

Mayor & Council

From: Pope, Neil <neil.pope@cibc.ca>
Sent: December 1, 2025 9:14 AM
To: Mayor & Council; City Clerk
Cc: Cathy Acuna
Subject: Comments from HUB
Attachments: 25_Action_Delta_30km and 52nd St.docx (5).pdf

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TYPE: REFERS TO #15.2
DEPT: ENG CC DEV + COMM
A.T.#: 149780
Comments: Regular Council
Dec- 8/25

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links or attachments. Contact the Service Desk (3215).

Attached are comments on projects currently being considered. Thanks very much for your support.

Neil Pope
Chair, TFN Delta HUB

A genda
FILE # 5320-01

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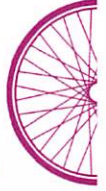
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Your **Cycling** Connection



November 26, 2025

To: mayor-council@delta.ca, Transportation Advisory Committee

Cc: cityclerk@delta.ca

Re: Multi Use Path, 30 km/h on neighborhood streets and stop sign at 52nd Street/Upland Drive

Dear Mayor Harvey, Members of Council and Members of the Transportation Advisory Committee,

On behalf of HUB Cycling's Delta/TFN Local Committee, we are writing to express our support for the extension of the new Multi Use Path (MUP) (from 6th Ave to 8A Ave) to the Winskill parking lot. This extension of Delta's growing 'Triple AAA' (all ages, and abilities) cycling infrastructure directly to Winskill will fill an important gap. Given the significantly improved MUP between 6th and 8 A Avenue, we anticipate there will be an increase in people using active transportation to get to Winskill. In addition, the Southland's community near Winskill will continue to expand towards its approved number of homes. And cyclist usage will increase in future when the significantly enlarged Winskill facility is built. A further benefit is that cyclists will be able to safely connect with cycling lanes that exist on 8A, which connects nicely with South Delta Secondary and actively used English Bluff cycling lanes. Cost wise, it appears to be a good time to proceed due to the MUP work that's currently being done by the contractor in that area and given the matching grants that TransLink and Provincial government can provide.

In addition, we fully support the building of a MUP on 12th Avenue. Not only will this project allow for much safer access to Cliff Drive Elementary School for the many children who ride their bikes to that school, it will help build towards offsetting issues related to density and resulting traffic. We believe Delta has a great an opportunity to emulate certain cities that have dealt with increased density by building safe active transportation connections. This MUP together with what we hope will be further active transportation projects in future, can help offset traffic congestion and provide residents with an opportunity for enjoyable physical exercise instead of driving.

We also encourage the adoption of 30 km/h speed limits on neighbourhood streets. A reduced speed limit is a proven way to protect the public and create safer, more livable communities. When speeds are lower, people of all ages and abilities feel more comfortable walking, cycling, and using mobility devices. This change is a vital step toward protecting vulnerable road users and improving the quality of life in our communities.

Evidence clearly shows that lowering speeds saves lives. The likelihood of severe injury or death is dramatically reduced when collisions occur at 30 km/h compared to 50 km/h. This is why leading health and transportation experts, including the World Health Organization and the BC Centre for Injuries Prevention, recommend reducing speed limits on local streets.

British Columbians support this change. A 2024 survey conducted by Research Co.¹ found that **63% of British Columbians favour reducing the default speed limit to 30 km/h on neighbourhood roads**. This demonstrates strong public support for safer streets across the province. Many cities, including Vancouver², have adopted a policy to lower speed limits on local streets to 30 km/h. Vancouver's City Council passed this motion unanimously, and the new speed limits have been phased in starting in July 2025. In the City of Victoria³, a similar motion was adopted in 2023 for most of its local streets.

By adopting 30 km/h limits in our municipality, Delta will be helping to reduce road injuries and fatalities, while also supporting municipal and provincial goals around Vision Zero to eliminate road deaths.

Measures to reduce speeds also lead to reduced healthcare costs associated with traffic-related injuries. According to the BC Injury Research and Prevention Unit (BCIRPU), in 2023, transport-related incidents in British Columbia incurred \$575 million in total costs. The BC Injury Prevention Unit found that 30 km/h speed zones are one of the most cost-effective road safety interventions to enhance the safety and liveability of local streets.

We urge you to bring forward a motion to adopt 30 km/h speed limits on neighbourhood streets in Delta. This is a simple, cost-effective measure that can make a real difference in protecting lives and improving quality of life in our community.

We also want to express our support for the retention of the stop on 52nd Street by Upland Drive. Without a stop sign, vehicles driving at excessive speeds at the top of the hill have difficulty seeing a pedestrian or cyclist until the last moment. 52nd Street and Upland Drive are also close to Cliff Drive Elementary and unsafe crossings like this greatly impact children's ability to bike, walk or roll to school safely.

Retaining the stop sign supports the City of Delta's Vision Zero strategy to reduce road injuries and fatalities.

Thank you for your leadership and commitment to road safety.

Sincerely,

Neil Pope
Chair, Delta/TFN Committee

About HUB Cycling

Since 1998, HUB Cycling has been championing cycling in Metro Vancouver as a charitable not-for-profit organization. For over 25 years, HUB has worked to remove barriers to cycling and amplify the health, environmental, and economic benefits of active transportation. Through education, advocacy, and engagement, HUB has empowered thousands of people to cycle more often and supported the development of a safer, more connected cycling network by working to #UnGapTheMap.

HUB Cycling's mission is to get more people cycling more often. With nearly 3,000 members, over 45,000 direct supporters, and 10 volunteer committees across the region, HUB promotes cycling for people of all ages and abilities (AAA) in communities throughout Metro Vancouver.

Learn more at bikehub.ca.

¹ Source: Research Co. [British Columbians Would Lower Speed Limit on Residential Streets](#)

² Source: City of Vancouver. [30 km/h speed limits coming to local streets in Vancouver](#).

³ Source: City of Victoria. [All local streets in the City of Victoria are changing from 50 km/h to 30 km/h](#)