

DRAFT MINUTES - Delta HUB Committee Meeting

Thursday Nov. 3rd, 2016, 7:00pm

1. **INTRODUCTIONS:** Patrick (Chair), Sandra, Suki, Hilary, Anton, Phil, Maggie, Liz, Terry, Susan, Joan, John, Ellie, Roel

Maggie is a representative from the Delta South Youth Legislative Advisory Council. Constable Suki Thind is from the Delta Community Police office in Ladner.

2. **MINUTES:** Minutes approved from last meeting (Oct. 6th)

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

Tourism Delta

- Delta HUB has been contacted to help identify approved routes for Tourism Delta's upcoming map.
- **Action:** Sandra will continue to liaise with Tourism Delta on suggested travel routes.

Delta Physical Literacy Summit

- New initiative to make Delta an "Active for Life" community, involving several sports and youth related organizations (including the School District). Goal is to collaborate on specific initiatives that support health and athleticism; may involve funding to build an "Active for Life" plan for Delta.
- Looking for a Delta HUB rep to provide cycling perspective for all ages and stages.
- **Action:** For more info, or to get involved in next steps, any interested Delta HUB member should contact Patrick. Next proposed meeting is Nov. 30 at 6:30pm.

Delta South Youth Legislative Advisory Council

- The Ladner (DSS) based youth group is looking for ways to make Delta "greener".
- They were previously involved in the seniors bus. Current interests include greenway bike paths in Ladner that could encourage youth to cycle to school and other areas (for example, Port Guichon to Ladner Village)
- **Action:** Delta HUB to share HUB's "UnGap the Map" initiative with MLA Huntington.

HUB "UnGap the Map" workshop

- Ellie indicated that HUB recently received some funding (\$30K) to go towards the "UnGap the Map" initiative (a campaign to remove gaps in the regional network)
- The next step is a workshop involving HUB and Local Committee reps on **Nov. 30**. The workshop will take place at MEC headquarters in Vancouver
- To attend, interested Delta HUB members should contact Ellie at ellie@bikehub.ca
- **Action:** Contact Ellie (HUB, Director of Communications) if you would like to attend the Nov. 30 workshop in Vancouver (6:30-8:30pm)

4. **GUEST:** Joan Caravan, Transportation Planner (Bicycle Planning), City of Richmond

- Joan has been with the City of Richmond for 15 years, working with the Transportation Planning department (which includes both planners and engineers). She is also part of the City's Active Transportation Committee, which is comprised of municipal staff and citizen representatives.
- Delta HUB invited Joan to speak about cycling improvements in Richmond.

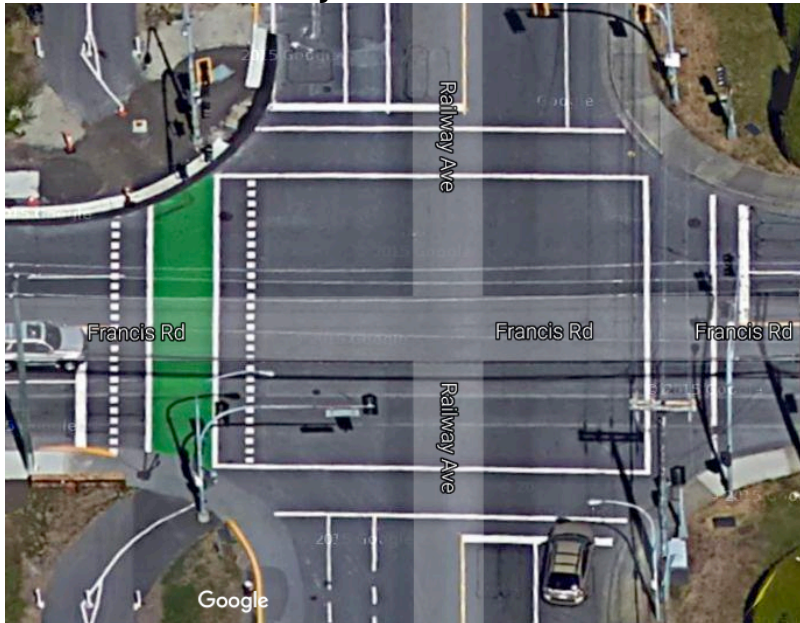
"Green" Caution Paint

- Over the past few years, Richmond has adopted several cycling infrastructure improvements – among them, green caution paint – which they began to use in

specific cyclist-motorist conflict zones (i.e. 3 lanes with right turn, 2-directional pathway crossings at an intersection).

- The use of green paint came about after the TAC (Transportation Association of Canada) adopted them in their guidelines. The Active Transportation Committee had been monitoring the use of green paint for several years and – after the City of Vancouver used them on the Helmecken Greenway three years ago – it was recommended as an appropriate safety measure for Richmond.
- For consistency, Richmond uses the same product (and Pantone colour) as Vancouver. It has turned out to be a simple product to apply and maintain (*it is now done in-house by their Operations department).
- In Richmond, there has been a gradual shift towards cycling; sustainability and emphasis on cycling as a viable mode share has helped raise the profile.
- The changes have been both staff and Council-directed (several Council members cycle regularly). The City’s Official Community Plan update also contains more sustainability-related policies.
- Sample Richmond locations with green paint:

Crosswalk at Railway-Francis:



Bike Lane on Granville at Railway:



Funding

- Funding for cycling improvements is primarily from Development Cost Charges (standard infrastructure levies charged to development proponents by the City).
- The DCC pie is apportioned between roads and other facilities, including an annual active transportation improvement fund (which covers the cost of green paint).
- The year-over-year amount dedicated to cycling has been gradually going up (despite that the City lost its cost-share funding from Translink).

Signage

- This summer Richmond introduced their first new signage using Translink's wayfinding guidelines. New signs will be gradual due to cost to swap signs out.
- The new signs have larger print, and support identification of specific destinations
- Richmond has not yet introduced signage with distances (or time for cyclists); however, they are looking at signs to help cyclists get to the Alex Fraser Bridge.
- More information about the Translink Wayfinding Guidelines can be viewed here: <http://www.translink.ca/en/Getting-Around/Cycling/Bicycle-Wayfinding-Guidelines.aspx>

Access to recreational trails

- Historically Richmond had a great system of dikes with trails, but many were not easily accessible from the residential areas without a car.
- The introduction of the provincial government's BikeBC cost-sharing program in the 1990's was the impetus for improved on-street cycling facilities (bike lanes, etc.).
- This program led to the formation of the Active Transportation Committee – to develop a cycling map for the municipality – since having a map was a criteria for BikeBC funding. The Committee then focused on identifying the future networks.

Community cycling connections

- Like many parts of Delta, Richmond has major arterials and a collection of subdivisions with cul-de-sacs. This morphology makes it difficult to do local street bikeways (unlike Vancouver, where they have a grid).
- Recognizing that they can only go so far with painted lines, they have been trying to shift from major streets to off-street paths or Multi-Use Paths (MUP).
- As complement, they have also been trying to create a combination of local streets and pathways (they have two sets now, running north-south and east-west)
- While some pathways zig-zag (i.e. lack directness in places), the idea is that there will be one of these routes to cross each arterial.
- They are intended for shorter trips – connecting to parks and schools – trying to make it easier for residents to make the choice to cycle locally.
- Importantly, they are aimed at supporting the citizens who are “interested but concerned about cycling” (i.e. to increase their comfort, and mode share).
- The approach is relatively less expensive than other implementations (biggest cost is upgrading the signals to get across the arterials); other costs include signage, pavement markings, and some lighting.

Farm roads

- Richmond has a similar network of farm roads to Delta (particularly in the east).
- Nowadays, ditches aren't infilled; rather, the municipality has acquired property to relocated ditches where paths need to be built (i.e. the pathway from Nelson east).
- Traffic calming measures on farm roads (as elsewhere) require approval from all the adjacent residents. In several cases, individuals have opted not to have traffic

- calming measures on the rural roads (vibrations can be louder with speed bumps).
- Richmond is aware of the new TAC guideline “Advisory Shoulder” approach to raise awareness of cyclists on rural roads (painted lines on both sides of the road, and a single lane in the middle). As it is a new approach, there don’t appear to be any examples in the region yet.

Job centres

- Richmond’s job centres are generally supported by cycling; some (i.e. Port area) have limited bus service so cycling can become a real alternative for workers.
- Airport area has made improvements to support cycling for employees (this is governed by the Airport authority, who liaises closely with Richmond).

Bike education

- HUB has been hired by Richmond to teach bike education classes (3-4 schools per year; 12 so far); the municipality has found it helpful, and would like to do more.
- Richmond is a Translink “TravelSmart” City, which provides some funding.
- Funding for bike education is typically shared between Richmond’s Transportation Planning group and their Sustainability Group.
- Richmond also has a Special Cycling Education course for new immigrants (adults). This is done by HUB in association with Immigrant Services Association.

Additional questions

- If Delta HUB members have any follow-up questions, Joan can be contacted at the City of Richmond at: JCaravan@richmond.ca.

5. **WORKING GROUP UPDATES:**

Safety/Routes

Spot Improvement List – Top Ten Recommendations for Delta

- Delta HUB has developed a draft priority list of roadway improvements for Delta (including fixes, new connections, signage, and caution paint).
- Once completed, the list will be sent to the Corporation of Delta in anticipation of budget & road improvement deliberations in early December.
- The draft will be shared with the Safety/Routes subcommittee+ for review shortly
- Action:** Patrick to send the draft priority list to the Safety/Routes subcommittee; once finalized, the list will be provided to Delta by early December.

Wayfinding (Signage) Report

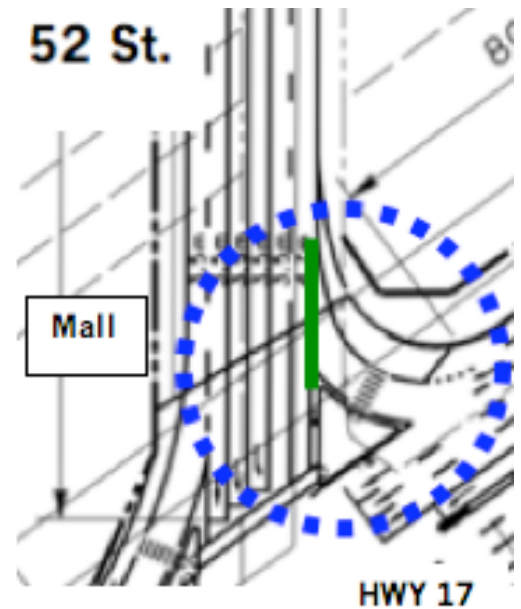
- Anton will provide an update at the December Delta HUB committee meeting.

Local/Regional Infrastructure

Delta Engineering – Technical Transportation Committee meeting (Oct 26)

- Patrick, Neil, and Sandra attended the Oct. 26 TTC meeting with Delta Engineering.
- The meeting focused primarily on the George Massey Tunnel Replacement project, and future community and regional connections to/from the new bridge.
- Specific routes discussed included: Vasey Rd- 60th Ave-64 St; River Road-Crescent Drive-57 St-Ladner Trunk. The earlier concept for a MUP along Crescent Slough (to connect River Road to Hwy 17A) is not presently being explored.
- Delta HUB has been asked to provide feedback about favoured routes to the GMTR Cycling Working Group (including HUB’s scoring spreadsheet) by Nov. 15.

- At the TTC, Delta HUB also revisited the proposal to put green caution paint across the merge lane on NE corner of 52 St and Hwy 17.
- Delta agreed to discuss this further with MoTI (MoTI supports the use of green paint at that location, but requires agreement from Delta).



- **Action:** Delta HUB to complete “scoring” spreadsheet for preferred routes and provide to HUB Working Group representatives by Nov. 15th. Delta HUB to follow-up with Delta Engineering/MoTI about green caution paint at 52 & Hwy 17.

Education/Engagement

Interview with Delta Optimist (Delta HUB and Delta Police)

- The Delta Optimist interviewed Patrick and Cst. Leisa Schaefer of the Delta Community Police in Tsawwassen for an upcoming story about bike safety.
- The focus of the story is on collaboration to raise awareness about cycling rules and safety (including lights, helmets, bells, cycling off the sidewalks). Delta HUB also identified specific projects such as the Learn2Ride courses and Spanish poster.

Delta HUB presentations

- Sandra and Patrick presented to the Ladner Business Association at their Oct. 20 meeting. This was a follow-up from LBA president Andrea Frustaci’s meeting with Delta HUB in September.
- Delta HUB has been asked to present at the Delta School District’s Green Committee on November 29th.

6. OTHER ITEMS:

- Translink Southwest Area Transport Plan PAC to meet on Nov. 22 in Richmond.
- Delta Open House for the Winskill Park Master Plan (Nov. 3, 7, 10 at SDRC)
- “4th Sundays at 4” event at George Mackie Library on Nov. 27 at 2:30pm (new green initiative to reduce automobile dependency and foster resiliency)

*Next Delta HUB meeting: Thursday, Dec. 1st, 2016 (7pm at Tsawwassen Library)