



Your **Cycling** Connection

HUB Cycling Tsawwassen Delta Sub-Committee
bikehub.ca/delta

GBHW Debriefing Video Conference

July 7, 2020 • 8:00 pm to 9:40 pm

Google Meet Video Conference

1. **Welcome:** Elder Ruth Adams opening welcome and prayer
2. **Introductions – Roel**
 - how to use the comments Window in Google Meet
 - timekeeper - Roel
 - minute-taker – Jennifer
3. **Attendees:** Elder Ruth, Roel, Léon, Bill, David, Stacey, Jennifer, Sandra, Paul, Barbra, John and regrets: Carol, Neil, Hilary, Phil, Corrie, Matthias
4. **TFN Updates:** Elder Ruth Adams got ahold of someone in Lands Department, will follow up on Thursday. She will send to Sandra, or as a news bulletin.
5. **Discussion:** on 34 St ditch crossing.

Sandra Jones – needs steps going up the dyke side, not just a bridge. Dyke is higher than the road.

Leon – current boards too dangerous for groups to go over the water.

Measurement across ditch shows minimum 40' needed; and there is still a slope.

Stacey – Construction is the easiest part of the process, the permission is a bigger challenge. Bridge could be across in 2 days. It is approximately a 5 – 7% grade. 34 Street side could be raised to mitigate the slope. There needs to be a railing. Suggests just go directly to the BC Hydro option.
6. **Discussion:** on 41B St bypass routing.

Leon – Length of dyke + approximately additional 4 km of route detracts from biking experience; walkers may not want to do that extra distance.
7. **Discussion:** on getting around barrier at BC Hydro DC Substation.

David - We should consider a temporary solution such as the ditch crossing to the 41st bridge as well as pursue the more direct routes around or over the causeway. We should hedge our bets and present the ditch route to Delta and separately the causeway routes with the port and MoTI. The ditch crossing is only one of four potential options outlined on a spreadsheet for review.

 - Ditch crossing to farm roads & 41B bridge - 4 beams 40 – 45' with decking = strong, but fairly high gradation. The height difference between the two sides of the ditch is approximately 3m. He thinks about 20% gradient. Handrails needed. Cost approximately \$20– 30,000



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- Culvert at base of ditch. Cost approximately \$25 - \$35,000. To have fire truck access, would need to raise access surface level 1 to 2 m above the top of the culvert to take fire truckload and also provide a suitable gradient. All of which would raise the cost considerably but we might gain an ally with the fire department in presenting our case.
 - Another alternative is the route alongside the DeltaPort Hwy to the 41st St bridge. This route includes the upgrading existing Service Road from BC Hydro compound to the east end of the DeltaPort overpass and also a new multi-use path, set back from the Hwy, to the 41 St Bridge. A traffic signal for crossing the Hwy to the bridge on-ramp would likely be necessary. This route was the second-highest cost option at around \$750,000 to \$850,000.
 - The third option is to provide a direct connection across the causeway by either a bridge or tunnel. A standard steel footbridge across would likely cost less than adding a cantilevered walkway off the existing DeltaPort overpass because working above in use rail lines is expensive and usually only allowed in small allotted time windows. Costs for simple footbridge around \$5m and the cantilevered walkway up to \$8M.
8. **Discussion:** on riding the Deltaport overpass. David spoke on risk and how it was assessed. Length of time exposed to traffic, the volume of traffic and consequence of a collision of a vehicle at high speed with a group of pedestrians or cyclists is a concern. Leon thought that the 41St Bridge option was just as risky.
9. **Opportunities:** Discussion: There used to be one set of tracks at the crossing point using the breakwater/dyke trail and since the TFN treaty there are many. When more sets of railtracks were laided at that crossing point, a “Cross with Caution” sign had been removed and dyke pathway baracaded with no further access. Therefore it is suggested the wording of the Treaty should be looked at, refering to the final agreement historic map indicates a single set of railway tracks with a junction just west of the dyke on the Deltaport Way.
Re: Treaty with TFN – Elder Ruth will investigate.
Proposed: Bring Deltaport, TFN, BC Hydro, Railroad together to discuss the issue.
Proposed: Ask Metro Vancouver to coordinate this meeting. Mayors Task Force (Climate Action Plan) is possible angle. Stress that a number of groups are concerned about this issue, and time and safety is a factor.
Contact: Craig Sobring, Parks System Planner, Regional Parks chaired regional greenways project. 604-432-6357, C: 604-992-6639.
Sandra will put information together.
10. **Next meeting date:** 8:00pm - 9:15pm, August 11,2020
11. **Closing comments and thanks:** Elder Ruth
12. **Meeting Adjournment:** 9:40pm