

The Great Blue Heron Way



**Elder x^wasteniya (Ruth Mary Adams)
Tsawwassen First Nation**

A Great Blue Heron Way team presentation

GBHW logo created by Tsawwassen First Nation artist x^wastenaxan (Karl Morgan)



Great Blue Heron Way

October 14 Meeting with — BC Ministry of Transportation and Infrastructure (MoTI)

Great Blue Heron Way team:

Elder Ruth Adams, Tsawwassen First Nation, GBHW Team Lead; Sandra Jones, GBHW Communications;
Roel Schootman, Chair, HUB Cycling Tsawwassen Delta GBHW sub-committee; Léon Lebrun, Trails BC trailsbc.ca;
David Grigg, GBHW Infrastructure Planning; Colin Stein, Executive Director, BC Cycling Coalition.

MoTI:

Thomas Chhun, Associate Project Director, [Highway 91/17 and Deltaport Way Upgrade Project](#)

Agenda

- Vision
- Project overview
- Regional trail integration
- Trail gaps, MoTI jurisdiction along Salish Sea, Lower Mainland



Great Blue Heron Way

VISION STATEMENT



“Recognition and acknowledgement of First Nation Traditional Territories is sacred to the Ancestors and youth today. The Great Blue Heron Way honours the people and their land past and present. By presenting these important landmarks for the history of Canada.

The Great Blue Heron Way is a journey where people can safely enjoy the nature of lands and waters. The spirit of this path connects the people along the way, where friendships can grow naturally.

The Great Blue Heron Way is the vision of Respected Tsawwassen Elder x^wasteniya (Ruth Mary Adams). There are many hardworking friends who believe in this spiritual path that honours traditional territories and their people, past and present.

The Great Blue Heron Way honours the traditional territories of the Tsawwassen First Nation people. The path will honour each and every traditional territory that it connects with along the way.”

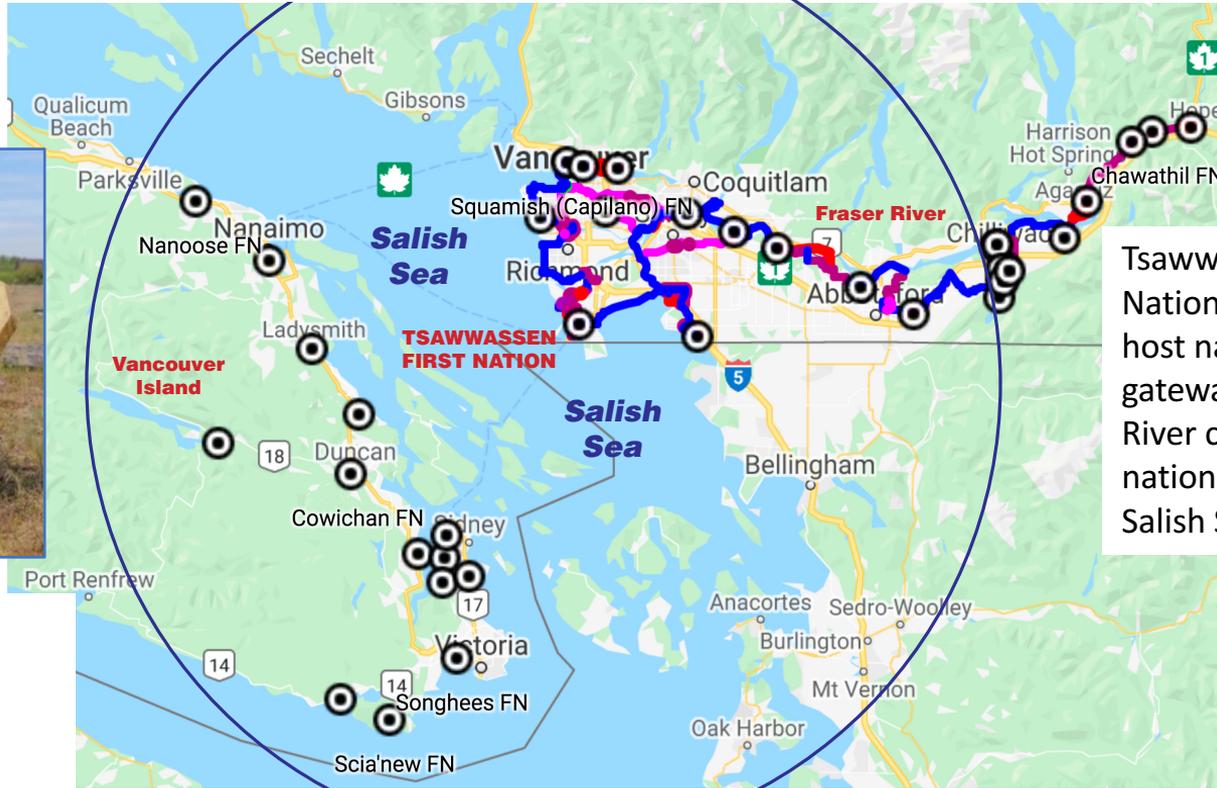
Elder x^wasteniya (Ruth Mary Adams), Tsawwassen First Nation



Great Blue Heron Way



Elder xʷasteniya
(Ruth Mary Adams)
Tsawwassen
First Nation



Tsawwassen First Nation is the GBHW host nation – at the gateway of the Fraser River connecting first nations around the Salish Sea.



Great Blue Heron Way

Supporting partners of the Great Blue Heron Way (GBHW) 2007 – 2020:

BC Cycling Coalition; B.E.S.T.; Safe Route Tsawwassen; FVRL; BC Ferries; Trails BC / The Great Trail; Experience The Fraser; Arbutus Greenway Improvement Society; Fraser Health; City of Delta; MP Carla Qualtrough; HUB Cycling and the local HUB Cycling Tsawwassen Delta committee; Metro Vancouver.

TSAWWASSEN FIRST NATION NEIGHBOURHOOD PLAN
(2016. Consolidated to April 23, 2019)

- “... a clear welcoming path for **travellers** and **commuters**.
The Great Blue Heron Way will connect and be a signed route for all connected routes on Vancouver Island and the mainland.”
- A portion of the GBHW was opened in 2016 — the **Tsawwassen First Nation Breakwater Multi-use Path Project**. Funders: TFN, BC Ministry of Transportation and Infrastructure (Bike BC), TransLink and Aquilini.



Great Blue Heron Way

REGIONAL TRAIL ROUTE INTEGRATION

Map provided by Trails BC

The Great Blue Heron Way is a Trails BC Project

trailsbc.ca

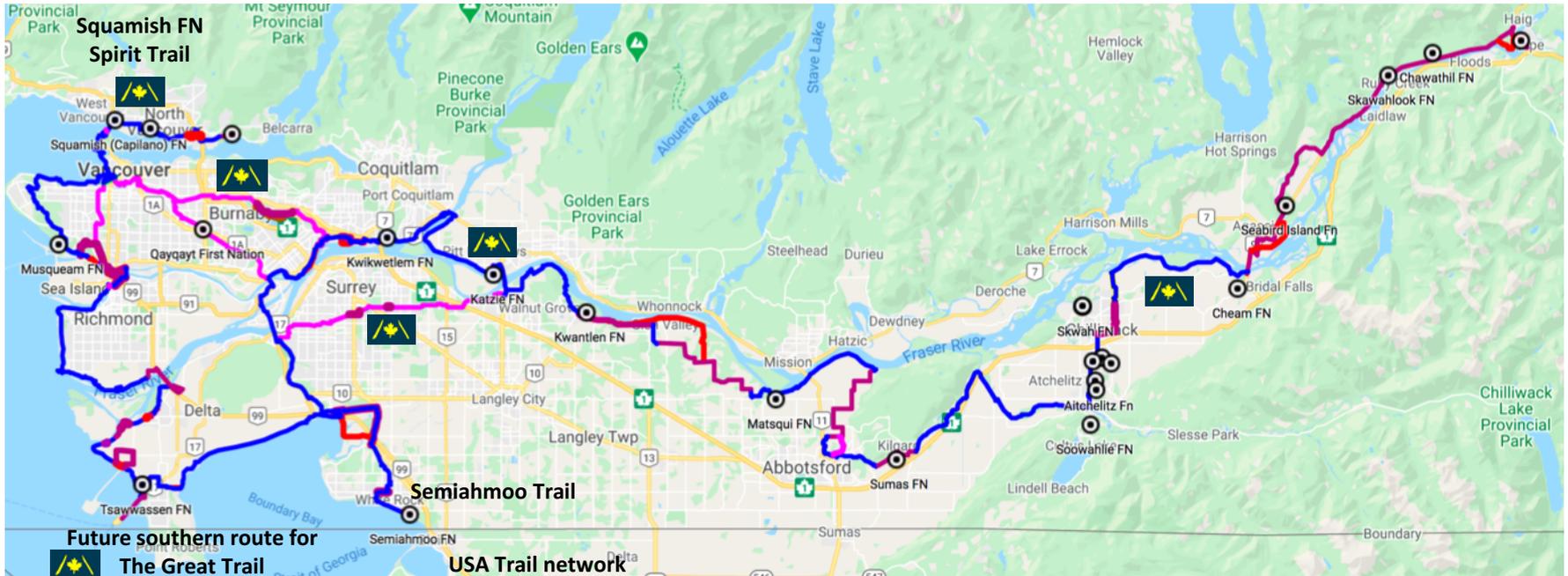
Lower Mainland Salish Sea coast and Fraser River.

GBHW follows and connects with:

- The Great Trail (Trans Canada Trail) 
- US Coast Millennium Trail

Routes shown in the:

- Metro Vancouver Greenways Plan
- Experience the Fraser Concept Plan



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Mainland Salish Sea route. (Route Gaps - MoTI jurisdiction – listed north to south)

1. NW Marine Drive
2. Richmond's Airport Connector / Moray Channel bridges
3. Deltaport Highway Transportation Corridor
4. Highway 17 at 52nd St by Tsawwassen Mills shopping centre
5. Tsawwassen Ferry Terminal causeway (Highway 17)
6. Hwy 99 from South Surrey Campbell River Rd overpass to Canada/USA Peace Arch border crossing.



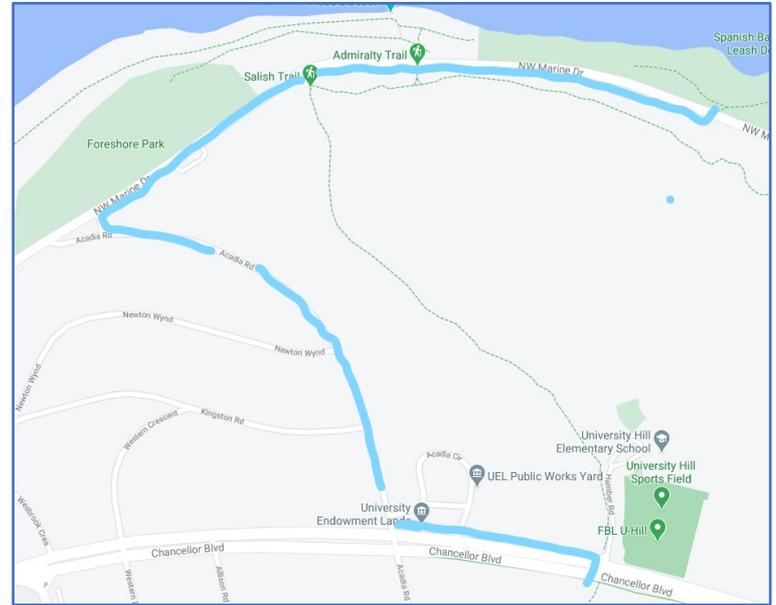
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ROUTE GAPS (MoTI) along the mainland
Salish Sea coast

1. NW Marine Drive (Salish Trail to Seaside Trail road detour)



NW Marine Drive - no cycling or pedestrian infrastructure.



The Salish Trail through the Pacific Spirit Regional Park cannot accommodate all ages and ability walkers and cyclists at the north end due to steep path gradients requiring a detour via Chancellor Blvd and Acadia Rd to NW Marine Drive.



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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

2. Richmond's Airport Connector / Moray Channel bridges



Lulu and Sea Islands connecting bridges

Outer lane shoulder along side eastbound traffic on Moray Bridge unsafe for cyclists. Similar safety issue for westbound YVR Connector Bridge. Adjacent protected footpath is adequate for sharing of very low numbers of foot traffic and cyclists but signage forbids sharing so no cycling infrastructure exists at all.



Moray Bridge,
Richmond



Westbound YVR
connector bridge



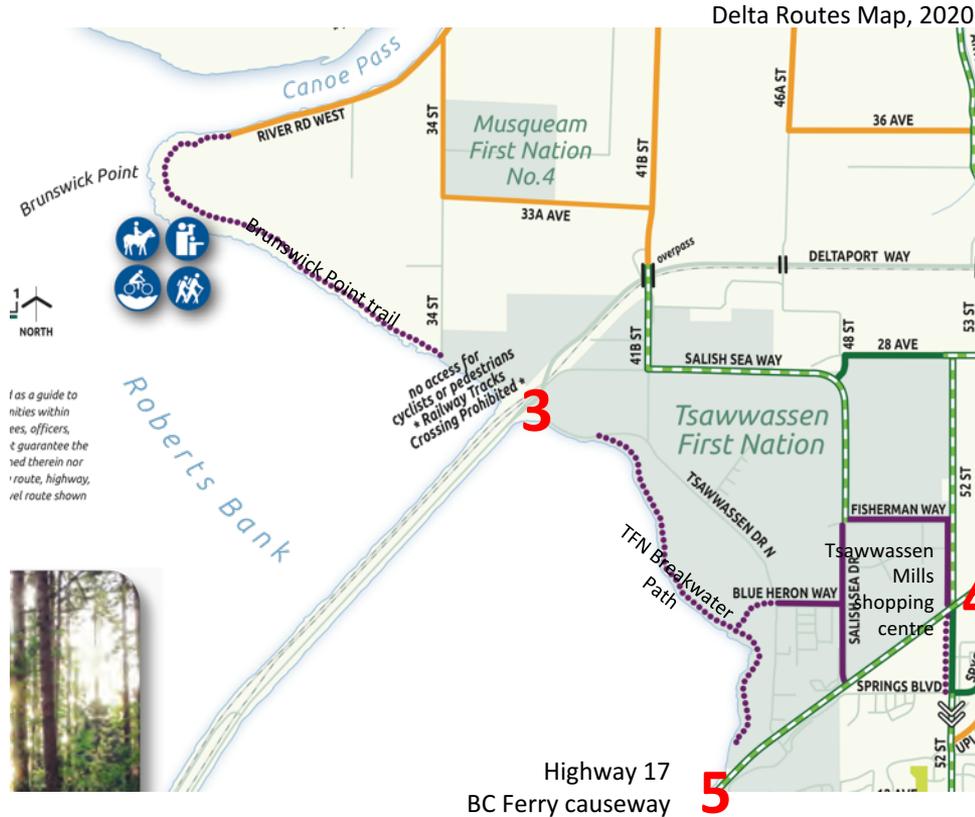
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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

3. Deltaport Highway
Transportation Corridor.

4. Highway 17 at 52nd St
by Tsawwassen Mills
shopping centre.

5. Tsawwassen Ferry
Terminal causeway
(Highway 17)



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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

3. Deltaport Highway Transportation Corridor.

Cross-rail access for pedestrians and cyclists underneath the Deltaport Way overpass was stopped in 2016. No alternative has been provided. This action severs an indigenous trail between TFN lands on the Salish Sea and Canoe Pass at the mouth of the Fraser River, and use of an off-road trail for recreation, tourism and commuters using BC Ferries.

FEDERAL REVIEW PANEL REPORT FOR THE ROBERTS BANK TERMINAL 2 PROJECT, March 27 2020

- cites the vision and purpose of the Great Blue Heron Way
- Supports the need for a pedestrian and cycling overpass at the Deltaport Way causeway.



North of
Deltaport
Way on
Brunswick
Point Trail



South of
Deltaport
Way on
TFN
Breakwater
Path



Great Blue Heron Way

3. Deltaport Highway Transportation Corridor

Option 3. Detail. Use of substation dike access road (by 'barrier gate'), Deltaport Way service road, Deltaport Way overpass (to utilize an already-built structure across the rail lines) Total 1.3 km detour for cyclists and pedestrians.



Option 4. Alternative.
Use of substation dike access road (by 'barrier gate'), Deltaport Way service road, Deltaport Way, 41B St overpass, 27B Avenue.



27B Ave at 41B St overpass.



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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

4. Highway 17 at 52nd St by Tsawwassen Mills shopping centre



Highway 17 at 52 St., heading west

Fast through traffic to ferry presents a high consequence risk to crossing users; Left turning north to west bound vehicle conflicts with pedestrians and cyclists negotiating multiple (7) lanes of traffic. Pedestrian crossing is 40 m and doesn't accommodate crossing in safe or timely manner or allow cyclists alongside who use the multi-use paths north and south of Hwy 17. North side refuge island separating 52nd St on to west bound Hwy 17 is too small for ped/ bike sharing.



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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

5. Tsawwassen Ferry Terminal causeway (Highway 17)



TFN Breakwater Trail (GBHW)

Highway 17 west of Tsawwassen Drive N., heading west

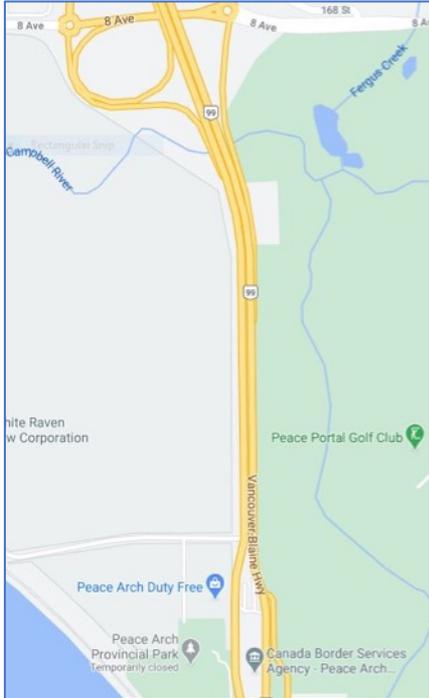
Inadequate walking and cycling infrastructure along either side of causeway to the ferry terminal. Only experienced cyclists can navigate the narrow roadway bike allowance. A multi-use off-road pathway alongside Hwy 17 on the causeway could link to the TFN breakwater trail, and routes east.



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ROUTE GAPS (MoTI) ALONG THE MAINLAND SALISH SEA COAST Cont'd.

6. Hwy 99 from South Surrey Campbell River Rd overpass to Canada/USA Peace Arch border crossing.



Hwy 99 north from Peace Arch



Hwy 99 south to Peace Arch



Hwy 99 roundabout at 8th Ave overpass

No walking or cycling infrastructure along side either side of Hwy 99 from the 8th St Overpass to the Canadian Border Administrative Building at the Peace Arch Park. Or on the overpass roundabouts.



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2019 and 2020 team activities (detail):

- BC Active Transportation Summit, June 2019. The Great Blue Heron Way (GBHW) was a feature presentation, part of the 'Inclusive Active Transportation & Cities' panel. The summit launched the BC Active Transportation Plan and public campaign slogan “Move. Commute. Connect.”
- City of Delta Community Liveability Advisory Committee (presentation with endorsed motions of support, July 2019)
- GBHW planning meetings (August 2019 at Tsawwassen Mills and December 2019 at TFN Lands Office with TFN Lands staff)
- Tsawwassen First Nation Chief and Executive Council (endorsement for GBHW education and wayfinding signage, March 2020)
- HUB Cycling - tour of Tsawwassen and Ladner GBHW routes with local and regional trail representatives (permission granted to be on TFN lands during Covid 19 closure, June 2020)
- BC Ministry Transportation Active Transportation Team, June 16, 2020
- Vancouver Fraser Port Authority's Land Use Plan update open house webinar August 12, 2020
- Metro Vancouver Greenways Plan consultation, summer /fall 2020
- Squamish First Nation and Coquitlam First Nation consultation, summer / fall 2020
- Vancouver Fraser Port Authority Community and Stakeholder Liaison meeting, Oct. 9, 2020



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Thank you!

Elder x^wasteniya (Ruth Mary Adams)
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Great Blue Heron Way lead

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