



Your Cycling Connection

HUB Delta Great Blue Heron Way Sub-committee

<https://bikehub.ca/delta>

DRAFT Meeting Notes

February 5, 2019. 7:00 PM

Tsawwassen Mills Food Court

1. Introductions & Welcome

Blessing given by Elder Ruth.

2. List of Attendees:

Roel Schootman (Chair), Elder Ruth Adams, Carol Vignale, Léon Lebrun, Sandra Jones, David Grigg, Ruth Grigg, Barbara Hinson, Hilary Cole

3. Updates

- Elder Ruth has a written Vision document she is finalizing. This contains a way to acknowledge and connect with First Nations peoples along the coastal route of the GBHW - 'honour who you go by', and to be an active reconciliation voice with all neighbours. Parts that were shared inspired an idea to use this as a way to approach stakeholders to put their signatures to.

- Léon of Trail BC, shared how the Trans Canada Trail Foundation (for the Great Trail) has almost finalized the southern spur route from Golden Ears Park along Boundary Bay to the Tsawwassen BC Ferry terminal and over to Vancouver Island. As a result, the GBHW shoreline route between Tsawwassen Ferry / Vancouver Island along the shoreline north to Howe Sound / Squamish connects the Great Trail that runs to Horseshoe Bay along the north shore, with the new spur that will run to Tsawwassen along Boundary Bay. This makes an entire loop with tourism and economic benefits. Léon is having success reaching out to First Nation youth to be involved in the Great Trail.

Additional info.

- The railway tracks used to be crossed at grade at DeltaPort. This opportunity for trail users to travel along the shoreline between Tsawwassen Ferry and Brunswick Point has been removed by DeltaPort. This strengthens the requirement for federal and provincial funding to rectify the situation.

- Carol explained this GBHW group work and journey to date. Concept born in 2007 and influenced the TFN Land Use Plan. First GBHW committee meeting with all stakeholders held at TFN in 2011. (*add Carol's timeline sheet to Delta wiki?*)

- TFN members only wish to promote having cyclists use the Breakwater path, not Tsawwassen Drive. This makes the railway crossing for trail users a desirable goal, to allow cyclists to continue north.

Additional info.

- The new boardwalk at TFN connecting multi-use paths to Tsawwassen Mills with Tsawwassen Ferry (via the Breakwater path) had cost-sharing funding of \$440,000 from the BC Government BikeBC. It is built to a high non-slip standard. The boardwalk currently has a 'no bikes' sign on it.

- Sandra and Roel explained ideas for crossing the railroad tracks at the Port.

- Written support to date from TFN and the City of Delta for a shoreline multi-use trail bridge between the TFN Breakwater Trail and the Brunswick Point Trail. (may be viewed at the HUB Delta Wiki)

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- On the north side, the City of Delta and TFN lands boundary is at 34 St, where a structure across the ditch could make use of a road detour via 41 B St overpass bike lanes. This 41B St route is expected to get much busier with heavy trucks once the Amazon warehouse opens.
- At DeltaPort, close to shoreline trails, the use of service roads and Deltaport Way bike lanes to cross the railway tracks would be within Port (federal and provincial government) jurisdiction. Trail users would have to cross the onramp roadways leading onto Deltaport Way and then join the TFN breakwater and TFN dike top trails that are either side.

- David, Arbutus Greenway Chair, confirmed that, with will, projects successfully move ahead. He shared a poster-size air photo map showing the various trail connections that illustrate the high value of the GBHW within the region.

Additional info.

- The North Shore Spirit Trail received extensive funding for difficult connections such as an overpass at a railroad. Once agreement is in place construction and connection is achieved fast.
- Barb shared her experiences on other trails that have First Nations acknowledgement and education opportunities for trail users on those journeys. She emphasized the power of sharing a First Nation Vision with stakeholders and they signing on to a written First Nation Vision statement.

4. Round Table Discussion

- The Great Blue Heron Way comes up in discussions region-wide, and is understood and welcomed amongst champions of regional trail-building and connecting First Nations.
- GBHW Trail benefits include; Respect and Acknowledgement of First Nations, Reconciliation, involving First Nation youth and Tourism opportunities.
- The TFN and DeltaPort government and private stakeholders are partners in land use development. The City of Delta is a major beneficiary of trail routes through Delta.
- A need to reaffirm the position of TFN on the Great Blue Heron Way. The artwork by Karl Morgan was envisioned to be used for landmarks along the route, to 'reconnect the lands'. No signage or name has been put along the breakwater section at TFN. The Great Blue Heron Way is used in advertising text for the Tsawwassen Shores housing development.
- Hilary expressed the need for effective PR, and the idea of a 'Reconciliation Bridge'.

5. Next Steps

- Preparing for a reaffirmation with Tsawwassen First Nation, with spokesperson Elder Ruth and this committee.
- Sandra will connect with Ruth and type up the Vision once Ruth is ready.

Next GBHW Subcommittee Meeting: Late April or early May. To be confirmed between Elder Ruth and Roel.

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