

HUB CYCLING TFN DELTA LOCAL COMMITTEE – 2021 Cycling Priorities: City of Delta

This List records work suggestions for safe cycling networks and acknowledges completed projects in Delta. The Delta Cycling Master Plan public engagement is very welcome.

General dangers

- Sightlines, and lack of awareness by vehicle drivers to watch for cyclists, at intersections. An experienced cyclist was killed in August 2018 at 36 Ave / 72 St. At this location sightlines were improved but growth in vegetation since has put this intersection back to the risk state it was in prior to the fatality. Suggest trees blocking site lines be removed ASAP.
 - Vehicles pass cyclists too close on Delta urban and rural roadways. Suggest 'Give Cyclists Space' signs – and more multi-use paths.
 - Upgrade dike surfaces to accommodate a greater range of cycling use.
 - Gaps that involve other jurisdictions, such as needing to cross the Deltaport railway between trails along the Salish Sea. A 34 St ditch bridge is an interim solution for cyclists, within the City of Delta.
 - Inexperienced cyclists. A comprehensive school education program would assist students and families.
- Goal. 'Vison Zero' - work towards zero death and serious injury on Delta roads and trails.

TOP NETWORK "GAPS"

1 Location: River Road West, Ladner (46A St to Brunswick Point). we recognize that major longer term improvements are being planned by Delta, so overall, our suggestions are to do shorter term fixes in advance of the major larger term improvements.

Why? Popular **recreational** route for community and cycle clubs, as well as **commuters** to workplaces on Westham Island. Significant **tourism** potential including farm stands, bird watching and travel to the Tsawwassen Ferry Terminal via the Great Blue Heron Way. This route east of Westham Island Bridge has:

- High mix of local and industrial vehicles between ditches.
- Narrow and s-curve road, crumbling edges and blind spots that force all vehicle traffic into centre of roadway.
- Barriers on dike top path due to private ownership, mix of residential and business uses, and locked gate near 46A St.

Priority:

Short-term. Address safety.

- Repair and fix crumbling road edges from 46A St westward.
- In consultation with stakeholders add a 2-directional multi-use gravel path in the available north side road right-of-way (pictured), from Ladner Reach properties (where dike top trail ends) to City of Delta's Wellington Point Park.

Long-term.

- Repave/widen River Road West to accommodate bike lanes from Ladner Village to Westham Island Bridge.
- Extend dike top trail to Delta's Wellington Point Park.



2 Location: 12 Ave, Tsawwassen

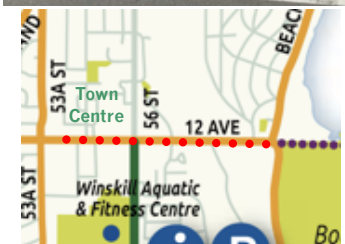
Why? Create an east-west "spine" along 12 Ave for **recreational** and **community** cycling (Beach Grove Rd to English Bluff). Help fulfill the 12 Ave "Main Street" vision of the Tsawwassen Area Plan, while supporting South Delta Business Sustainability Strategy. 12 Ave currently has:

- on-road shared cycling facilities from Beach Grove Rd to 56 St, and from 53A St to English Bluff Rd (sufficient width for bike lanes)
- narrowing of roadway in the Town Centre area, between 56 and 53A St.
- forthcoming intersection improvements at 12 Ave and 56 St (in conjunction with development of Southlands project)
- anticipated changes to Tsawwassen Town Centre Mall (in conjunction with plans being developed by Century Group).

Priority:

Enhance safety for cyclists on current roadway.

- green bike box on NE corner of 12 Ave/56 (where NB vehicles merge)
- destination signage to indicate Town Centre/Centennial Beach
- multi-use path or bike lanes Beach Grove to English Bluff.
- 53A St intersection should be a right turn only – due to vehicle/cyclist/ped risk. Vehicles head west at high speed not waiting.



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- 3 Location:** 64th St (George Massey Tunnel Bike Shuttle to Tsawwassen)
Why? 64 is a significant **recreational** and **commuter** route used to access Tsawwassen from the Massey Tunnel bike shuttle. It has potential **tourism** opportunities as a BC Ale Trail (Four Winds is at River Road and 72 St and Barnside Breweries is on 60 Ave near 68 St) and is close to the Delta Tourism Office. Route is compromised by:
- Future high traffic area (casino access at Hwy 17A / 60 Ave near bike shuttle)
 - 64St narrow roadway with ditches either side, and vehicles that pass others (including wide farm equipment) with no regard for vulnerable road users (cyclist, runners and pedestrians).

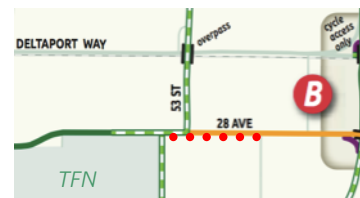


Priority:

Short-term. More way-finding for tunnel shuttle, community and tourism destinations. **Thank you** for map sign at Tourism Office on 60 Ave. Bike awareness, and no-passing, signage. Vehicle speed reduction.

Long-term. Comfortable bike lanes or multi-use path on farmland side of ditch. **Thank you** for new paving between Delta works yard and Ladner Trunk Rd.

- 4 Location:** 28 Ave, Delta (56 St to 52 St)
Why? 28 Ave is a key emerging network connection for **recreational**, **tourist** and **commuter** cyclists traveling between 64 St, the Boundary Bay dike trail and TFN/Tsawwassen Ferry Terminal; it also connects to the new bike lanes along Arthur Drive in Ladner. The route is unsafe from 56 St to 52 St, with:
- Narrow, pot-holed, roadway with minimal (no) shoulder in places
 - Very busy with vehicle traffic between Tsawwassen and Ladner/Deltaport.
 - Poor lighting (farm road)



Priority:

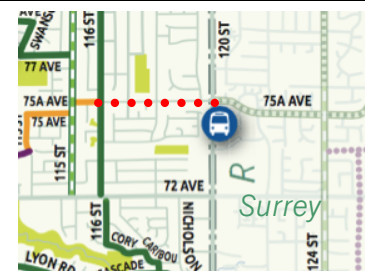
Short-term. In conjunction with regional water main work, widen 28 Ave from 56 to 52 St; add bike lanes in both directions.

Priority: Short-term. If metro Vancouver does not put cycling lanes here, implement awareness methods. Suitable for 56 St (28 to Hwy 17) too.

- Make centre two solid yellow lines (no passing) and post exception signage for slow-moving farm machinery.
- Post 'share the road' signage with '1.5 m buffer graphic' or 'give cyclists space' advisory tabs.

Long-term. Buy land on the farmland side of the ditch to create an off-road, multiuse pathway.

- 5 Location:** East west routes in North Delta. E.g. 75A Ave
Why? North Delta lacks east-west routes on less busy roadways for **recreational** and **community** cycling. 75A is currently compromised by:
- Disrupted regional connection to newly completed bike lanes on 75A in Surrey (which connects to 122 St and the Serpentine Greenway)
 - Delta west-east bike facilities stop at 116 St on 75A (a Gap to Scott Rd)
 - Proposed high-rise development at 75A/Scott Rd (will add major car traffic).



Priority:

Long-term. Add bike facilities along 75A Ave to connect Delta and Surrey.

- 6 Location:** North – south routes in North Delta. E.g. Delta South Surrey Greenway
Why? North Delta lacks continuous routes to safely connect residential neighbourhoods to natural outdoor areas - parks and trails.

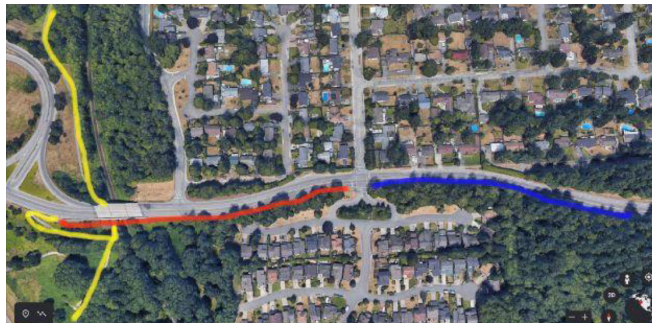
Priority:

Multi-use paths and bike lanes that are safely separated from parked cars.

Create access between Greenway and Watershed Park. (see photo)

Upgrade to usable trails by Burns Bog.

See below under 'Collaboration' for further Greenway information. Tyler Etheridge report (March 2021) is available.

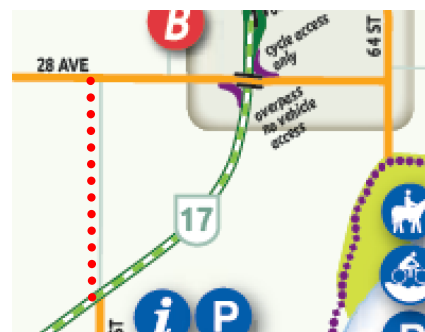


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- 7** **Location:** 56 St (between 6 Ave and 9 Ave)
Why? Complete a **recreational** and **community** cycling connection between Centennial Beach and the Tsawwassen Town Centre by upgrading a multi-use path on east side of 56 St (6 Ave to 9 Ave) Plans for the area currently envision:
- Opening of MUP through Southlands – from Boundary Bay Rd/Centennial Beach to 56 St – and an MUP along the western edge of 56 St north to 6 Ave
 - a future MUP along the western edge of a redeveloped Winskill Park parallel to 56 St - to connect to Tsawwassen Town Centre via 55 St.
- Priority:**
Short term: - Repave existing MUP to 8th Ave.
 - Culvert or small bridge over ditch at 6 Ave.
 - A sign on 56th alerting drivers to look for cyclists as drivers turn right into Forest-By-The-Bay.
 - Eliminate view-blocking Vermillion Accounting sign, it is sightline hazard.



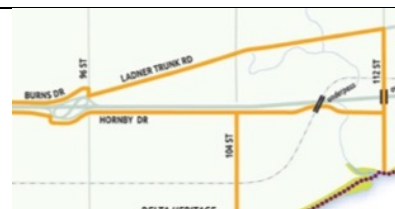
- 8** **Location:** 56 St. from Hwy 17 to 28 Ave.
Why? There is a safety gap for this direct route used by road cyclists from 64 St east of Highway 17 via 28 Ave, into Tsawwassen. High speed motorists pass slower vehicles and force cyclists off road into a ditch on both sides of the roadway.
Priority: Short-term. If metro Vancouver does not put cycling lanes here, implement awareness methods.
- Make centre two solid yellow lines (no passing) and post exception signage for slow-moving farm machinery.
 - Post 'share the road' signage with '1.5 m buffer graphic' or 'give cyclists space' advisory tabs.
- Long-term.** Buy land on the farmland side of the ditch to create an off-road, multiuse pathway.



- 9** **Location:** River Rd from Deas Island (Millennium Trail) to Hopcott Rd
Why? There is a network connection Gap for **recreational** and **commuter** cycling between the Millennium Trail and Hopcott Rd/Tilbury Rd that connects Ladner to North Delta. River Road East is characterized by:
- High industrial traffic (*though improved since Hwy 17/SFPR)
 - Cycling to Tilbury Industrial Park, Annacis Island, Alex Fraser Bridge and the George Massey Tunnel Bike Shuttle.
 - Cycling facilities (bike lane) on south side of River Rd only; circuitous detour via Hopcott/Tilbury Rd due to width of roadway.
- Priority:**
 Add cycling lane to River Rd between 60 St and Hopcott Rd to ensure safe and direct travel corridor for area cyclists; with destination signage.



- 10** **Location:** Hornby Drive
Why? High speed traffic on narrow roadway makes the road dangerous for cyclists and pedestrians. An agriculture worker pedestrian was killed on the road here. This street has high cycling use.
Priority:
Short-term. Enforcement of speed and restriction of use to local traffic.
Long-term. Cycling lanes or MUP.



- 11** **Location:** 72nd St, East Ladner (Boundary Bay to SFPR exit/Trunk Rd)
Why? 72 is a significant **recreational** and **commuter** route used to access Boundary Bay Airport area, Hwy 17, and/or Burns Drive, and Boundary Bay dike trail - representing potential **tourism** opportunities. Route is compromised by:
- High traffic area (agricultural and airport industrial)
 - Narrow roadway due to widened irrigation channel (east side of 72)
 - poor road conditions south of Churchill St; path along eastern edge.
- Priority:**
Short-term. On the western side of 72 have a multi-use path along the MoTI right of way from Churchill to Ladner Trunk.
Long-term. Add a multi-use path along the right-of-way along the eastern side of 72 from Boundary Bay dike to Churchill St.



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ROADWAY ENHANCEMENTS

→ Caution Paint and Signage

Priority:

Add more locations (green) caution paint to raise awareness at key conflict points where cyclists are most vulnerable. Caution paint is being used throughout the Lower Mainland (including Surrey and Richmond), and drivers are familiar with it.

- Implementation is recommended at locations such as:
 - Complex intersection of 12 Ave, Boundary Bay Rd and Beach Grove Rd (entrance to Boundary Bay Regional Park/parking area)
 - 12 Ave west bound at 56 St.
 - Southeast corner of 52 St and Hwy 17, ahead of merge lane where eastbound vehicles turn right onto Hwy 17 towards Ladner/Massey Tunnel. Could add bollards eg. In Richmond, Westminster at Garden City, top photo)



Use a direction arrow with bike symbol in a bike lane.

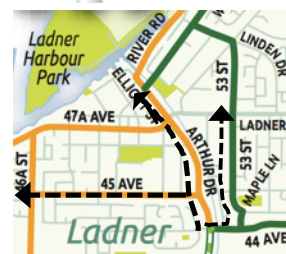
Use bike symbol and wrong way on red, where a dangerous mistake could be made.



→ Wayfinding (Signage)

Priority: Incorporate new destination signage at strategic Delta locations to raise awareness about the bike network and alternatives, including:

- Intersection of Arthur Drive and 44 Ave (*pictured, below right*)
 - To Ladner Village shops and services (northbound via Arthur Drive)
 - To Trenant Park Square shops (eastbound via Maple Lane, 53 St)
 - To Westham Island and Brunswick Point (westbound via 45 Ave)
- Terminus of Boundary Bay dike trail at 17A Ave in Tsawwassen
 - To Tsawwassen Town Centre (south/west via Beach Grove Rd/12 Ave)
 - from the bike shuttle to the ferry via 64th street and 28th
 - To Tsawwassen Ferry Terminal (west via 17/18 Ave)
 - To Centennial Beach (south via Beach Grove Rd)
 - To Ladner (north/east via Boundary Bay dike/64 St/34B Ave)
- Intersection of River Rd East and Centre St, North Delta
 - To 72 St (south via North Delta greenway)
 - To Boundary Bay Dike trail (south via Surrey/North Delta greenway)
 - To Centennial Beach (south via Beach Grove Rd)



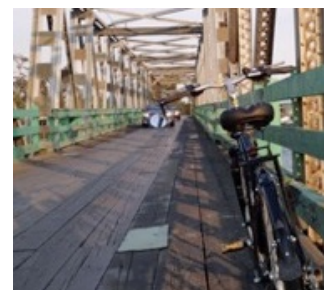
COLLABORATION – City of Delta with other jurisdictions

→ Westham Island Bridge (*TransLink project)

> HUB Cycling has requested a fix from TransLink here - for the past 5 years.

- Existing condition of bridge is dangerous for cyclists because of cracks, slippery conditions; and Wooden 'patches' have been used to cover cracks or gaps between planks. Serious cycling accidents have happened as a result.
- Non-slip paint was tried but failed.
- Test grip strips along edges of bridge have been implemented. They have performed adequately.

Status: 2021. TransLink is hesitant to implement the grip strips due to TransLink stating there is a lack of funds.



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→ Regional Trail Connection (Boundary Bay Dike to BC Ferries)

Priority: To establish a shared trail system for **tourism** and **recreational** cycling. (*City of Delta with Metro Vancouver, Trans Canada Trail, MoTI, DFI).

- Most trail connections are existing, needs improvement by Tsawwassen Rec. Centre.
- Tsawwassen Springs has not provided a promised MUP.
- Trail requires destination signage and coordination to ensure that the range of users understand where to go, and to respect farm vehicles.
- Trail improvements – including AAA surfacing or more compacted gravel – could expand its utility as a travel corridor



Status Thank you for dike gravel surface improvement 64 St to 17A Ave.

→ Cyclists/Pedestrian Overpasses (and interim safer crossing)

Priority: To promote **tourism** and **recreational** cycling, we firmly support the City of Delta work with local/regional stakeholders and governments to effect safe and efficient cyclist/ pedestrian overpasses at:

The Deltaport railway between the Brunswick Point Trail and the TFN Breakwater Path along the Salish Sea. (following the Great Blue Heron Way). This connects the Tsawwassen BC Ferries terminal via an off-road and rural road network to the George Massey Tunnel Bike Shuttle.

(*with Port of Vancouver, MoTI, BC Rail, TFN, TrailsBC, City of Delta)

A detailed report (A GBHW team business case sent to MoTI and shared with stakeholders) is available on alternatives to re-establish the Deltaport rail crossing.



Short-term. On City of Delta jurisdiction for trail-using cyclists.

- Build a culvert or small bridge ditch crossing at dike/34 St. This creates a route that leaves dike further north from railway (at 34 St), to safely cross rail lines using existing road infrastructure (41B St and the 41B St overpass). During the Covid pandemic, this crossing is constantly attempted by Delta residents, who are forced to carry their bikes across a steep sided ditch.

On Highway 17 to service residents and workers between Tsawwassen and Tsawwassen Mills / Tsawwassen Commons shopping, housing and recreation. (*with TFN, BC Ministry of Transportation and Infrastructure, TrailsBC)

Short-term. For crossing Highway 17. Establish awareness and speed reduction techniques to manage potential dangers for pedestrians and cyclists navigating Highway 17. It is understood high visibility painted crosswalks can be used if a provincial highway has a posted limit 60 km/hr or less. New residential housing, school children, and workers/shoppers accessing bus stops, supports the need for a speed reduction to 50 km/hr between 52 St. and the ferry causeway.

Long-term. Ped /cycling bridge to protect children and all vulnerable users.



→ Regional Trail Upgrade (Delta / Surrey Greenway)

Priority: To establish a shared trail system for **tourism** and **recreational** cycling from The Fraser River to the Boundary Bay dike trail.

(*City of Delta with Metro Vancouver, Trans Canada Trail, MoTI, DFI).

- Maintained trail sections are usable and in good shape.
- The planned sections are used but in terrible condition. They require flood mitigation and upgrade. This pertains to the north half heading towards Alex Fraser bridge.
- Trail has very poor destination signage and coordination.
- Trail connections in rough shape include rocky path to 72 overpass (photo left), such short distance fixes could make for a usable long distance trail.
- Trail east of the railway tracks is in good shape and is utilized when Delta / Surrey Greenway is flooded. This is the route that mostly pertains to the report from Tyler Etheridge, March 2021.



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→ Regional Trail Gap (Mud Bay to Crescent Beach)

Priority: To establish a continuous trail system for **tourism** and **recreational** cycling all along the shore of Boundary Bay and Mud Bay.



CITIZEN ENGAGEMENT

→ Establish an “Active Transportation Advisory Committee” and dedicated Staff Role (City of Delta)

Priority: Have Active Transportation be seen to be a significant and measureable goal in Delta. Other municipalities have similar committees for citizen input.

- Committee would provide advice and feedback to Mayor, Council, and municipal staff on infrastructure, programs and planning relating to cycling, walking, transit, scooters, and other forms of non-vehicular transportation such as E-bikes and scooters.

Thank you for the 2021 public consultation for the City's first Cycling Master Plan.



STATUS: PAST PRIORITIES

COMPLETED

Location: 53 A St at 16 Ave, Tsawwassen

- Intersection unsafe for vulnerable users
- HUB Delta submitted a support letter to City of Delta for improvements (January 2019). To include median and green painted bike box.

THANK YOU ✓

COMPLETED

Location: Elliott Street, Ladner Village (between River Rd and Chisholm St)

- Dangerous, re-occurring bulge in road on Elliott Street between River Rd and Chisholm Street. Long term fix has been made.

THANK YOU ✓

ALMOST COMPLETE

Location: 53 St (Arthur Drive) from Deltaport Way overpass to 28 Ave.

Status: City of Delta is widening shoulder (and continuing the bike lanes) in conjunction with ongoing Neighbourhood Road Improvements Program and Metro Vancouver water main works along Arthur Drive/53 St. Underway in 2019-2021.

THANK YOU ✓

COMPLETED

Location: Pedestrian bridge over Hwy 17A (behind Ladner Leisure Centre)

- Relocate metal track to allow cyclists to push their bikes over steep stairs. NEW cycle track has been built.

THANK YOU ✓

Partially complete

Location: Hwy 10 – Ladner Trunk Road (John Oliver Park and 104 St)

Road surface repairs on this frequently used corridor for cycling clubs and commuter cyclists.

Requirement Vision-impeding vegetation still needs addressing.

THANK YOU ✓

COMPLETED

Location: Imperial Village Right-of-Way Trail, Tsawwassen

Why? Formalize and enhance access to this flat trail connection (18 Ave & 52 St) to fill a **recreation** and **tourism** route gap.

THANK YOU ✓