesha Qureshi.
- In addition to bike racks surrounding the mall (some of which were used extensively in the summer), Tsawwassen Mills has an employee bike storage locker with three secure locker areas (*pictured*). The cycling locker area also has a male and female shower/change room. Access to the facility is by an FOB card, on the north side of the mall.



- Presently, the locker/shower facility is underused by mall staff; accordingly, Tsawwassen Mills is open to hearing ideas from local/regional riders about ways in which the facility be of service (for instance, as a service to ferry commuters, or weekend riders in the area).
- Delta HUB also discussed engagement initiatives, including the possibility of a Bike-to-Work Week station at Tsawwassen Mills in 2018. Patrick connected HUB's Bike-to-Shop coordinator with Tsawwassen Mills for future engagement ideas.
- **Action:** If any Delta HUB members have feedback for Tsawwassen Mills regarding the locker/shower facility, please contact Patrick.

Recap: Delta HUB meeting with Delta Kids

- Andrea Lemire, the coordinator for Delta Kids and the Delta Child & Youth Committee, connected with Delta HUB to talk about the new planning group ([www.deltakids.ca](http://www.deltakids.ca)).
- Sandra spoke with Andrea, and learned about our considerable overlap with goals for safe active travel in Delta, for children and families.

**5. OTHER**

Ride-Along Idea (from Greg Moore, Chair of Metro Vancouver):

- At the HUB AGM, Mayor Greg Moore offered some comments about integrating cycling into municipal projects. In Port Coquitlam, he felt that it has been important to get the local decision-makers out on a bike ride-along to directly experience key challenge areas.
- It was suggested that a Delta HUB ride-along be organized with Delta Engineering and Council representatives; the route from Municipal Hall to Westham Island (\*along River Road) could be an effective way to highlight the area's critical need and opportunity.

Follow-up: BCAA "Fear No Flat" (\*Service for BCAA members with flat bike tire or broken chain)  
<https://www.bcaa.com/blog/2017/membership-is-rewarding/fear-no-flat>

**\*Next Delta HUB meeting:** November 2<sup>nd</sup>, 2017 at Tsawwassen Library