

**MINUTES - Delta HUB Committee Meeting**  
**Thursday April 5th, 2018, 7:00pm (Tsawwassen Library)**

## **1. INTRODUCTIONS**

Patrick (Chair), Hilary, Sandra, Carol, Paul, John, Roel  
Regrets: Matthias, Neil, Phil, Greg, Bill, Melanie

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

### **→ 56th Street Safety Strategy (Delta Police/ICBC)**

- Delta Police and ICBC are working on a new safety strategy for 56 Street in Tsawwassen: <http://www.delta-optimist.com/news/delta-police-working-on-safety-strategy-for-56th-st-1.23186487>
- To provide cycling-related feedback, Delta HUB has invited a rep from Delta Police to speak at a future committee meeting. We will also aim to provide written comments.
- Previous advocacy by Delta HUB has included key suggestions about safety and visibility of active travelers on 56 St (particularly the 56<sup>th</sup>/12<sup>th</sup> Avenue intersection). Ideas have included: caution paint at conflict points; “elephant feet” at the crosswalk; allowance for designated bike lanes; and a green “bike box” to protect westbound cyclists from right-turning vehicles merging onto 56<sup>th</sup> Street. Enhanced lighting would also be helpful. Many of these suggestions raise the profile of all active users (i.e. cyclists, walkers, scooters).
- The Tsawwassen Town Centre redevelopment represents an opportunity to add a more human-scale to 56<sup>th</sup> and 12<sup>th</sup> Avenue (as articulated in the Tsawwassen Area Plan, p. D1-8): <https://delta.civicweb.net/document/39379>.
- To this end, it is important the Delta’s Planning department work closely with Delta Police and ICBC to embed the interests of vulnerable road users into development plans.
- The group Safe Routes 56<sup>th</sup> Street operated earlier in Tsawwassen with a goal to make the roadway into more of a human-scaled Main Street, where locals feel safe and encouraged to travel alongside cars. While some of the newer projects on 56<sup>th</sup> have wider, more generous sidewalks (i.e. Northgate), a vision for the street has not been articulated by Delta.
- As a preliminary step, it has been suggested that the bike symbols on 56 Street that have worn down (particularly near Winskill Park) should be repainted.
- A new “BC Community Road Safety Toolkit” was just released by the Provincial government, which contains various ideas for enhanced safety: [https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/community\\_road\\_safety\\_toolkit\\_module1.pdf](https://www2.gov.bc.ca/assets/gov/driving-and-transportation/driving/publications/community_road_safety_toolkit_module1.pdf)
- **Action:** Delta HUB to confirm with Delta Police/ICBC on best way to provide feedback.

### **→ Bike Repair Options in Delta**

- Delta HUB has received a couple of inquiries about local bike repair. The bike repair list that the committee prepared last year will be updated re-circulated.
- South Delta Bikes held a couple of beginner bike repair courses at the South Delta Rec Centre last month (Delta HUB will connect with them to see how the courses went).
- Tony Dales of the Rusty Nut has made similar suggestions for beginner bike repairs (including a proposed collaboration with the Delta Police, as described in the Delta Optimist: <http://www.delta-optimist.com/opinion/letters/bikes-could-make-cops-busy-1.23166292>).

### **→ Cycling Enhancements (Province/MoTI)**

- The concrete barrier at the SFPR exit to 72<sup>nd</sup> St in Ladner was recently moved to accommodate cyclists. This was one of the priorities that Delta HUB discussed with MoTI.

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Provincial Highways (BC Ministry of Transportation/Mainroad Contracting) – [604-271-0337](tel:604-271-0337)

- The traffic sensor at Hornby Drive and Ladner Trunk (Hwy 10) was also adjusted to better capture the presence of a bicycle.
- **Action:** Delta HUB will thank MoTI for their work, and follow-up about the status of the other identified priorities (including, among others, the metal grates at Hwy 10/Hwy 91 overpass).

→ **Grade Crossing Improvements** – River Road East, North Delta

- The grade crossing improvements on River Road East (near Sunbury Cedar) appear to be near completion. The City of Delta had applied to Transport Canada for cost-share funding to improve the multi-use path where it meets the BNSF rail lines.
- More information about the improvements can be found at:  
<https://delta.civicweb.net/document/171721/F16%20Transport%20Canada%20-%20Rail%20Safety%20Improvement%20Program%20Agreement%20for%20Grade%20Crossing%20Improvements%20Contribution.pdf>

**3. DISCUSSION** – Safety enhancements: River Road West, Ladner

- The Inspection Report prepared by Kathy Bossort for River Road West provides an excellent summary of the conditions and challenges in the area.
- Since the report was prepared (2015), the City of Delta has improved conditions along the dike top (from the fence to Mike's Marina), mainly through enforcement of parking. As a result, there is more clearance for walkers, cyclists and others. In addition, new developments along that section have added blacktop surfacing.
- The report details various ongoing concerns for the corridor, including:
  - o Narrowness of the roadway, with no shoulders (from 46A to 41B), ditches on both sides, and numerous driveways. Both heavy traffic and speeding occur intermittently
  - o Uneven and eroding road edges, encroached upon by debris and grass.
  - o At S.M Products (adjacent to Wellington Point Park), River Road becomes more hazardous; the dike path ends, forcing walkers and cyclists down to the road with its deteriorating edges. In addition, sight lines are reduced (due to the curve) while vehicles veer into the opposing lane to pass walkers or cyclists.
  - o Similar conditions exist from Wellington Point Park west to Westham Island Bridge and 34 St. While there is no dike trail for public use in this section – and the road deterioration is considerable – there is less traffic beyond Westham Island Bridge.



- Various ideas have been offered to better protect vulnerable road users (particularly from Mike's Marina to Wellington Point Park). These include:
  - o extending the public dyke top (in coordination with S.M. Products), by adjusting the fence and trailers to allow the public to use the dyke trail (similar to the existing situation with nearby Lion's Gate Fisheries).
  - o If the dike top extension is not a current option, consider a raised boardwalk between the road and the dyke shoulder on the north side (similar to the new TFN Breakwater

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Boardwalk), or a paved multi-use path. The narrow grass margin, which is often wet and muddy, widens towards the park, making this more realizable.

- The report also suggests new signage to alert motorists that cyclists (and walkers) may be on the road, warn cyclists to be cautious, and provide guidance (i.e. speed limit, no passing in the curve, riding in single file).
- In addition, a plan is needed to repair potholes and the deteriorating pavement edges, followed by ongoing maintenance to keep margins free of debris and encroaching grass.
- **Action:** A summary (1-page) of the River Road concerns and suggestions will be provided to Delta Engineering in advance of the proposed bike tour with staff/officials this Spring.

#### 4. WORKING GROUP UPDATES:

##### Local/Regional Infrastructure

→ Follow-up from BC Rail/Port of Vancouver (Enhanced security measures at Brunswick Point)

- At a recent meeting of the Port Community Liaison Committee (PCLC), the representative from BC Rail (Gord Westlake) was asked to discuss the reasons for the heightened security measures/fence where the Brunswick Point trail meets the rail tracks at Deltaport. The following written response was provided, which Delta HUB wishes to share for information:

*"The answer is that last fall BCR did install a fence at our northern property line, at the south end of that section of the dyke trail, to prevent trespassing through the rail yard. This was done as a regulatory/safety measure.*

*About a year ago there was a serious incident in the rail yard where a contractor was struck and run over by a train, resulting in the catastrophic loss of both of his legs. That incident led to an extensive investigation and safety review by Worksafe BC, the BC Safety Authority and the Transportation Safety Board. That process included an in-depth review of BCR's Railway Safety Management System and a re-analysis of safety risks and mitigative measures. The Railway Regulators hold BCR accountable for controlling the access of and ensuring the safety of anyone entering the rail yard.*

*Historically, pedestrians and cyclists were regularly seen cutting through the rail yard and on occasion risking their own lives by climbing between rail cars. Despite signage and verbal warnings from BCR staff, this dangerous practice had continued. After our safety review last year, recognizing the potential human cost, the railway regulatory obligations and the potential corporate liability, BCR installed a fence along our northern property line, to prevent unauthorized access into the rail yard.*

*BCR advised Delta staff prior to installing the fencing and I note that the Delta Trail Map has always and appropriately shown the trail ending at that location, stating, "no access for cyclists or pedestrians - railway tracks - crossing prohibited."*

*Unfortunately, the widely published bike-hub map appears to show the route going right through the rail yard with a note on the map saying "watch for trains."*

*While we sympathize with the inconvenience of the trail being discontinuous, BCR simply has a legal/regulatory obligation to restrict unauthorized access through the rail yard. In order for an alternative safe route to be provided, other stakeholders and adjacent property owners will need to be engaged."*

- **Action:** Delta HUB will follow-up to confirm which map(s) continue to identify this as a route for cyclists. Updates about alternative route discussions will also be shared.

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→ Letter to Delta: Gateway Casino project at Town & Country Inn

- Delta HUB submitted a letter to the City of Delta in connection with the municipal review of the Gateway Casino proposal in Ladner. Comments focused on maintaining (and improving) conditions for area cyclists traveling to/from the Millennium Trail, the Mainroad Bike Shuttle, and River Road/Tilbury.
- Additional traffic along Vasey Road – which will continue to be the main entrance to the facility – creates a need for highly visible cycling facilities along that key connector road. A copy of the letter is attached.

## Education/Engagement

→ Recap: March 2nd Meeting Re: Delta's Active Transportation Network

- Fraser Health is aiming to host an active transportation-themed event with partners ICBC, TransLink, Delta Seniors Planning, Delta HUB and others.
- The goal is to host a community workshop in the fall where information can be shared about active travel (options and safety). One of the priorities is to bring youth and seniors together.
- Through the partners' different stakeholder networks, several groups have been identified who may wish to participate (many, such as Delta Newcomers group and seniors centres already have groups organized for walking and cycling).
- It was suggested that the event include an active component, such as a walking trip or cycling skills primer. If the event occurred on a Friday, there could be a chance to involve schools (i.e. field trip) through outreach to the Delta School District's Green Subcommittee.
- **Action:** As a next step, Fraser Health will connect with Delta's Social Planner and continue to consider who else could be involved.

→ Recap: March 20th meeting re: Boundary Bay dike trail

- A meeting was organized by the Delta Farmers Institute at Delta City Hall to discuss the proposed designation of the Boundary Bay dike trail as part of the Trans Canada Trail.
- Representatives from the DFI, City of Delta (Parks & Recreation), Metro Vancouver (Parks), BC Ministry of Agriculture, and Delta HUB all attended.
- The DFI presented some of their main issues with the current use of the dike trail, including:
  - o Interrupted farm vehicle access to the dike due to parking at the end of 88, 96, and 112 at Hornby Drive. Insufficient enforcement was also an issue.
  - o Private driveways are often blocked by parked cars.
  - o There is a need for "no parking" signs (at the end of 88, 96, 112 St). Signs should clearly indicate (with a map) where users should be parking (namely, the designated staging areas at 64<sup>th</sup> St and Heritage Park on 104<sup>th</sup>). Signage could also be installed midway along 88, 96, and 112 to advise drivers that the road is "not a Boundary Bay trail access point".
  - o Unclear authority/jurisdiction for enforcement between the City of Delta and Metro Vancouver; needs to be clarified.
  - o The need for additional pull-outs along the dike from 72<sup>nd</sup> to 112<sup>th</sup> (every ~¼ mile).
  - o Concern that the narrow section from 104<sup>th</sup> to Surrey may eventually require two separated paths. There may be sufficient land (or room on top of dike) to forge a second path in the area where sightlines are limited and risks are higher.
  - o Some cyclists are using private gravel roads off of the dike as a short-cut or accidental route. Farmers worry about conflict with farm machinery; delays; and proximity to spraying & other farm-based activity. Accordingly, more signage is needed (i.e. "Restricted Access").

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- Dust along the dike (when dry) from passing farming vehicles or cyclists can be an impediment; could be sprayed or compacted to reduce impacts.
  - The DFI is asking that the Trans Canada Trail designation not proceed until the identified problems are resolved/mitigated (otherwise, they may be exacerbated with more users).
  - Some contributed suggestions to mitigate the problems included:
    - use of temporary signs (i.e. caution signs) during busy periods to alert riders about farm vehicles. Often, users pay minimal attention to existing/permanent signs.
    - use of volunteer flaggers or Metro Vancouver interpreters during summer peak periods (i.e. to raise awareness that it is a farming access road; provide information about parking; educate/share info about area farming/food systems)
    - possible “re-branding” of the Boundary Bay dike as an agricultural trail (i.e. so that users from outside of Delta will be more likely expect farm machinery).
  - As a next step, Delta and Metro Vancouver are planning to discuss their respective responsibilities. The concerns and ideas were to be reviewed, and feedback provided to DFI.
- Upcoming: Ride the Road Course – Cycling Safety/Education (HUB Cycling)
- With funding from TransLink, HUB Cycling will be instructing another “Ride the Road” cycling skills/safety course in Delta. Students (grades 6+) at Richardson Elementary in North Delta will be participating in the 5-day course from May 28-June 1<sup>st</sup>.
  - Delta HUB recommended the course for Richardson due to the proximity of the school to new cycling infrastructure (the future bike lanes along 84<sup>th</sup> Avenue) and key community facilities (such as the George Mackie Library and North Delta Recreation Centre).
- Proposed “Bike to Shop” event – June 22-24<sup>th</sup> (HUB Cycling/Tsawwassen Mills)
- HUB Cycling has been discussing ideas to promote local shopping by bike across the Lower Mainland. A Bike to Shop event has been held for the past 2 years, and will be happening again on June 22-24<sup>th</sup>.
  - Through past discussions with Tsawwassen Mills, they expressed interest in a possible Celebration Station along the 52<sup>nd</sup> St bike route. The goal would be to inform local/regional cyclists how to get to shopping destinations by bike (and bus), and provide tips for shopping comfortably using a bicycle. Prizes are typically involved to incentivize participation.
  - Delta HUB suggested outreach to the Ladner Village Market (which is happening on June 24) as well as the Tsawwassen BIA and others to see if a local BTS initiative might align with their interests, and help promote each commercial zone for biking & shopping.
  - **Action:** Sandra will connect with Tracy Wilkins at HUB Cycling to confirm status of discussions and any next steps.
- Outreach from City of Delta: “Cycling Without Age” initiative (Delta Seniors Subcommittee)
- Cycling Without Age started in 2012 as a way to assist seniors and others with limited mobility to enjoy the benefits of cycling. It does so by promoting the benefits of outdoor activity and intergenerational relationships (i.e. matching youth volunteers and seniors).
  - Cycling Without Age enlists volunteer cyclists to provide seniors and people with disabilities with bike rides in a special rickshaw-style (trishaw, or three-wheeled) bicycles. One or two passengers sit up front while the pilot peddles from behind.
  - The City of Delta’s Seniors Subcommittee has been discussing the initiative to see whether there is local interest to start a Delta chapter.

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- Delta HUB supports the concept, and understands that there have been successful implementations nearby. The terrain in Ladner and parts of Tsawwassen/TFN, could also make it a good location.
- **Action:** While Delta HUB cannot take an active role with the Cycling Without Age initiative, we can canvas our members for interest. If anyone would like to get involved/learn more, Patrick can connect you with the City of Delta.

## 5. OTHER

### → Proposed donation from Delta HUB Committee

- Through Delta HUB member Melanie, Delta HUB was able to purchase a (6-bike) bike rack with our committee's remaining 2017 budget.
- The goal is to provide the bike rack to a location or organization where it is needed in our community. A Delta HUB decal will be added to the bike rack with the donation.
- So far we have spoken with Petra's (who were not able to take the donation) and are now discussing with Ladner Harbour Centre (which could benefit from a bike rack, particularly for Ladner Village Market patrons at/near the Haviland side-entrance).
- Other suggestions include: Tim Hortons in Tsawwassen; areas near the bus stops (where the farm workers park their bikes); Deas Island.
- Delta HUB welcomes other ideas and suggestions, and will consider posting about the opportunity on Facebook (i.e. "Ladner's Landing", "Tsawwassen Loop" public forums).
- **Action:** Please forward any additional ideas/contacts to Patrick.

### → Infrastructure Design Workshop – HUB Cycling (\*Opportunity for 1-2 Delta HUB volunteers)

- HUB Cycling is hosting a "NACTO" (National Association of City Transportation Officials) Bike Infrastructure Design Workshop for all Local Committees.
- Possible topics include: separated bike lanes (size, configuration, barrier types), intersection design elements (crosswalks, bike boxes, distances), bike markings and signage.
- It will take place on a Saturday (8:30-4pm) in either May or June. Currently, the following dates are being considered: **either** May 19, 26; June 2, 9<sup>th</sup>.
- **Action:** If any Delta HUB members are interested in participating in the proposed 1-day workshop, please let Patrick know ASAP.

### → Articles:

- Delta HUB member Greg Nicholls was recently featured in the *Delta Optimist* about his Ride to Conquer Cancer:  
<http://www.delta-optimist.com/news/south-delta-man-riding-to-conquer-cancer-1.23258841>
- *People for Bikes* story ("No, protected bike lanes do not need to cost \$1 Million per mile"):  
<https://peopleforbikes.org/blog/protected-bike-lanes-do-not-cost-1-million-per-mile/>
- HUB Editorial in the *Georgia Straight* ("Health benefits of cycling could save taxpayers millions"):  
<https://www.straight.com/news/1040826/health-benefits-cycling-could-save-taxpayers-millions-dollars>

**\*Next Delta HUB meeting:** Thursday, May 3rd, 7pm (Tsawwassen Library)

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