

Delta HUB – 2018 Cycling Priorities: City of Delta

This List records work suggestions for safe cycling networks, and acknowledges completed projects in Delta. The new TalkDelta App (July 2018) that allows on-location report of necessary repairs and sightline concerns on roads and trails, is an asset to cyclists.

General dangers

- Sightlines, and lack of awareness by vehicle drivers to watch for cyclists, at intersections.
- Vehicles passing cyclists too close.

TOP NETWORK “GAPS”

1. **Location:** River Road West, Ladner (46A St to Brunswick Point)

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 ferry travel via Tsawwassen Ferry Terminal. 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 (between 56 St and 53A St), 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 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).

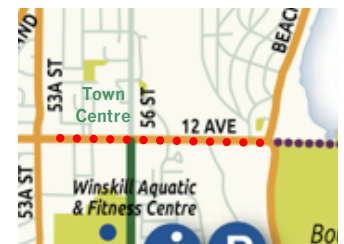
Priority:

Short-term. Enhance safety for cyclists on current roadway.

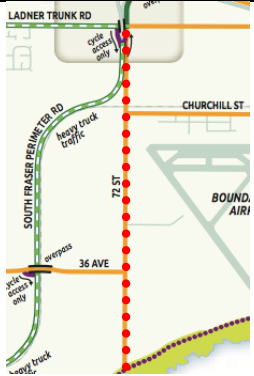

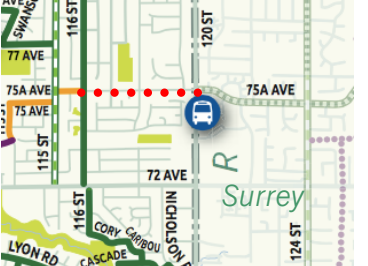


- green bike box on NE corner of 12 Ave/56 (where NB vehicles merge)
- destination signage to indicate Town Centre/Centennial Beach

Long-term. Widen 12 Ave between 56 St and 53A St to include:

- painted east-west bike lanes in this town centre safe-cycling Gap.



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<p>3. Location: 72nd St, East Ladner (Boundary Bay to SFPR exit/Ladner Trunk) 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:</p> <ul style="list-style-type: none"> - High traffic area (agricultural and industrial area) - Narrow roadway due to widened irrigation channel (east side of 72) - poor road conditions south of Churchill St; path along eastern edge. <p>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.</p>	
<p>4. Location: 28 Ave, Tsawwassen (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 is also connected to the new bike lanes along Arthur Drive. The route is unsafe from 56 St to 52 St, with:</p> <ul style="list-style-type: none"> - Narrow, pot-holed, roadway with minimal (no) shoulder in places - Very busy with vehicle traffic between Tsawwassen and Ladner/Deltaport. - Poor lighting (farm road) <p>Priority: Short-term. In conjunction with regional water main work, widen 28 Ave from 56 to 52 St; add bike lanes in both directions.</p>	
<p>5. Location: 75A Ave, North Delta Why? North Delta lacks east-west routes on less busy roadways for recreational and community cycling. 75A is currently compromised by:</p> <ul style="list-style-type: none"> - 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 35-story high-rise at 75A/Scott Rd (will add major car traffic). <p>Priority: Long-term. Add bike facilities along 75A Ave to connect Delta and Surrey.</p>	
<p>6. 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 converting an existing sidewalk along the eastern side of 56 St (6 Ave to 9 Ave) into a multi-use path (MUP). Plans for the area currently envision:</p> <ul style="list-style-type: none"> - a future MUP through Southlands – from Boundary Bay Rd/Centennial Beach to 56 St – and 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. <p>Priority: Long term. Create an off-road MUP along the east side of 56 St by repurposing one of the two existing parallel sidewalks at Forest by the Bay:</p> <ul style="list-style-type: none"> - at southern end, connect path to future Southlands MUP at 6 Ave. - at northern end, connect path to marked crossing at 9 Ave. 	
<p>7. COMPLETED Location: Imperial Village Right-of-Way Trail, Tsawwassen Why? Formalize and enhance access to this flat trail connection (between 18 Ave & 52 St) to facilitate recreational and tourist cycling between Boundary Bay dike, Tsawwassen, TFN and BC Ferry Terminal.</p>	

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- 8. 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. River Road East is characterized by:
- High industrial traffic (*though improved since Hwy 17/SFPR)
 - Commuter cyclists travelling to Tilbury Industrial Park, or between North Delta and South Delta.
 - Cycling facilities (bike lane) on south side of River Rd only; circuitous detour via Hopcott/Tilbury Rd due to width of roadway.



Priority:

Long-term. Add cycling lane to River Rd between 60 St and Hopcott Rd to ensure safe and direct travel corridor for area cyclists; connect with Millennium Trail, Deas Island Regional Park, 64 St and Mainroad bike shuttle with destination signage.

9. 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. Make centre two solid yellow lines (no passing) and post exception signage for slow-moving farm machinery.



ROADWAY ENHANCEMENTS

→ Caution Paint

Priority: Introduce (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.

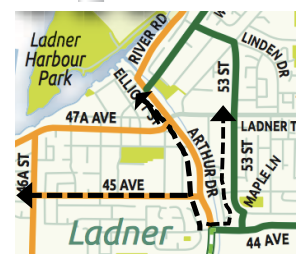
- Implementation is recommended at locations such as:
 - Complex intersection of 12 Ave, Boundary Bay Rd and Beach Grove Rd (entrance to Boundary Bay Regional Park/parking area)
 - 12 Ave west bound at 56 St.
 - Southeast corner of 52 St and Hwy 17, ahead of merge lane where EB vehicles turn right onto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



→ 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 17 Ave in Tsawwassen
 - To Tsawwassen Town Centre (south/west via Beach Grove Rd/12 Ave)
 - 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)



CITIZEN ENGAGEMENT

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→ Establish an “Active Transportation Advisory Committee” (City of Delta)

Priority: Form new citizen advisory committee for active transportation; Most municipalities in Lower Mainland 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.



COLLABORATION

→ Cyclists/Pedestrian Overpasses (and interim safer crossing)

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

- Brunswick Point and the TFN Breakwater
(*with Port of Vancouver, Government of Canada, BC Rail, TFN, DFI, TrailsBC)

Short-term. Create route that leaves dike further north from railway, to safely cross rail lines using existing road infrastructure.

- 52 St/Hwy 17 and Tsawwassen Mills/Tsawwassen Commons.
(*with TFN, BC Ministry of Transportation and Infrastructure, TrailsBC)

Short-term. Establish awareness and speed reduction techniques to manage potential dangers for pedestrians and cyclists navigating Highway 17.



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

Priority: To establish a shared trail system for **tourism** and **recreational** cycling from the Boundary Bay dike trail to the Tsawwassen Ferry Terminal.

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

- Most trail connection are existing or planned (i.e. Tsawwassen Springs, TFN)
- Trail requires destination signage and coordination to ensure that the range of users understand where to go, and the priority given to farm vehicles.
- Trail improvements – including AAA surfacing or more compacted gravel – could expand its utility as a travel corridor, particularly in key sections such as between 64 St to 17A Ave in Tsawwassen.



STATUS: PAST PRIORITIES (*from 2017 Priority List)

2. **Location:** 53 A St at 16 Ave, Tsawwassen

- Intersection unsafe for vulnerable users
- Significant vehicular traffic to/from 16 Ave.
- On a Delta bike route (53A St), which provides safer alternative to 56 St/52 St

Status: Delta HUB submitted recommendations to City of Delta for 53A Street road improvements (July 2017). Review/implementation of changes by City of Delta pending completion of Metro Vancouver’s Water/Sewer Repairs along 52 St.



6. **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.

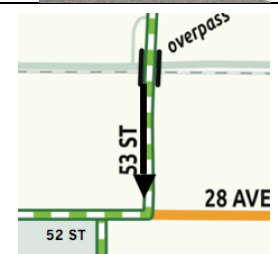
THANK YOU



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

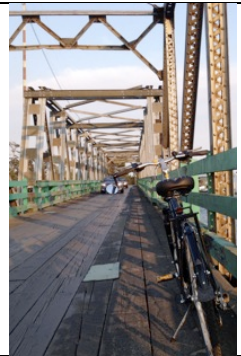
- Shoulder on south descent are too narrow
- Ditches on right hand side add to risk
- Situated along Delta cycle route

Status: City of Delta will be widening shoulder in conjunction (and continuing the bike lanes) in conjunction with ongoing Neighbourhood Road Improvements Program along Arthur Drive/53 St. Scheduled for 2018.



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- 14** **Location:** Westham Island Bridge (*TransLink project)
- Existing condition of bridge is dangerous for cyclists because of cracks and slippery conditions; cycling accidents have happened as a result.
 - Wooden “patches” have been used to cover cracks or gaps between planks, creating an obstacle for pedestrians and cyclists.
 - Grip strips along edges of bridge once provided helpful traction (against slippery conditions) and mitigated some gaps.
- Status:** TransLink An amount has been included in 2018 budget for requested repairs to planks/grip strip.



- 18** **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 track is pictured here.

THANK YOU 



- 20** **COMPLETED**
- 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.

THANK YOU 