

**MEETING SUMMARY
HWY 91/17 AND DELTAPORT WAY UPGRADE PROJECT**

Project Overview Meeting with Cycling Representatives

October 23, 2018
1:30 p.m. – 2:30 p.m.

Engineering Meeting Room - Delta Municipal Hall

Attendees:

Highway 91/17 Upgrade Project Team:	Cycling Community Representatives:
Jody Deane, A/Executive Project Director	Roel Schootman, Co-Chair – Delta HUB
Thomas Chhun, Associate Project Director	John Woolliams, Delta HUB
Edmund Lee, Owner’s Engineer	Phil Horan, Delta HUB
Normand Richard, Project Manager	Carol Vignale, Great Blue Heron Way Trail Advocate
Pam Ryan, Communications Lead	Tsawwassen First Nation Elder Ruth Adams, Great Blue Heron Way Trail Advocate
Amanda Kierszenblat, Communications Assistant	Leon Lebrun, President – Trails BC
	Arno Schortinghuis, President – BC Cycling Coalition
	David Grigg, Delta HUB and Arbutus Greenway Advocate
Delta Staff:	
Hugh Fraser, Deputy Director of Engineering	
Hon Yee, Manager of Transportation	
Doreann Mayhew, Manager of Special Projects & Land Development	
Heather Thicke, Project Technologist	

1. Welcome and Introductions

Pam Ryan, served as meeting facilitator. She welcomed all attendees and thanked City of Delta staff for arranging the meeting and providing the host venue. Pam then introduced the Project Team and invited the group to introduce themselves.

During the introductions, R. Schootman advised that they would like to reserve some time in the agenda for a presentation on the proposed Great Blue Heron Way Trail, the proposed alignment for which runs near the 27B Avenue and Deltaport Way components of the broader Highway 91/17 and Deltaport Way Upgrade Project. Project staff agreed to reserve 10 minutes at the end of the meeting for this presentation.

2. Project Overview

Jody Deane thanked everyone for coming and provided an overview presentation of the Highway 91/17 and Deltaport Way Upgrade Project (the Project), noting that the Project has four funding partners, that the Ministry has jurisdiction over Deltaport Way while Tsawwassen First Nation has jurisdiction over 27B Avenue, and that the Project Team is coordinating with other projects in the area, such as the Alex Fraser Bridge Project.

Jody also noted the following Project highlights:

- The Deltaport Way components (design-bid-build) are complete and the 27B Avenue improvements are underway.
- The Project is too small to meet the minimum criteria for an Environmental Assessment Review; however, much of the improvements have already been reviewed as part of the assessment for the South Fraser Perimeter Road.
- The Project Team will complete a due diligence environmental report; fieldwork is underway and consultation with Indigenous groups on archaeology sites is ongoing.
- Topic specific consultations are also underway to ensure the Project considers the interests and needs of key stakeholder groups; the Project Team has met with the Delta Farmers Institute, Emergency Responders and others. Today's meeting with cycling representatives is part of this engagement.
- The Project Team meets weekly with City of Delta Engineering.
- Procurement for the design-build contract is underway—RFQ submissions are under review and the RFP is scheduled for release to shortlisted proponents later this year.
- Construction is expected to commence in summer 2019, with completion in 2023.
- The Project Team is considering cycling needs at the concept design stage; with respect to shoulder widths; cyclist access to ramps, how to get from point A to B, particularly across the highway; and safety during construction.
- Because the Project is a Design-Build, the Ministry's draft design concept is subject to change.
- Traffic management during construction is a key consideration. The Project Team is working to ensure there are clear detours and that construction work is coordinated through the Ministry's Regional Transportation Management Centre.

A copy of the presentation is attached to the meeting notes.

3. 27B Avenue Component

Delta HUB requested an opportunity to discuss the 27B Avenue component of the Project because of its potential to support the Great Blue Heron Way, and to provide a presentation to

Delta and the Ministry about this proposed project. Pam suggested and the group agreed to focus first on the primary purpose of the meeting—to discuss the Highway 91/17 components of the Project, leaving at least 10 minutes to discuss the Great Blue Heron Way.

Jody noted that the 27B Avenue component of the project includes improvements to the existing ramp and provide additional paving along 27B Avenue. She also noted that project construction has begun and that civil works are scheduled to start in spring 2019.

4. Proposed Cycling Access and Improvements

Edmund Lee and Norm Richard then provided a more detailed review of the current draft design concept drawings and cross sections, with a focus on existing cycling routes and connections, and proposed cycling routing through key areas of the Project, noting that the Design-Build contractor will be responsible for the final design. As such, the draft design concept discussed today is subject to change.

Key proposed movements between Highway 17 and River Road, and at the Sunbury (Highway 91C/17) and Weigh Scale/Highway 91C Interchanges were presented and discussed. Highlights are as follows:

- Highway 17 has 2.5-metre wide shoulders; and Highway 91C will have shoulder widths of 2.4 metres to accommodate cycling.
- Project improvements are designed to connect with the existing cycling network.
- The draft design concept allows for full movement connections to existing cycling network facilities via the proposed interchange ramps (i.e. along the ramp shoulders). Wherever possible, the number of cycling roadway crossings is minimized. Specifically, the draft design concept includes the following:
 - For cyclists travelling between Highway 91C and Nordel Way, the draft design concept directs westbound traffic across a new ramp onto Highway 91C, while Highway 91C traffic travelling northbound is directed through an at-grade roundabout and then across a new overpass structure onto Nordel Way.
 - For cyclists travelling along Highway 17 through the Sunbury Interchange, the draft design includes a direct ramp connection for Highway 17 westbound. Eastbound cyclists will also use ramps but will be required to cross at two strategically located at-grade cross-walks.
 - For cyclists travelling between Highway 17 East/West and Highway 91C, the draft design concept uses the directional and loop ramp connections, where the Highway 91C to Highway 17 westbound and Highway 17 westbound to Highway 91C connections will both require one at-grade crossing.
- Access between Highway 17 and River Road was also discussed. The Project Team is working closely with Delta staff to implement a new interchange that provides efficient access for all road users travelling between Highway 17 and River Road, including a new two-way bikeway between the intersection at River Road and 96th Street and the new highway intersection.

Comment/Question	Response
<p>How far do the cycle improvements to River Road West extend?</p>	<p>The draft design concept has modifications to just west of 96 Avenue. Rather than crossing River Road multiple times to navigate the Highway 17/River Road connection, cyclists will travel on the north side of River Road using a two-way bikeway, delineator-separated from vehicles.</p>
<p>Do the improvements offer an improved connection to the Delta Nature Reserve?</p>	<p>Access will continue to be from under the Nordel Way/Railway Bridge.</p>
<p>How will the improvements be designed to ensure that vehicle drivers will slow down at the designated crossing points on the off-ramps to allow cyclists to cross? For example, a point of conflict in the existing road network is coming off Highway 91 toward Tswawwassen—drivers often don't pay attention.</p>	<p>The crossing locations are not proposed directly at the exit points of high-speed/mainline highway off-ramps. The draft design concept places them at locations where vehicles are anticipated to travel at lower speeds.</p>
<p>Will the crossings be identified with lit crosswalks and cyclist-controlled traffic lights or amber crossing lights?</p>	<p>The current draft design concept does not include these details. Cyclist preferences for these features is noted.</p>
<p>A number of trucks travelling on highways in this area drive in the shoulders, impacting cyclist safety—will the design consider rumble strips like the ones used as fog lines on some other highway routes?</p>	<p>The draft design concept for the improvements considers large trucks and calls for wider lanes at tight turns, to eliminate this potential. The Design-Build requirements will include specifications to this effect.</p>
<p>The two-way, barrier separated access for River Road through traffic seems like a good idea. Could the delineators be hinged? Is it possible to install concrete barrier?</p>	<p>The current draft design calls for use of hinged delineators. Installing concrete barrier at this location may not be feasible due to property constraints.</p>
<p>What will be the cycling connection to Alex Fraser Bridge from Highway 91C?</p>	<p>The draft design provides improved access between Highway 91C and Nordel Way, to connect to the existing cycling network, where cyclists will access the bridge from existing facilities at the foot of the bridge (which are being upgraded as part of the Alex Fraser Bridge Project).</p>
<p>Delta HUB has advised the Alex Fraser Bridge team, that the connection between Alex Fraser Bridge and Nordel Way should be fixed as part of</p>	<p>The Project Team understands that there are drainage issues in the area, which the</p>

Comment/Question	Response
the project—there is a major flood zone near Planet Ice when accessing the Delta Nature Reserve; cyclists use the sidewalk instead of the roadway shoulder.	property owners are working with Delta to address.
The issue is primarily in the spring when high tides in the river delta cause the entire area to flood along River Road as far as 72 nd Street, sometimes 1.0 to 1.5 metre high. It is a known issue that Delta HUB and others have been discussing with Metro Vancouver for a long time.	Comment noted.
How can cyclists be assured that these cycling improvements will be included in the final design—in many past projects, cycling designs end up being cut due to budget challenges or inadequate design-build specifications.	The Design-Build requirements for this Project will include cycling specifications. Our goal is to ensure good cycling connections, in accordance with TAC standards.
How much of the Project funding is Federal contribution?	The Project Team will provide a link to the Project website, which includes reference to funding.

5. Cycling Presentation on The Great Blue Heron Way Project

Great Blue Heron Way (GBHW) project representatives provided an overview of this proposed project (*presentation slides provided*). Highlights are:

- Potential key component on the Trans Canada Trail, which has several gaps in B.C.
- The initiative contemplates a waterfront pathway along Tsawwassen First Nation lands between the BC Ferries Tsawwassen Terminal and the Fraser River (approx. 50 km long) for walkers and hikers, which would ultimately provide a north-south connection between Tsawwassen and North Vancouver.
- A key challenge for the proposed route is crossing the railroad tracks near Deltaport Way and 27B Avenue (*as illustrated in the sketch map provided by Delta HUB*). Another challenging point for the GBHW is at 52nd Street.
- GBHW contemplates a cantilevered sidewalk/bike path across the 27B Avenue/Deltaport Way ramp, which is technically feasible but financially challenging.
- GBHW would like the 27B Avenue component of the project to consider cyclists and pedestrians during as part of construction and would like to initiate dialogue between the Ministry, the port authority and others to fund these improvements.

Jody clarified that the Deltaport Way upgrades component of the Project are complete, and that the 27B Avenue improvements are underway. The Ministry is managing the construction of the 27B Avenue improvements, but the road is under Tsawwassen First Nation jurisdiction.

Hugh Fraser provided some additional background information—many years ago, there was a concept to develop an overpass across the dike. The initiative was expensive (\$8-10 million) and did not get funded. A similar concept was identified for crossing Highway 17 at 52 Street. This crossing would likely be less expensive than a 27B Avenue crossing. Delta would support continued discussions with the port authority and the Ministry regarding funding for a future crossing.

One Delta HUB member suggested an interim solution to widen the shoulder of 27B Avenue and allow two-way access for cyclists, with an at-grade crossing of the rail tracks (*sketch map and site photos provided*).

Jody thanked GBHW representatives for their presentation and offered to provide Delta HUB with information about the Ministry’s cycling project funding opportunities and to share their information with her colleagues at the Ministry, the Port Authority and the Tsawwassen First Nation.

Elder Ruth thanked the Project Team and Delta for the opportunity to present the GBHW project and welcomed government to government discussions about this project.

6. Action Items

Action	Lead	Timing
Send meeting notes and presentation materials to Delta HUB	P. Ryan	Nov 2018
Review materials and provide any additional feedback about draft cycling designs for the Highway 91-17 upgrades	R. Schootman	Dec 2018
Send Project website link to P. Horan	A. Kierszenblat	Nov 2018
Follow up with meeting participants to confirm contact information and interest in subscribing for Project updates	P. Ryan/ R. Schootman	N/A
Share Delta HUB and GBHW presentation materials with Ministry staff	J. Deane	N/A
Provide information on available funding program opportunities	J. Deane	Nov 2018
Meeting to review additional Delta HUB comments, if required	E. Lee	TBD upon receipt of comments

The meeting concluded at 2:45 p.m.

Highway 91/17 and Deltaport Way Upgrade Project

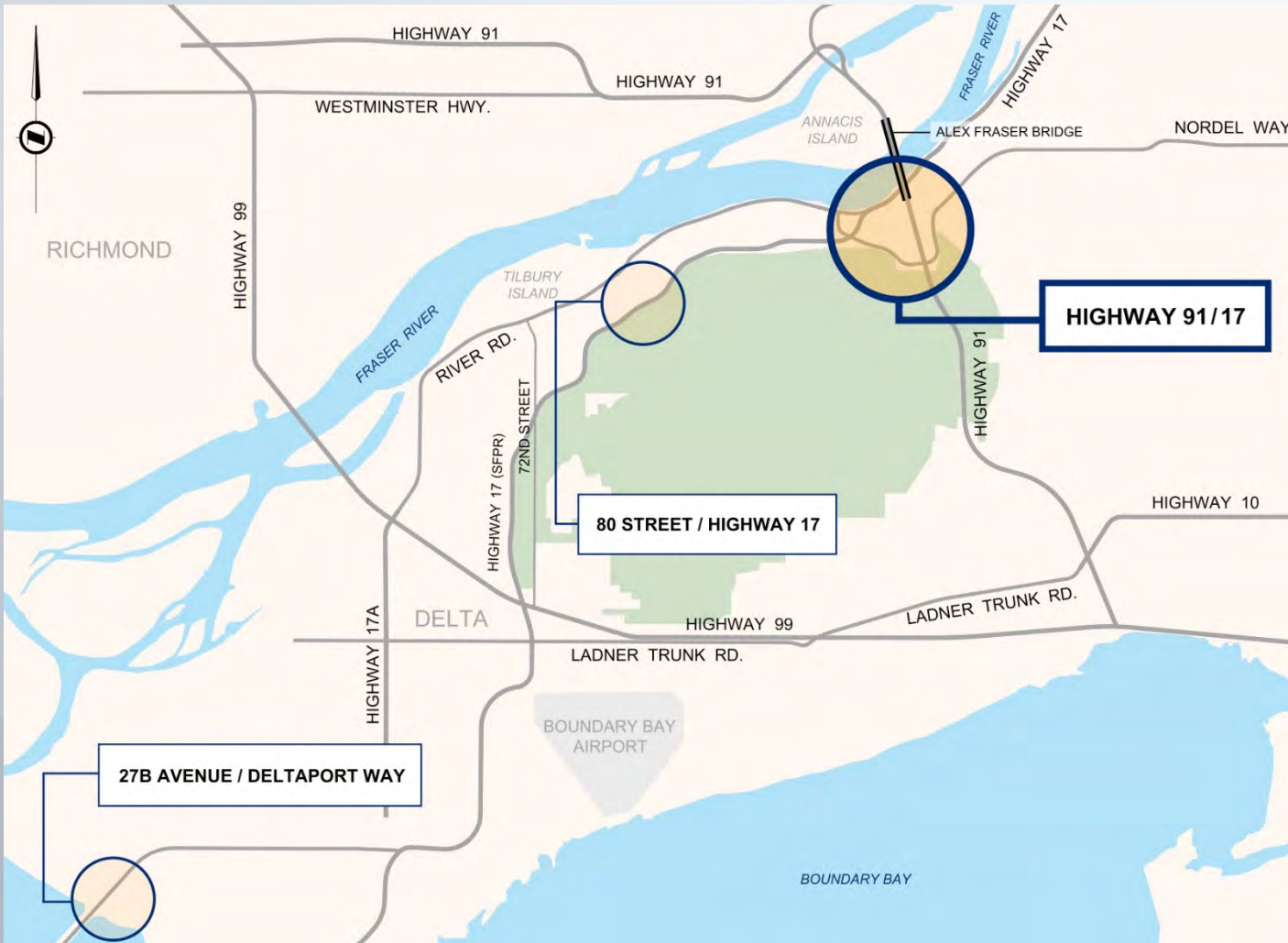
PROJECT OVERVIEW Delta HUB

October 23, 2018

Discussion Topics

- Overview
- Goals
- Current Challenges
- Scope
- Work to Date
- Keeping People Moving During Construction
- Schedule
- Your Interests
- Discussion

Project Overview

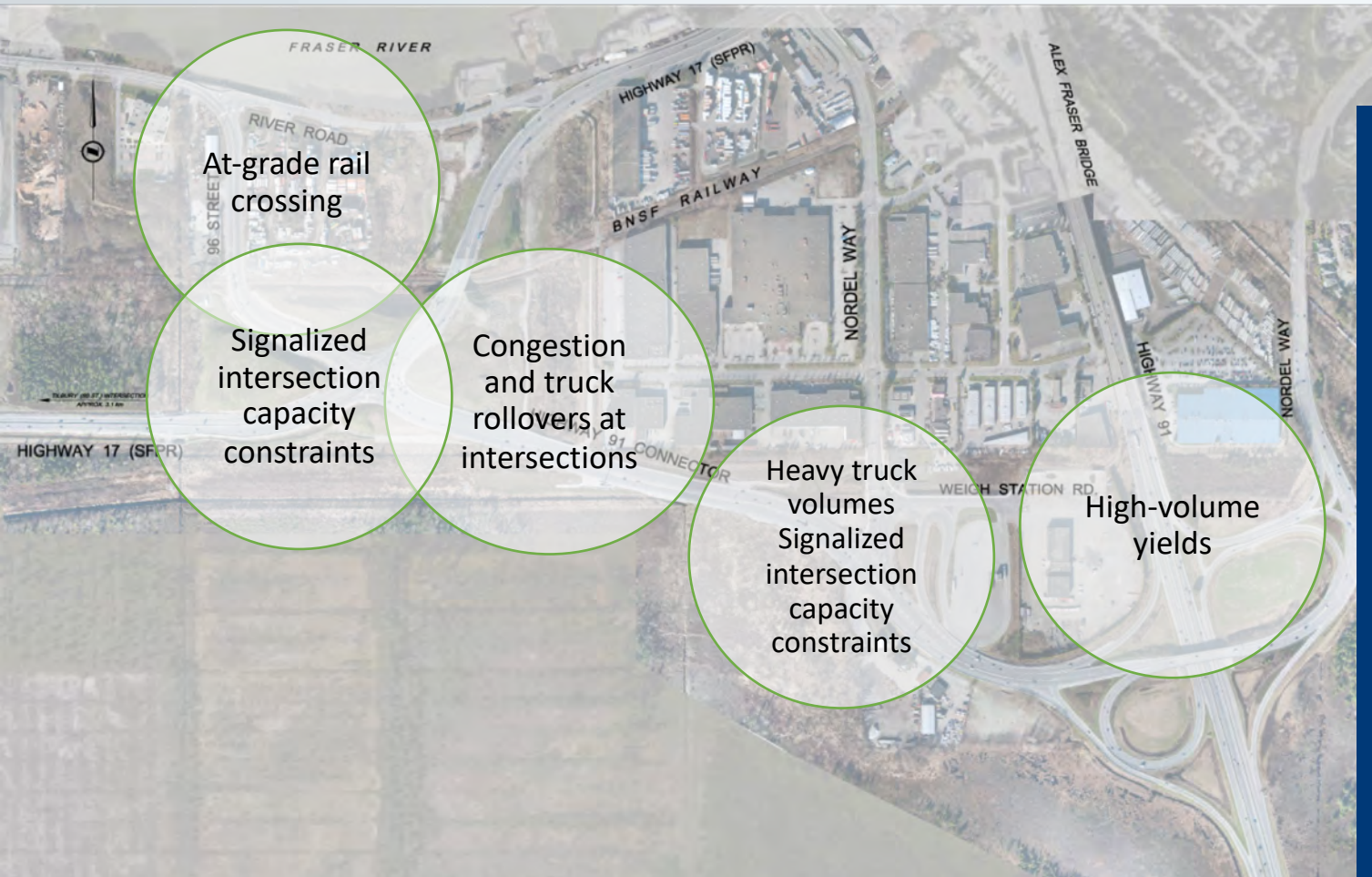


“Enhancing safety and reliability”

Project Goals



Current Challenges



Significant goods movement corridor

Growing industrial area

Constrained vehicle inspection site

Adjacent to the fastest-growing residential area in Delta

Project Scope – Concept Design

Highway 17 and Highway 91 Connector (Sunbury) and River Road connection: new interchange to replace signalized intersection; eliminate at-grade rail crossing to access the highway.

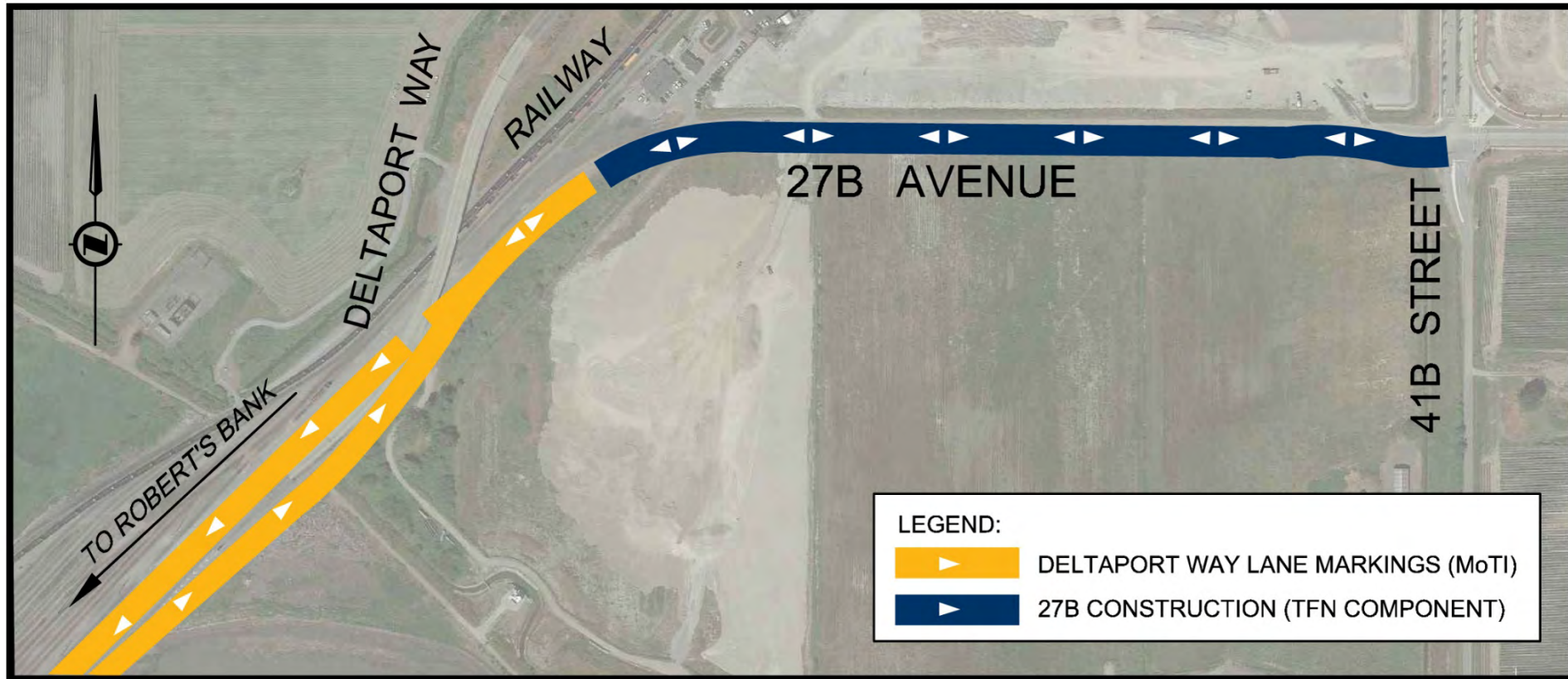


Highway 91 Connector at Nordel Way intersection: direct access roads and additional turning lanes to remove one signal light and improve all movements; significantly improved access to and from the Nordel Way commercial vehicle inspection station and truck parking area.

Highway 17 at 80th Street (Tilbury): upgrade the connection from 80th Street to Highway 17 westbound, to improve merging and reduce queuing on 80th Street.

Highway 91 at Nordel Interchange: upgrade ramps to and from Delta; improve acceleration and deceleration lanes; additional through-lanes for Nordel Way traffic crossing over Highway 91.

Concept Design 27B Ave / Deltaport Way



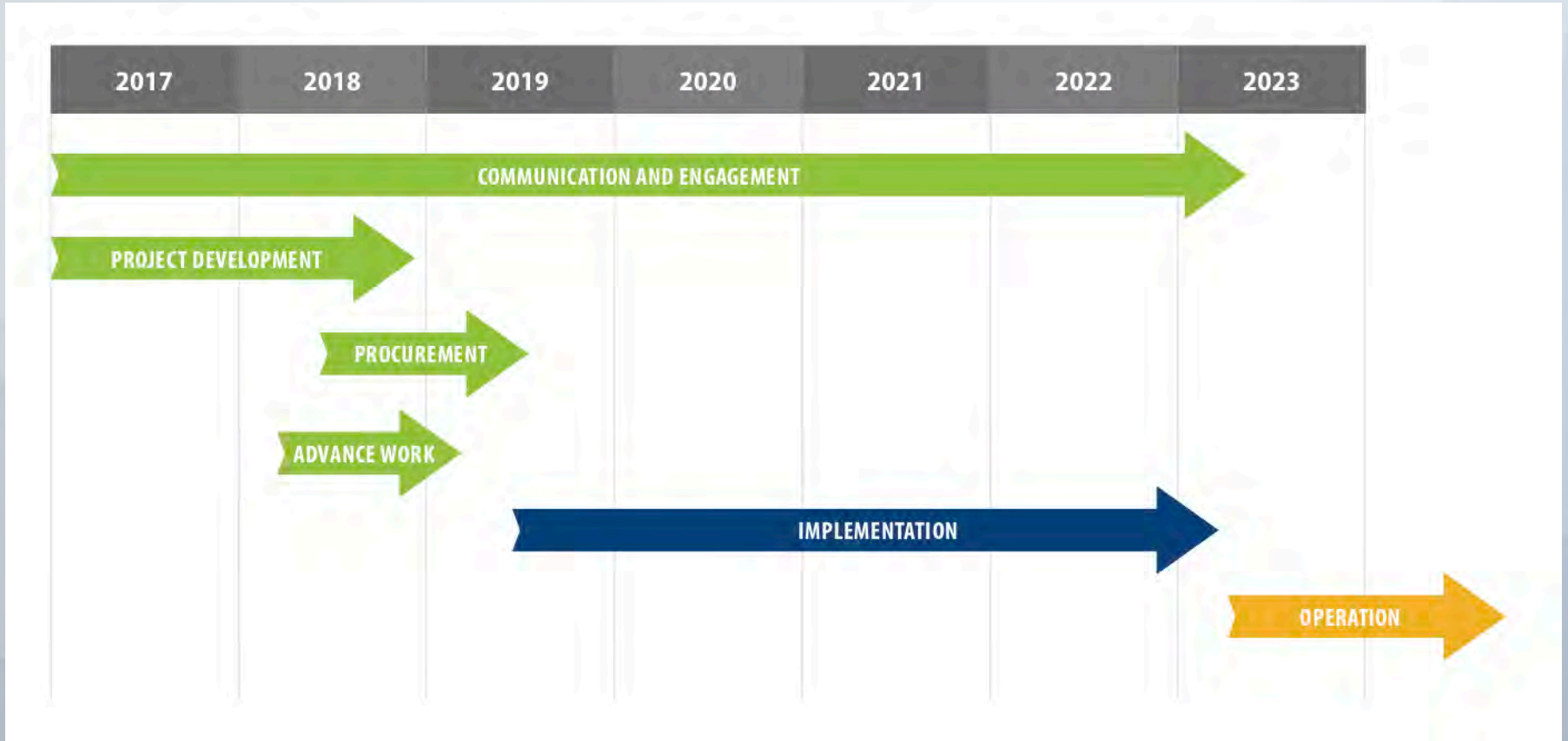
Work to Date

- Environmental review
- Ongoing consultation with Indigenous Groups
- Concept design
- Topic-specific consultation with key stakeholders
- Discussions with City of Delta on cycling connections
- RFQ issued for Highway 91/17 Upgrades
- Geotechnical and environmental field work
- 27B Avenue/Deltaport Way construction underway

Keeping People Moving During Construction



Project Schedule



Your Interests



Questions

www.gov.bc.ca/highway91-17-deltaport
Info.HWY91_17@gov.bc.ca
604-398-5016