



THE CORPORATION OF DELTA

Tsawwassen Area Plan Review Public Forum COMMENT SHEET

Date: October 14, 2009 (Wednesday)

Time: 6:30 p.m. – 9:30 p.m.

Place: Pebble Hill Elementary School

Transportation / Getting Around

SUMMARY:

1. Please tell us the age group you fall into:

	Number of Responses	Percentage
Under 20	0	0.0%
21 to 35	0	0.0%
36 to 45	6	11.8%
46 to 55	8	15.7%
Over 55	36	70.6%
No Response	1	2.0%
Total	51	100.0%

2. In your opinion, what are the three most significant transportation issues facing Tsawwassen? (please rank from 1 to 3, 1 being the most important)

RANKED #1

- Tsawwassen is a bedroom community-there must be a direct commute to Van.
- Transit for commuters to business core areas
- Too much traffic
- Residents too much relying on cars for TCC trips
- Congestion
- The tunnel
- Volume of commuter traffic
- Need for more transit that is convenient and comfortable.
- The Canada Line is a huge detriment
- Lack of Proper Transit-loyalty to Downtown
- Effect of increased population on traffic flow in and around Tsawwassen
- Not pedestrian friendly enough
- Traffic congestion in town; traffic lights & lack of parking, totally inadequate to support Toigo
- Density- where will extra traffic go?
- more transit
- Only 2 accesses in all of community, ok for now but not for community expansion
- Limited vehicle access -for example hwy 17/56th st/Massey tunnel
- Too many trucks-more to come if Delta Port gets space
- Lack of bus service to beach area
- Congestion on 56th St
- Increased auto traffic as development occurs
- More frequent service out of rush hour
- Pedestrian/Bicycling pathways

- 56th has opportunity for improvement
- Cycling pedestrian lanes in and around town
- Careless selfish drivers
- Traffic flow/commuters
- Currently a car- centric community- too much about the car must shift to pedestrian/cycling focus.
- Congestion in the Town Center (12th & 56th)
- Too many cars
- Too many cars on 56th, loud busy & grid lock
- Transportation room vs. too much
- Safe biking lanes on many streets
- Commuting out of Delta
- Poor public transit
- pedestrian/bicycle safety
- Lack of convenient affordable transit
- Increased traffic volume to Massey Tunnel
- Commuting
- Commuting outside of Tsawwassen
- Increased road design to facilitate alternative transportation
- Reliance on automobile-car culture community
- Traffic congestion
- 12th & 56th intersection congested
- Too much single occupancy of cars
- Difficulty to get to Richmond Centre
- Translink-very difficult to get to Vancouver and back now
- No non-stop service to Downtown Vancouver
- Goods moving through our community and resulting infrastructure disturbing environment and air shed.

RANKED #2

- In/out access
- Community shuttles for seniors, teens, etc(downtown, Vancouver, Richmond)
- Public transport not providing sufficient service
- A bus to the city-it's hard to get to Granville now!
- Intersection Highway 17 & 10
- LTD Down access (only 56th & 52nd St)
- Electric cars need to be approved for highway
- Jay-walking is safer than using the cross walk
- 56th Street - badly planned, too many traffic lights, poor traffic
- Effect of all development in Tsawwassen & Ladner on access to go north & south
- Too much reliance on automobile
- Rapidly escalating container truck traffic on hwy 17 due to BC Ferries cargo services indicates total lack & any enforcement of commercial vehicle lanes @ hwy 10
- Ferry traffic. Hwy 17 & truck traffic
- more alternatives to bike
- Very poor commuter routes into Van/Burnaby
- Too few bus trips per day/per hr. Need later & more frequent buses.
- lack of bus service within Tsawwassen
- Too much traffic heading to supermarket on 56th
- Local bus service
- Bridgeport transfer slows the complete trip
- Enhancing 56th & Synchronizing stop lights
- encourage neighborhood vehicles-prefer for 1-2mile run to the stores
- Overpass in town connecting both sides of 56th
- Poor traffic law enforcement
- continued availability of free and easy parking

- Should be more sidewalks & bike paths
- Massey Tunnel
- Not enough other accesses getting in & out of Tsawwassen
- Too many lights
- traffic congestions
- Skinny streets throughout/Not just Beach Grove & Boundary Bay
- Poor access to transit
- Limited access in and out of town
- frequent bus service
- Having to go outside Tsawwassen for many components
- Delays exiting 56St to 17
- Public transit-Canada Line is great but getting to & from Tsawwassen is not working
- Public transportation too expensive
- Better safety design for roads
- Need bicycle lanes/Routes clearly marked
- can't access beach from 12th ave to border
- combine work shopping apartments, sport etc for less trips in car
- Highway Traffic volumes
- Poorly published schedule for the local buses
- Neglect of a plan to improve or replace Massey tunnel and conflicts with White Rock level generated traffic on 99

RANKED #3

- Bad planning centre mall built no forethought as to ring road.
- Good non-core connections-Fraser Valley, etc
- tunnel too narrow
- Too many traffic lights on 56th
- Not enough bike lanes
- Trucks need to have mandatory safety chips and air pollution control
- Cycle paths on main roads are badly designed & dangerous
- Not bike friendly
- Lack of frequent direct bus service
- Hwy 17 & 56th St intersection
- Too many commuters alone in their cars-how do we get them to car pool?
- Too many stop lights on 56th St.
- More safe bicycle routes
- Unawareness of traffic design and few if vehicles added to 56 st if Southlands is developed.
- Less frequent bus service to Bridgeport out of rush hours
- Increased truck traffic on Hwy 17
- Lack of security /services at Bridgeport discourages use of transit service
- Providing electrical outlets for condos/public parking for electrical vehicles
- encourage pedestrian networks
- Community bus/more frequency
- Canada Line
- Driving on 56th St should be more efficient / synchronize traffic lights.
- Truck traffic on Highway 17
- Commuter bus service (smaller buses-service is too limited)
- Need a direct bus into Vancouver to get people out of cars!! Improve Tsawwassen more
- only 2 streets out of Tsawwassen total of 3 lanes
- i.e. theatre, range of stores supplying common house-hold goods - fabric, furniture etc
- Parking at peak times in town centre
- all amenities not available in Tsawwassen therefore leaving the community
- Lack of incentives for car pools, insurance licensing, etc.
- Use smaller buses to connect Tsawwassen & Ladner; Big buses go to skytrain

- Attractive wider Pedestrian/Disabled Routes
- More container trucks is not the answer
- Lack of safe bike paths & loop walking trails for recreation
- Lack of decent bike routes in 56th St/12th Ave
- “out of community commuter” centered transit system

3. How often do you use Transit?

	Number of Responses	Percentage
Regular Commuter	4	9.3%
Occasionally	36	83.7%
Never	3	7.0%
Total	43	100.0%

4. How often do you cycle?

	Number of Responses	Percentage
Regular Commuter	3	5.8%
Recreational	32	61.5%
Never	17	32.7%
Total	52	100.0%

Comments?

- Don't have a bike
- I bike to Surrey 4 days/wk
- home office-use bike for errands in Tsawwassen and in Vancouver sometimes
- Used to use 601/2/3 to go to downtown. Now I drive. The routes/schedule for community buses is poorly planned
- Would cycle more if roads were safer i.e. drivers educated. East to cycle in Europe we have done numerous times. Do walk on daily basis.
- I would love to cycle but I have a medical condition that prevents it. I love to walk.
- Bike to local stores frequently
- Need dedicated bicycle lanes and better, safer walking paths
- Would cycle more for errands it was safer. I would let my kid's bike to school if there was a bike lane on Boundary Bay Road.
- Inconvenient. Should do it for recreation and health.
- Riding from English Bluff east is dangerous because of seams, broken road edge etc. Bike lane is incomplete.
- Bus transit has reduced in convenience -long waits at Bridgeport Canada line when returning to Tsawwassen
- Would like to see more bike paths other than along the busy routes
- I cycle & use Transit for all trips to do all everyday tasks, shopping visiting to library, bank medical etc.
- It is not easy to get places from here if using transit

5. Where do you work?

	Number of Responses	Percentage
Tsawwassen	17	30.4%
Ladner	1	1.8%
North Delta	1	1.8%
Surrey	5	8.9%
Richmond	2	3.6%
Vancouver	5	8.9%
Other	25	44.6%
Total	53	100.0%

6. Where do you travel within Tsawwassen?

	Number of Responses	Percentage
Shopping Malls	50	26.3%
Recreation Centers	38	20.0%
Restaurants	37	19.5%
Beaches	46	24.2%
Other	19	10.0%
Total	190	100.0%

Comments?

- Need better safer bike routes
- Daily Walks
- Beach Grove-Boundary Bay, Winskill, 56th primarily
- If I want I can walk to all amenities
- Mostly by bike-winter & summer, but I bike on the sidewalks because the bike lanes are dangerous
- When weather & time permits walk almost daily. Cycle when time & weather permits
- I am blessed to live near the town center.
- Volunteer work in Tsawwassen & Ladner requires driving.
- Visit local parks
- Need more consideration for pedestrians & cyclists
- Driving kids to school
- Point Roberts
- Much of what is needed within 15min walk
- Use car or walk-Local bus is difficult to time-too much waiting-poor shelters.
- We live up by border crossing. Wouldn't have to drive to foot of 12th ave or 16th ave to walk on Beach if there was a path or road through Southlands from 56th st. To centennial beach. Please allow the proposal to provide this walkway etc, with the development that is being presented by Century Holdings. This is a very divisive issue that needs to be dealt with for the sake of the health of Tsawwassen community. Let's get on with life. This has gone on too long. The rest of Greater Vancouver thinks we are all a bunch of nuts in Tsawwassen. Even Ladner residents that we know shake their heads.
- I walk or take public transit

7. *Are you close enough to any of these destinations to walk / cycle?*

	Number of Responses	Percentage
Shopping Malls	38	25.7%
Recreation Centers	31	20.9%
Restaurants	33	22.3%
Beaches	34	23.0%
Other	12	8.1%
Total	148	100.0%

8. *Should narrow pavement and grass shoulders continue to be adopted as the engineering standard for roads in the Beach Grove, Boundary Bay, and Tsawwassen Bluffs and Tsawwassen beach neighborhoods?*

	Number of Responses	Percentage
Yes	29	63.0%
No	17	37.0%
Total	46	100.0%

Why?

- Gives character
- Make these neighborhoods attractive & provide character.
- For safety and esthetics
- I think it allows for better natural drainage-reducing the need for further infrastructure.
- Not safe for kids-need sidewalks
- Drivers go slower & it gives a nice community feel
- Messy streetscape/no parking for visitors
- If you would live in these parts of Tsawwassen you would not even think of changing the present configuration.
- Except for sidewalks as they are on main routes and bike lanes clearly marked.
- Beach Grove & Boundary Bay road layouts, width are already optimum. Leave these alone from a transportation viewpoint they work well today. If it isn't broke don't fix it.
- Trick question. Those streets can't be changed engineering wise. I like our "skinny streets" where they are natural. Hate to see them on new skinny streets lined up trying to get onto 56th.
- I think they should be designed to enhance pedestrian & cycling activity & also to slow traffic
- It's too expensive to change, and not needed. Skinny streets are appropriate here
- People are encouraged to drive slower
- I live in Beach Grove. There is inadequate parking & lack of sidewalks makes it dangerous for children to play & people to walk. I have seen several close calls.
- It gives these neighborhoods a small town friendly feel
- Take the shoulders & make wide, safe like paths
- Need a dedicated bike lane such as in several areas of Vancouver
- Separates pedestrians sufficiently from roads
- More bike lanes needed off the main routes of 56th St/English Bluff Rd
- It suits the neighborhood. Friendlier
- They work well, look good, improve property values
- Neighborhood friendly
- For beautification four lanes of pavement along side streets & cul de sacs is nuts.
- Less blacktop=less cost. Keeps the area small & discourages commuters racing through
- Yes narrow roadways are good. However we must incorporate more sidewalks and biking lanes. No - need sidewalks for safety & to encourage more walking.

- This is ok if the roads are "skinny"
- Improvements for designated bike lanes, wider side walls & flat curbs as opposed to the existing ones.
- To make it livable.
- Friendly neighborhood, walking easily/safely
- make streets safer
- Makes for more livable communities
- Provided pavement and its edge is properly maintained or fixed following development or repair work.
- It is not necessary to urbanize! Existing is ok. Preserves good appearance
- There is a big problem when residents use up the adjacent public land as an extension of their private land with plantings, rocks, fences, walls
- Pedestrians, bikes, scooter, motorized wheelchairs, skateboarders need a safe path away from cars.
- Sidewalks are needed
- Narrow pavements with traffic calming are safe. Grass shoulders promote infiltration and could also be used to include bike paths.
- No we need bike lanes and pavement separation from cars.

What is your preference for traffic calming devices?

SPEED BUMPS		
	Number of Responses	Percentage
Prefer	21	47.7%
Neutral	12	27.3%
Oppose	11	25.0%
Total	44	100.0%

TRAFFIC CIRCLES		
	Number of Responses	Percentage
Prefer	34	72.3%
Neutral	6	12.8%
Oppose	7	14.9%
Total	47	100.0%

CURB EXTENSIONS		
	Number of Responses	Percentage
Prefer	20	50.0%
Neutral	8	20.0%
Oppose	12	30.0%
Total	40	100.0%

9. Comments

- Only in smaller communities
- Lower speed limits & enforcement to be excessive
- Should be determined after considering needs and peculiarities to the area requiring calming.
- Curb extensions are not good for cyclists!
- Only support this in residential areas!
- One community needs to slow down! Especially on 56th-I hope it will become like a bike, pedestrian friendly main street
- Curb extensions are a nuisance if speed is a problem they do not help-evidence Blenheim St in Van.
- Is this planner's idea or requested by neighborhoods? Listen to the local residents if they and their kids are endangered what is cost effective to slow bad drivers down. Bad driving is common in Tsawwassen, young & old. Compare us to Richmond/White Rock we are exemplary.

- Not crazy about speed humps. Like traffic circles especially if they are planted.
- Lots of engineering required
- Narrow streets are not the answer. Reduce the number of through roads through communities to make it more difficult to "pass through". Force traffic to restrict traffic during peak periods.
- I would like to see measures applied to existing neighborhoods
- Police radar used frequently would be the best deterrent
- Replace lights with roundabouts
- narrow/skinny curved roads
- Better traffic law enforcement: Bring back photo radar; install more red light cameras
- Traffic circles work sometimes; skinny streets are effective and promote more walkable communities.
- Create meandering roads rather than grid pattern
- Speed humps & traffic circles create other problems including noise from trucks. People still speed and it is more dangerous.
- These work well elsewhere.
- Put islands for pedestrians on 56th st
- Not sure
- Whatever it takes to slow down the cars

10. Would you support any of the following to calm traffic:

NARROWER STREETS		
	Number of Responses	Percentage
Yes	24	60.0%
No	16	40.0%
Total	40	100.0%

PARKING POCKETS		
	Number of Responses	Percentage
Yes	28	73.7%
No	10	26.3%
Total	38	100.0%

USE OF STREET PLANTINGS		
	Number of Responses	Percentage
Yes	38	92.7%
No	3	7.3%
Total	41	100.0%

11. Please provide any general comments on tonight's meeting on Transportation issues in Tsawwassen.

- Some cities in some countries have removed all traffic signs with very good results
- Not attending
- Calm traffic where? In residential areas or on main roads (56th St- 12th Ave)
- Missed it-will watch online
- Both formal presentations were largely irrelevant. The skinny streets presenter only talked about new developments. There needed to be information on its application to existing Tsawwassen streets. One of the major transportation issues in Tsawwassen is the arenas 56th st, 12Ave- This was totally ignored on the presentations. Where was Translink? They control some of the major transportations issues and they need to be involved.
- The presentation by Mr. Dandyk was quite inappropriate since it did not relate to transportation issues in the existing community. Bruce McDonald's assurance to ban bottled water was not fulfilled! Delta staff did their usual excellent job of managing the sometimes discussions in the break-out session.

- As a bedroom community Tsawwassen will always require private vehicle access. To push them out is foolish. Our transit system is slow to react & unable to properly serve communities like Tsawwassen. Force use of Skytrain is no answer. Forced density in the hopes of future public transportation is not a wise move as the density may never come.
- Mr. Dandyk present street planning which seemed to be in favor of putting homes at front of lot; Not what a lot of people like-many value privacy & less stub noisy by setting house back. Not what a lot of people like-many value privacy & less street noise by setting house back.
- Apologies arrived late, not able to commute.
- Did not arrive early enough to form an opinion
- Good discussions, public input generally the public wants a more friendlier neighborhood
- Skinny streets-excellent
- I like the skinny street idea but not the reduced setback high density look unless in city/town centre.
- Sounded like a promotion on behalf of developers. No mention made of improving or raising building code in order to prevent construction of more prone-to rot condos & town homes.
- The examples of the narrow street concept shown are UGLY and look crowded. Not my vision for Tsawwassen. Most of our presenters expose increased density. Where is the balance? Is this a form of brainwashing?
- People will get out of their cars if they have better options. Make walking & biking & public transit easier to use, will result in fewer cars on the road. Also make the driving more efficient on 56th St, will be safer because people won't be so frustrated. Skinny streets are a good thing.
- You should have had someone talking about commuting and the Massey tunnel. Development of the Southlands can be done in a way that minimizes impact on transportation problems. In fact, it may actually result in less traffic. Walking and bicycle trails, satellite commercial businesses, new travel routes.
- Some policies could be set by Council in regards to the use of the vehicle on Sundays & holidays, and if need be fine people. This sounds very harsh but if you give people too many choices they'll revert to their usual practices.
- Why was Mr. Dandyk speaking on skinny streets- this evening was on "transportation" not a sales pitch for Southlands! 2nd speaker still selling skinny streets, yuck.
- The architect, P Dandyk said: "Traffic determines livability", Mr. Botemour said, "transportation is the crux of development". With potentially 3500 being added for the current number of. It is necessary for our councillors to show prudence & due diligence. When considering the Southlands proposed.
- Good discussions & process. Thank you for listening. Let's be a balanced population. Protect natural environments - Bio Diversity.
- Needed more hard info on existing traffic patterns.
- A good meeting but more attention should have been given to traffic issues involving the ferry terminal & delta port
- Major problem is commuting/transit reliability.
- Too many traffic lights on 56 St.
- Disappointed that after 30 years there is no traffic plan. Then have been changes in Tsawwassen over 30 years. Although speakers were informative they really didn't address the transportation problems we have here in Tsawwassen.
- Speeches good but transportation not really covered up front but more so in the meetings
- We need more community buses increased frequency from one hour to every 30min. Community bus from Town Centre to Tsawwassen ferry. Need cycle paths & routes. Cycle parking at new apartments.
- These are lame questions considering growing traffic issues.
- We must become more people-walking, friendly and less built for the car.
- No speaker from Translink unfortunately "skinny streets" speech not too relevant to me when we have transit & major highway issues to address. I am very concerned about impact of SFPR on Delta.

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