

CONTEXT: 53A Street, Tsawwassen

Type: Local road

Sections reviewed:

8A Street north to Imperial Village park

Key Connections:

- South Delta Secondary High school (at southern end)
- 12 Ave (east-west connector)
- Mid-block pedestrian crossing at Saratoga Dr (with EB path to Tsawwassen Town Centre and WB connection to 52nd along Saratoga).
- 16 Ave (east-west connector to 56 St and Beach Grove Rd./Boundary Bay Dyke Trail)
- Imperial Village park (with trail connection WB to 52nd St/Hwy 17 and EB to 56 St)

Existing cycling facilities:

Minimal (Some bike signs)

Parking:

Both sides of the road

Reason for review:

With the temporary road closure of 52nd St for the Metro Vancouver watermain project, cyclists will be detoured to either 53A or 56 St for north-south travel. The poor cycling conditions on 56 St (12 Ave to Hwy 17), coupled with the high levels of traffic, means that 53A St may become a more frequent cycling corridor.

This presents an opportunity for the Corporation of Delta (with some possible support from Metro Vancouver) to improve both the profile and roadway conditions of 53A St for local cycling.



53A St, looking south at 12th Ave



53A St, looking north at Camaro Drive



53A St at 16th Ave, looking north to Imperial Village



Signage at Imperial Village Park

Zone 1: 53A St from 8A to 12th Ave

Conditions:

- Motorists travel fast along this zone due to newer pavement.
- Wide intersections along the west side of 53A (with 9, 9A, 10, 10A); cyclists can conflict with right- or left-turning vehicles that edge into 53A from the side roads to effect a turn.
- Some visibility issues (hedges).
- Key travel corridor for youth attending South Delta Secondary high school.

IDEAS:

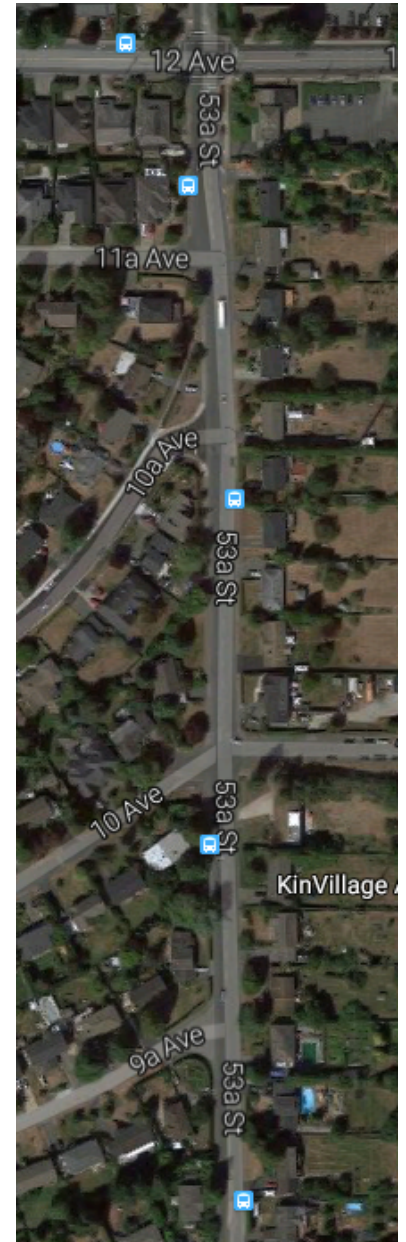
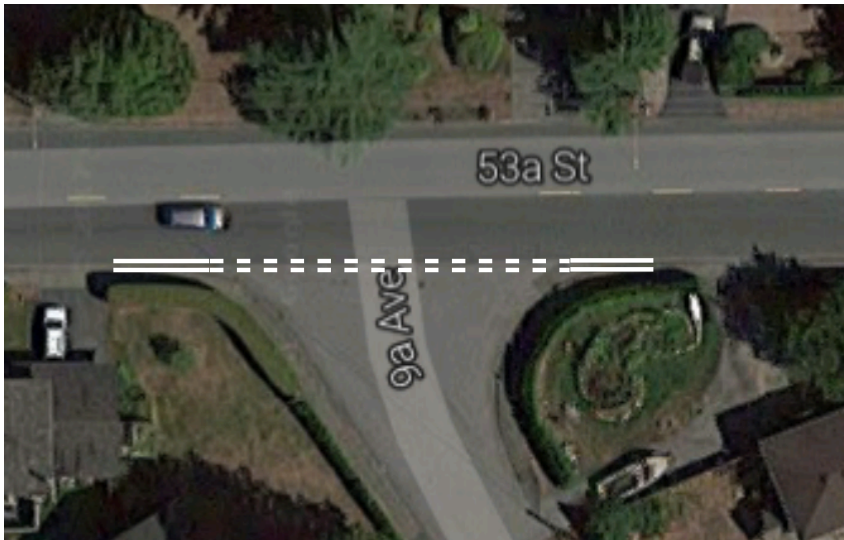
1. Paint **bike symbols** on roadway to indicate cycling route.



2. Add "Bike Route" **signage** to identify 53A as bike corridor.



3. Paint on-road **bike lanes** across the intersections on west side to create awareness/expectation of cyclists (*illustrated below*).



Zone 2: 53A St from 12th to 16th Ave

Conditions:

- 53A presently has no identity as a cycling spine or connector.
- On-road parking is largely confined to the east side of 53A, due to intersecting streets, cul-de-sacs and corner lots along the west side.
- With parking on both sides of 53A, and a travel lane in each direction, there is minimal room for individual/family cycling.

IDEAS:

1. Implement a **parking ban** on the west side of 53A, between 12th and 16th Ave (similar to the road treatment on Westminster Ave in Ladner). This would provide cyclists with additional room to travel. This could be a trial during the construction period.
2. With no parking on west side, **move centre line** of 53A westward, to provide additional space for northbound cyclists on the eastern side of 53A.
3. Paint **bike lanes** on 53A (east and west sides) to give cyclists an identifiable travel zone in the key section.



Zone 3: 53A St from 16th Ave intersection to Imperial Village path

Conditions:

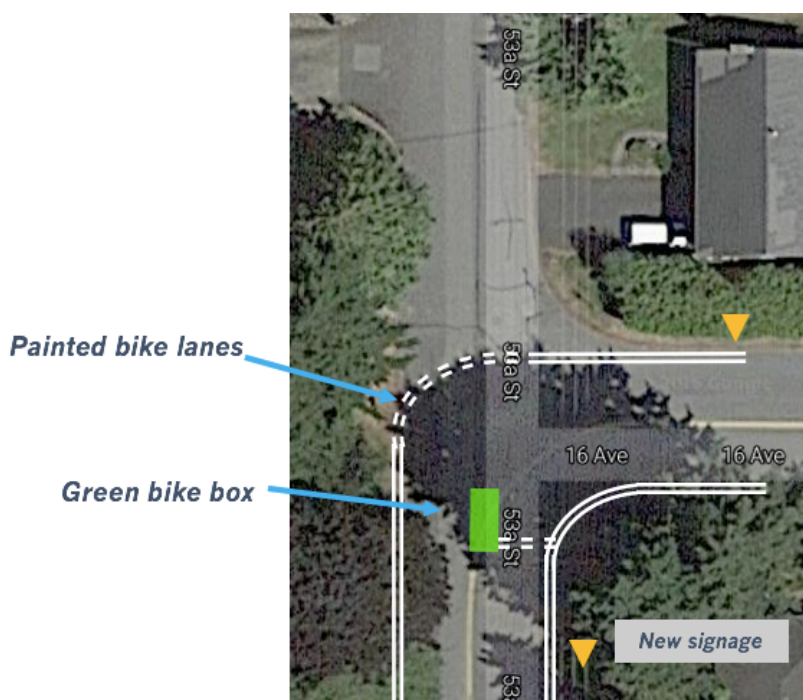
53A St north of 16th Ave is a relatively quiet cul-de-sac, leading to the Imperial Village multi-use path (as well as a second path to 18th Ave).

To access the park/path, cyclists must navigate through the intersection at 16th, which presents many hazards, including:

- No yield or stop sign for motorists turning south onto 53A or east onto 16 Ave.
- For cyclists wishing to travel north (to Imperial Village), there is no guidance for crossing vehicular traffic.
- Solid yellow lines through the intersection encourage the rapid flow of cars/trucks (wide turns too).
- Cyclists have no safe place here, and must proceed with extreme caution.

IDEAS:

1. Paint **bike lanes** through the intersection, on both sides of 53A, parallel with the existing yellow centre line. This will provide cyclists with their place in the intersection when traveling with the traffic (from 53A to 16th Ave, and vice-versa).
2. Introduce a green **bike box** on the southeast corner of 53A and 16th Ave, to raise awareness and provide a waiting area where northbound cyclists can more safely assess conditions before heading north through the intersection.
3. Add **signage** at southeast corner of 53A and 16th Ave to indicate “Cyclist Crossing”; a similar sign should be placed on the northeast corner of 16th Ave to alert motorists.



Zone 3 (Cont'd)

OTHER IDEAS:

- Adding an **outdoor traffic mirror** above the intersection on the west side of 53A, positioned at the centre line of 16th Ave. (*similar to the convex mirror mounted on the right-of-way that connects the South Delta Recreation Centre to 17A Ave in Beach Grove)



- **Signage** (permanent or temporary) would also be encouraged to inform and alert motorists to the presence of the bike-triggered crossing (similar to recent efforts in the City of Edmonton, *pictured below right*).



- Adding a **bike-triggered crossing** on the southeast corner, which would activate a “crosswalk” style light across 16th Ave. This would alert traffic heading up the hill along 16th Ave of the presence of a crossing cyclist; it would also require 53A traffic turning east along 16th Ave to stop and wait for the cyclist to cross.

