



City of Delta  
COUNCIL REPORT  
Regular Meeting

**F.08**

To: **Mayor and Council**

File No.: **R17-103**

From: **Engineering Department**

Date: **January 17, 2018**

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**8A Avenue Neighbourhood Road Improvements**

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The following report has been reviewed and endorsed by the City Manager.

▪ **RECOMMENDATION:**

THAT the revised road design along 8A Avenue from English Bluff Road to 56 Street be approved and proceed to tender.

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▪ **PURPOSE:**

The purpose of this report is to obtain Council's approval to proceed with the revised 8A Avenue Neighbourhood Road Improvements design (Attachment A) which addresses resident feedback as summarized in Attachment B and C.

▪ **BACKGROUND:**

On November 1, 2017, a Public Information Meeting was held for the 8A Avenue Neighbourhood Road Improvements project. At this meeting, staff presented the preliminary design of the road improvements. Key elements of the project include one travel lane in each direction without the provision of on-street parking, marked bike lanes and sidewalks along both sides of the road as per our Collector Road Standard. Local area residents were given the opportunity to provide feedback.

Subsequent to the Public Information Meeting, a petition was submitted by local area residents (Attachment D and E) requesting that sidewalk only be provided on one side of the road.

▪ **DISCUSSION:**

To address resident feedback and concerns, the design drawings were amended and presented to the local area residents at a second Public Information Meeting held on January 11, 2018.

The key revisions from the initial design are summarized as follows:

**Sidewalk:**

Sidewalk will be provided along the north side of the roadway from English Bluff Road to 52 Street.

Sidewalk will be provided along the south side of the roadway from 52 Street to 56 Street with the exception of the area from Gilchrist Drive to 55A Street, where sidewalks along both sides of the roadway will remain.

**On-Street Parking:**

To facilitate on-street parking, parking pockets have been included where feasible.

**Traffic Calming:**

Raised crosswalks have been included at the intersection of 49 Street and at Gilchrist Drive. This will address concerns of speeding and improve access to nearby schools.

**Ornamental Street Lighting:**

New ornamental street lighting along the north side of the roadway will remain as originally presented.

In general, comments received after the second Public Information Meeting have been positive with the removal of the second sidewalk. However, several residents are still concerned with the proposed bike lanes.

The roadway improvements are planned to be constructed in two phases. The first phase, from English Bluff Road to 52 Street is planned for this Spring/Summer 2018. The second phase, from 52 Street to 56 Street is planned for the Spring/Summer of 2019, subject to Council approval.

**Implications:**

Financial Implications – At the December 11, 2017 Regular Meeting, Council granted early budget approval, which included the 8A Avenue Neighbourhood Road Improvements project.

**▪ CONCLUSION:**

It is recommended that the Engineering Department proceed with the 8A Avenue Road Improvements as amended following resident feedback and as summarized in this report.



Steven Lan, P.Eng.  
Director of Engineering

▪ **ATTACHMENTS:**

- A. Revised Design for 8A Avenue Neighbourhood Road Improvements
- B. Summary of Residents Feedback – January 11, 2018 Meeting
- C. Summary of Residents Feedback – November 01, 2017 Meeting
- D. Petition from 5487 8A Avenue
- E. Petition from 4916 8A Avenue

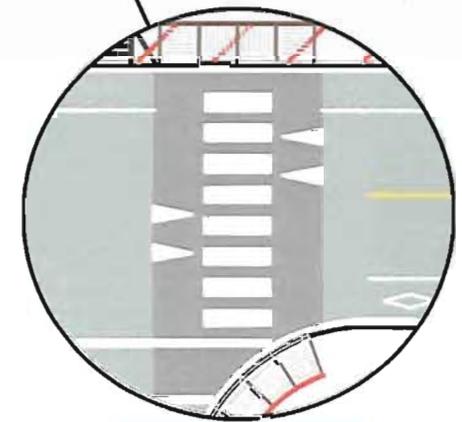
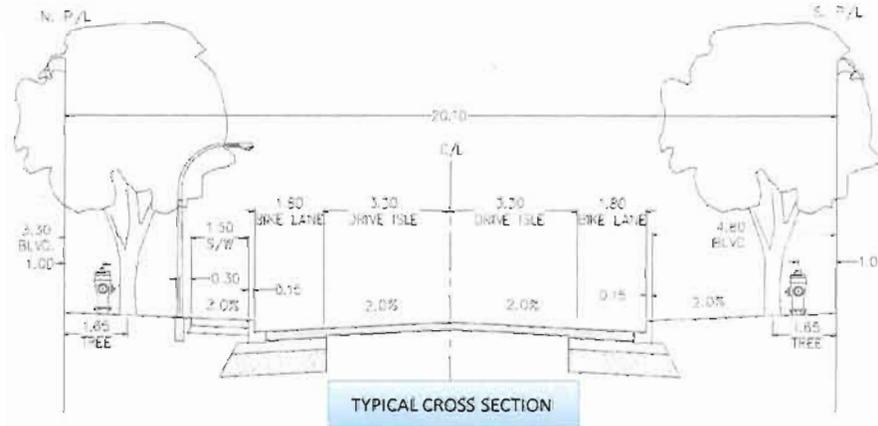
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# Proposed 8A Avenue Roadway Improvements (English Bluff Road to 56 Street)



**LEGEND:**

-  Asphalt Mill and Repave
-  Concrete Sidewalk
-  Street Light



**RAISED CROSSWALK**

# Proposed 8A Avenue Roadway Improvements (English Bluff Road to 56 Street)

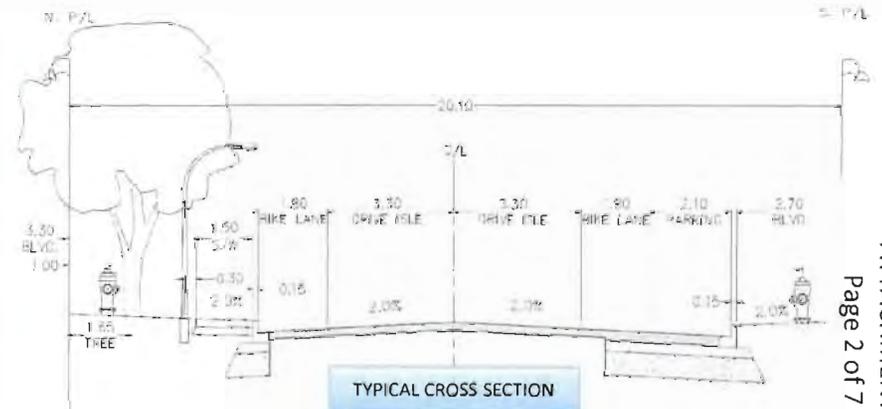


## LEGEND:

-  Asphalt Mill and Repave
-  Concrete Sidewalk
-  Street Light

## SCOPE OF WORK:

- Concrete barrier curb and gutter along 8A Avenue from English Bluff Road to 56 Street.
- 1.80m wide bike path along both sides of 8A Avenue.
- 1.50m wide concrete sidewalk along north side of 8A Avenue from English Bluff Road to 51A Street.
- 1.50m wide concrete sidewalk along south side of 8A Avenue from 51A Street to 56 Street.
- 1.50m wide concrete sidewalk on both sides from Gilchrist Dr to 55A Street.
- Grassed boulevard strip and lawn basins.
- Ditch in-fill where applicable.
- Parking pockets where available.
- New LED ornamental street light along north side of 8A Avenue.
- Roadway widening and repaving.



# Proposed 8A Avenue Roadway Improvements (English Bluff Road to 56 Street)

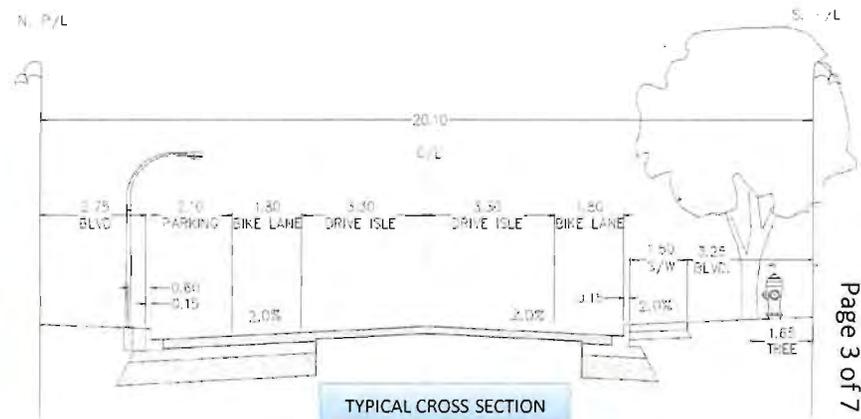


## LEGEND:

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- Grassed boulevard strip and lawn basins.
- Ditch in-fill where applicable.
- Parking pockets where available.
- New LED ornamental street light along north side of 8A Avenue.
- Roadway widening and repaving.

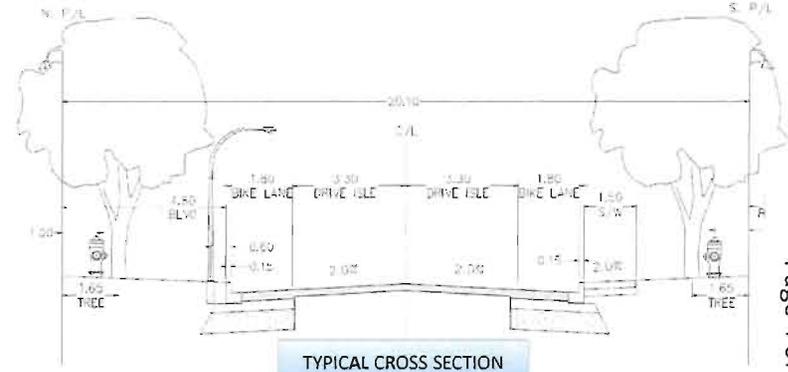


# Proposed 8A Avenue Roadway Improvements (English Bluff Road to 56 Street)

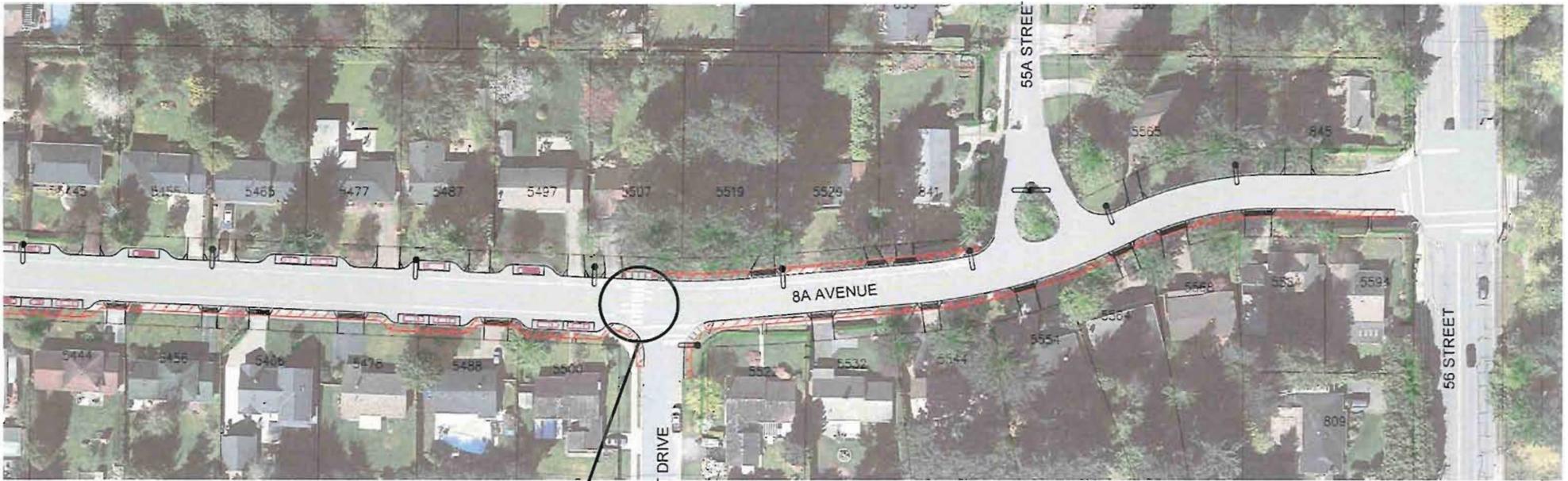


**LEGEND:**

-  Asphalt Mill and Repave
-  Concrete Sidewalk
-  Street Light

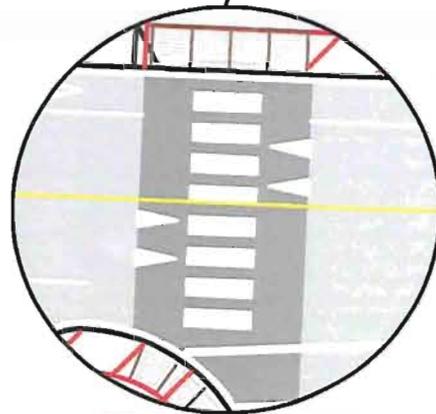


# Proposed 8A Avenue Roadway Improvements (English Bluff Road to 56 Street)

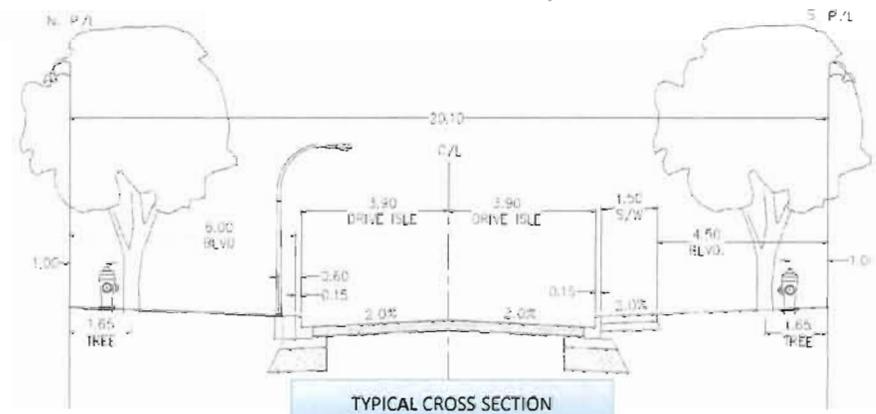


**LEGEND:**

-  Asphalt Mill and Repave
-  Concrete Sidewalk
-  Street Light



RAISED CROSSWALK



TYPICAL CROSS SECTION  
FROM 55A STREET TO 56 STREET

**8A AVENUE  
BETWEEN 50B ST AND UNDERHILL DR  
LOOKING WEST**

**BEFORE**

**AFTER**



**8A AVENUE  
BETWEEN 50B ST AND UNDERHILL DR  
LOOKING EAST**

**BEFORE**

**AFTER**



**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

<p>As residents of 4820 8A Ave, we are pleased to see the modified design which no longer includes a sidewalk on the south side of 8A. Also, we appreciate that the new design factored in the input provided by the residents. One minor concern which we still have is that traffic from English Bluff often turns off onto 8A and then performs a "U-Turn" in the cul-de-sac at the top of 8A, usually at high speed and "burning rubber" in the process. L, We believe that a speed bump on 8A at the top of the hill at the cul-de-sac would help to slow this traffic to a safer speed. This appears to be a frequent occurrence, probably caused by drivers who have missed an address and who want to return as quickly as possible. The exact location of the "speed bump" could probably best be determined by the traffic engineering department, but the intention would be to slow traffic down in the area of the cul-de-sac at the top of 8A. Thank you for your consideration of this matter.</p>
<p>Already suggested "Crosswalk" at 10 Avenue and 53A Street. The reason being many senior from St David's House at Kin Village cross there. Only stop is 12 Avenue and 8A Avenue so they are in danger crossing at 53A Street. My email was addressed and told that a study showed not sufficient traffic (vehicle and pedestrian) to warrant a crosswalk. Please review the study and let me know.</p>
<p>The new plans are much better, but the following are my comments. I still think and agree with the writer of the letter who lives in 5487 8A. I agree whole heartedly to put bikes lanes each side is unnecessary. The comments made that its dangerous going down and extremely difficult to ride up that hill is correct. Parking bays may be necessary for the bottom half of 8A because of the high school, but not top to bottom. The road is in desperate need of repaving and the sidewalk on one side top to bottom is sufficient.</p>
<p>We refer to the design drawings provided at the public information meeting on 11th January 2018. We are generally pleased that the City engineers have listened to the residents of 8A Avenue and reflected their comments and concerns in the revised design.</p> <p>We note however, that in front of our property, 4858 8A Avenue the revised design includes a parking pocket. We were hoping that there would not be a parking pocket in front of our house, as we discussed with Ms. Queenie Wong when she visited us on 5th December. In addition to a double garage we have a 27 foot wide paved driveway that can accommodate our own vehicles and visitors. There is also a 12.5 foot side gates and paved driveway running the along the length of the east side of the garage and house, so parking on our property is not a problem. We add that the main and side driveways were completed repaved in July 2016.</p> <p>At present we have a grassy boulevard outside a craftsman style low cedar fence along the front of our property. While the revised drawing shows that we will probably not need to move the fence, for which we are grateful, it seems the inner boundary of the proposed parking pocket would have to be very close to the fence. If the parking pocket were removed from the plans, we would like to continue to maintain either a narrow flower border or strip of grass outside the fence, as was our original intention. We are keen gardeners and we believe such a border will enhance the neighbourhood and our own property.</p> <p>In summary we respectfully request that you do not include the proposed parking pocket in front of our property in the final plan for 8A Avenue roadway improvements. If the parking pocket were omitted we would be delighted with the proposed improvements.</p>
<p>1.) No parking in front of our house. We do NOT need any extra parking there. 2.) Bike lane going down the hill. NOT needed as it will give bikers a false sense of security from cars entering the road from their driveways. TOO DANGEROUS. 3.) Walkway across at 49 &amp; 8 needs to be on the west side of 49 as that is where the current side to the school is.</p>
<p>"No parking pocket"</p>
<p>"Wants parking in front of his property. Remove curb for his trailer. Let resident know of wall impacts"</p>
<p>I am in favour of parking pullouts on south side of 8A Avenue. If possible could ditch be converted on Underhill south of 8A Avenue along 5000 8A Avenue? Please consult with me in regards to hedge/trees along my property. I am not opposed to them being removed along 8A Avenue if required.</p>
<p>We reviewed your potential plan for parking spots along 8A Ave and appreciate the opportunity to give back our feedback. Over the past 15 years we have invested a lot of time and money to improve our home and the property that is sits on. We feel that by putting public parking spots in front of our home, it diminishes all our effort to improve the street appeal of our home. We do not support the proposed parking spots in front of our home and would appreciate if you could place them somewhere else along the street.</p>
<p>My husband and I were not able to attend last night's public information meeting regarding the revised proposal for the 8A Avenue road improvements.</p>
<p>Can someone please forward me the updated details, including the proposed timescales?</p>

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

<p>Please add traffic calming on 8A. There is constant violation of speed limits and zero enforcement. The upgraded roadway will make the problem worse. We don't need a bike lane on the south side of 8A. Add raised speed humps and crosswalks at regular intervals along 8A. Current plan only has raised crosswalks at the top of 8A at 49 St and way down 8A at Gilchrist. 8A is a speedway and I am sick and tired of it. We need a real solution. More street lights are a welcome improvement. Thank you for listening.</p>
<p>We need traffic calming. I see 3 proposed crosswalks please make them all raised to slow things down. Why do we need bike lanes on both sides after 12 years of only on one side? Currently we park on the lawn in front of our house, with your proposal we have NONE. Our friends/family won't have to walk 1/2 - 1 block to get to our house.</p>
<p>Changes seem reasonable. 51A Street crosswalk needs to be moved east to 52 Street. Single north sidewalk will work just fine. Please pay good attention to the south parking pockets, as to not affect driveway access and such. When IF the 52 Street crosswalks gets moved to 52 Street please make it well lit as well as flashing pedestrian lights. Keep in mind the bus turns at that corner and it is very dark. Also keep in mind the bus takes a lot of room to turn that corner. Let's get going and not delay. Thanks.</p>
<p>1. Re: crosswalk/sidewalk at 5166 8A Ave.  a. Suggest crosswalk be moved east to 52nd St. intersection  b. To accommodate crosswalk, extend sidewalk on north side of 8A to 52nd St. No driveways are affected negatively by this change.  Current drawing have us backing off our driveway, crossing a sidewalk, bike lane &amp; crosswalk while checking traffic from 3 different directions. This is an accident waiting to happen!  2. If above changes are made, it is our opinion that grass will not grow under the constant shade of cedar &amp; fir trees hanging over the area. A rock or gravel area would be more practical, as would be some street parking in front of our home.  3. We strongly propose a brightly lit crosswalk at 52nd St., either with asphalt embedded flashing lights And a bright street light on north side of 8A Ave., Or overhead flashing lights at crosswalk.  We appreciate your taking the time for public hearings &amp; considering changes suggested by the home owners affected. We look forward to a safer &amp; more attractive 8A Ave.  Thank for your considerations.</p>
<p>Thank you for the opportunity to review and comment on proposed changes to the 8A Ave Roadway and Utility Upgrade Project. Our address is 5189 8A (north side) and we were very pleased with the first rendering offered at the initial public meeting. After attending the Jan. 11 open house we are very concerned however with the new rendering in front of our house. It now shows a pullout parking area that had initially been slated for the south side. There is no need for parking at this location on the north side but there certainly is on the south. The two houses opposite ours on the south often have vehicles visiting or, in the case of one, the street is their normal parking spot (usually for their large pickup truck and attached even larger trailer).  We do not want that constantly parked in front of our home when you take away their only parking spot. We also suggest that there is added danger given the safety risk of persons having to cross busy 8A, and often speeding traffic to access the homes on the south side.  We respectfully request that the plan be amended to position the parking on the south and leave the north side as per original rendering (curb and sidewalk) or just the curb.</p>
<p>Two bike lanes is a waste of money. We live @ 5261, diagonal to SDSS and across from Denison Park. Rarely do we see bikers on 8A. NO bikers during the week day; maybe 1 or 2 students on their way to school; and maybe 1-3 on a nice summer day. One lane is sufficient.</p>
<p>Our address has already a bus stop presently. Putting an additional bus stop on the opposite side would take away all chance of parking on the street as a temporary parking or that of visitors to our house. There is already bus stop a little further down the street heading east on 8A Avenue which is sufficient as it is with out inconvenience out home and our livelihood. I appreciate your thoughts.</p>
<p>Currently the bus stops in front of our home. With purposed changes there will be no street parking on either side of the street in front of our home. Leaving the bus stops as they are gives the option of visitor parking on the park side of the street. Having bus stops directly opposite each other could also be a potential safety concern for bus users.</p>
<p>Not happy. My house has turned into a bus loop. NO parking anymore across the street (south side of 8A Avenue). Sidewalk on north side no more, okay, but '2' two bike lanes that taking advantage of my location. All we need in my opinion is a sidewalk from the north side bus stop, a light, and one bike lane. Extremely light bike traffic right now. More skateboards than bikes. That sounds like a safe idea, if we just work toward bike traffic. It will need to change again in 20 years. Progress, not perfection. Two bike lanes is over kill.</p>
<p>Should be all implemented in 2018. Good to have bike lane. Improve access. More street parking is good.</p>
<p>"Is 5385 a SRW that Delta owns? Could look into Windskill"</p>

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

We attended the information meeting re: the revised road project plans for 8A Avenue at South Delta Secondary School. We would like to thank Delta Staff for your efforts in trying to satisfy the requests of residents on 8A Ave. and also for attending the meeting as resource personnel. We both approved the original plans with sidewalks and bike lanes on both sides of the street and expected that there might only be a few changes relating to safety issues.

Following are concerns we have with regards to the revised plan:

- Other than a few safety concerns we were in favour of the original plan which we felt had been designed by professionals, after traffic studies, and was looking to the future.
- A Petition to the city of Delta and Gordon Botha was only presented to residents of 8A Avenue between English Bluff Road and 53A Street. We live at 5416 8A Avenue, between 53A Street and 56th Street, and would not have signed this petition had it been presented to us. We cannot speak in regards to the other 33 residents along this section of road, but none of us had the opportunity of either agreeing or disagreeing with the petition and yet expect that perhaps some of the changes might be a result of this petition.
- A follow up email to the petition from Richard Nemeth with comments he received from residents of 8A Avenue does not mention that it was between English Bluff Road and 53A Street only.
- We were pleased to see that bike lanes were kept on both sides of the street.
- A sidewalk on only one side of the road does not encourage pedestrian use. Residents on the non-sidewalk side of the road will have to cross traffic to access the sidewalk. We are pleased to see, however, that curbed intermittent pull offs are available for those in need of street parking on the non sidewalk side of the street.
- Concerns we have in regards to our location at 5416 8A Avenue:
  - o The crosswalk at 54th Street on the south side of 8A Avenue is not, in our opinion, necessary. It is a dead end street serving only 6 homes with very little traffic.
  - o As you are aware through your surveys there is a substantial amount of pedestrian traffic to and from South Delta Secondary School during parts of the school day. Many of these pedestrians cross 8A Avenue at an angle from and to 54th Street. A crosswalk would be an asset if it were located where pedestrians had easy access. This will be difficult with no sidewalk on the North side of 8A Avenue.
  - o The revised plan shows our extended driveway with a sharp bend. This is going to be very awkward and wonder if it could be straightened to make it more user friendly. We assume the material and finish of the extended driveway will match the present driveway.
  - o At the present time there are open ditches leading from 8A Avenue along both sides of the 700 block of 54th Street. With heavy equipment in use for the construction of the new road would it not be a good time to fill in these ditches? We do our best to keep them litter free but they are a magnet for garbage and perhaps a health hazard.

I was told at the consultation on Thursday that we could be provided with copies of the new proposed plan. I would like to request a copy of the revised plan since you failed to include it in the mail out regarding the revised plan. Please include the light standards as they were missing from the drawing provided to us at the public consultation last night. It was verbally indicated that lights would be added along the north side of the road since the south side already had lights, however this is not the case on our section of 8A (specifically 5444 8A Ave). On our section of the road the lights are currently located on the north side, can I assume that you would then be adding lights along the southside in this section? I would also like to pass on my concern that this revised plan is simply an attempt to bully any residents not happy with your vision into feeling like they have no choice but to agree. Offering up the only solution as "you can give up 2.1 meters of your frontage for PUBLIC PARKING" is ridiculous. By emphasizing that this is public parking I can only assume you are hoping to intimidate those opposed to your plan into worrying about having the only available neighbourhood public parking be in front of their house. I would also like to know what feasibility studies have been done to weigh the negative impact of the loss of street parking with the desired impact of increasing bicycle lanes to "Delta's collector road standard". I would also like to know where I can find a copy of "Delta's collector road standard". I am personally curious to know if your engineers considered developing bicycle lanes on 6 Avenue. The idea that the portion of the street closest to 56 does no need widening in order to protect trees is also ridiculous. That is the only section of the road where residents regularly park their cars on a portion of the sidewalk. Pedestrians are constantly having to walk onto the road in that section to access 56 Street. I look forward to receiving the requested information so that I can complete my feedback form with a more complete picture of your proposed improvements.

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

We are very disappointed, with how this process has been handled. It feels as if the City is trying to bully us into something that will not benefit its residents in the big picture. 8A is a traffic calmed area with Winskill, SDSS and South Park all close together. They each hold several events a year as well as other community events that use the area. Yes, there is a major need for road improvement! I am a cyclist myself and find the addition of bike lane on this particular street and in this rural community a waste. It is easy enough to share the street! We do not need the raised sidewalk, better drainage and lighting. There is also a major requirement:- For street parking, with all the community events that take place. The option that was brought forward I do not accept and do not wish to have a 2.1m indent placed in my front green space for parking! Rather fixing the street raising the sidewalk (existing), adding lights and speed control bumps while still having the parking on the boulevard. Why has there not been a public inquiry? At the last info gathering your plans were incomplete and the representatives couldn't answer or even give accurate info on the street or project itself! UNACCEPTABLE! YOU MUST DO BETTER!

1.) Why bike lanes at all on 8A? I have lived here for 30 years when 8A was a dead end street - no access at English Bluff.  
 2.) The traffic on 8A has increased the transport trucks, the buses (school) speed and my house has cracks in it which mean that due to the speeding this has caused.  
 3.) The quality of the road needs to be upgraded. Each year the city of delta fills in the cracks - again which is a waste of tax payers money.

The "ONE" thing this street needs is a crosswalk at 8A to 54 Street (north). Kids use this street morning during the day to soccer academy @ winskill @ lunch going to save on and after school going home. I watched 48 kids take their lives in their hands crossing the street today. The road curves and pedestrian and cars cannot see each other. I made a recommendation @ the last meeting and I see there is nothing on current proposal. This is basic road improvements are the only thing needed. I counted bicycles today from school and there were 3 going down that street and only 1 going east on 8A. The proposed parking on 8A seems also a waste of money. I am told they are putting pockets of parking to protect trees. However in the proposal it shows the 2 pockets right in front of our tree. It seems that it would cost more to do pockets than to just pave the parking without pockets or leave it as it is!!!! ALSO Parking is used by the community for Sun Festival, Swim Meets, Tour de Delta, High School Events. There will be no parking available. This is unfair, expensive and unnecessary!!!!

Please explain the need for a bike lane on 8A Avenue. Show us numbers please. Explain who will use these lanes. Will the storm water from people's roofs be accommodated when the drainage ditch is filled in? We have BIG trees within a few feet of the proposed changes; can you ensure the big trees will not be damaged? The parking pockets shown must be more costly than just providing parking the whole length of the street. There needs to be a crosswalk at 54 Street on the north side to allow kids to cross at 8A Avenue to get to the school. Hundreds of kids randomly cross 8A Avenue at the mouth of 564 Street and because of the bend in the road no motorist sees them until the last second. VERY DANGEROUS. Speed surveys were set up right before the 30 km/hr school zone, so you are still not aware of any vehicles abiding by the speed limit. Please share the traffic survey number with the home owners, all cars drive too fast on 8A Avenue.

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

Many residents of 8A Avenue attended their 2nd Public Information Meeting last Thursday. It would have been advantageous to hear pros as well as cons from fellow residents and been able to present questions to the attending Engineering staff so that all could hear details.

I do appreciate the opportunity to give my feedback and my concerns/questions are as follows:

**POCKET PARKING REVISED PLANS**

It is my understanding that the REVISED plans for available parking spots are being REVISED, once again. It is, therefore, difficult to express final concerns until we see how you have revised them.

All I know, at this point in time, is that 8A had originally enough space in front of our homes to accommodate 164 road-side spots. (I may be off slightly as I counted 2 per home where existing spots currently exist. The revised plans called for 80 spots. Of those 80 spots, how many were designated for bus stops? Of those 80 spots, how many are to have restrictive parking times? These details, along with the 2nd revised plans for parking, would be most helpful in giving us an accurate idea as to what lays ahead for our road.

It seems clear that the people east of the High School are in favour of more parking. There are very specific reasons for this:

- 1) many of us have limited space on our driveways so street parking is crucial for guests and family
- 2) street parking, in front of our home, is used by parents taking their primary school children to and from school
- 3) street parking, in front of our home, is used by our entire community during festivities such as tournaments, Sunfest, swim meets, and community events at the high school and Winskill Park
- 4) pocket parking - wasteful expense. Just use a straight curb (see below)

**COLLECTOR ROAD + BIKE LANES**

- 1) who designated 8A a "Collector" road
- 2) which other roads in Tsawwassen are designated Collector roads (I received 2 totally different answers from Engineering staff)
- 3) where does it state that Collector roads need 2 bike lanes
- 4) why are there not 2 bike lanes on all other collector roads
- 5) where is the count from your pneumatic tubes with regard to bicycle count or are they only for cars and speed?
- 6) I have counted bicycles leaving and going (in front of my house on 5487 8A) to the Secondary and Primary schools. On the day of our last meeting - are you ready for this - 4 bicycles from 2:45 pm - 3:30 pm when all the children are leaving the schools!!! For this we need 2 bike lanes??? Are you serious???
- 7) you may call 8A a connector road but we have a huge hill on the East side and a cemetery on the West side and very few people use this road, ON BIKES, to get from A to B around Tsawwassen. Cycling down the steep hill from English Bluff is extremely dangerous. Cycling up the hill is only for athletes.

School children will ultimately choose to cross diagonally through Winskill and take the quickest route to school by using 55A Street and 8B street.

In conclusion, pocket parking, along with 2 bike lanes, up and down 8A Avenue is a sad way to spend the taxpayer's money. If you insist on having a curb between parking areas and boulevards, then just make it a straight curb, ending at each driveway. This would be far more cost effective and would allow additional spaces for people to park. And please drop the bike lanes, as this is a true waste of money and is not a safe change for cyclists.

Experts say bike lane are dangerous and cause more accidents. Bike lanes are for poor cyclist not experienced riders. There is enough road area on 8A for people to ride their bikes. Lived on 8A for 23 years and I can honestly say people do not cycle very much on 8A. It is not a bike route.

Based on the Jan 11/18 MTG the sidewalk in front of my property appears to be moving closer to the property line which means closer to my house. This looks to be the case in order to accommodate a double parking pocket. Concerns is there are two trees on my property that could be impacted and I would like somebody to come by and review/discuss. Also the earlier proposed grass boulevard appears to be gone. Would like to understand that better.

Please call me regarding the ditch slope at 604-943-6370. Things I don't want in front of my house. NO streetlights and no loss of PARKING.

"Placement of street lighting should be by crosswalk"

"Does not want to drive over curb. Please visit his property, wants a parking pocket"

Looks good. OK for improvements.

Sidewalk should continue on the north side of 8A between 51A and 52 Street the crosswalk at 51A should be moved to 52 Street if the sidewalk proposal above is implemented. ALL crosswalks should be raised similar to the planned crosswalks at Gilchrist and 49. The more raised crosswalks the less tendency to exceed the speed limits.

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #2 – JANUARY 11, 2018**

<p>Not related to 8A BUT the speed with which some cars drive along 8B Ave, a street frequently by many student walking east towards 56 Street and the swimming pool. Suggest a speed limit to 30 km/hr as there are many young families with children playing along that route. Thank you.</p>
<p>No sidewalk on north side of 8A in front of SDSS car park. Lack of view east when students cross from 54 St to SDSS car park.</p>
<p>"S" curve at 54 St is being made sharper than currently exists. I feel this will be more dangerous than current situation. Strongly suggest to flatten this curve by taking same property from tennis court parking lot. Raised crosswalk at 49 St and Gilchrist. Please delete the raised portion. 52 St bus stop immediately south of 8A extend sidewalk from 8A to south end of bus stop.</p>
<p>2 bikes lanes are unnecessary along the whole length of 8A. No one rides their bikes along there. Too steep. The road is wide enough to provide ample parking also it's wide enough already for bike lanes. People park only to pick up their kids from the high school along 8A, 53 and 54. 15/20 min max. The road along 8A, 53A - 56, is in terrible condition crumbling, potholes, etc. Seriously all that needs to be done is repair the street. If the road is widened and wonderful, people will only go faster and faster. Raised crosswalks might help with that. Or ROUNDABOUTS.</p>
<p>Unfortunately I work until 7 and won't get home until 8:30 and my wife has a prior commitment.</p> <ol style="list-style-type: none"> <li>1. Would like to see a copy of the revised design.</li> <li>2. I would recommend sidewalks on both sides from 56th to Underhill on 8A</li> <li>3. Better street lighting at the intersections of 8A &amp; 53A and 8A &amp; 52nd</li> </ol>
<p>Our street, 8b Avenue, is used by many students as a shortcut when travelling to or from SDSS and Winskill. As a result, students cross 8a Avenue at 54 Street, a location without a proper crosswalk. This intersection has poor visibility for both drivers and pedestrians, as the road curves at this location. Pedestrians, especially High School students, are not likely to use the crosswalks at Gilchrist Dr or 53a Street in order to cross 8b Avenue when moving to/from 54 Street. The path of least resistance is always favoured. It is important to note that vehicles are commonly driving in excess of posted speed limits in this area. As part of the Phase 2 road improvements, we propose a proper (raised) crosswalk be placed at 8a Avenue and 54 Street in order to protect both drivers and pedestrians. I have attached a drawing of the location in question.</p>
<p>I just wanted to send an email showing a great interest in the improvements for 8a. I have little kids who walk along the road and I currently feel very unsafe doing so without a sidewalk. We have to walk the road to get to daycare everyday. So please continue the great work and I really hope the negative naysayers don't drag the project down. A big thumbs up over here!</p>
<p>Regarding the above, regretfully I was unable to attend the meeting tonight due to work commitments. I will say however that anything you have in mind to improve the appalling condition of this street would be an improvement and is LONG overdue. Particularly bad is the section on 8A Avenue from the corner of the high school down toward 56th street with numerous pot holes creating havoc every Winter. This section of road most definitely needs to be resurfaced and may I suggest the loose gravel right outside of the high school be bituminised with lines painted for parking spaces. Thank you for your time and I look forward to seeing improvements in the near future.</p>
<p>I think it's great that you guys are finally improving 8A Ave. The current condition is horrible and the road lacks several needed crosswalks. My daughters attend the French-Immersion Pre-school up the road and even though it's so close, we don't walk because there's no safe route along 8A. Proper sidewalks and curbs will change that though! I am also looking forward to no more massive puddles. I hate having to cross the line to avoid spraying water over a pedestrian. Crossing against the on-coming lane to save someone getting drenched is a decision we shouldn't have to make! I look forward to the day when all the roads around SD are curb and gutter. I can't wait for the work to be done! I appreciate all the hard work you guys are putting into this. Thanks</p>

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

As residents of 4820 8A Ave, and together with many of the other residents at the top of 8A Ave, we are opposed to the installation of a new concrete sidewalk at the top of 8A Ave, on the south side. The pedestrian traffic in this area is very light and the existing sidewalk on the north side of 8A is more than adequate. Furthermore, the placement of a new sidewalk at 4820 would completely undermine the integrity of the landscaping design of the front yard. It would replace a substantial amount of greenery with concrete. This lot was initially chosen because it did not have a planned sidewalk next to it, and also avoided the additional responsibility of clearing it of snow and ice in the winter (which is of concern to many of the seniors who live in this area). In fact, it would be our strong preference that the 8A Ave improvement project leaves the top of 8A Ave exactly as is, and focus only on the remainder of 8A below the top of the hill. The top of 8A Ave was the last area of 8A to be developed, and its infrastructure is newer and perfectly adequate as is. As further comments on the proposed new sidewalk on the south side of 8A Ave, if it does proceed, we would like the amount of 'wrap-around' into the cul-de-sac at the top of 8A reduced considerably in order to reduce the amount of damage to the evergreen hedge and garden in the side yards. In addition to the existing hedge at 4820, a large evergreen tree in the NW corner provides an effective sound barrier against traffic noise from English Bluff Rd. This would need to be replaced.

There is no reason to have two sidewalks down 8A Ave. I live on 8A and is not affected by the south side proposed side walk. My main concern is exorbitant additional costs for no good reason. It will either reduce lots living on 8A or unnecessarily make the road narrower than without the south sidewalk. I want to express my dissatisfaction to rumours that 8A Ave will become a bus route. There is no reason other than believing the bus traffic from 12 Ave. The bus routes already enter 8A at Dennison. The other route is English Bluff to 12 Ave. 8A should remain as an artery for local traffic. The money could be better spent in removing poles and burying the wires. Similar to the top part of 8A.

This project is way too large a project for this street. We do not need two sidewalks and two bike lanes. We do need to continue the sidewalk on the north side. The bike lane that side is debatable? We do have the odd cyclist but the hill is steep and very few people will tackle it. If any person from the Engineering Dept. has walked or cycled it they would see that most people find English Bluff from 12 Ave is the preferred route. The sidewalk plan for our side of the street is unnecessary. Not to mention that the cost of the project. This amount of money can be better spent along 53A going to the high school. Lastly, there are a lot of retired people who do not want to be responsible for a sidewalk especially in the snow. Age and medical conditions contributed to the fact we chose to purchase this house because it had no sidewalk. Not the only reason but one of them. I spoke to Dali and she was very interested and informative. We don't have thousands of people commuting in cars or on bicycles and I request you revisit your plans.

While improvements to the street are welcomed, the scope of the project appears unnecessarily large and expensive. I agree that the existing sidewalk on the north side of the street needs to be properly paved and curbed. This is not a heavily used pedestrian walking route, perhaps because of the long steep hill. It is suggested that a new sidewalk on the south side of the street is therefore unnecessary. The volume of bicycle traffic is in fact low along this street. Again the steep hill discourages cyclists who prefer to use English Bluff Road and 12 Ave to get to and from the town centre. I would suggest that cycling down the hill should not be encouraged as the long and steep gradient makes for too fast and dangerous ride. Widening the road by adding one or two bike lanes will encourage traffic to speed east down the hill, creating a more dangerous street than we now have. If the project were reduced to principally improving the existing sidewalk and providing curbs and better lighting, it would not be necessary to relocate bushes, trees and fences etc. on land that has been planted and improved by residents over the years, saving money for the city and distress to many residents along 8A Ave.

My husband and I are extremely concerned about the proposal of road widening of 8A Ave. We agree that the road needs repaving and perhaps upgrading to the sidewalk on the north side of the street. The addition of bike lanes is a concern as we feel that biking should not be encouraged with such a long steep hill. Very few people ride up 8A Ave as it is indeed extremely steep. Most, as we ourselves do, would choose English Bluff hill to ride up as it is longer but less steep. By widening the road and adding bike lanes, you would be encouraging not just cars to travel faster but also cyclists riding down a very steep incline. The subject that is of the most extreme concern to us is the widening of the road to encompass a sidewalk on the south side. Many residents, including ourselves, will lose assets such as mature trees, shrubs, fences etc. We realize that the City of Delta has agreed to re-locate fences and replant trees and bushes but in doing so it will be extremely costly to do this and we will lose a certain amount of frontage and find that our houses are much closer to the road. The wider the road will, no doubt, encourage drivers to travel at faster speeds. I do realize that our landscaping has encroached on the city property but I would like to state my feelings about the necessity of sidewalks and bike lanes being constructed on both sides of this street. I think that the proposal of widening the road to allow for bike lanes and sidewalks of both sides of the street is totally unnecessary. It will obviously cost a tremendous amount of money to do this and we, and all our neighbours that we have spoken to feel that this proposal is totally unnecessary. This proposal will detrimentally affect most of the residents of 8A Ave. Traffic will possibly increase and the cars will definitely tend to travel faster down this road. Could I politely suggest that a plan be drawn up that would satisfy most of the City's concerns and still be acceptable to the residents that are directly affected by these changes. This plan, I think, would include, repaving of 8A Ave and improving the existing sidewalk on the north side of the street. I am sure that this plan could be achieved without negatively impacting the residents and would save the taxpayers of Delta a large amount of money.

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

I would like to make some comments and suggestions concerning the proposed road improvements for 8A Ave. I am in favour of the overall premise but I do have several concerns. Presently there is only one sidewalk along 8A Ave. and you are proposing to have 2. I am against this as I don not believe that it is necessary. The people that use the sidewalk are mostly students going to and from SDSS and a very small number of other persons. There is a much larger number of people that use English Bluff road, 1 Ave, 6 Ave and a number of other more heavily travelled roadways in Tsawwassen and they only have one sidewalk. There is also the added cost of putting in a second sidewalk which does not make any sense concerning the number of persons using this street. The second concern is having 2 bike lanes. I, myself, and my family are cyclists and have used the bike lane on the north side of the road. We would not use a bike lane on the south side for safety reasons. When travelling downhill we are going a lot faster than normal or uphill riding and so we move into the centre of the lane so that cars joining onto 8A have a better chance of seeing us. This is also the way every bike rider I have seen travels down 8A. I have also spoken to a number of neighbours and they are all in agreement with my concerns and would like to see only one sidewalk and one bike lane. I would like to thank you for your time in considering my concerns and please contact me if you have any questions.

This letter is in follow-up to the email sent by Richard Nemeth dated December 14m 2017. As previously pointed out by Mr. Nemeth we were able to contact 90% of the residents living on 8A Ave. from English Bluff Rd. to 53A St. Of those residents 96% were against the proposed road improvements on 8A Ave. These proposed improvements included sidewalks and bike lanes on both sides of the street from English Bluff Rd. to 53A St. As stated in the petition, see attachment, the residents along 8A Ave do not see the need now or in the future for sidewalks or bike lanes on both sides of the street. These 96% want to stay with what is presently in place, one sidewalk and one bike lane. Everyone was in favour of having a proper sidewalk installed with better defined crosswalks and a bike lane BUT they do not want sidewalks on both sides along with bike lanes. The 96% would prefer to have the tens of thousands of dollars necessary for the second sidewalk and necessary widening of the street be spent on our schools or parks than to have it spent on something that is not necessary. The necessity of having 2 sidewalks on 8A Ave. would also seem to be in contradiction to what is presently found on a number of major traffic and pedestrian routes. One very prominent street, 53A St., has only one sidewalk and no bike lanes and has a much larger number of students and other pedestrians using it.

In addition to the afore mentioned a second sidewalk and bike lane are going to necessitate the widening of 8A Ave. This is going to result in a very large number of trees having to be cut down with the resulting loss of canopy cover. This would appear to be in direct contradiction to what the council and Mayor Jackson were concerned about a year ago. An article in the local paper entitled "Council raises concern over the loss of trees" Mayor Jackson has quoted as saying that "it's very troubling that so many (trees) are disappearing and my concern, of course, is the canopy cover". This loss of canopy cover could be greatly reduced or eliminated if only one sidewalk and bike lane are put instead of the two proposed. We, residents of 8A Ave would ask that the proposed road improvements on 8A Ave included only one sidewalk and bike lane.

We would like to discuss our specific site/residence. As well as strongly recommend a traffic calming plan for 8A and crosswalk at the corner of 8A and 49 (the turn off for Ecole du Bois Joli). 8A has become an inner Tsawwassen speedway especially during school hours as everyone is rushing around taking children to school and going to work. It is not uncommon for drivers to speed 60 to 70 kms. It is dangerous for the children walking to SDSS, South Park and Ecole Du Bois Joli with very few crosswalks. With regards to our residence 4909 8A Ave-Can we please ask for an in person consultation with one of your staff members. We have recently undergone significant upgrades on our property installing a new retaining wall and fence as well as a new driveway with electrical work running through out the driveway. Plus, landscaping totalling \$40,000. Naturally we are concerned and wish to discuss the following: 1. Existing wood fence to be removed. Do you mean the entire fence? If not where do you intend to cut it off? How will this look? 2. Install new LED Ornamental street light. Is it absolutely necessary to put one directly in front of our house? Very little research has been done on LED street lamps and in some communities in Europe they are being removed on account of the 'light pollution'. One of the reasons we moved to Tsawwassen was to get away from a city feel. If the street lamp is unavoidable we would like to lobby for some kind of a shield. 5. Remove existing cedar hedge and plant new. When will this work be done? 6/7. regrade concrete driveway from back of new sidewalk as shown/Install new driveway and 1.50m wide concrete sidewalk. This is our biggest concern as mentioned we have lights in the driveway and want to know exactly where the intended work is to be done. We would like to have in writing that the City of Delta will reinstall the electric work and concrete to match exactly the driveway we installed last year. Where the line is drawn currently is VERY INVASIVE and if you could see the actual driveway the cut is at a very awkward place. We look forward to discussing with you further. Due to work obligations we were unable to attend the meeting. Thank you for reviewing and we look forward to your response.

Need strategically placed speed bumps along 8A Ave

## 8A AVENUE RESIDENT FEEDBACK

## COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017

I attended the PIM and after speaking to several of the city engineers attending the meeting it was apparent that they were not familiar with the traffic patterns, pedestrian, or cycle use of our street. I have lived on 8A for 37 years and am all too familiar with how this street evolved to what it has become today. While I would agree that after at least 37 years it is time to upgrade the road itself, the proposed changes are quite unnecessary and costly in my view. Since it is our tax dollars paying for this, my hope would be that the stated goals could be achieved in a less intrusive and costly manner. While I understand that certain engineering designations like 'collector road' has implications to those serving administratively, the designation should not supersede the residents/taxpayers desires for 'our' street. I don't think it would be unreasonable to reach a compromise that would give the street a bike lane on one side with a dividing line for two way traffic and a sidewalk on the other side. As I said, after living on this street for 37 years, I can tell you very few people walk up and down this street, and very few kids walk to school anymore. Also if anyone from the city looked at the incline on this street you could understand the reluctance of most people to cycle up 8A. Most who attempt it, only do so a few times, and after that take a different route or end up walking their bike up the hill. This brings me to the most important concern about the upgrade. If you spoke to the residents on this street the overwhelming majority of us would tell you that 8A is a raceway which is never patrolled. In fact, after all these years I can count the number of times I have seen a police officer on both hands. This upgrade will increase the speed and traffic on our street and therefore I would like to see speed bumps installed, (collector road designation or not). Now, in my view, we don't need use overkill as we saw on 50B. The goal could be achieved by two strategically placed speed bumps. After a short time conditioning will slow the traffic down to the intended legal limits and everyone will be happy. I have spoken to a number of residents and I can assure you that this should be a top priority for this street. My only other comment would be that it would be helpful to have a meeting post review of the residents feedback to tell us what adjustments and/or compromises have been made to address our concerns. Thank you for the opportunity to have some input into our own street.

1) My mom parks her car out there and only uses it once or twice a week. This means if we had to park her car in the driveway we would be shuffling vehicles out on to a busy road multiple times a day.

2) My RV would not be able back over the square style 8" curb. A driveway swale would work.  
I do hope we can work together and that a design change will be done.

I spoke with you this evening at the PIM and you had asked me to follow up with an email. My concern around the road/sidewalk upgrades is regarding the two trees at the end of my driveway, on the East side. I have hit the trees with my truck and trailer on occasion when moving in and out of the driveway. With the sidewalk butting up against these two trees, I am concerned about the visibility of navigating to and from my home in a safe manner. My wife and I felt these trees would be best removed and the time to do that is now, with the road already dug up. Thank you for listening - I appreciated all those who I spoke with tonight, Barb & Jessica were helpful as well. I look forward to your response about removing these two trees to give better visibility as we exit our driveway on such a busy street.

I was unable to attend the PIM. My concern is with the removal of plants and trees from my property. In the photograph that was sent, details a number of trees and shrubs that will be removed from an area that I believe is on my property line. It is referenced by #6 Regrade grass boulevard from back of new sidewalk to property line and finish with 150mm top soil and sod. I disagree with this removal and I would like to come to some other resolution. Could you please have someone attend my property and speak with me to clarify which trees and shrubs you would like to remove, and come up with another solution?

Concern 1. Length of the project timescale: the proposed duration of the project is unacceptable. There has already been significant inconvenience due to construction and roadworks over the past several years, including the disruption caused at 52 St, not to mention local construction projects and the ongoing Southlands development. The finish date proposed is not until after summer 2019 - this is 2 full summers in which residents will be unable to enjoy their outdoor spaces or open windows! If the roadway and utility improvements along nearby 10A Ave were able to be split into multiple phases and completed within approx. a season per phase, this is the timescale that should be worked towards for 8A's proposed work. Suggestion: Split project into multiple segregated sections/phases to reduce area impact; decrease timescales for completion and allow a max. of one summer of disruption. Concern 2. Bike lane & safety: If a new bike lane is added on the south side (in combination with already-existing bike lane on the north side), the concern here is that vehicles will park in the bike lanes - like they already do with the existing one. If vehicles park on BOTH sides of the street, this effectively reduces the available road width/space for through traffic to less than what is currently available and may also mean that traffic will have to cross over the centre line and possibly enter the opposing lane in order to safely pass parked cars. This also creates a safety risk for cyclists and pedestrians. Suggestion: Amend plan to have a bike path on one side only (suggest north side where this is already in place), and sidewalk on the other side (suggest south side of the street as this is where the majority of park/public sites exist). Please work to minimize the additional headaches this will cause for residents, while ensuring that any improvement put into place is a safe, lasting and worthy goal for everyone to be proud of!

## 8A AVENUE RESIDENT FEEDBACK

## COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017

My biggest concern is the speed of vehicles coming down the 8A hill (headed east from English Bluff). Mainly cars but also get bikes and skate boarders flying down the hill. Don't really see the value in sidewalks on both sides of the road. There really isn't much pedestrian traffic to justify the cost i.e. 10A has on one side. Use the money towards putting a sidewalk on Underhill between Stevens & 8A. That's a street where it is difficult to see pedestrians at night. Thank you for taking the time to meet with residents regarding the proposed 8A Ave improvements. I had a discussion with your staff regarding the placement of sidewalks on both sides of 8A. Having lived on 8A for 13 years, my feeling is that the amount of pedestrian traffic does not warrant the expense of two side walks. The Delta person I spoke with indicated that 8A is defined as a 'collector road' and consequently needs sidewalks on both sides of the street. She also indicated that the sidewalk jumps from side to side along 8A. After returning home, I began to think that the 'collector road' statement makes no sense. Streets such as 6 Ave, 4 Ave, 1 Ave & English Bluff are also likely 'collector roads' as well. These roads do not have sidewalks on both sides. The money for two sidewalks (English Bluff to 56 St) would be better spent on putting a sidewalk on adjacent streets that do not even have a sidewalk. My kids walk streets like Underhill (Stevens to 8A) which are dangerous in the dark as no sidewalks exist. The plan to place 2 sidewalks on both sides of collector roads is illogical. Is Delta planning to finance the plan to place 2 sidewalks on 8A, 6 Ave, 4 Ave, 1 Ave & English Bluff? I am sure that the taxpayers of Delta would prefer that our taxes are used for sidewalks on streets without any, before proposing dual sidewalks on collector roads. I wish to reiterate that the biggest issue of 8A however is speed with which vehicles come down the 8A hill. Sidewalks and bike lanes will not prevent an accident given the high speeds that can be seen on 8A.

Spoke to Dali at PIM. Requests speed humps at the bottom of the hill and only one side of sidewalk.

It doesn't make sense to me to have two sidewalks because of no many people walking on the street usually. One side walk is enough. Regarding reducing traffic speed, it will be better if new bumpers or at least speed limit sign can be added.

We don't need a sidewalk and bike lane on the south side of 8A Ave! The existing one is fine. Please upgrade the north side bike lane and sidewalk. What is being done to slow traffic down?? 8A is prone to excessive speeders and a high general rate of speed. There is currently no enforcement or calming. Widening 8A will increase speed of traffic and also the volume of cars/trucks using it. Please upgrade the catch basin/drain at the end of my driveway. The current drain is undersized and becomes blocked as soon as a few leaves. Putting a sidewalk on both sides will encourage kids to cross back and forth and there will be accidents if this happens. I like what you did with 10A Ave.

Love the upgrades but school foot traffic at intersections needs to be addressed properly. Light crosswalk at 50B St would be very important. Would like to discuss possible wider letdown to accommodate my back garage access. A phone call to discuss would be appreciated.

Send road cross sections to emails

At first glance the improvements are welcome news for us. However, we do have a few concerns & questions regarding our property frontage. Will trees be trimmed back to clear all hydro wires? We suggest to remove the tree on city property on the west side of our property. Although grass is attractive, we doubt that it will stay healthy under the shade of so many cedar trees. Gravel or crushed rock would be preferable. We see no reason to move our current crosswalk west of 51A St & away from the street light. It is safer at its present location. We are deeply concerned for our safety & the safety of others if we are forced to back off of our driveway over a sidewalk, bike lane & potentially a new crosswalk onto a busy 8A Ave with many speeding cars. We feel that it would be worth your time to monitor all modes of traffic in peak times to determine safety issues. Our driveway is directly lined up with 51A St. We observe that most of the pedestrian traffic from 51A turns east towards the bus stop park and schools. The crosswalk needs to be lined up with 51A St. Thus we encourage you to allow the current lighted crosswalk to remain where it is. Should you put gravel or crushed rock in front of our property, could we back onto this area from our driveway and thus drive onto 8A Ave more safely from our driveway.

Attended the PIM last night. Love the plan. One suggestion however-I realize 8A is a major route for emergency vehicles but please do anything possible to slow down traffic! Speed bumps are a no go I realize but how about rumble strips?

Regarding sidewalks + cycle lanes on 8A Ave, between English Bluff & 56 Street. We have lived at 824 Underhill Dr for over 10 years and I cycle and walk on 8A Ave at least twice a week. 8A Ave pedestrian & cycling has a low level of usage, and we believe only 1 pedestrian sidewalk and 1 cycling lane is all that is required, maximum. We do not support adding a second sidewalk and a second cycling lane, nor any additional cycling lanes. Taxpayer's money should only be spent where required, no carelessly. Taxpayer's money is a limited resource. Better to spend the money on storm surge barriers on Beach Grove, where it is needed.

## 8A AVENUE RESIDENT FEEDBACK

## COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017

We cannot understand the need for sidewalks on North side of 8A as it was already voted down several years ago. There is an existing sidewalk on the south side that is perfectly adequate. Waste of taxpayer money. We recommend a curb only on the north side of 8A from 53A to 52A as a sidewalk is NOT NEEDED. We do not want a light standard in the middle of our lot. Adequate lighting exists across the street. We suggest only one bike lane. Having observed bike traffic since 1988 one lane is more than adequate. Please phone us for clarification and discussion. One final note: Dennison Park is a dying park. We watch the park being misused and unmaintained year after year. We "preach" GREEN to our children but we do not protect what we have that is green. We suggest that rather than turn 8A Ave into a major bus route, redirect the funds into saving Dennison Park! If the bus route is a 'done deal' use the funds allocated for an unnecessary sidewalk and extra lighting into much needed soil and conservation measures to ensure a healthy park.

We attended the PIM. After reviewing the information presented and asking staff a variety of questions, we are pleased to see our street is being given the attention it has required for some time. Overall we are happy with the proposed improvements. A couple of concerns-what plans are in place for traffic calming, school zone signs do not appear to be effective; what safety plans are in place concerning 8A pedestrian crossing north to 54th street-will sidewalks and bike lanes on both sides of the street help this unsafe area?

We are very happy with your proposed work for 8A Ave. The corner to 54 St has always been a concern for safety. To have bike lane, sidewalks and new lighting is a good improvement.

We do not wish to lose our local street parking, a typical idea spawned by someone who does not live in the local neighbourhood. We have no need for the 'green' bicycle lanes, especially on a street where there are extremely few bicycles. We do not approve of a second sidewalk on the north side of the street. It is absurd to rip up the sidewalk on the south side of the street. We do not wish to have the apparent frontage of our property foreshortened. While the travelling part of the road remains the same in this scheme, the space actually widens, there is more pavement and hence an invitation to speed. We have no objection to repaving the road. There has to be a larger agenda behind this scheme to send an army in here and change the way we live. Our street does not need to be 'improved' or beautified. It is already a beautiful street, and it takes its beauty precisely from the natural conditions which already define it. Also, we really resent the dictatorial way this whole thing has been handled, sending contract employees to tell us what it is going to look like and why. There has been no public meeting where people can respond and where the politicians themselves can be held responsible to people who supposedly give them their positions.

54 Street & 8A Ave is a very dangerous crossing for kids. The angle of the street (8A) blocks view of pedestrians. Many kids (and adults) come from 54 to cross 8A and cars can't see pedestrians and vice versa. I understand there was a count (people) done @ corners, however, I doubt this corner was counted and more importantly someone should cross with the students at 8:15AM and also when they have lunch (about 11:30) as they are crossing to go to Safeway for lunch. I feel a bike lane added to 8A Ave is unnecessary. There is one bike every 8 minutes @ peak time, between 7-9AM and that's with 2 schools @ each end of our property. We need/want current parking also. The road does need some repairs for pooling, holes etc. but the proposed changes are very expensive and not necessary. I think it would be prudent to have someone from the City come to visit and walk the area with the residents. We could visually show them the problems and solutions that we could share. I feel these plans have already been decided on and will be implemented whether we agree or not.

Please do not take away our street parking. Why does 8A need a bike lane, it is not a street that goes to or from anywhere that someone would cycle. This plan means taking away all street parking and reducing everyone's driveways by 10'-no one wants this! Some people bought their properties on 8A because there is no sidewalk! Why was this plan developed with zero consultation from home owners, thousands of dollars have already been spent to plan, design and present this plan-why was there no consultation before all this money was spent! The ditch on the north side of 8A is a storm ditch and takes water away from peoples houses. How will this be accounted for in filling in the ditch? We would prefer to have speed bumps on 8A not bike lanes, motorists drive much too fast on 8A, 50km/hour is much too fast (and the 30 km school zone is ignored by everyone!) With wider nicely paved street vehicles will drive even faster!

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

Many thanks for answering some of our concerns, I feel like I haven't really done a very good job of expressing what many of the home-owners along the North side of our block of 8A are concerned about, so I have attempted to provide some more details about what really goes on along 8A. So below I have used your responses to add further detail that I feel is necessary to fully understand the deficiencies in your plans.

What I find absolutely outrageous about this whole process that with zero input from the people directly affected, you, as city engineering department have decided what is best for everyone and made some terribly bad assumptions about what is a good idea to proceed with and what isn't. It was evidentially clear at the "meeting" to "review the proposal" that the decision to go ahead with the plan was already made, -without ever getting an opinion from the home owners directly affected!

Parking pockets are inevitably going to be inconvenient for everyone, .....you either have everyone else on the street parking in a space that was previously mostly available exclusively for yourself and your visitors, or you have to park in front of someone else's property and walk to your own residence! Also I think you may not have considered the multiple times a year that 8A acts as overflow parking for events held at Windskill and the high school (Sunfest, Tour de Delta, baseball tournaments, high school graduations, numerous swim meets) all these activities take advantage of the adequate parking currently on our street and we are OK with sharing the street parking for such events, .....where will all these families park when there is a bike lane?

This is simply putting in a bike lane to have a bike lane, there are very few cyclists that use 8A (and incidentally I cycle to work) because there is nowhere to go "to-or-from" on a bicycle! Please explain the typical route a cyclist would take where using 8A would be a benefit. Can you please also provide us the number of cyclists deemed to have used 8A during your traffic usage study, I'm 100% confident your numbers will not warrant the justification of a bike lane on 8A, people simply don't have the need to cycle on 8A and if you are going to suggest that the kids going to the schools SDSS, South Park , Ecole Beaujoli) use their bikes along the street, again, this is a misguided view; Little kids, if they cycle use the sidewalk on the south side (and this likely wouldn't change with a bike lane) and in my experience the teenagers cut through parks, across verges, and always take the most direct route, they are not going to cycle further just to be on a bike lane on 8A! As a cyclist I fully support the development of bike lanes, and on my street also if it makes sense, .....but it really doesn't. When I cycle to work in Tilbury the most dangerous part of my whole ride is on 56th street between 8A and 12th Avenue. Although there is the indication of a bike lane painted on 56th street, the road is not any wider to accommodate bicycles, so every car has to move out of the lane to go around you and most drivers do not give you enough space. I suggest spending the "bike lane money" on 56th street before developing others on 8A, – after all for many people, 56th street or at least parts of it, does represent the shortest distance between two points!

As I'm certain that your numbers from your study will not support the need for a bike lane on 8A (again please share with the home owners the number of cyclists currently using 8A) I have to assume that you are planning to proceed based on the,..... "if you build it, they will come" philosophy. In which case please show us which demographic of our population will suddenly decide to take to two wheels and explore 8A. We love our street but we also understand it's not exactly a "scenic drive" route, people are not coming from far and wide to see it, so again please explain the logic as to why people would come to 8A to use the bike lane? (where would they be coming from and going to specifically?).

My understanding is that many houses on 8A have their storm water from their roofs drain directly into the front ditch (as I believe ours does), can you please let us know how this will be accommodated when the ditch is filled in?

I think your third party consultant was misguided in where they set up their traffic counts, the speed limit from our house (5465 8A) to the high school is 30km/h (during school times) a speed which no one adheres to. The traffic counter was conveniently set up just outside this zone where it is 50km/h, please do a new survey and see if any vehicle is doing <30 km/h outside our house ( I think you'll find it will only be me or my neighbours turning into our own driveways!). Incidentally if you or anyone else involved in this project would drive at 50 KM/h from 56th street to the high school (even outside of school hours) I'm confident that you'll agree this is too fast. Cars constantly race down our narrow street and seem to particularly enjoy the "s" bend at the corner of 54th street, .....and you believe that keeping the road narrow at 3.3 meters and adding a bike lane is going to keep those "mystery cyclists" safe? I'm sure that your traffic survey also showed how busy our street is (especially during "rush hour" when kids and parents are dropping off/picking up at the schools, what was the thought process around putting a cycle lane on such a busy vehicular street? Did you receive any requests for a bike lane on 8A from the public?..... or has there been any petitions from cyclists saying they really need one? I was told at the meeting that "hub" supported the project, so I can only assume it was meant that Hub supports all cycle lanes wherever they are proposed. ....and again if hub specifically support the cycle lane being on 8A, I would like to see how many of their members will actually use it? (where they would be going and why?).

Thank you for getting back to me directly, as I already stated, I thought this was all a predetermined formality, with

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

government pushing ahead a poorly formed plan with no consultation from people that do actually know what goes on in their neighbourhood, so I didn't expect to hear anything back. I must say I feel a little cheated as a home owner (living on the North side of 8A) because years ago when our kids were small we petitioned the city to reduce the speed limit along our street and we tried to get speed bumps but it was decided it wasn't necessary (instead we got the speed reduction sign of 30KM/H outside our house -which I have already stated no one abides by!) and our requests for a side walk was deemed "unnecessary" due to the fact that a side walk just to accommodate the 10 houses on our block was not justifiable! I really hope that the city engineers have the best intentions in developing this project for the benefit of all stakeholders and that they change this project based on the feedback from the home-owners who are directly affected. I also hope that this feedback doesn't get put in the pile of -"whining home-owners". I'm very happy to talk with anyone from the city who is open to hearing what currently happens on 8A, but sadly from the condescending attitude of a senior city staff member (at your "meeting") who challenged us on all the factual examples of what happens on our street, I fear that the decisions as to what will transpire has already been made, and that you are simply paying lip service to the "checkbox" that says you ..... "consulted home-owners"!

One aspect of this project that I'm not sure of whether this is within the scope or not, is the issue of no side walk to Windskill pool/park. Many people walk from the areas South of 8A to access facilities at Windskill park and to access the walkways to Save-on-foods and the other shopping areas. Also the young kids from South Park often walk to the pool to swim or to attend the youth centre behind Windskill pool. There are no side walks on either side of 55A street and this time of year when it's dark and cold pedestrians simply can't be seen (and I believe the speed limit on this little street would also be 50km/h). Do the plans of this project include a side walk to Windskill? If not please spend the cycle lane money there!

When many of the home-owners purchased their homes on 8A they did so with the knowledge there was street parking available and some even consider the fact that there are no side-walks an endearing feature to living on the North side of the street, couple this with the fact that property taxes will probably go up because of the "perceived improvements" and I'm sure you can understand why people object to this plan for our street. Please revamp this project to something that makes sense and talk to the home owners first we really do know what goes on our street!

Opposed to certain improvements: Loss of parking. I counted 164 road-side parking spaces from 56 St to English Bluff, which would be taken away. Shortened driveways will create even less available parking. Where do our visitors park? Where do service vehicles park? Where do parents, who walk their children to South Park, park? Where do people attending tournaments, Sunfest, swim meets, community events at the high school and at Winskill park? 1 Ave, 4 Ave and 6 Ave all have parking on both sides of the road. If you have more than one car per family, are alone in the house, need to play musical cars, how do you do that? There is nowhere to place the first car while manoeuvring the other cars. While on the topic of parking...I find it quite shocking that you have obliterated any image of parked cars on the roads on your display images. Neither at the so-called meeting or on the individual images you sent the home owners. REALLY???! I am just looking down the street and count 6 vehicles on the side of the street on our block alone and it is 1:52pm. We all make use of the street parking. RE: 2 bike lanes. I counted all the bikes during the most busy time of the day, from 7am to 9am and they averaged 1 cyclist every 8 minutes. You feel that these few cyclists require 2 bike lanes? Mr. Gordon Botha advised me that bike lanes need to follow the traffic and therefore 2 were required. Yet, it you go up 1 Ave, 4 Ave and 6 Ave, there are no double bike lanes. I have not been all over Tsawwassen but I don't think any streets have 2 bike lanes all along each side. Is the idea 'build it and they will come' part of your plan? If that is so, you are very mistaken. You only see a couple of weekend warriors riding their bikes up 8A because the hill is too high. I walk that hill every day and can tell you that to go up the hill on a bike is painful and to go down that hill on a bike is dangerous. And no bike lane/lanes is/are going to make a difference to the usage. There is no 'destination' when cycling along 8A. You have a huge hill or a cemetery. Also there are no bike lanes to connect with on 56 St. RE: sidewalks. I counted all the pedestrians during a school day from 7am to 9am and they averaged 1 pedestrian every 3.5 minutes. To leave the sidewalk, where it has been for years, makes sense. To build another one when the existing one has a few pedestrians is a huge waste of the tax payer's money.

I support the proposed 8A roadwork project however; two bike lanes may be overkill. I would also like additional information on installing a water meter coincident with the water main upgrade. To reduce property owner maintenance of the proposed grass Blvd. instead of real grass can synthetic turf be installed?

Not enough bike traffic to warrant a separate lane. Not enough pedestrian traffic to warrant 2 sidewalks. An expanded roadway will facilitate more speeding through school zones. The street light should be situated above the crosswalk. I have lived at my address for over 33 years, raised my kids to go to both south park elementary and SDSS. I know first hand on what uses and abusing 8A. It is fine as it is for those few that cycle and walk, but it will become a speedway when expanded. It would be unwise to proceed. And finally, my parking out front of my house (but your property) will be gone. So I guess it will force me to widen my driveway. Thanks for the extra cost. I wonder if my property taxes will go up because of your improvements. Thanks again.

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

We received a letter from the Municipality of Delta with respect to proposed "improvements" to 8A avenue. We were opposed to some of the change that were planned. We attended a meeting that was held at South Park School where we hoped to be able to voice our concerns. The meeting was simply an information meeting however we did leave a letter with our concerns with one of the engineering department representatives at that meeting. Since that time, we have signed a petition which we understand has been delivered to you.

We have recently been advised that a revised plan will be provided to counsel at the Monday January 8th meeting. We have received no notification of the revised plans and request that we be provided with any revisions so that we may have input into this project.

In the event that you have not been provided with our concerns, please be advised that we are not interested in having a sidewalk or bike lane and we are very concerned about loss of parking in front of our house. We are also concerned about damage to our trees which have roots that may be affected by this construction. Finally we are not interested in having a street light in front of our home.

Is it just a coincidence that after living here for over 30 years wherein never has the ditch in front of our home been cleaned or maintained by the City, today - crews attended and have made the front of our house one big ditch and we are no longer able to park it would slide into the ditch.

I have asked for this ditch to be filled in, to be graded, to be cleaned out - without avail and today, one of your departments have now made a total mess of my front parking area. I hope to see you Thursday!

Concerned about lack of parking. Suggest to do sidewalk on one side and parking lane on the other side. I live on the corner of Gilchrist & 8A. I've been talking with neighbours-we do not need a sidewalk on the north side of 8A except between Gilchrist & 55A as the Elementary school children cross up Gilchrist, cross 8A to go to Winskill down 55A. Otherwise, no one walks on the north side of 8A, except for parking. Most people have single lane parking on their driveways-where are they to park if you put a sidewalk on the north side of 8A? Also it would be much cheaper to put a sidewalk only on the south side of 8A and a curb on the north side with parking - like it is on Gilchrist St (curb eastside & sidewalk on the west side). Drawing filed with hard copy on project file.

Please forward copy of presentation drawings at the meeting from 56 up towards South Delta Secondary School. We would like our drive way to 6m. Please ensure we are contacted prior to initiating placement and finishing details as we will wait to re do our portion of the driveway until these details are shared so they can be co-ordinated. We would also prefer the width of the road to remain the same.

First of all, the visual sent out with this form is next to useless; it doesn't tell much. An aerial photo may be cheap, but it's also worthless in this case. It doesn't give any idea of where the road will be widened to (#1) or where the concrete barrier will be (#2) in relationship to what's there now. Install what new driveway (#3)? We have a nice driveway, done at much expense (time, effort & money) to both us and the city because Urban Forestry wanted to retain the Douglas Fir on the east side of the driveway. I don't particularly want my driveway messed with-it's a nice continuous piece of asphalt in good condition, and I don't want a 'seam' half-way up it that tree roots etc. will find their way into/through. Aesthetically, it's not acceptable, either. Regrade? (#4) Why? It was already properly graded by the contractor (hired by Delta) when the driveway was moved and rebuilt in October 2010. Check your own Engineering department. Much effort was put into retaining the Douglas Fir in 2010. We were forced to move our driveway in order to both retain the tree that belongs to Delta and have a safe driveway. At that time, an arborist was part of the deal because of the Douglas Fir root condition. This tree has roots only on the west side. The north side roots have been compromised already by the building of the current sidewalk. If you're thinking of widening the sidewalk and messing with those roots, think again! You will have to either compromise on the sidewalk or the tree. Delta Urban Forestry has the whole history of drive/tree, so I suggest a consult with them first, before the tree ends up on someone's house or car, or god forbid, on a human being. Lastly, I would like a detailed plan with proper measurements so I know what to do with my front garden! I don't have grass-it's all planted. What do I need to move? What can I have my side of the sidewalk after project completion? (don't want grass) Are you cutting down trees or not?

**8A AVENUE RESIDENT FEEDBACK**  
**COMMENTS FROM PUBLIC INFORMATION MEETING #1 – NOVEMBER 1, 2017**

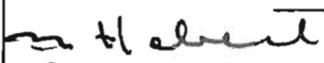
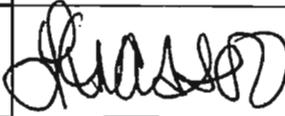
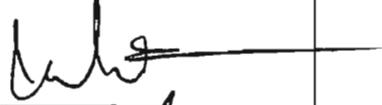
I attended the PIM and talked with Terry Cheng along with some of my neighbours, and I wish to provide some written feedback to the proposal for improvements along my stretch of 8A Ave. Specifically, I would like to voice my opposition to adding the bike lane and sidewalk on the north side of 8A in front of my house and that of my neighbour to the East (845 56 St). The sidewalk and bike lane would serve very few pedestrians and/or cyclists. You will notice there is no crosswalk on the north side of the 56 St & 8A Ave intersection. This is probably because the city wanted to encourage people to use the south side of 8A where a sidewalk was put in place. But it may have also been because walking on the north side of 8A leads to problems. So if a sidewalk/bike path were put on the north side of 8A, where would it lead to? It would stretch in front of our 2 properties and then come to an abrupt end somewhere at the SW tip of my property. I was told it would just taper down onto the existing grass. Where does that leave the pedestrians/cyclists? For those continuing west, they would have to cross over to the middle roundabout then hop over another lane to the other side. This is a very dangerous move because drivers treat this almost like a true roundabout where they just look left and if they don't see a car, they go. Visibility is already compromised by the elevated tree, and it could be lethal to those scampering across. Tapering sidewalks to nothing can work on some side streets, but 55A is a busy side street with an awkward access due to the roundabout tree. If the pedestrian/cyclists carried around my SW corner down 55A St they would find themselves abruptly dumped off the nice sidewalk onto the roadway. This would be a repeat of the mistake the city committed about 10 years ago when they upgraded 55A and the roundabout tree (which, by the way, I think everyone loves the roundabout tree). They constructed the sidewalk for the many school kids that walk to/from school and to/from the pool. But the sidewalk ends at the second house directly across from my property. To not go all the way to the pool was a cheap-out to say the least. I see plenty of close calls with parents biking or walking with their kids, or school teachers corralling their minions to the pool freaking out at the danger that is caused by the sidewalk coming to an abrupt end like that. I would suggest rather than put sidewalks in front of my house, that the city put the money into continuing the west sidewalk on 55A street all the way to the pool. The trees that overhang the sidewalk would need to be seriously trimmed back or removed. I realize the city would take care of this and in all likelihood my trees would look better than before, but in the end, is it worth it to build a sidewalk that goes nowhere and is potentially dangerous in where it ends? To beautify my side of the road, what I would suggest would be to just install a curb and gutter to discourage parking cars on the grass (and what the hell, maybe the bike lane), and just taper the landscaping behind it. But don't bother with the sidewalk. If there will suddenly be lots of pedestrians using my side, there's nothing wrong with having a slightly worn grass walking path. To bring forward a concern from my neighbour to the east, I know he is very concerned that a full sidewalk will be placed in front of his house because he will have an impossible time parking his vehicles without the back end overhanging the sidewalk. He is looking at having to potentially move a fence and remove a tree in order to create more space to park inside of the sidewalk.

I attended the PIM and expressed my concerns regarding the intended sidewalk on the north side of 8A at 845 56 St and my neighbour to the west. I have lived here for 27 years and have maybe seen two people walk on the blvd in front of my house on the 8A side. The only regular pedestrian who uses this blvd is me and my wife when we are walking the dog. The improvements, traffic light and crosswalks put in a few years back on the south side of 8A seem to funnel pedestrian and school traffic quite nicely. A sidewalk on the north side would not lead anywhere except to a dangerous jay walking choice where the sidewalk would meet 55A and the island in the intersection. Additionally, our driveway can take one car and I park my truck on 8 feet of property adjacent to the driveway. The wheel base of the vehicle requires me to turn in to this spot at least four feet in from the flair of the driveway on the west side. I am suggesting that if you have to pave this area that it not have a curb but rather an allocated parking slab or a minor silled curb that would allow my truck to enter our property. If you are proposing to redo our driveway I would suggest that you increase the west flair so that the driveway conforms to the 18 foot max so that our vehicle can enter and exit our driveway easily which can be challenging at certain times of the day. Lastly, I am hoping that someone could meet with me to take a closer look at this part of the site before any final plans are made.

8A

Changes

PETITION  = OPI

NAME	House #	Lose Parking	2 bike lanes	North side sidewalk	Lose 10ft of driveway	Signature	Notes
Luke Farn	<del>5477</del> 5477	X	X	X	X		
Hector + Nicol HEBERT	5431	✓	✓	✓	✗		
Lynsey Grasser	5445	✓	✓	✓	✓		
Colin Cedar	5434	X	X	X	X		
Elton Farn	5477	X	X	X	X		
Noreen Crombie	5456	X	X	X	NA		
Jerry Reuter	5466	✓	X	X	NA		
Ron Collopy	5487	X	X	X	X		
Jennifer Moore	5465	X	X	X	X		100% no Bike Lane. Need parking.
Jeanette Mumsa	5487	X	X	X	X		
STEVE MORRALL	5261		X	X	X		NO TO LIGHT ON NORTH SIDE
Kris Lukowal	5273		X				
GARY MODEROW	5285	X	X	X	X		NO TO NEW LIGHT.
BRAD BOWLING	5497	X	X	X	X		NO TO NEW LIGHT

# 8 A Changes

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NAME	House #					Signature	Notes
		Lose Parking	2 bike lanes	North side sidewalk	Lose 10ft of driveway		
Holly Bowling	5497	X	X	X	X	H. Bowling	NOTO LIGHT
Isabelle Harris	5452	X	X	X	X	I Harris	No bike lane
Marie Ramsay	5500	<del>X</del>	✓	<sup>PARKING</sup> <del>INSTALLED</del>	NA	M Ramsay	No parking use crosswalk if HAVE parking instead of N side
John Harris	5455	X	X	X	X	J. M. Harris	
Bob Campbell	5488	NA	X	X	NA	B Campbell	
T. Olmstead	5544	X	-	-	X	T. Olmstead	better lighting in front of house
A. Tuck	5554	X	X	-	-	A. Tuck	
N. BASTMEYER	5507	X	X	*	*	N. Bastmeyer	
<div style="border: 2px solid green; padding: 10px; margin: 10px auto; width: 80%;"> <p>MORE TO COME. I'LL DROP OFF AT A LATER DATE</p> </div>							
						J. MORRISON	

**8A Avenue (English Bluff Road – 56 Street)  
Roadway and Utility Improvements**

**FEEDBACK FORM**

**COMMENTS:**

5487 8A Avenue, Tsawwassen, BC V4M 1V2

**OPPOSED TO CERTAIN ROADWAY + UTILITY "IMPROVEMENTS" as follows:**

**Re: loss of parking...** I counted 164 road-side parking spaces from 56th to English Bluff, which we would lose.

Shortening our driveways will create even less available parking.

Where do our visitors park?

Where do service vehicles park?

Where do parents, who walk their children to South Park School, park?

See Back for more space.

Name: Jeanette Morrison / Ron Collopy

Address: 5487 8A Ave Delta BC V4M1V2

Telephone (daytime) \_\_\_\_\_

E-mail:

*By providing your email address, you are granting permission for Delta to contact you in the future regarding information on the project.*

**Delta**

Please return this form by November 10, 2017 using one of the following methods:

1. Email [engineering@delta.ca](mailto:engineering@delta.ca)
2. Mail using the postage paid self-addressed envelope enclosed
3. Drop-off at The Corporation of Delta: Engineering Department  
4500 Clarence Taylor Crescent, Delta, BC, V4K 3E2

Where do people attending tournaments, Sunfest, swim meets, community events at the high school and at Winskill park?

1st avenue, 4th Avenue and 6th Avenue all have parking on both sides of the road

If you have more than one car per family, are alone in the house, need to play musical cars, how do you do that?? There is nowhere to place the first car while manoeuvring the other cars.

While on the topic of parking.....I find it quite shocking that you have obliterated any image of parked cars on the roads on your display images. Neither at the so-called meeting nor on the individual images you sent the home owners. REALLY???! I am just looking down the street and count 6 vehicles on the side of the street, on our block alone, and it is 1:52 pm. **We all make use of the street parking.**

**Re: 2 bike lanes.....**I counted all the bikes during the busiest time of the day, from 7:00 am to 9:00 am, and, on average, there was 1 cyclist every 8 minutes. How can you justify 2 bike lanes for a few cyclists?

Mr. Gordon Botha advised me that bike lanes need to follow the traffic and, therefore, 2 were required. Yet, if you go up 1st Avenue, 4th Avenue and 6th Avenue, there are no double bike lanes. I have not been all over Tsawwassen but I don't think any streets have 2 bike lanes all along each side.

Is the idea "build it and they will come" part of your plan? If that is so, you are very mistaken. You only see a couple of weekend warriors riding their bikes up 8A because the hill is too high. I

walk that hill every day and can tell you that to go up the hill on a bike is painful and to go **down that hill on a bike is dangerous.** And no bike lane/lanes is/are going to make a difference to the usage. There is no "destination" when cycling along 8A. You have a huge hill or the cemetery. Also there are no bike lanes to connect with on 56th.

**Re: 2 sidewalks.....**I counted all the pedestrians, during a school day, from 7:00 am to 9:00 am, and on average, there was 1 pedestrian every 3.5 minutes. To have the sidewalk on the South side, where it has been for years, makes sense. To build another one, when the existing one has so few pedestrians, is a huge waste of the tax payers money.

*Am colony*

7/11/17

*Delta*

7/11/17

Delta

**Petition to the city of Delta and Gordon Botha, manager of roads engineering**

The city of Delta is proposing to have sidewalks down both sides of 8A Ave. from English Bluff road to 53a street. Their reasoning for this is that there is a large number of people who use this street to walk up and down it to the high school and beyond. They are also saying that in 5 - 10 years Translink is going to put a bus route along the length of 8A Ave. Everyone living on 8A Ave. is going to be affected by this and it is going to require a large number of trees to be cut down to accommodate all of the proposed changes.

I am in favor of having a proper sidewalk and bike lanes but I firmly believe that having just one sidewalk is more than sufficient to accommodate the present and future walking public along 8A Ave.. The possible expansion of a transit route along 8 A Ave. is highly questionable as Translink keeps proposing to reduce the number of bus routes around Tsawwassen not increasing them. I would rather see the tens of thousands of dollars for the **second** sidewalk spent on improvements to our parks and schools which have a greater need than the few pedestrians walking up and down 8A Ave.

I have spoken with Mr.Botha and changes can still be made to the street plan if we act expeditiously.

Name	Address	Signature	
RICHARD NEMETH	4916 8A AVE	<i>R. Nemeth</i>	SB
Sherril Nemeth	4916 8A ave	<i>S Nemeth</i>	SB
Susan BLANEY	820 ENGLISH BLUFF RD	<i>S Blaney</i>	SB
ON VACATION	4820 8A		
KEITH HAND	4828-8A Ave.	<i>K Hand</i>	
JOY HAND	↓ ↓ ↓	<i>J Hand</i>	SV
JUSTINE WALKS	4836 8A Avenue	<i>Justine Walks</i>	2 SB
GRIFF TURNER	4844 8A Avenue	<i>G Turner</i>	=B

**Petition to the city of Delta and Gordon Botha, manager of roads engineering****Proposal #2**

As the population of our community has grown and traffic patterns have changed, the traffic on 8A has also increased. Our concern is, that not only has the traffic increased, but the speeds that far too many are travelling at. Many residents are now backing into their driveways because it is too dangerous to back out, while many other residents have simply moved because it is too dangerous for their children.

We are proposing 2 strategically placed speed bumps be inserted on 8A to slow the traffic down to the legal speed limit, one near the bottom of the hill and one half way up the hill.

**Please place the letters SB beside your signature to indicate you are for inserting speed bumps on 8A.**

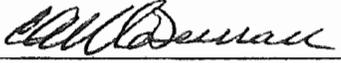
Name	Address	Signature	
CAROL TURNER	4844 8A Ave	Carol Turner	
John Parente	4870 8A	John Parente	
Jan Leary	4952 8A AVE	Jan Leary	SB
J. M. [unclear]	4964 8A Ave	J. M. [unclear]	SB
Marja van Schulman	5000 8a ave	Marja van Schulman	
Alicia Andersen	824 Underhill Dr.	Alicia Andersen	SB
24 S. [unclear]	5052 - 8A AVE.	[unclear]	
Wayne Okamura	5066 8A AVE	Wayne Okamura	SB
Kathleen McDonald	5098 8A Ave	K. McDonald	SB,
Brennan Ryser	5156 8A Ave	Brennan Ryser	
John Newfeld	5766 8A AVE	John Newfeld	SB.
PETER JEFFS	5086 8A AVE	Peter Jeffs	SB
NORMA COCKCROFT	4924 - B. A. AVE	Norma Cockcroft	SB
Jason Draper	4940 8A Ave	Jason Draper	
Sean Martel	4998 8A Ave	Sean Martel	SB.

**Petition to the city of Delta and Gordon Botha, manager of roads engineering**

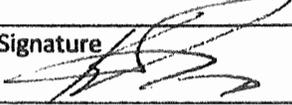
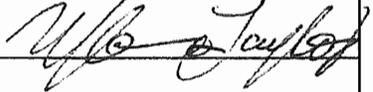
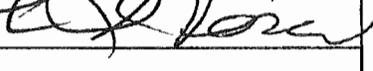
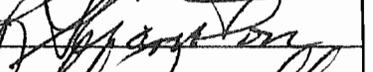
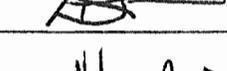
The city of Delta is proposing to have sidewalks down both sides of 8A Ave. from English Bluff road to 53a street. Their reasoning for this is that there is a large number of people who use this street to walk up and down it to the high school and beyond. They are also saying that in 5 - 10 years Translink is going to put a bus route along the length of 8A Ave. Everyone living on 8A Ave. is going to be affected by this and it is going to require a large number of trees to be cut down to accommodate all of the proposed changes.

I am in favor of having a proper sidewalk and bike lanes but I firmly believe that having just one sidewalk is more than sufficient to accommodate the present and future walking public along 8A Ave.. The possible expansion of a transit route along 8 A Ave. is highly questionable as Translink keeps proposing to reduce the number of bus routes around Tsawwassen not increasing them. I would rather see the tens of thousands of dollars for the **second** sidewalk spent on improvements to our parks and schools which have a greater need than the few pedestrians walking up and down 8A Ave.

I have spoken with Mr.Botha and changes can still be made to the street plan if we act expeditiously.

Name	Address	Signature
D. FINDLAY	4890 8A AVE	
A McLENNAN	4817 8A AVE	
E. LEIHANIS	4827 8A AVE	E. Leihanis
M. Yildemire	4837 8A Ave	M. Yildemire
Ted Smith	4847 8A AVE	Ted Smith
IAN SMONT	4858 8A AVE	
Paul Ford	4871 8A AVE	
Math Jollymore	4875 8A Ave	

SB

Name	Address	Signature
KAVAN SMITH	4909 8A AVE	
Maureen Taylor	869 GALE DRIVE	
Reuters	4965 8A	—
Teija Vickers	5059 8A AVE	
Christina Coemon	5105 8A AVE	
JANET HOZIE	5115 8A AVE	
Ellen Cummins	5447 8A AVE	Cummins
ROY CRANSTON	5189 8A AVE	
STEVE WORRALL	5261 8A AVE	
Ryan Strachan	5188 8A AVE	R S <span style="float: right;">SB</span>
ROZA LAZAR	5095 AA AVE	Rozalia Loya
Barbara Moy	4883-8A AVE	Barbara Moy.
Danielle Klamm	5157 8A AVE	
Jayson Hardie	5178 8A AVE	Hacli
GARY MODEROW	5285 8A AVE	