



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

File No.: **R23-122**

From: **Engineering Department**

Date: **November 5, 2025**

56 Street Multi-Use Pathway Project

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

▪ **RECOMMENDATION:**

THAT Council receive this report for information.

▪ **PURPOSE:**

The purpose of this report is to provide an update on the 56 Street Multi-use Pathway (MUP) Project and response to the Council resolution of the November 3, 2025 Regular Meeting that staff report back at the next Regular Council Meeting on the concerns outlined in the letter regarding the 56 Street Multi-Use Pathway.

▪ **BACKGROUND:**

Delta's Official Community Plan (OCP) supports the addition of infrastructure that increases safety and accessibility for cyclists and pedestrians as the community continues to grow.

From a policy perspective, the OCP identifies the following:

- In order to promote active transportation and complete communities, integrate non-residential uses into residential areas such as pathways or trails;
- Implement Delta's Cycling Master Plan;
- Improve cycling linkages within communities;
- Consider pedestrian safety and accommodate all ages and abilities when designing road infrastructure.

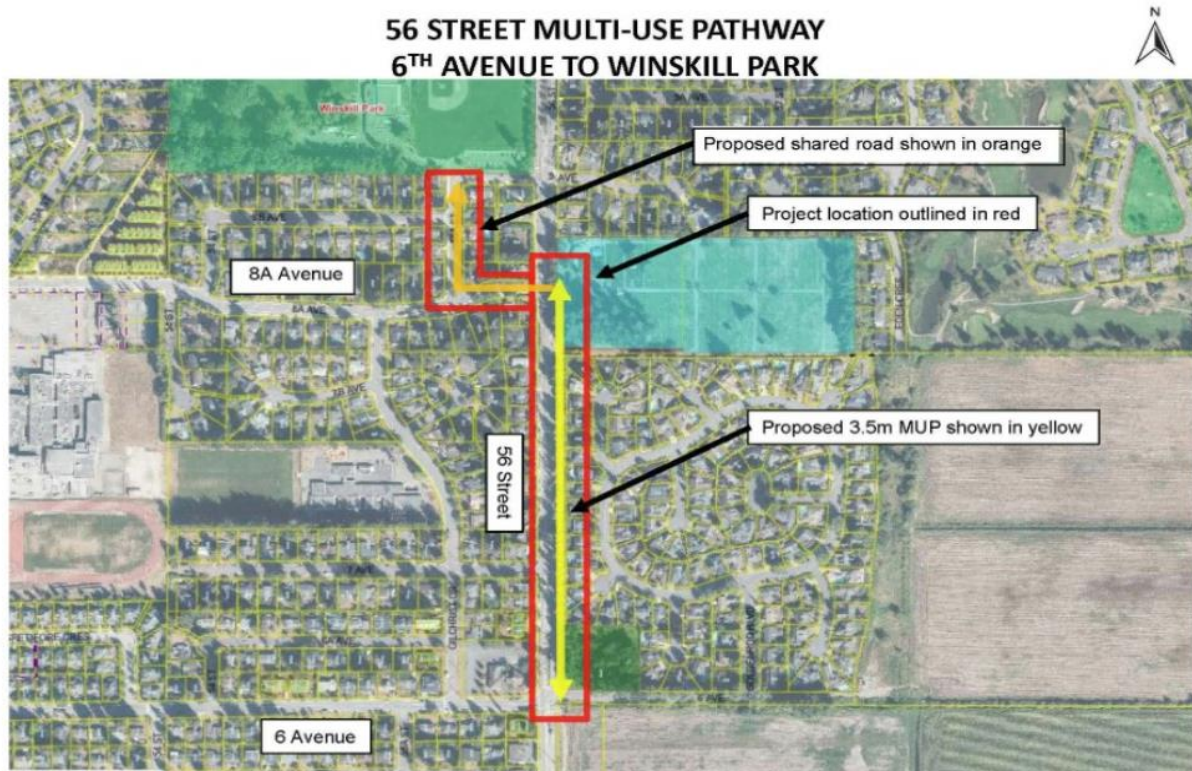
Delta's Cycling Master Plan was developed with extensive community consultation and adopted in 2023. The Plan focuses on creating a city-wide network of bicycle facilities that are physically separated from traffic and on streets with low traffic volumes. This is an All Ages and Abilities (AAA) approach – meaning the facilities are safe, comfortable, and equitable for a wide range of users, from young children to older adults and everyone in between. The Plan includes a core network of AAA facilities, complemented by a network of supporting facilities which will broaden the network and serve more

confident commuter cyclists. The Plan has also identified a need to provide an improved connection between the terminus of the Southlands pathway at 6 Avenue and Winskill Park.

The recently approved Winskill Renewal Plan has identified a significant upgrade to the existing recreational facilities to serve the long term needs of the community. Construction has started which will see the current aquatic and fitness centre replaced with a new, larger, and more modern facility. The project also includes upgrades to Winskill Park, including the construction of new ball diamonds. Providing safe active transportation routes for all ages and abilities that connects to the new Winskill facility will support a growing community.

▪ **DISCUSSION:**

Staff identified the MUP project in the approved 2025 Capital Plan. The original project definition showed a 3.5 m-wide MUP on 56 Street between 6 Avenue and 8A Avenue, and a shared roadway for cyclists along 8A Avenue and 55A Street to Winskill Park, as illustrated below. The original project scope proposed the MUP to extend only as far as 56 Street and 8A Avenue given the engineers' cost estimate at the time and available budget.



The MUP on 56 Street was established in conjunction with the Southlands development and terminated at 6 Avenue. It has been a success with a number of residents using this facility on a daily basis. Winskill Park is an important destination for the community engaging in various recreational activities and usage is anticipated to increase in the future with the on-going Winskill Renewal project. This project increases the network of safe and protected cycling and pedestrian facilities for the community.

Engagement with the public on the project was undertaken online through Let's Talk Delta (<https://letstalk.delta.ca/56stmup>), mail-outs to the adjoining neighbourhood and a public information meeting which was held on September 25, 2024. The project received strong community support, with feedback expressing a desire for a continuous off-road pathway to Winskill Park, making it safer for everyone; especially families and children.

In response to the community feedback and favourable tender pricing, staff developed a revised option extending the MUP along 8A Avenue and 55A Street to create a continuous pathway from Winskill Park to Southlands. The revised project scope would be within the available budget and was reviewed with Council in conjunction with the approval to acquire a small corner cut at 8A Avenue and 55A Street.

With the proposed extension of the MUP along 8A Avenue and 55A Street, there will be a contiguous protected cycling connection suitable for all ages and abilities. This will help make cycling a safe and convenient alternative and reduce dependency on vehicles trips to and from Winskill Park. From an overall cycling network for the community, this helps establish a connection from Central Tsawwassen to Centennial Beach via Southlands.

In August 2025, Engineering consulted with the property owners in the immediate area of the proposed MUP extension (Attachment A) by providing mail-out notifications to 21 homes and also held follow-up on-site meetings as requested. At the time, only two residents expressed opposition to the project as per the engagement summary (Attachment B). More recently, a letter was sent to Council from neighbourhood residents opposing the MUP on 55A Street and 8A Avenue as per Attachment C.

The resident letter highlights concerns related to loss of parking in driveways as well as safety concerns and other alternative alignments. Staff had considered an alternate pathway alignment along 56 Street between 8A Avenue and 9 Avenue. However, it would require significant property acquisitions as the existing road dedication is not sufficient to accommodate pathway improvements and would also impact existing driveways. The proposed alignment along 8A Avenue and 55A Street would be entirely within municipal road dedication and would not impinge on private property.

With respect to parking impacts, the portion of the driveway located on municipal road dedication would be impacted by the construction of the MUP. These impacts are consistent with other active transportation projects involving the provision of new sidewalks or MUPs. However, there would still be parking available for these homes on their driveways as well as their garages and carports.

The affected properties are identified in the OCP as mixed residential. Under this land use, it is anticipated that the future housing types would generally be houseplexes, townhouses, rowhouses, and possibly local neighbourhood stores. The future increasing density would be well served by having good active transportation routes.

To service the future growth in the community and improved safety outcomes, the MUP is proposed to be extended to Winskill Park. This will offer the highest safety benefit for active transportation as cyclists are separated from traffic entirely. The MUP extension

along 8A Avenue and 55A Street can be delivered utilizing existing funding within the approved project budget and work would commence later this year subject to weather conditions.

Implications:

Financial Implications – The MUP project will be completed within the approved project budget of approximately \$1.9M of which over 60% or \$1.17M is coming from outside sources of funding and grants (\$900,000 from a TransLink grant; \$263,700 from BC Active Transportation Infrastructure grant; and \$10,000 from ICBC grant).

▪ **CONCLUSION:**

The extension of the MUP along 8A Avenue and 55A Street will provide a safe and contiguous protected cycling connection suitable for all ages and abilities. The pathway would be constructed entirely within municipal road dedication and the additional costs can be accommodated within the existing approved budget.



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SG

This report has been prepared in consultation with the following listed department.

Concurring Department		
Department	Name	Signature
Finance	Navin Chand	NC

▪ **ATTACHMENTS:**

- A. 55A MUP Extension Drawings
- B. Engagement Summary for MUP Extension
- C. Resident letter