



Your **Cycling** Connection

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August 8, 2022

On behalf of all the members of HUB Cycling's Tsawwassen First Nation (TFN) Delta Local Committee, we wish to convey our dismay and regret for the recent incident involving a person cycling and one of Delta's many hard-working farmers. There's no excuse whatsoever for this individual's behavior (when he decided to block the farmer's progress on the dike). We hope that the publicity this incident received further educates people who use the dikes in Delta for active transportation, that our farmers absolutely need to have full right of way on our dikes, as the signage states. In many cases, the dike is the only way for our farmers to get their equipment from one field to another.

Overall, the significant increase (in the last couple of years) of people cycling in Delta is great to see. This does however bring into question how all users can safely share not just the dike, but our local roads as well. In addition to sharing dikes with our local farmers, people who cycle must share the dike system with people walking and people riding horses. HUB Cycling encourages all individuals on cycles to slow down and use a bell when approaching people walking, or at minimum, verbally alert them when passing. Users on electric-assist bikes or gravel bikes (who can ride at a high speed) need to be particularly careful to slow down when approaching other individuals. It's very important to slowly and carefully pass or approach horses, giving the horse as much room as possible.

In the longer term, governments (mostly provincial and federal) will need to spend significant funds to improve our dike system to deal with rising sea levels. We encourage all levels of government to consider turning this massive and costly problem into an 'opportunity'. Countries such as Holland have built an amazing (mostly paved) dike system used by locals and tourists alike. My wife and I have enjoyed many trips to Europe that have involved cycling. While Europe can be a great cycling destination, BC has significant (untapped) potential in terms of cycling tourism. A paved and ample width dike system that encourages users of all ages and abilities will also improve user safety and accessibility. We are fortunate to have a dike system that provides great cycling opportunities. For example, the ride to Mud Bay Park in Surrey is a beautiful, scenic, world-class ride that can be extended through the watershed trails in North Delta and Surrey, with a return trip on River Road and the Millennium Trail.

Many who cycle actively have had crashes, some of which can result in significant hospital stays, and for some others regrettably, loss of life. With respect to our local roads, we encourage people to drive within the speed limit, and to always be alert for people walking and cycling. Please allow extra room when you pass people cycling on roads without separated cycling lanes, particularly on our narrow rural roads. And we advise people cycling to never assume that a person driving sees you. Almost all people driving do of course see people cycling and will take care to drive safely when near you but it is very dangerous to assume that driver mistakes will not happen.

We cannot stress enough the safety enhancement that a helmet provides. And bike lights, reflectors and bright clothing significantly enhance visibility. People cycling need to be



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particularly careful at all intersections and driveways. We also recognize that sharing our roads is a 'two-way street' so to speak. Some people cycling do not follow the rules of the road. Not only does this put people cycling at added risk, but this also reflects poorly on our cycling community.

We commend Delta Council for commissioning the recently released Cycling Master Plan, which plans out various options toward increasing safe cycling infrastructure over the years ahead. We are also very pleased that Delta has adopted the aspirational 'Vision Zero Program' that aims to reduce death and serious injury to zero by building state of the art infrastructure and reducing speed. We are lucky to live in such an active community and as our population density increases in the future, we look forward to seeing more and more people using safe, healthy, carbon free, active transportation methods.

Neil Pope

Co-chair, Tsawwassen First Nation (TFN)/Delta Local Committee, HUB Cycling

About HUB

Cycling HUB Cycling is a charitable not-for-profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.