

MINUTES - Delta HUB Committee Meeting

Thursday Oct. 6th, 2016, 7:00pm

1. **INTRODUCTIONS:** Patrick (Chair), Sandra, Liz, Anton, Will, Phil, Karon, Roel

2. **MINUTES:** Minutes approved from last meeting (Sept. 8th)

3. **NEW ITEMS:** New topics for discussion by Delta HUB members

Pro-Walk Conference in Vancouver (Sandra)

- Sandra attended the conference, which included participants from Canada and around the world. The conference focused on walking, biking, and accessibility. Several sessions touched on the new Transportation Association of Canada-TAC guidelines, which will be published in 2017 (*Delta HUB has previously used the TAC guidelines when presenting cyclist mitigation ideas to MoTI for the Hwy 17/52nd St intersection, i.e. bike boxes, green caution paint, signage).
- The new TAC guidelines may include a few innovations applicable to Delta:
 - *Flexible “ranges” for bike lane widths* (vs. set standard). If an acceptable range is allowed (i.e. 1.5-1.8m), combined with a reduced minimum standard for vehicle lanes, road designers may have more leeway to include bike lanes.
 - *Advisory bike shoulders (rural roads)*. Advisory bike shoulders are dashed lanes along the side of a rural road to raise awareness that cyclists may be present, and have a right to the space. This treatment allows vehicles to use the whole road when they have to; however, when there is a cyclist, it helps them both to position themselves safely (sample rendering below)



- *Wendy Evaluation tool* (for “Willing but Wary” cyclists). Example from Seattle, where neighbourhood greenways are evaluated using the Wendy persona – the Interested but Concerned local cyclist. The Seattle Bicycle Master Plan specifically addresses the target Wendy group (who are “curious about cycling, like to ride, but are afraid to do so, and will never ride on arterials”). More info: <http://seattlegreenways.org/wp-content/uploads/Wendy.pdf>
- **Action:** speak to Delta about rural advisory bike lanes for routes such as 28 Ave and 64 Street (which are too narrow for 2-directional car lanes and bike lanes).

ICBC Distracted Driving/Pedestrian Safety Campaigns (Karon)

- Karon explained that ICBC rates will be marginally increased, in large part due to an increasing number of registered cars (and therefore crashes), and associated rises in repair, medical, and litigation costs.
- Karon's new role with ICBC is the Road Safety and Community Coordinator. She will continue to work with bodies such as Delta Police (and Delta HUB) to promote road safety.
- The Pedestrian Safety Campaign starts on Oct. 18. She is willing to participate in any community events between mid-Oct and November. Recently, she has been out with the Delta Community Police for the Distracted Driving Campaign, which continued to alert/ticket many local drivers who were using their phones.
- ICBC also participated with the Tsawwassen CoPS office in three recent bike safety "blitz" events (the most recent was October 6). Delta HUB was also invited to alert cyclists about cycling rules and safe practices.

Follow-up: Flexible Bollards

- Patrick has been in contact with North Shore HUB Committee about the use of flexible bollards to provide a delineated space for cyclists (update in November).
- Planner Sandy James recently reported on the use of flexible bollards by citizens as a way to pilot or "test case" the need for bike lane protection:
<https://pricetags.wordpress.com/2016/10/12/one-for-the-bike-lane-guerrillas/>

4. WORKING GROUP UPDATES:

Safety/Routes

Spot Improvement List (*Delta items)

- Updated list provided to Delta Engineering in August (full response pending).

Spot Improvement List (*Provincial/MoTI items)

- Delta HUB recently provided a Provincial-jurisdiction Spot Improvements List to MOTI for review and consideration. MoTI responded that they will arrange a meeting with Delta HUB as soon as they have reviewed the list.
- **Action:** Add paving of the gravel path from SFPR to 72nd to the list.

Wayfinding Report

- Anton to lead the Wayfinding Report project on behalf of Delta HUB. The goal is to identify locations where additional (selective) signage is recommended to help locals and visitors navigate to key destinations, and make safe choices.
- **Action:** Sandra and Patrick to provide Anton with draft Wayfinding materials.

Local/Regional Infrastructure

Hwy 17 Widening Project (Update from MoTI)

- **Cyclist Push Button** at 52nd NB and Hwy 17 (In Progress).
MoTI funding is available and this project is still confirmed. They are now scheduling the work (Some delay due to MV construction activity on SW corner)
- **Caution paint** at bus stop on Hwy 17 EB at Sea Salish Way (Complete; below)
MoTI has installed caution paint at this location to alert cyclists of the elevation change (the bus pad is in the shoulder of the Hwy, unlike other transit stops).



- **Caution paint** across merge lane on NE corner of 52 St and Hwy 17 (pending). While the traffic island is MoTI jurisdiction, the facility itself belongs to Delta (and would require agreement from Delta, as they would likely handle ongoing/future maintenance of the green paint). MoTI is willing to discuss this option again, now that reconstruction of 52 North is complete.
- **Action:** Contact Delta Engineering about green caution paint at 52 & Hwy 17.

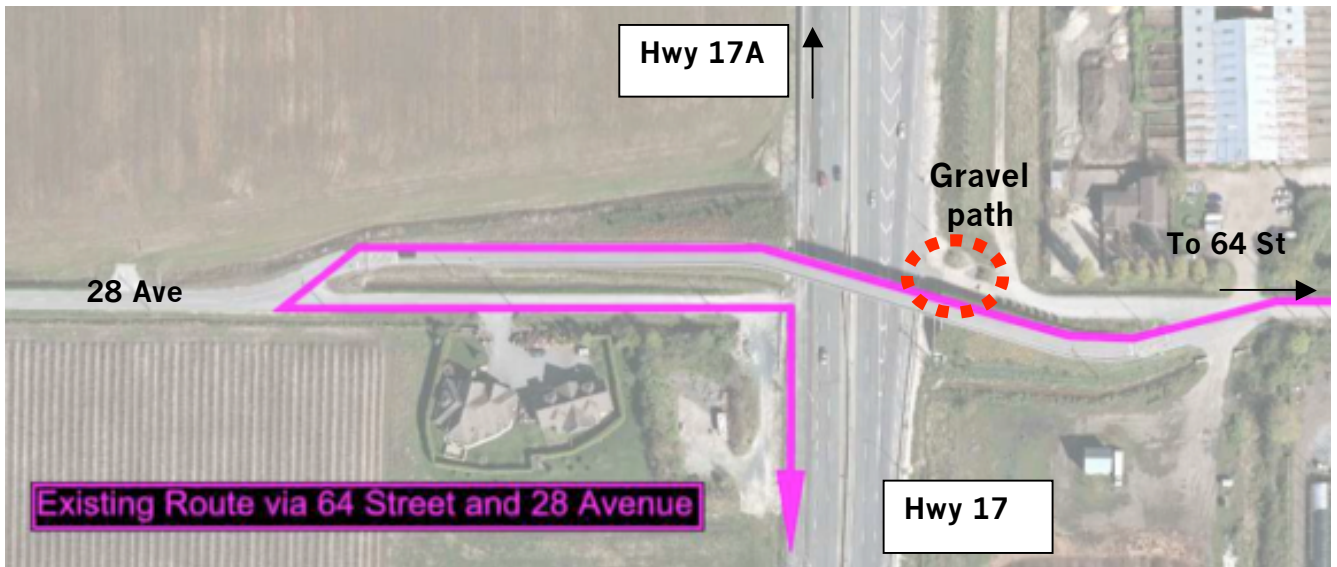
TFN Great Blue Heron Way (New boardwalk opening – Sept 23rd)

- Patrick attended the official opening of the boardwalk facility at TFN.
- The boardwalk – which was cost-shared by provincial BikeBC funding – provides pedestrian and bicycle access from Tsawwassen Drive to the breakwater path. This represents the first stage of the Great Blue Heron Way trail system.



Port/MoTI Truck Staging Facility (Update)

- The project proponents confirmed that they had approved Delta HUB's request to pave the gravel path from Hwy 17 to 28 Ave (see below). This provides a helpful network connection to allow northbound cyclists on Hwy 17 to travel via 28 Ave and 64 St, rather than in the vicinity of the new Truck Staging Facility on the SFPR:



- The proponents will also be paving the 64 Street exit ramp from Hwy 17, and removing the blockade. New "Cross Here When Safe" signage will appear along Hwy 17 at each ramp; in addition, per Delta HUB's suggestion, new exit signage will represent 64th St as the preferred route (informing those who are unsure or new to the area to choose 64 St as the safest route, avoiding the Hwy 17/17A merge).

Education/Engagement

Spanish-language Cycling Rules poster (Distribution)

- Patrick presented the Spanish-language "Cycling Rules" poster to the Corporation of Delta's Agricultural Advisory Committee (AAC) at their September meeting.
- In addition, the Delta Farmers Institute distributed a digital copy of the poster, cover letter, and English-language reference document to their members; hard copies of the poster will be offered at the DFI's December meeting.
- Posters have also been offered to local greenhouses and the Delta Community Police offices in Ladner and Tsawwassen.

HUB Learn2Ride course (Sept 23/29 course at Heath Elementary, North Delta)

- HUB's second cycling safety course occurred on September 23 and 29 in North Delta (Heath Elementary on 72nd).
- A report on the course results will be provided to Delta HUB shortly. The feedback survey from school administration revealed positive responses.
- Funding from Translink allowed the course to be offered to these North Delta elementary students at no charge.

Delta HUB presentations

- Patrick was asked to speak about Delta HUB at the Oct. 4 Ladner Rotary meeting.
- Sandra/Patrick will discuss Delta HUB at the Ladner Business Association (Oct. 20)

5. Cycling connections–George Massey Tunnel Replacement (*see discussion document)

6. OTHER ITEMS:

Letter to EAO on George Massey Tunnel Replacement (Environmental Assessment)

- Delta HUB submitted a letter to the BC Environmental Assessment Office on Oct. 3. The letter highlighted key priorities for health and transportation

Next meeting: Thursday, Nov. 3rd, 2016 (Location: Tsawwassen Library, 7pm)

****FOR FEEDBACK: Cycling connections – George Massey Tunnel Replacement**

In support of the GMTR Cycling Working Group, Delta HUB has been asked to help evaluate bridge and bridge corridor accessibility to local cycling routes.

Why is this important?

We're trying to maintain and enhance safety on roads affected by the bridge (and bridge corridor) to assist current cyclists and attract new cyclists on roads and trails that connect the places we want to go.

How will cyclists access/exit the bridge?

The new bridge will have a multi-use path, and exits for cyclists/pedestrians on both sides of the bridge facility. On the west side, the path would exit onto River Road West; the east side path would exit onto the new River Road extension, near Vasey Rd.

What about the transit exchange?

Current designs indicate that the transit exchange (located at the junction of Hwy 99 and Hwy 17A) would not be accessible directly from either multi-use path. Rather, cyclists will exit the bridge on either side, and proceed along River Rd/Vasey Rd. until they can access the path leading to the transit exchange.

What are the relevant local routes?

Essentially, routes that cross the study corridor in Delta, such as the Millennium Trail, the Surrey-North Delta Greenway, and River Road. The following map shows existing routes that connect the bridge corridor to key Delta destinations (including town centres, parks/dikes, the ferry terminal, and job centres such as Tilbury):



The GMTR study corridor also includes new overpasses and multi-use paths at Hwy 99/Hwy 10 and Hwy 99/112 St (connecting North Delta/Surrey to Mud Bay):



What are some ideas for enhanced connection?

HUB's Regional Advisory Committee representatives on the GMTR Working Group have expressed a preference for a bike corridor along the Hwy 99 Right-of-Way, wherever possible. However, if cost, land, or other factors limit this bike corridor from happening (*which may be likely), the goal is to identify the next best alternative.

In terms of access to key local routes, running **east/west** from the new bridge, Burns Drive and Ladner Trunk Road appear to offer the most potential (and connections). Meanwhile, traveling **north-south** cyclists will have more choice depending on preferences (i.e. off-road vs. shared, directness/ speed), including River Road to Ladner Village and/or Tilbury, 64 St to Tsawwassen/Boundary Bay dike, and Hwy 17A to Tsawwassen/TFN/BC Ferries.

Additional concepts provided to Delta HUB for review include:

- a 2-way path between the bridge and the intersection of Hwy 17A/Ladner Trunk Road, involving a new path being built along the Crescent Slough dike (between River Road and Hwy 17A, as mocked-up below)
- a direct 2-way path from the bridge to 64 St & Burns Drive, along the north side of the Hwy 99 corridor (also below)
- a path parallel to the rail road along Colebrook Road (paved, for road bikes)
- Other ideas?



Comments, concerns or suggestions?

Delta HUB is looking for Committee feedback about the connecting routes that would be most useful or important to community members.

Next Steps

Delta HUB has been invited to an upcoming Transportation Technical Committee meeting with Delta Engineering to discuss local cycling routes and the GMTR. This will be an opportunity to share feedback we have received about concerns or priorities.