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TSAWWASSEN FIRST NATION

Tsawwassen First Nation

Active Transportation Network Plan

Final Report

March 2026

Prepared by: WATT Consulting Group
Prepared for: Tsawwassen First Nation





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ACKNOWLEDGEMENTS

The Tsawwassen First Nation (TFN) Active Transportation Network Plan was led by the Lands Department and prepared by WATT Consulting Group (WATT). The work was guided by TFN staff and community input. The lead authors of the Active Transportation Network Plan were Victor Ngo and Lainy Stevenson with contributions from Andres Baez and additional support by Tim Shah, Maya Korbynn, Steve Martin, Willow Cabral, Jason Yuen, and Caytlin Kopeck.

Tsawwassen First Nation and WATT Consulting Group would like to thank Tsawwassen Members, residents, TransLink, and the City of Delta for participating in the planning process and sharing invaluable feedback to inform the development of the Active Transportation Network Plan.

The Active Transportation Network Plan was funded through the Active Transportation Infrastructure Grants Program from the BC Ministry of Transportation and Transit (MOTT).



EXECUTIVE SUMMARY

The Active Transportation Network Plan (ATNP) for Tsawwassen First Nation provides a long-term vision and roadmap to guide active transportation infrastructure projects, policies, programs, and services to support Members and residents to walk, bike, or roll year-round on Tsawwassen Lands and is envisioned until 2045. Active transportation is defined as any form of human-powered transportation, including walking, cycling, or rolling using scooters, wheelchair, or other wheel-based forms of non-motorized transportation. The aim of the ATNP, guided by the TFN xʷəliwənstəxʷ kʷəθə syáwéñəł ct (Honouring Our Ancestors) Charter, is to enhance existing infrastructure and provide recommendations for future infrastructure to ensure the active transportation network is safe, accessible, and convenient for all ages and abilities to support active, healthy lifestyles and reduce greenhouse (GHG) emissions in alignment with the TFN Land Use Plan, TFN Strategic Plan (2026 – 2031), and TransLink’s Transport 2050: Regional Transportation Strategy.

The ATNP establishes an active transportation vision to imagine a future where:

Tsawwassen First Nation Lands is a complete community that is supported by safe and accessible active transportation options. Our Members and residents can safely walk, bike, or roll to access housing, daily needs, and employment opportunities in the community with connections to the broader region. Our active transportation network supports our well-being and serves current and future generations while reflecting our Tsawwassen culture and identity. Tsawwassen First Nation is a recognized leader in active transportation among First Nation and Indigenous communities.

Three objectives of the ATNP defines the community’s core priorities for active transportation to serve as the basis for strategic planning and decision-making.

- **Objective #1 – Design for All Ages & Abilities:** Create a system that is safe, comfortable, accessible, and convenient for everyone—children, youth, adults, families, Elders, and people with disabilities. Providing universally accessible transportation options ensures equitable opportunities for everyone to thrive and participate fully in community life.
- **Objective #2 – Fill in the Gaps in the Active Transportation Network:** Improve connectivity by completing missing links and creating continuous active transportation routes throughout the community. Strengthening connections between homes, commercial and employment areas, recreation, cultural spaces, and natural areas will make active transportation the most convenient and reliable choice for shorter trips of all purposes.
- **Objective #3 – Foster a Culture of Active Transportation:** Build awareness, safety, and confidence to ensure everyone feels welcome, comfortable, physically secure, and are protected from vehicular traffic when taking active transportation. Promoting active transportation as means of getting around supports a holistic approach to community well-being. It prioritizes physical, social, mental, and emotional health, and builds connection to each other in the community and to the land.



Five guiding principles of the ATNP outlines the community’s core values for active transportation and provides specific direction for strategic planning and decision-making:

- **Guiding Principle #1 – Culture Leads the Way:** TFN culture and identity is reflected and embedded in all transportation-related facilities, traffic control, wayfinding, and services.
- **Guiding Principle #2 – Grow Together Through Partnership:** Active transportation is steered by community-centered planning, partnerships, and education that emphasizes inclusivity, transparency, and informed decision-making.
- **Guiding Principle #3 – Context-Sensitive & Integrated Design:** Active transportation planning follows best practice and meets context-sensitive design standards where possible to create a safe, stress-free, inclusive, cohesive, direct, attractive, and intuitive network while supporting regional goals, policies, and connections.
- **Guiding Principle #4 – Move Safely Together:** Active transportation is centered around road safety and Vision Zero that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.
- **Guiding Principle #5 – Move Lightly, Build Strongly:** Active transportation is aligned with TFN’s commitment to ecological stewardship of our land and water.

The ATNP provides specific technical direction to achieve the active transportation vision in the form of **design guidelines** that establish the preferred active transportation facility types, **network plan** that establishes the desired future state of the walking and cycling & rolling network, and **policies** consisting of high-level policy strategies, policies, and specific actions to support comprehensive active transportation planning. 14 active transportation improvement projects are recommended to be completed in the short (2031), medium (2036), and long term (2045 or later), consisting of:

Priority Projects

- P-R1: Canoe Pass Way Road Safety Improvement
- P-R2: Tsawwassen Drive Complete Street
- P-C1: 28 Avenue Multi-use Pathway
- P-C2: Salish Sea Drive Bikeway
- P-C3: Fisherman Way and 52 Street Bikeway
- P-C4: Fisherman Way Multi-use Pathway
- P-M1: 27B Avenue Multi-use Pathway

Ultimate Projects

- U-R1: Falcon Way Traffic Calming
- U-C1: Salish Sea Way Bikeway
- U-C2: Salish Sea Drive Bikeway
- U-M1: Highway 17 Land Bridge
- U-M2: Breakwater Path Accessibility Upgrade
- U-M3: Salish Sea Drive Multi-use Pathway
- U-M4: Deltaport Way Crossing

An implementation plan operationalizes the ATNP by creating a roadmap that identifies when actions should be complete, who will be responsible, how to monitor and evaluate whether the plan is successful, and identifies potential funding opportunities. The ATNP is recommended to be refreshed every five years to reflect changing context and priorities with consideration of implementation opportunities and constraints as development of Tsawwassen Lands continues.



1. INTRODUCTION

1.1 Plan Overview

The Active Transportation Network Plan (ATNP) for Tsawwassen First Nation provides a long-term vision and roadmap to guide active transportation infrastructure projects, policies, programs, and services to support Members and residents to walk, bike, or roll year-round on Tsawwassen Lands and is envisioned until 2045. Active transportation is defined as any form of human-powered transportation, including walking, cycling, or rolling using scooters, wheelchair, or other wheel-based forms of non-motorized transportation. Walking, biking, and rolling can be used on their own for shorter (and increasingly longer) trips, and they are also important modes for people to connect to transit, holding the potential to greatly expand transit's reach.

The aim of the ATNP is to enhance existing infrastructure and provide recommendations for future infrastructure to ensure the active transportation network is safe, accessible, and convenient for all ages and abilities to support active, healthy lifestyles and reduce greenhouse (GHG) emissions in alignment with the TFN Land Use Plan, TFN Strategic Plan (2026 – 2031), and TransLink's Transport 2050: Regional Transportation Strategy.

The ATNP is guided by the TFN *xʷəliwənstəxʷ kʷθə syáwéñəl ct* (Honouring Our Ancestors) Charter that provides a comprehensive vision and roadmap for sustainable development and stewardship of Tsawwassen Lands. Active Transportation is an essential part of this vision by supporting the Charter's theme of complete communities through the provision of safe, well-maintained, and accessible transportation infrastructure that connects employment, recreation, and housing opportunities, guided by Tsawwassen culture and values, and prepares for challenges like climate change.

The ATNP was commissioned by the Tsawwassen First Nation and prepared by WATT Consulting Group. The project was undertaken from June 2025 to March 2026 and was guided by a staff working group consisting of representatives from the Lands Department.

1.2 Plan Process

The Active Transportation Network Plan was developed following a three-phase process:

- **Phase 1: Understanding** consisted of learning about the community context and evaluating the existing active transportation network to understand gaps, barriers, and opportunities.
- **Phase 2: Listening** involved engaging with Members, residents, and community partners to learn about the current experiences, concerns, and priorities related to active transportation and building relationships to support long-term intergovernmental planning.
- **Phase 3: Plan Development** involved identifying and developing active transportation improvement projects, policies, and programs recommended to be implemented based on the completed technical analysis and engagement input received in the first two phases.



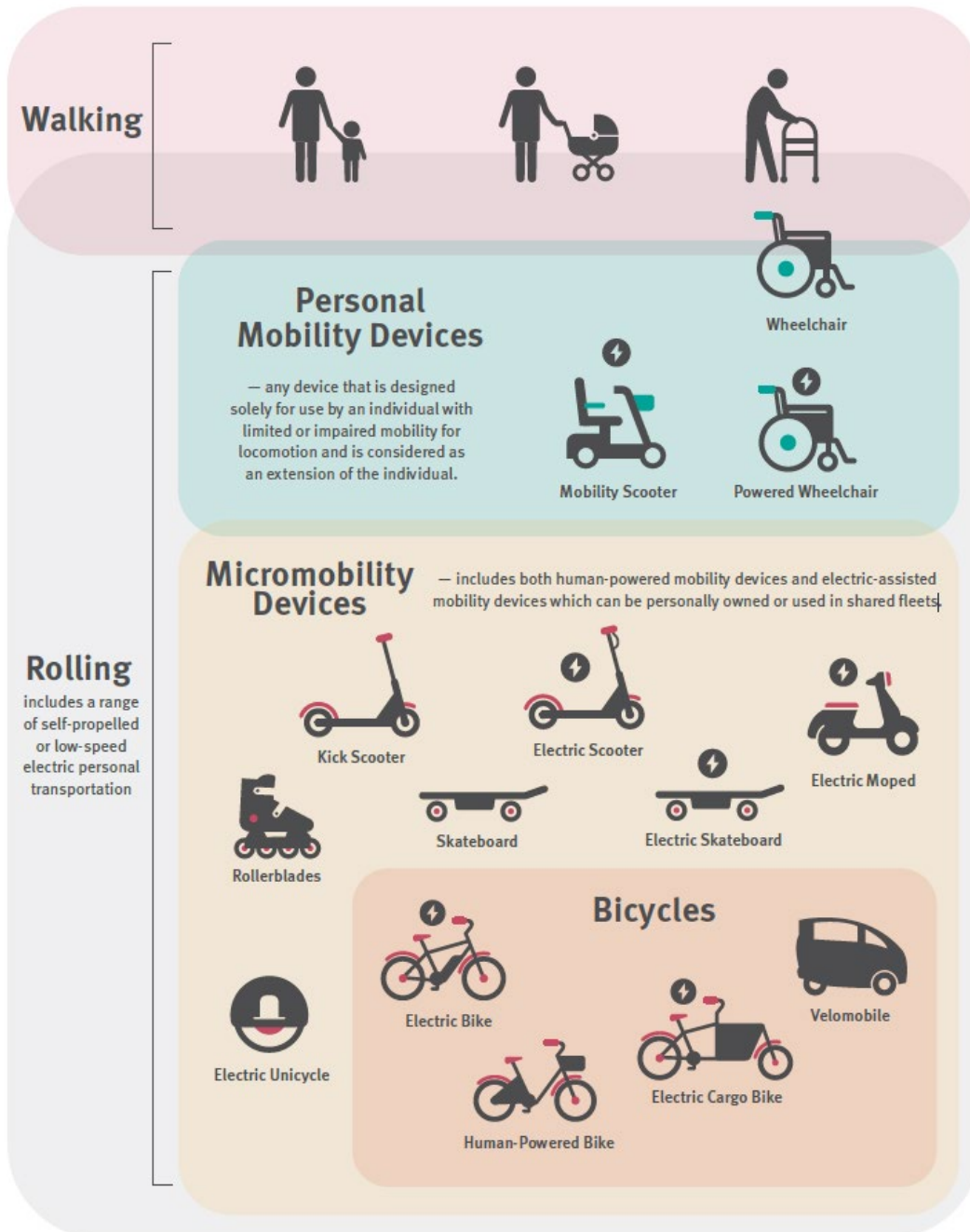
The following activities were undertaken to inform the development of the ATNP:

Activity		Description
1	Policy & Planning Review	Review of existing plans, policies, bylaws, guidelines, and studies at the local, regional, and provincial level that relate or inform active transportation planning.
2	Existing Conditions Assessment	Assessment of the existing active transportation network and conditions, including reviewing, analyzing, and/or mapping community destinations; transportation facilities, services, and other features; and transportation behaviours, usage, and patterns.
3	Community Survey	Survey questionnaire with Members and residents that collected data on travel behaviour, travel patterns, and requested transportation improvements. The survey was conducted from August 13 to September 29, 2025 for Members and from August 15 to September 12, 2025 for residents using both online and hardcopy methods. 45 responses were received.
4	Community Walk-shop	Mobile workshop conducted on August 13, 2025 with Members on a pre-determined walking route to understand travel behaviour, barriers, and experiences walking, biking, and rolling in the area. The walking route started and ended at Tsawwassen Youth Centre, with the route consisting of Tsawwassen Drive, Rabbit Drive, Wolf Way, Cormorant Way, and Falcon Way. 3 attendees participated.
5	Community Open House	Open house conducted on August 15, 2025 with Members and residents that collected data on experiences walking, biking, and rolling in the community and requested transportation improvements. Approximately 12 attendees participated.
6	Interest-holder Engagement	Meeting with TransLink and City of Delta to ensure alignment with TransLink's Transport 2050: Regional Transportation Strategy and City of Delta's Cycling Master Plan and to support long-term intergovernmental planning. One meeting was held on November 17, 2025. Further bi-annual Inter-governmental meetings are planned to continue ensuring alignment with adjacent regions transportation plans.



1.3 Defining Active Transportation

Active transportation users are a diverse group of road users and includes those who are walking, biking, and rolling using micromobility devices or mobility devices. Micromobility devices includes both human-powered mobility devices and electric-assisted mobility devices which can be personally owned or used in shared fleets, such as bicycles and electric kick-assist scooters. Personal mobility devices are any device that is designed solely for use by an individual with limited or impaired mobility for locomotion and is considered an extension of the individual, such as wheelchairs and mobility scooters.





All of these forms of human-powered or electric-assisted travel are pursued for a variety of reasons: some people may choose to walk for recreation, others may bike to work, some may use active transportation due to the lack of a personal vehicle, and others may be choosing to travel this way because of other specific benefits or reasons such as reducing the environmental impact of their travel.

The reasons to travel by an active mode are multi-fold and so are the benefits:

- **Environmental Benefits:** Active transportation reduces the need for people to own or drive vehicles to access services, amenities, and employment. Lessening the reliance on motor vehicle transportation can help reduce greenhouse gas (GHG) emissions.
- **Economic Benefits:** Neighbourhoods and destinations that are more accessible and attractive for people using active modes can attract more visitors, who contribute to the local economy. Using active transportation as the main way of getting around is also more economical compared to owning a vehicle.
- **Health Benefits:** Physical activity through active transportation can contribute to a reduced risk of early death and chronic diseases, including obesity and cardiovascular issues, and provide mental health and wellbeing benefits.
- **Social Benefits:** Active transportation can help make a community more accessible and equitable by encouraging social interactions and creating opportunities for face-to-face meetings, helping to build trust, respect, understanding, and a sense of community.
- **Safety Benefits:** Active transportation facilities that are well designed enhance the overall visibility of active transportation users, helping to reduce the risk of collisions and/or fatalities. This can create a safer transportation system for all road users.



2. COMMUNITY PROFILE & CONTEXT

2.1 Tsawwassen First Nation

Tsawwassen First Nation (TFN) is a modern treaty Nation located on the west coast of British Columbia, at the mouth of the Fraser River and north of Point Roberts, Washington, USA. TFN is a self-governing Coast Salish First Nation with its own Constitution, laws, and elected government, following the effective date of the Tsawwassen First Nation Final Agreement (the Treaty) in 2009. As of January 2026, TFN jurisdiction comprises of a total of 794 hectares of land. TFN is a member jurisdiction of the Metro Vancouver Regional District and participates in regional land use and transportation planning overseen by Metro Vancouver and TransLink respectively.

Tsawwassen Lands have experienced substantial population growth since the effective date of Treaty in 2009. At the time, there were approximately 660 people living on Tsawwassen Lands. As of September 2025, there were approximately 5,400, including 4,900 leasehold residents and 500 member-housing residents. The projected population at full build-out (assuming by 2040) is approximately 10,000, and by 2050 is approximately 12,000.

In terms of housing, Tsawwassen Lands have experienced growth in housing units since 2009 corresponding with the population increase. Between 2009 and 2018, the total units more than doubled (from 265 to 561 units) and since then, it has increased to 2,210 as of September 2025. It is projected to be 2,791 units by 2030; however, this projection is subject to macro economic and housing market conditions in the Metro Vancouver region. Based on an assumption of full build-out by 2041, it is projected that Tsawwassen Lands will have 4,123 housing units. With a 2% annual growth rate in the following decade, it is estimated that Tsawwassen Lands will have about 4,927 housing units by 2050. These includes both, member and leasehold housing units.





In terms of employment, Tsawwassen Lands are home to a thriving business community, with over 250 licensed businesses in 2025, operating across industrial and commercial sectors. Together with Tsawwassen First Nation government employment, these enterprises support approximately 4,000 jobs located on Tsawwassen Lands. TFN's development also drives off-land business growth and job creation, contributing significantly to both the local and surrounding economy. As development continues in the remaining lands, additional employment opportunities driven by TFN's growth are anticipated over the next 25 years and beyond.

2.2 Community Destinations

Tsawwassen First Nation's lands include a variety of destinations that support daily life, cultural expression, and community well-being.

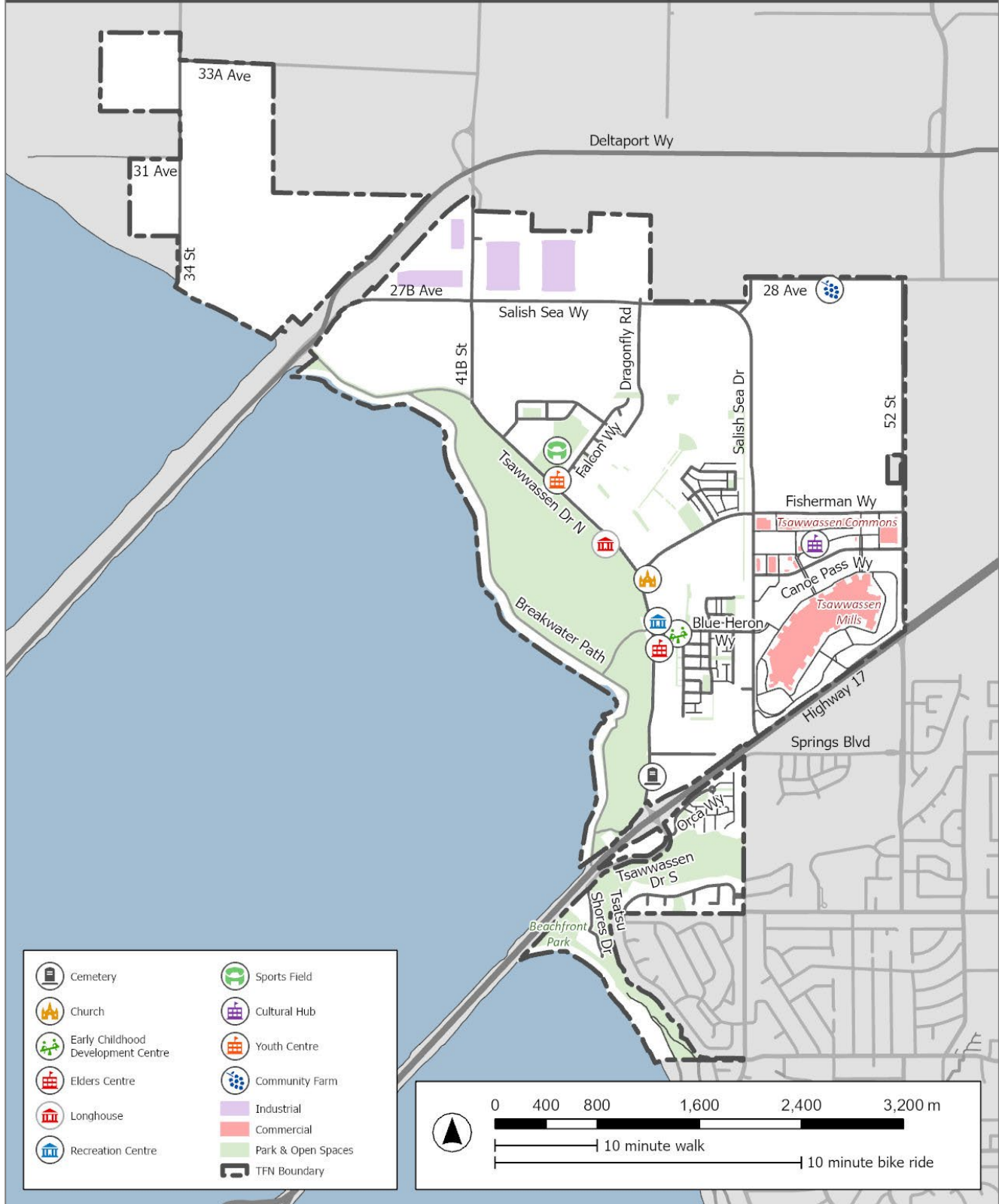
Tsawwassen Mills and Tsawwassen Commons form the main commercial hub on Tsawwassen lands, offering a wide mix of shopping, dining, and entertainment options. These centres draw visitors from across South Delta and the region while serving as important destinations for TFN Members. The industrial lands, anchored by the Tsawwassen Gateway Logistics Centre and several major warehouse and distribution facilities, also play a key role in the local economy by providing employment opportunities and supporting goods movement through strong connections to the Deltaport container terminal and regional transportation corridors.

Recreation, cultural spaces, and natural areas are equally important to supporting and strengthening the community fabric. The TFN Sports Field and nearby parks provide space for sports, informal play, and community gatherings. Natural areas such as the Tidal Marsh, the Bluff, and the Great Blue Heron Way offer ecological and cultural value while supporting year-round outdoor use. The Members Beachfront Park provides designated shoreline access for TFN Members in a culturally important setting. The TFN Community Farm strengthens food security and cultural learning through its garden, orchard, greenhouse, and future barn and learning spaces.

Within the Village Centre, the new Elders Centre anchors TFN's primary community hub, where future member-serving facilities—such as a Community Hall, Health & Social Services, Education and Skills Training, Elders Housing, and shared gathering spaces—are being explored as part of TFN's Facilities Plan. Nearby, the TFN Cultural Hub, completed in early 2025 within the Tsawwassen Commons, provides a dedicated space for cultural programming, art, language, and community gatherings, further strengthening this network of key destinations on TFN lands.



Points of Interest





2.3 Community Travel Mode Share

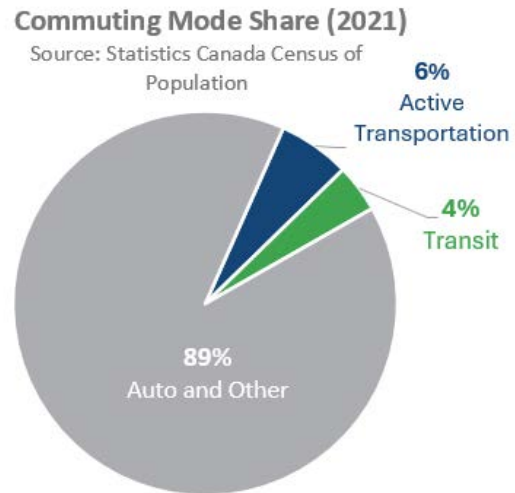
Travel mode share (or travel mode split) is the proportion of trips made by a particular mode of transportation when travelling to/from locations within and outside of Tsawwassen First Nation’s lands.¹

6% of trips are by active transportation in Tsawwassen Lands, with 4% by walking and 2% by cycling based on Statistics Canada’s 2021 Census of Population that reports mode share for commuting to work trips only.

Work commute trips only make up approximately a quarter (23%) of trips in the Metro Vancouver, with the remaining trips associated with shopping/personal business, social/recreation/dining, escorting a

passenger, and school.² As a result, Statistics Canada data may not be necessarily representative of active transportation patterns. TransLink’s 2023 Trip Diary tracks mode share for all trip purposes in the Metro Vancouver and Fraser Valley region based on a 24-hour weekday travel day. However, the sample size is too small to be reported for Tsawwassen Lands, but the data shows similar travel behaviour with the majority of trips in the area are by driving.

Based on the available data, there is opportunity to strengthen and support active transportation options within Tsawwassen Lands with complementary land use planning efforts.



Travel Mode Group	Mode Share by Travel Mode Group	Travel Mode	Mode Share by Travel Mode
Sustainable Active	6%	Walk	4%
		Cycle	2%
Sustainable Transit	4%	Transit	4%
Non-Sustainable	89%	Car, Truck, or Van	85%
		Other	4%

¹ Typical travel modes reported include: (1) single-occupancy vehicles (SOV) when there is a driver and no passengers; (2) high-occupancy vehicles (HOV) when there is a driver and one or more passengers (e.g., carpooling/ridesharing, ride-hailing, taxis, etc.); (3) public & private transit, including buses, SkyTrain, and employee shuttles; (4) cycling & rolling using micromobility devices (e.g., bicycles, scooters, skateboards, unicycles, etc.); and (5) walking, which includes the use of personal mobility devices (e.g., wheelchairs).

² TransLink. (2025). 2023 Trip Diary Survey Data Visualization Tool for the Metro Vancouver Region. Retrieved from: https://public.tableau.com/app/profile/translink/viz/Trip_Diary_2023/TripDiary



2.4 Planning & Policy Context

An overview of relevant plans, policies, regulations, and studies as it relates to the TFN Active Transportation Network is provided in this section.

2.4.1 Provincial



Province of British Columbia's Move. Commute. Connect. BC Active Transportation Strategy (2019)

The Active Transportation Strategy is part of the Province of British Columbia's CleanBC Plan to make active transportation an option for more people and to reduce greenhouse gas emissions and build a better future for all British Columbians. The strategy has a target to double the proportion of trips taken using active transportation in the province from 2.5% in 2019 to 5% by 2030.

The TFN ATNP supports the provincial government's goal of creating an integrated, safe, and accessible active transportation system that works for everyone, with a specific focus on improving options for Indigenous communities.

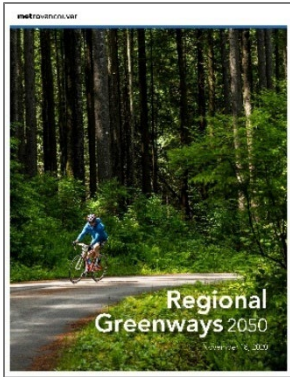
2.4.2 Regional



TransLink's Transport 2050: Regional Transportation Strategy (2022)

The Regional Transportation Strategy provides a roadmap that identifies projects, services, and policies to make transportation better for everyone in the region. Transport 2050 aims to make active transportation the most convenient choice for shorter trips. The strategy has a target to double the proportion of passenger trips taken using active transportation and transit in the Metro Vancouver region from 27% in 2017 to 50% by 2050.

The TFN ATNP supports implementation of TransLink's Major Bikeway Network that will connect Tsawwassen Lands with the Tsawwassen Ferry Terminal and the City of Delta's Ladner and Tsawwassen neighbourhoods through bikeway corridors that are comfortable for most people to use. The TFN ATNP is also aligned with TransLink's vision of transit-oriented communities so 90% of people and jobs within an urban area will be within a five-minute walk (or 400 metres) of frequent, all-day, everyday local transit service.



Metro Vancouver’s Regional Greenways 2050 Plan (2020)

The Regional Greenways Plan provides a regional vision for a network of recreational multi-use paths for cycling and walking that connects residents to large parks, protected natural areas, and communities to support regional livability.

The TFN ATNP supports implementation of Metro Vancouver’s Regional Greenway Network portion within the South Shore sub-area consisting of the Tsawwassen First Nation, City of Delta, City of Richmond, and the City of White Rock.



sməqʷaʔ xeł The Great Blue Heron Way Vision (2014)

The Great Blue Heron Way is a vision of Elder xʷasteniya (Elder Ruth Adams) from the Tsawwassen First Nation. It is a proposed greenway to reconnect First Nations around the Salish Sea and the Sto:lo (Fraser River). The Great Blue Heron Way represents a journey where people can safely experience and enjoy the lands and waters. The portion of the greenway within Tsawwassen Lands is complementary to the portion designated by Metro Vancouver as part of the Regional Greenway Network

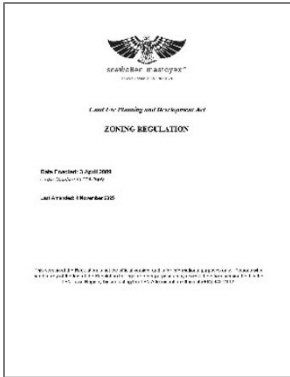
2.4.3 Local

Land Use Plan, Neighbourhood Plan, and Community Area Plan (2025)

The Land Use Plan provides the long-term vision for development of Tsawwassen Lands. The Neighbourhood Plan guides development on lands designated as Tsawwassen Fee Simple Interest (TFSI) and is leased out for development. The Community Area Plan guides development designated for TFN Member use and TFN facilities. Collectively, the plans guide all land use decisions within Tsawwassen Lands.

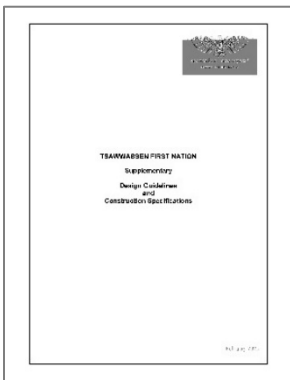
Wayfinding Signage Master Plan (Draft)

The Wayfinding Signage Master Plan provides the location of cycling- and pedestrian-oriented signage to direct Members, residents, and commuters to destinations that are within and adjacent to the Tsawwassen Lands. The Master Plan is aligned with TransLink’s Wayfinding Guidelines for Utility Cycling in Metro Vancouver (2013).



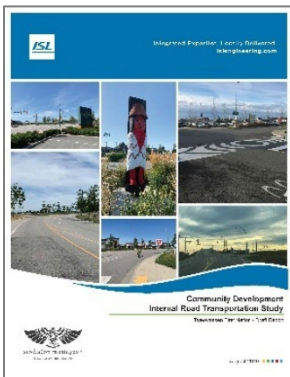
Zoning Regulation (2025)

The Zoning Regulation regulates the provision of off-street bicycle parking spaces related to developments, specifically in the form of long-term secured parking (Class A) and short-term parking (Class B).



Supplementary Design Guidelines and Construction Specifications (2025)

The Supplementary Design Guidelines outlines design criteria that govern roads that must be considered in planning and detailed design, and supplements the Master Municipal Construction Documents (MMCD) Design Guide Manual. The Guidelines includes standard detail drawings for transportation facilities and features, including typical road cross-section for local and collector roads (with different context-specific variations); intersection crossing treatments; tactile strips for accessibility; and street name signs.



Community Development Internal Road Transportation Study (2019)

The Community Development Internal Road Transportation Study establishes the future traffic condition for the 2045 horizon year after full build-out of the Tsawwassen Lands and provides recommendations on vehicle laning and intersection configuration for the study intersections. The TFN ATNP is based on the forecast vehicle volumes that were used to inform the development of the active transportation network.

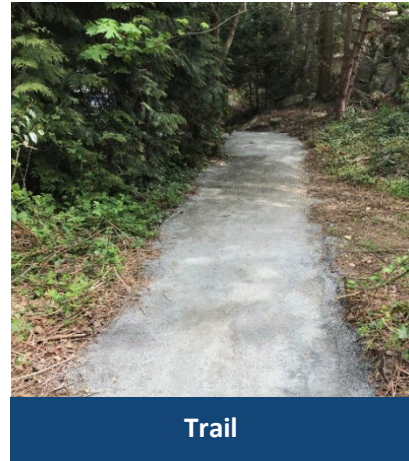
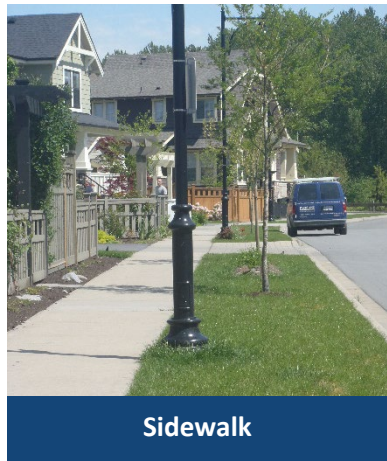
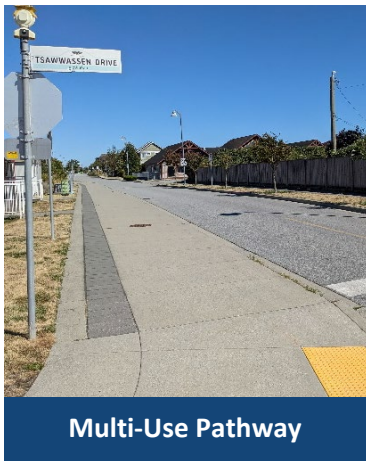


3. EXISTING TRANSPORTATION NETWORK

3.1 Walking Network

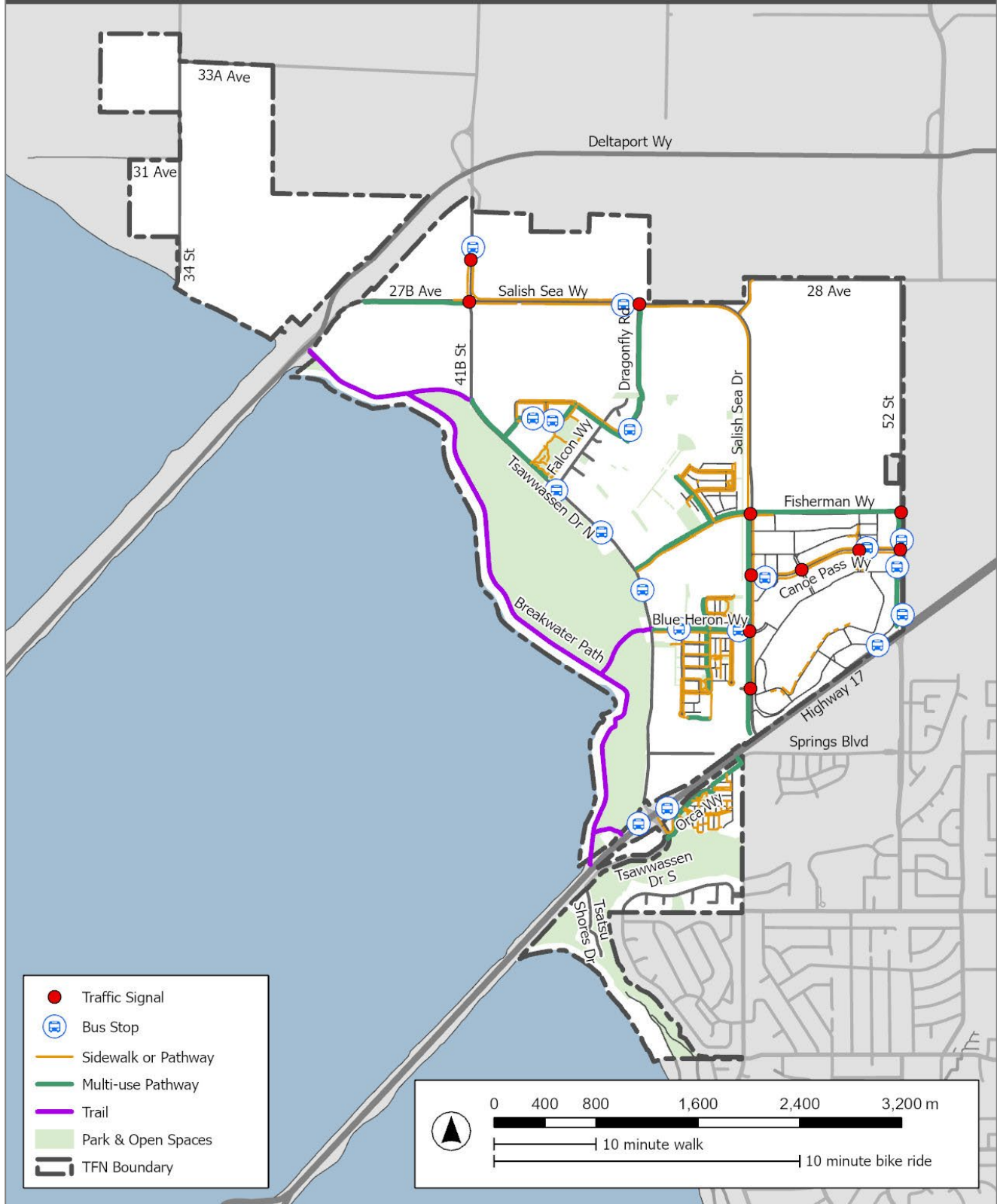
The walking network within Tsawwassen Lands consists of a mix of sidewalks and multi-use pathways throughout the community, with a trail along Breakwater Path which forms part of the Great Blue Heron Way. There are walkable shoulders provided along sections of Tsawwassen Drive, Falcon Way, and 52 Street. The remaining public roads within Tsawwassen Lands currently lack pedestrian facilities, with facilities planned in the future to be constructed in accordance with the TFN Supplementary Design Guidelines as land development occurs. There are currently 13.6 km of sidewalks and 7.5 km of multi-use pathways as of 2025 within TFN jurisdiction. The locations of highest recreational pedestrian activity such as walking and running based on data reported by Strava are Salish Sea Drive, Salish Sea Way, and Breakwater Path. This is followed by Tsawwassen Drive, Blue Heron Way, and Fisherman Way.

An overview of typical pedestrian facility types are provided below:



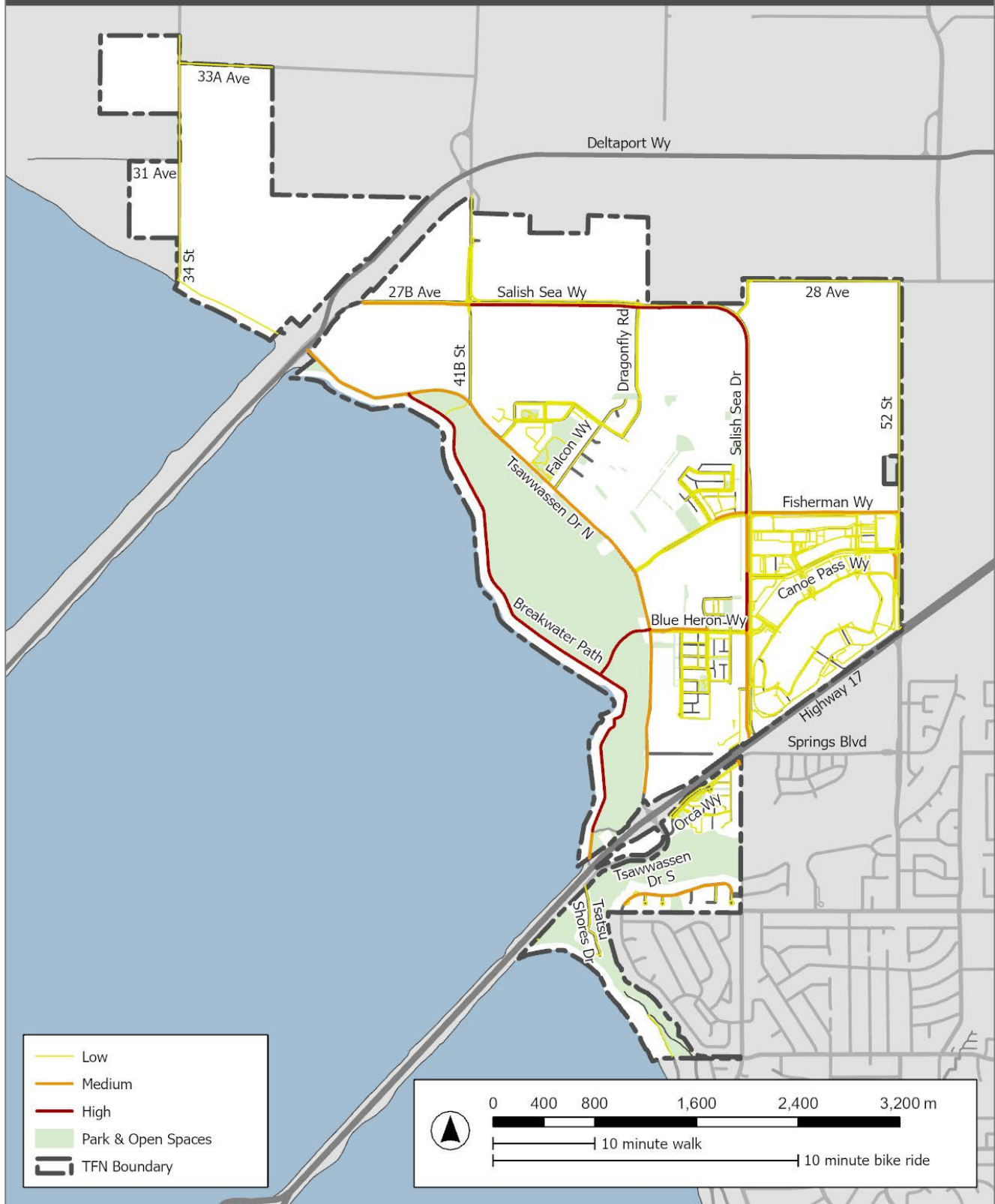


Walking Network





Pedestrian Recreational Desire Lines

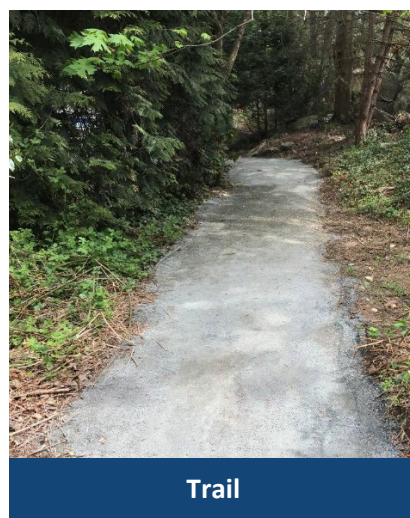
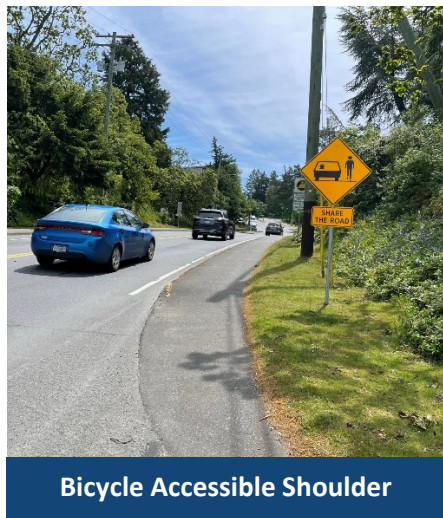




3.2 Cycling & Rolling Network

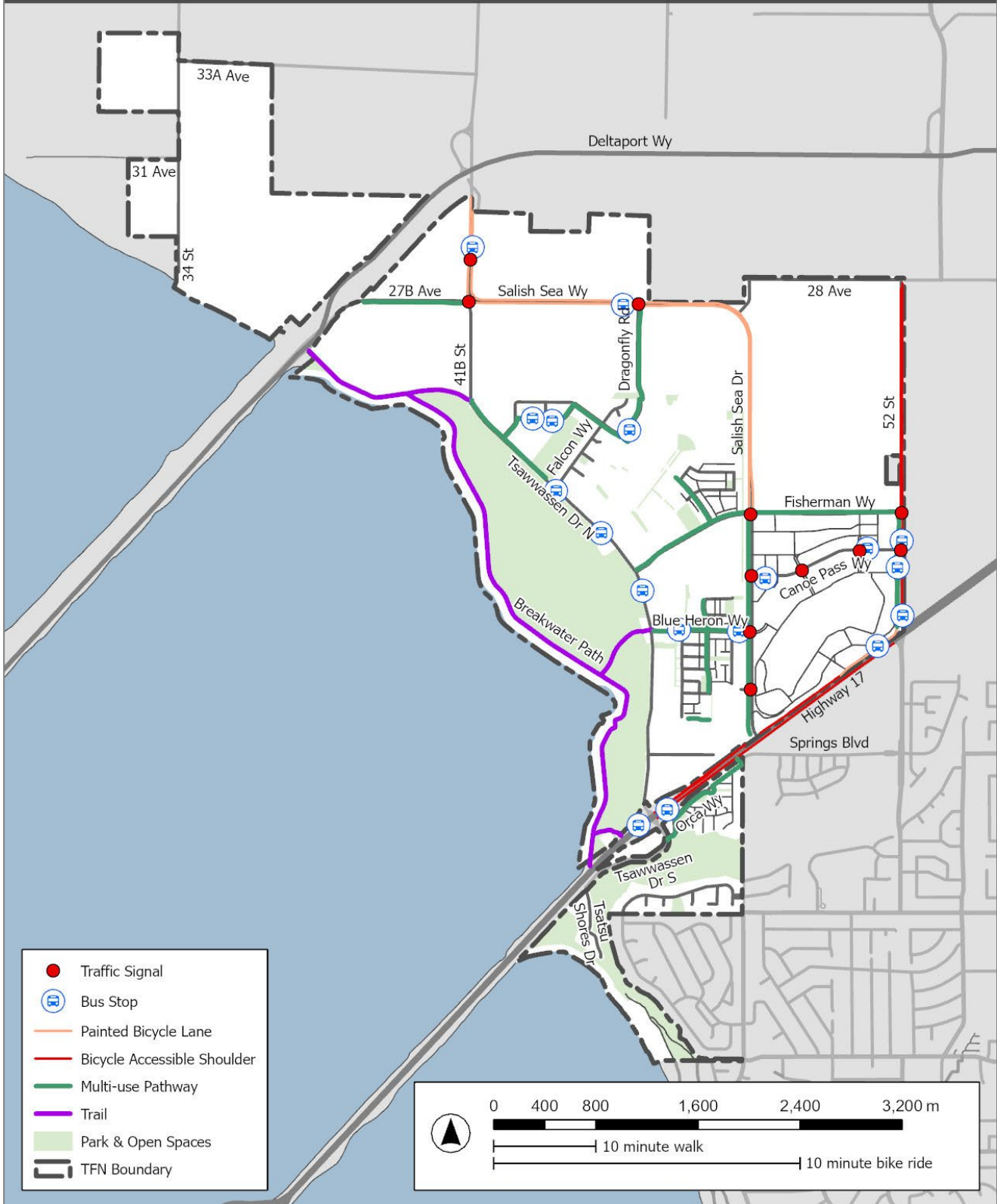
The cycling & rolling network within Tsawwassen Lands consists of multi-use pathways throughout the community and painted bicycle lanes on collector roads and Highway 17. There is a bicycle accessible shoulder on 52 Street that is shared with farm equipment such as tractors. The trail along Breakwater Path which forms part of the Great Blue Heron Way is also open to pedestrians and cyclists, with limited use by micromobility and wheeled mobility device users due to the current surface material. There are currently metres of 5.7 km of bicycle lanes, 1.1 km of bicycle accessible shoulders, and 7.5 km metres of multi-use pathways as of 2025 within TFN jurisdiction. The highest used locations of recreational cycling activity based on data reported by Strava are Salish Sea Drive, Salish Sea Drive, Tsawwassen Drive, 52 Street, Fisherman Way, Breakwater Path, and Orca Way.

An overview of typical cycling facility types are provided below:



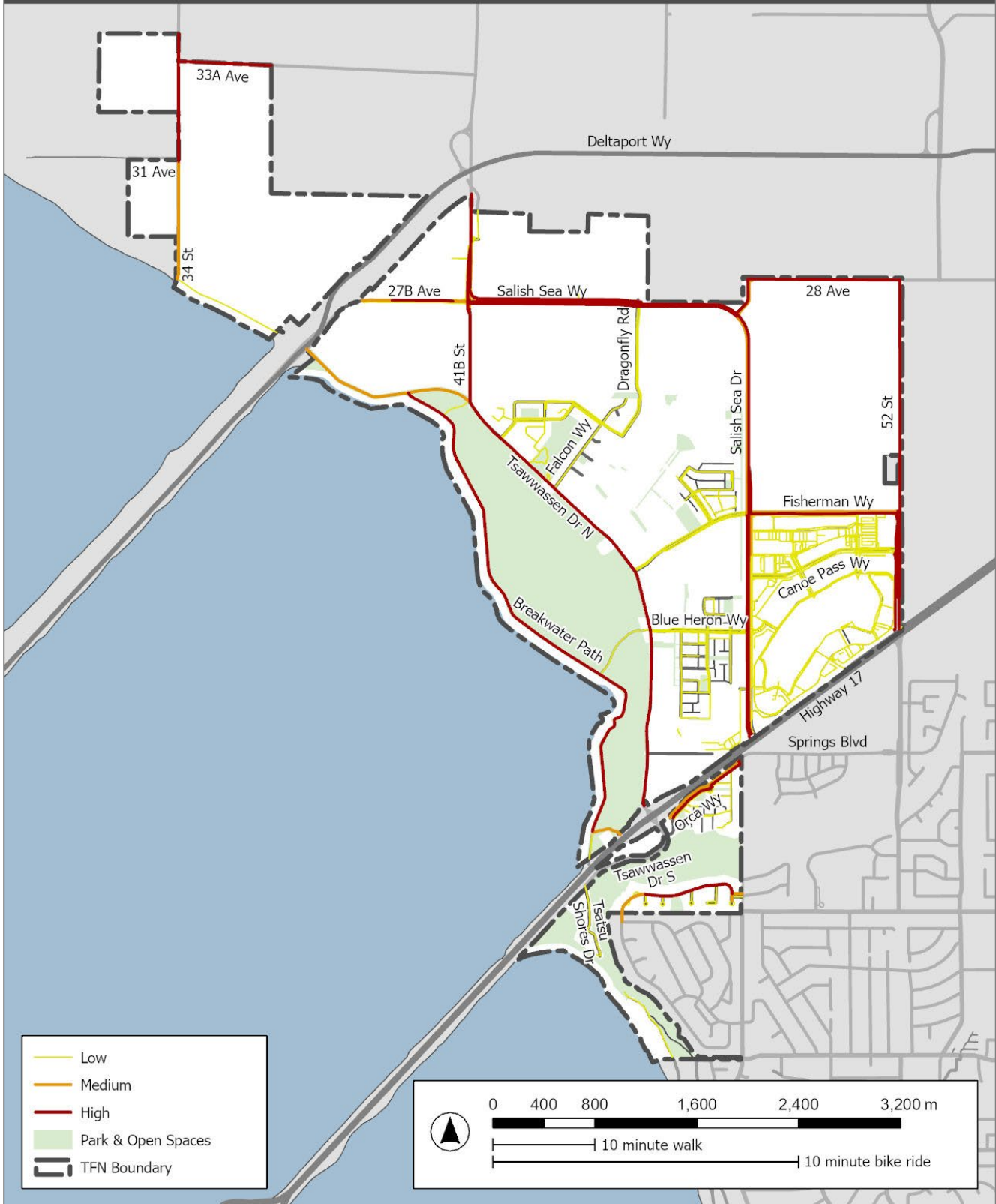


Cycling & Rolling Network





Cyclist Recreational Desire Lines



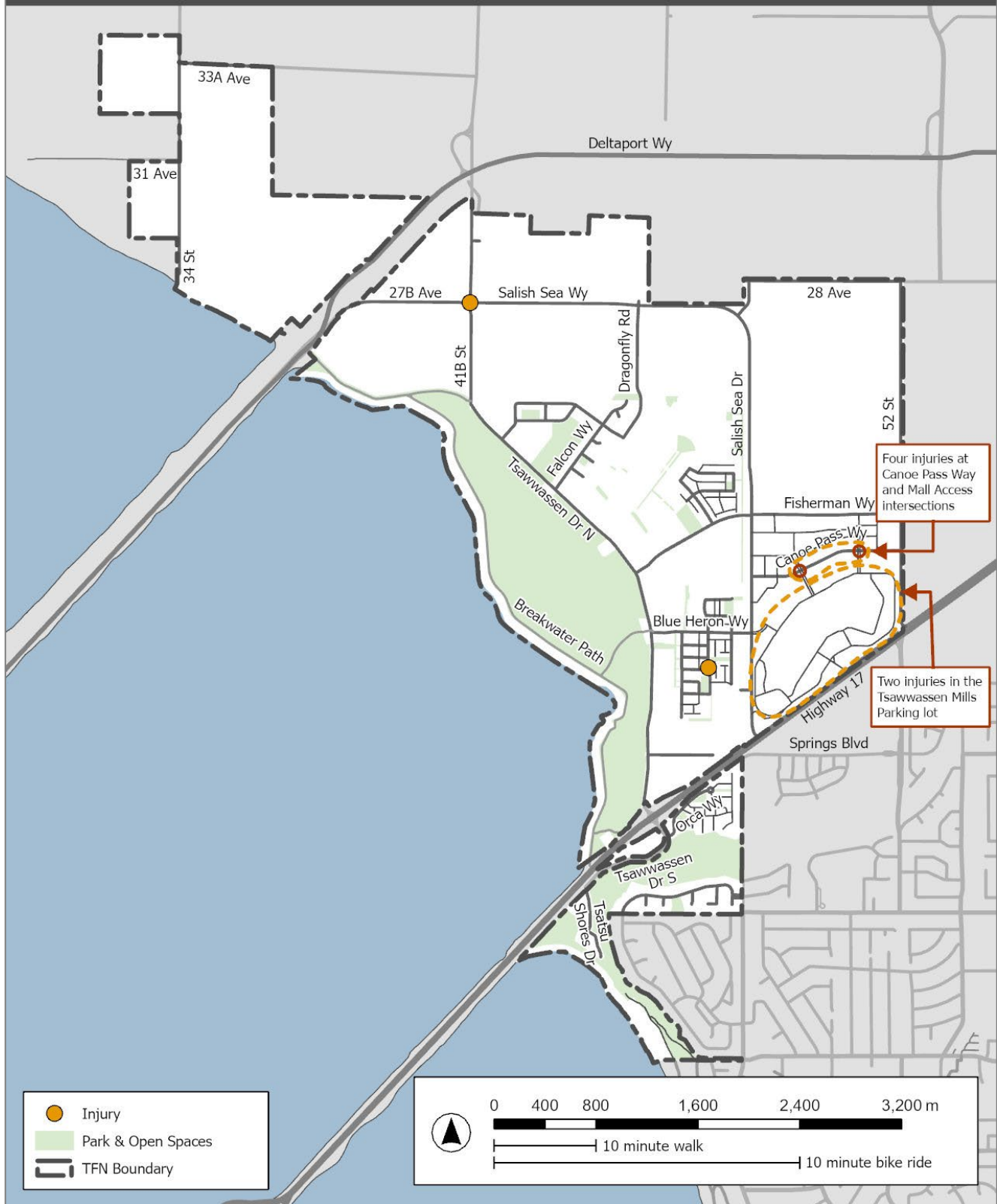


From 2020 to 2024 according to combined data from the Insurance Corporation of British Columbia (ICBC) and the police-reported Traffic Accident System data, there have been 9 pedestrian-involved collisions and 4 cyclist-involved collisions with a motor vehicle on roads within Tsawwassen Lands. All collisions resulted in an injury and one resulted in the death of the cyclist. There is one significant hotspot of pedestrian-involved collisions along Canoe Pass Way at Mall Access by the commercial hub of Tsawwassen Mills and Tsawwassen Commons with four collisions during the four-year period, the highest crash-prone location in the community.³

³ There are two intersections named Canoe Pass Way and Mall Access, with the westernmost location by Salish Sea Drive and the easternmost location by 52 Street. It is not feasible to determine the specific Mall Access intersection where the collisions happened.



Pedestrian-Involved Collisions (2020-2024)





Cyclist-Involved Collisions (2020-2024)





3.3 Road Network

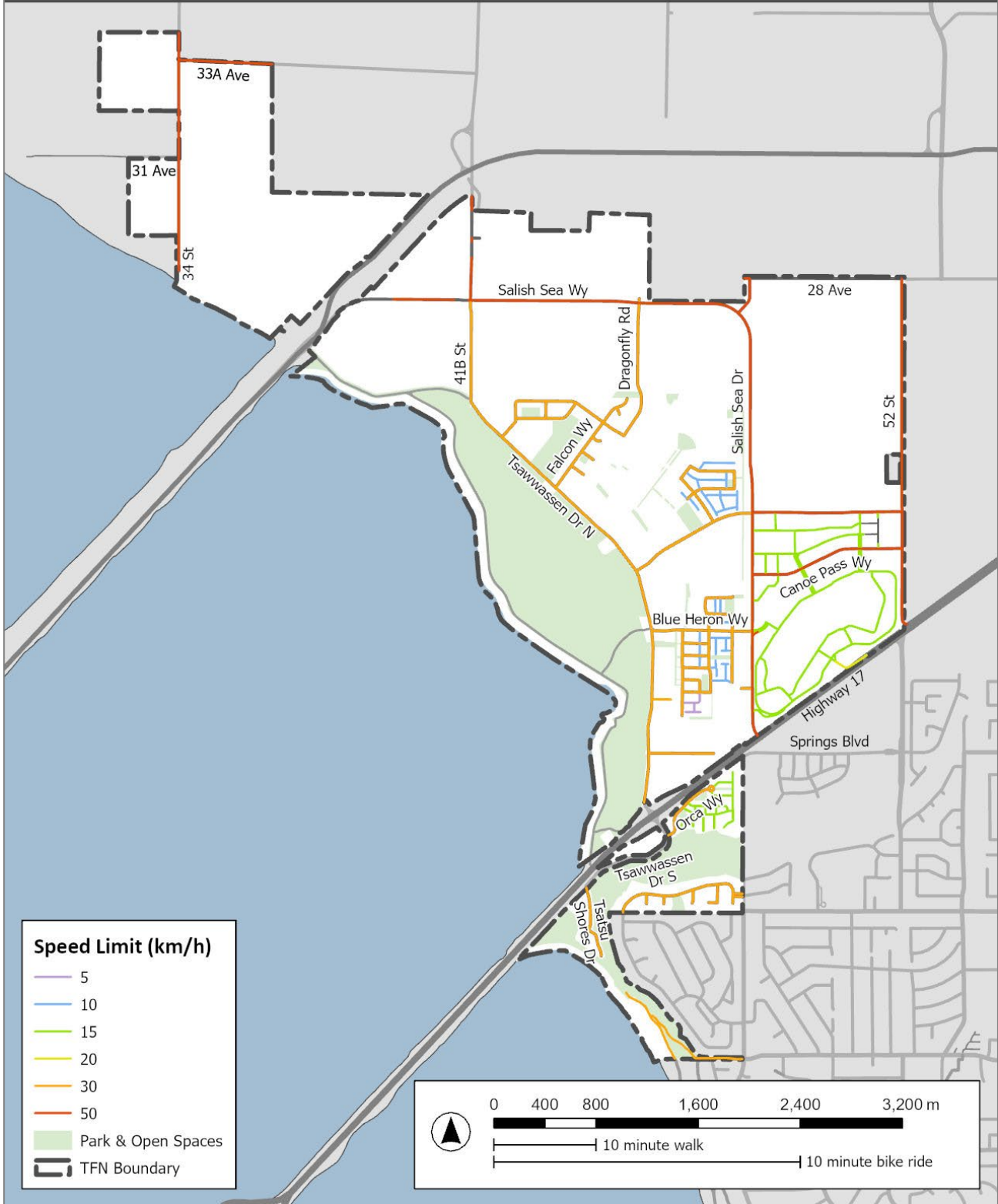
The road network consists of a mix of local and collector roads under TFN jurisdiction and Highway 17 under BC Ministry of Transportation and Transit jurisdiction. Speed limits on local roads are 30km/h or 50 km/h on collector roads. Speed limits on lanes and private roads range from 5 to 20 km/h.

The roads connecting to Tsawwassen Mills and Tsawwassen Commons, such as Salish Sea Drive, Fisherman Way, and Canoe Pass Way, see the highest usage ranging from 2,500 to 9,000 vehicles per day as of 2024. The segment of 52 Street between Canoe Pass Way and Highway 17 has the highest traffic volumes at 11,600 vehicles per day.

As Tsawwassen Lands continues to develop, vehicle volumes are expected to increase in the future. Forecast volumes for 2045 are based on the Community Development Internal Road Transportation Study that was completed in 2019. As a result, they may not reflect planned transportation improvements, such as the planned closure of Tsawwassen Drive. These volumes should be considered conservative in nature as they rely on national vehicle trip generation data published by the Institute of Transportation Engineers and do not account for active transportation and transit mode share adjustments. However, this means active transportation facility recommendations will be conservative, with higher vehicle volumes corresponding to greater protection for vulnerable road users being warranted.

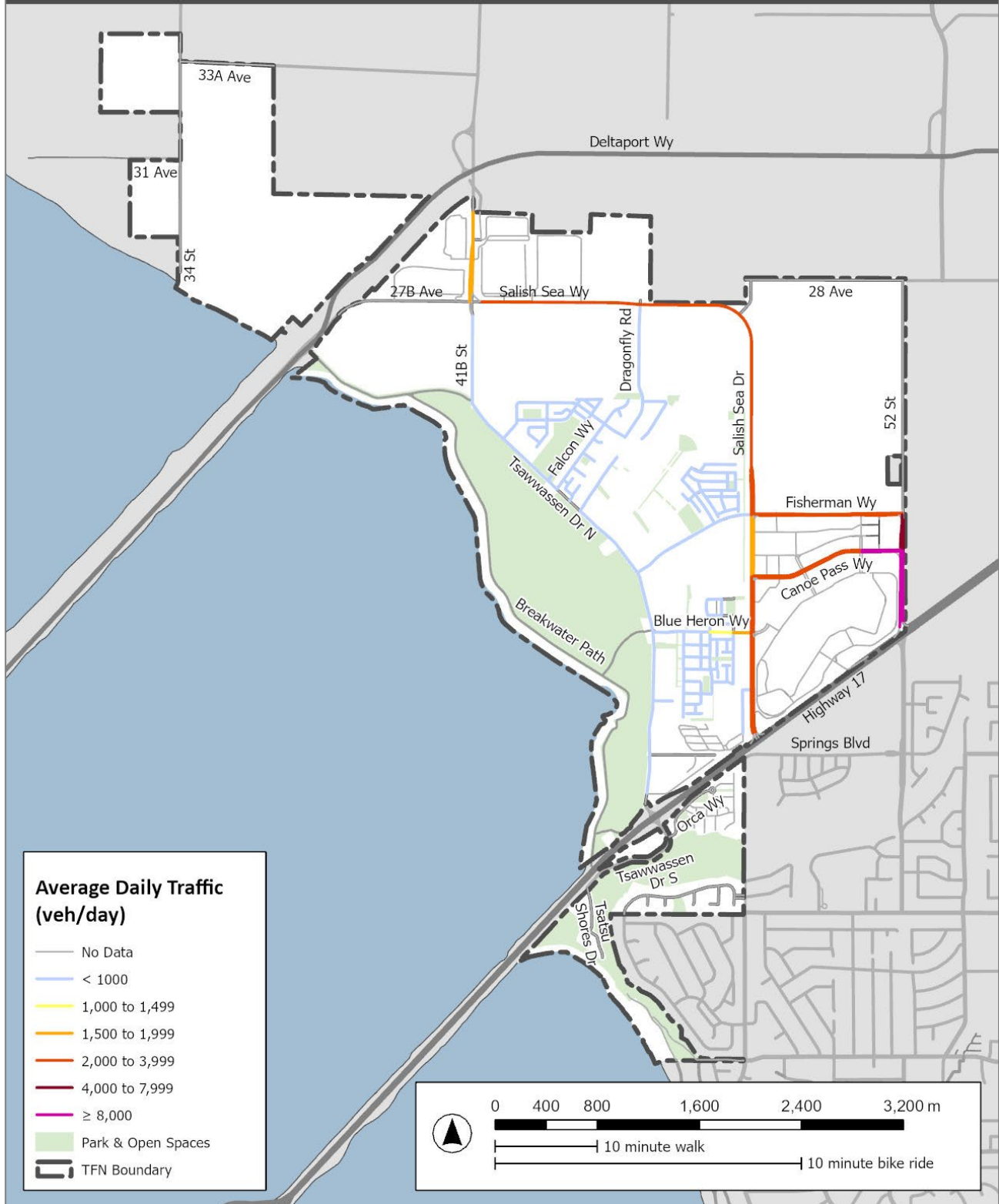


Vehicle Posted Speed Limits



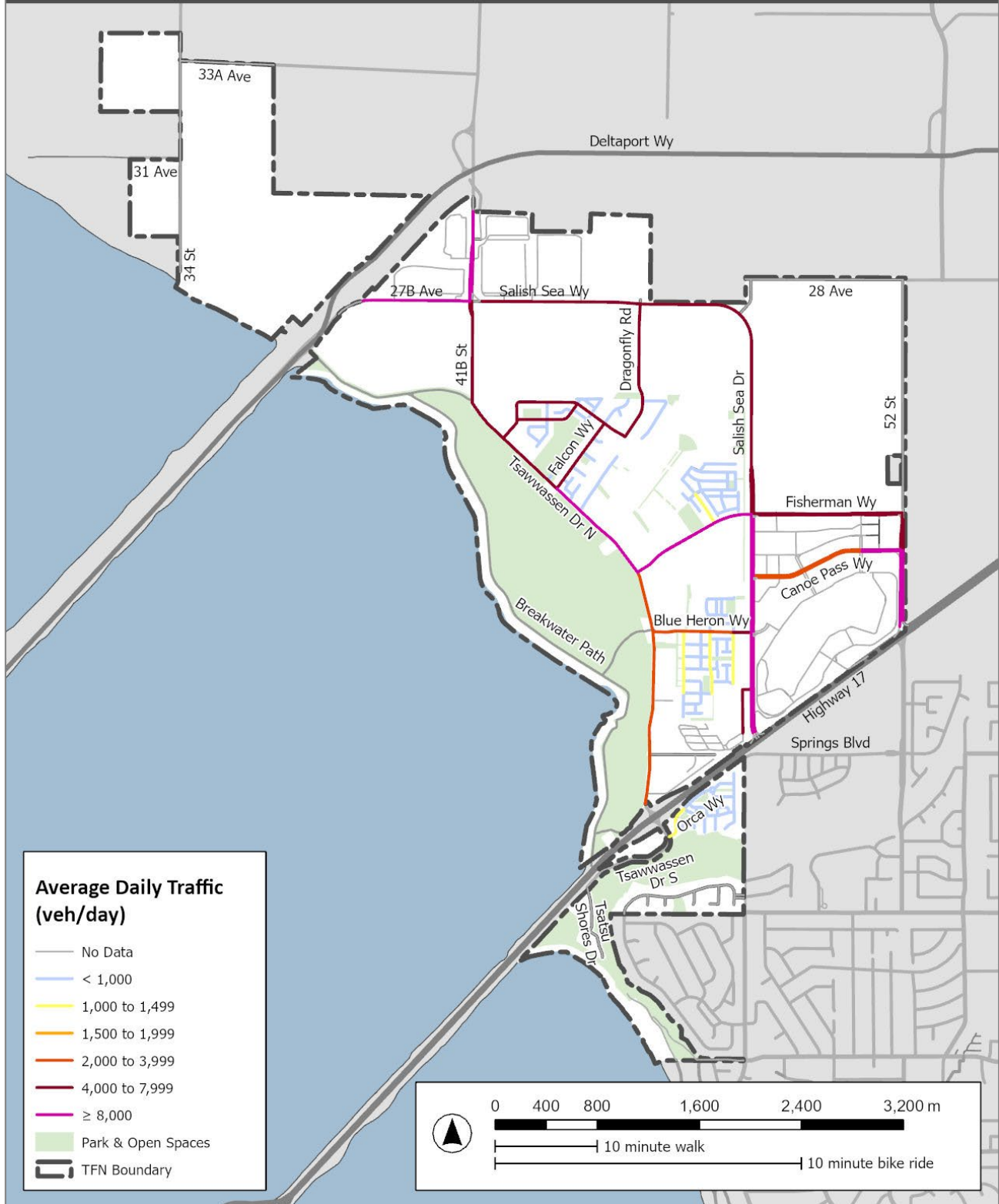


Vehicle Volumes (2024 Existing)





Vehicle Volumes (2045 Forecast)



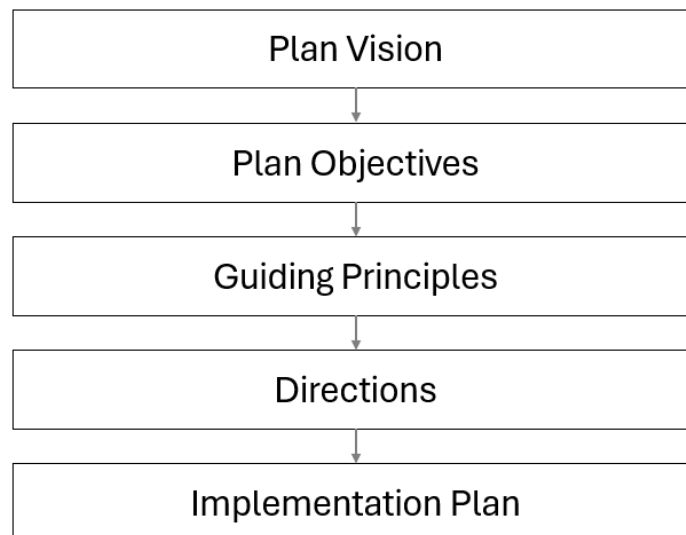


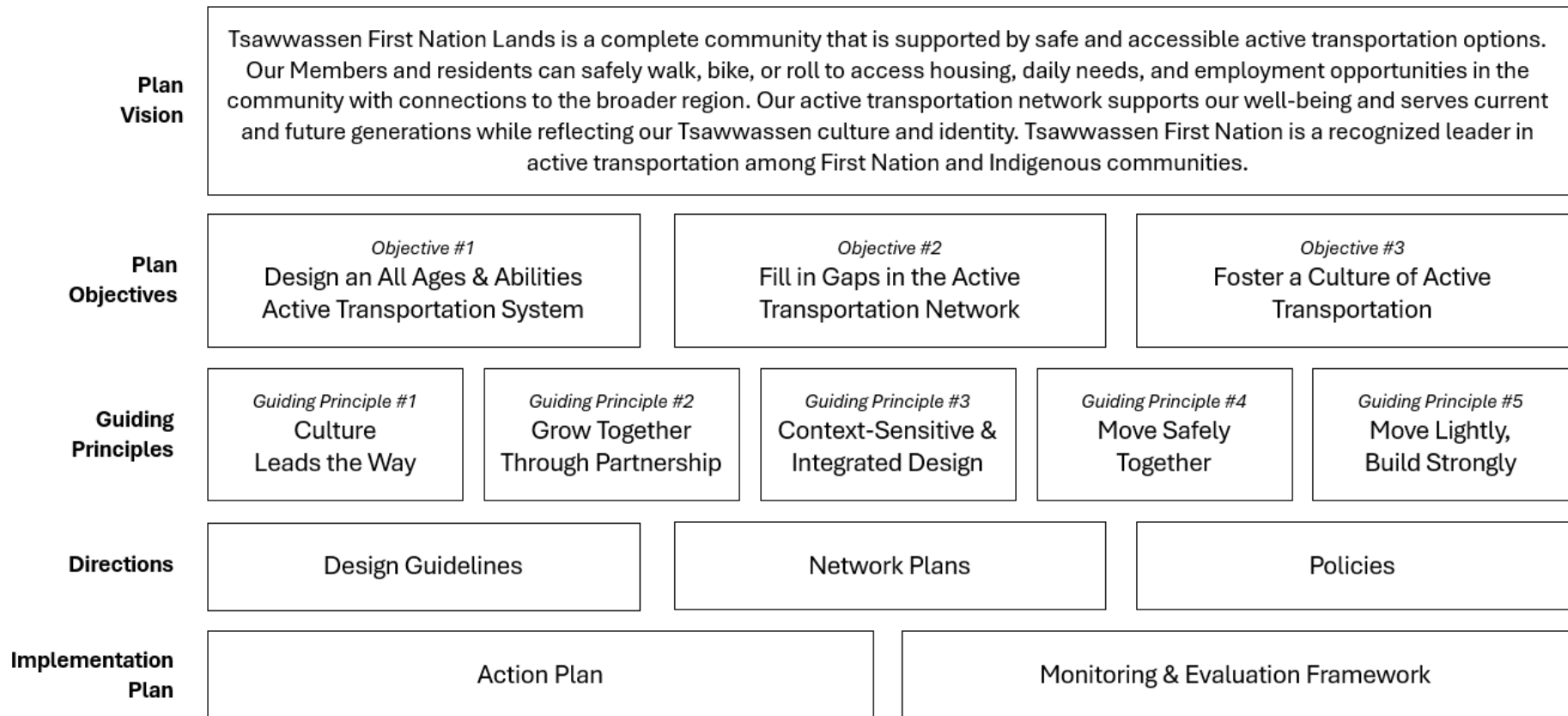
4. PLAN FRAMEWORK

4.1 Overview

The framework of the Active Transportation Network Plan consists of five major components:

1. **Plan Vision:** Identifies the desired snapshot of what active transportation will be in the future to provide inspiration and serve as a point of reference to support the ongoing planning process.
2. **Plan Objectives:** Defines the community’s core priorities for active transportation to serve as the basis for strategic planning and decision-making. The objectives unites the community together through a shared understanding of the challenges and opportunities.
3. **Guiding Principles:** Outlines the community’s core values for active transportation and provides specific direction for strategic planning and decision-making.
4. **Directions:** Provides specific technical direction to achieve the active transportation vision, in alignment with the plan objectives and guiding principles, through three approaches:
 - a. **Design Guidelines:** Establishes the preferred active transportation facility types that should be considered on Tsawwassen Lands.
 - b. **Network Plan:** Establishes the desired future state and characteristics of interconnected active transportation infrastructure on Tsawwassen Lands in the form of a walking network and a cycling & rolling network.
5. **Policies:** Establishes the recommended course of action to guide planning and decision-making, consisting of high-level policy strategies, policies, and specific actions.
6. **Implementation Plan:** Operationalizes the plan by creating a roadmap that identifies when actions should be complete, who will be responsible, how to monitor and evaluate whether the plan is successful, and identifies potential funding opportunities.







4.2 Vision

Tsawwassen First Nation's Active Transportation Vision

Tsawwassen First Nation Lands is a complete community that is supported by safe and accessible active transportation options. Our Members and residents can safely walk, bike, or roll to access housing, daily needs, and employment opportunities in the community with connections to the broader region. Our active transportation network supports our well-being and serves current and future generations while reflecting our Tsawwassen culture and identity. Tsawwassen First Nation is a recognized leader in active transportation among First Nation and Indigenous communities.

4.3 Objectives

The Active Transportation Network Plan is structured around three objectives, which defines the community's core priorities for active transportation to serve as the basis for strategic planning and decision-making. The objectives unites the community together through a shared understanding of the challenges and opportunities. These objectives will help achieve Tsawwassen First Nation's active transportation vision and are aligned with the vision and values of TFN as expressed in the x^wəliwənstəx^w k^wθə syáwéñəł ct (Honouring Our Ancestors) Charter and the goals and strategies of TransLink's Transport 2050: Regional Transportation Strategy.

- **Objective #1 – Design for All Ages & Abilities:** Create a system that is safe, comfortable, accessible, and convenient for everyone—children, youth, adults, families, Elders, and people with disabilities. Providing universally accessible transportation options ensures equitable opportunities for everyone to thrive and participate fully in community life.
- **Objective #2 – Fill in the Gaps in the Active Transportation Network:** Improve connectivity by completing missing links and creating continuous active transportation routes throughout the community. Strengthening connections between homes, commercial and employment areas, recreation, cultural spaces, and natural areas will make active transportation the most convenient and reliable choice for shorter trips of all purposes.
- **Objective #3 – Foster a Culture of Active Transportation:** Build awareness, safety, and confidence to ensure everyone feels welcome, comfortable, physically secure, and are protected from vehicular traffic when taking active transportation. Promoting active transportation as means of getting around supports a holistic approach to community well-being. It prioritizes physical, social, mental, and emotional health, and builds connection to each other in the community and to the land.



4.4 Guiding Principles

The Active Transportation Network Plan (ATNP) is directed by five guiding principles that outline the community's core values for active transportation and provide specific directions for strategic planning and decision-making. These principles are embedded throughout the ATNP. Desired outcomes are identified for each guiding principle that provide examples of how they can be realized to achieve the active transportation vision.

- **Guiding Principle #1 – Culture Leads the Way:** TFN culture and identity is reflected and embedded in all transportation-related facilities, traffic control, wayfinding, and services. Desired outcomes include:
 - Incorporating TFN language and cultural identity
 - Drawing on traditional and cultural knowledge from Elders, Knowledge Keepers, and Members
 - Planning routes that connect to or highlight TFN facilities and provide TFN Members with access to culturally important activities
- **Guiding Principle #2 – Grow Together Through Partnership:** Active transportation is steered by community-centered planning, partnerships, and education that emphasizes inclusivity, transparency, and informed decision-making. Desired outcomes include:
 - Engagement with Members and residents, including youth and Elders
 - Engagement with community partners, including TransLink, Metro Vancouver, City of Delta, among others
- **Guiding Principle #3 – Context-Sensitive & Integrated Design:** Active transportation planning follows best practice and meets context-sensitive design standards where possible to create a safe, stress-free, inclusive, cohesive, direct, attractive, and intuitive network while supporting regional goals, policies, and connections. Desired outcomes include:
 - Alignment with the design philosophies and standards as set out in the Government of British Columbia's BC Active Transportation Design Guide, Transportation Association of Canada's Geometric Design Guide for Canadian Roads, and the CSA Group's Accessible Design for the Built Environment
 - Supporting regional transportation visions such as the Great Blue Heron Way, the Major Bikeway Network, and the Regional Greenway Network
- **Guiding Principle #4 – Move Safely Together:** Active transportation is centered around road safety and Vision Zero that aims to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Desired outcomes include:
 - Adopting a Safe Systems Approach as the guiding paradigm to address road safety, which recognizes that serious injuries and fatalities are preventable and that the road system must be designed to accommodate human error while minimizing the severity of outcomes



- Managing vehicle speeds and reducing exposure to high-speed conflicts for vulnerable road users like pedestrians and cyclists
- **Guiding Principle #5 – Move Lightly, Build Strongly:** Active transportation is aligned with TFN’s commitment to ecological stewardship of our land and water. Desired outcomes include:
 - Minimizing negative impact to ecologically sensitive or culturally significant areas where possible
 - Designing infrastructure that is resilient to climate change impacts, including flooding, sea-level rise, and storm surge events
 - Integrating active transportation with green infrastructure (e.g., bioswales, permeable surfaces)






5. DESIGN GUIDELINES

Design guidelines establish the preferred active transportation facility types that should be considered on Tsawwassen Lands to help achieve Tsawwassen First Nation’s active transportation vision. Each facility type is accompanied by a design domain that provides a range of acceptable values. This consists of two values: a constrained value representing the recommended lower limit or minimum value, and a desirable value representing the recommended higher limit that are more aspirational and should be achieved where possible.



The design guidelines contained in the Active Transportation Network Plan are based on and adapted as per the guidance set out in the BC Active Transportation Design Guide with consideration of the guidance published in the US Federal Highway Administration’s Small Town and Rural Multimodal Networks. Due to the specific planning, development and subdivision context of TFN, some values for facility types may fall below the minimum recommended lower limits as per provincial guidance. The ATNP aims to strike a pragmatic balance between working within current constraints and reflecting industry best practices; TFN will explore opportunities in the long-term to retrofit existing and planned/committed facilities to a higher quality standard where feasible.



5.1 Facilities



Facility Type	Through Zone Design Domain		
	Constrained Width (metres)	Desirable Width (metres)	
Pedestrian Facilities			
	Separated Sidewalk A (Residential)	1.5	1.8 – 2.1
	Separated Sidewalk B (Commercial & High Activity)	1.8 – 2.0	2.4 – 3.0
	Separated Sidewalk C (Industrial)	1.5	1.8 – 2.1



Facility Type	Through Zone Design Domain		Street Buffer Design Domain	
	Constrained Width (metres)	Desirable Width (metres)	Constrained Width (metres)	Desirable Width (metres)
Cycling Facilities				
 <p>Uni-Directional Protected Bicycle Lane</p>	1.5	1.8 – 2.1	0.3	0.6 – 0.9
 <p>Neighborhood Way</p>	4.0	5.5	Not applicable	

Note: Dimensions excludes gutter width



Facility Type	Through Zone Design Domain		Surface Material	
	Constrained Width (metres)	Desirable Width (metres)		
Multi-use Facilities				
	Multi-use Pathway A (Pedestrian-Oriented)	3.0	3.5 – 4.0	Concrete
	Multi-use Pathway B (Cyclist-Oriented)	3.0	3.5 – 4.0	Asphalt



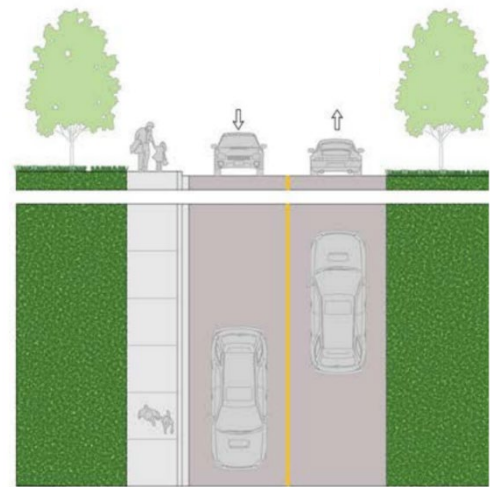
5.1.1 Pedestrian Facilities

Separated Sidewalk

Sidewalks are dedicated facilities for the exclusive use of people walking and rolling using personal mobility devices such as wheelchairs and mobility scooters, and are physically separated from the roadway through a furnishing zone instead of only a curb and gutter.

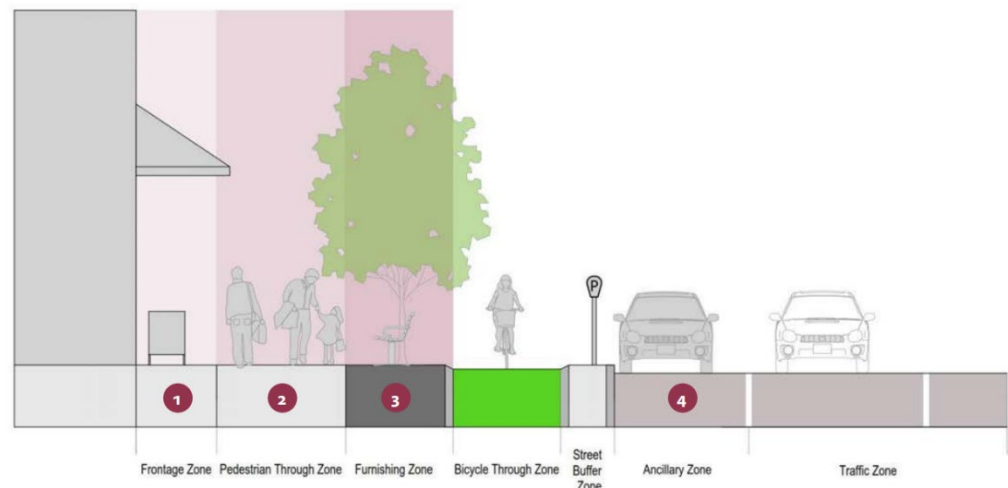
Sidewalks in general consist of four separate zones:

- **Pedestrian Through Zone:** The space in which people walking and rolling operate and enables people to access destinations along a street. The zone should be clear and unobstructed at all times.
- **Furnishing Zone:** The area that provides space for utilities, street furniture, landscaping, street trees, and snow storage. It is located between the Pedestrian Through Zone and the curb or pavement edge (and the Ancillary Zone if one is provided).
- **Frontage Zone:** The area that provides clearance from adjacent building fronts, architectural features, and entrances. In some contexts, it may also contain utilities, street furniture, street trees, and act as an extension of the adjacent land uses, containing outdoor patios, landscaping, retail displays, signage, and space for queuing and lingering. It is located between the Pedestrian Through Zone and the property line.
- **Ancillary Zone:** In the context of active transportation, it is a flexible space that is located on-street within the roadway that is not designated for motor vehicle through traffic and can support the primary functions of either the roadway or the sidewalk.



Sidewalk
1.8m Min

The Active Transportation Network Plan identifies separated sidewalks as the appropriate facility standard for pedestrians on Tsawwassen Lands when cyclists are not expected to share the space.





5.1.2 Cycling Facilities

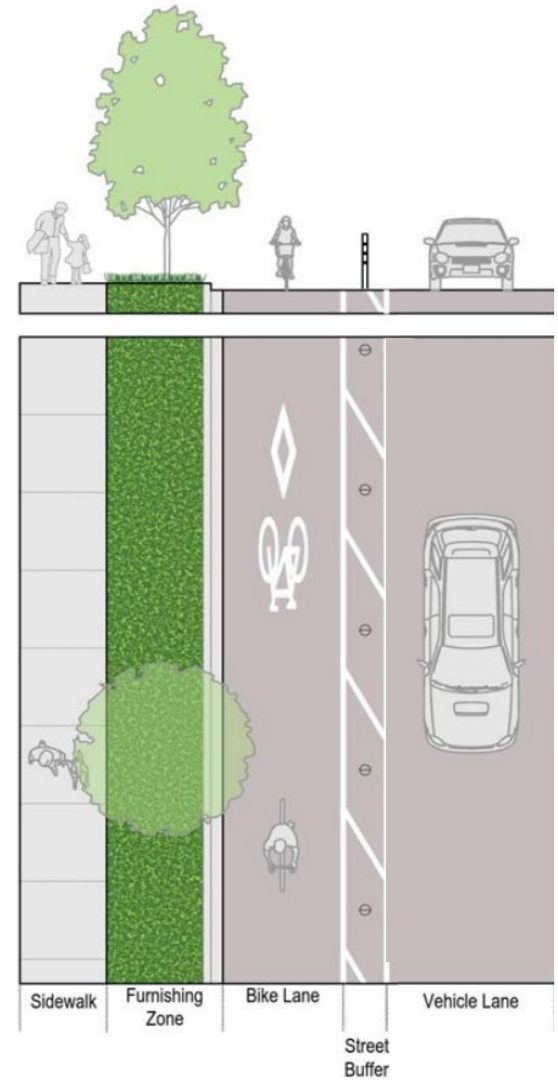
Uni-Directional Protected Bicycle Lane

Protected bicycle lanes are dedicated facilities for the exclusive use of people cycling (and other active wheeled modes when permitted) and are physically separated from motor vehicle travel lanes, parking lanes, and sidewalks by vertical and/or horizontal elements. Protected bicycle lanes consist of three separate zones:

- **Bicycle Through Zone:** The space in which people cycling and rolling operate. It is located between the Street Buffer Zone and the Furnishing Zone. It is commonly referred to as the bike lane.
- **Furnishing Zone:** The area that provides physical separation between the protected bicycle lane and the sidewalk.
- **Street Buffer Zone:** The area that provides physical separation between the protected bicycle lane and the motor vehicle lane.

Protected bicycle lanes are considered an all ages and abilities bicycle facility as they increase the comfort of users by providing a clear physical separation between people cycling and motor vehicles. A uni-directional lane provides a protected bicycle lane on one or both sides of the road in the direction of motorized vehicle travel.

The Active Transportation Network Plan identifies uni-directional lanes as the appropriate facility standard for cyclists on Tsawwassen Lands. Uni-directional protected bicycle lanes are recommended to be installed along high-priority cycling corridors such as the Major Bikeway Network corridor. Implementation may require the reduction of the widths for motor vehicle travel lanes to achieve the facility standard to safely accommodate cyclists.





Neighbourhood Bikeway

Neighbourhood bikeways (also referred to as bicycle boulevards, local street bikeways, or bicycle priority streets) are roads with low motor vehicle volumes and speeds, which create conditions that are comfortable for people cycling to share the road with motor vehicles. Neighbourhood bikeways are categorized based on the degree to which bicycles are prioritized through design treatments:

- **Level 1: Required Treatments:** Intersection treatments such as bicycle activated signals and pavement markings can help to identify neighbourhood bikeways to both bicycle users and motorists and raise awareness to motorists. In cases where motor volumes and speeds are already sufficiently low, signage, pavement markings, and intersection treatments may be the only required treatments.
- **Level 2: Traffic Calming:** In addition to the Level 1 treatments, traffic calming measures can be provided to reduce motor vehicle speeds and bring them closer to those of people cycling. Reducing speeds along neighbourhood bikeways improves the cycling environment and is critical to creating a comfortable and effective cycling facility.
- **Level 3: Traffic Diversion:** In addition to the Level 1 and Level 2 treatments, traffic diversion measures can also be provided to reduce motor vehicle volumes and discourage through motor vehicular traffic, while maintaining through access for people cycling and walking.



Level 1



Level 2



Level 3



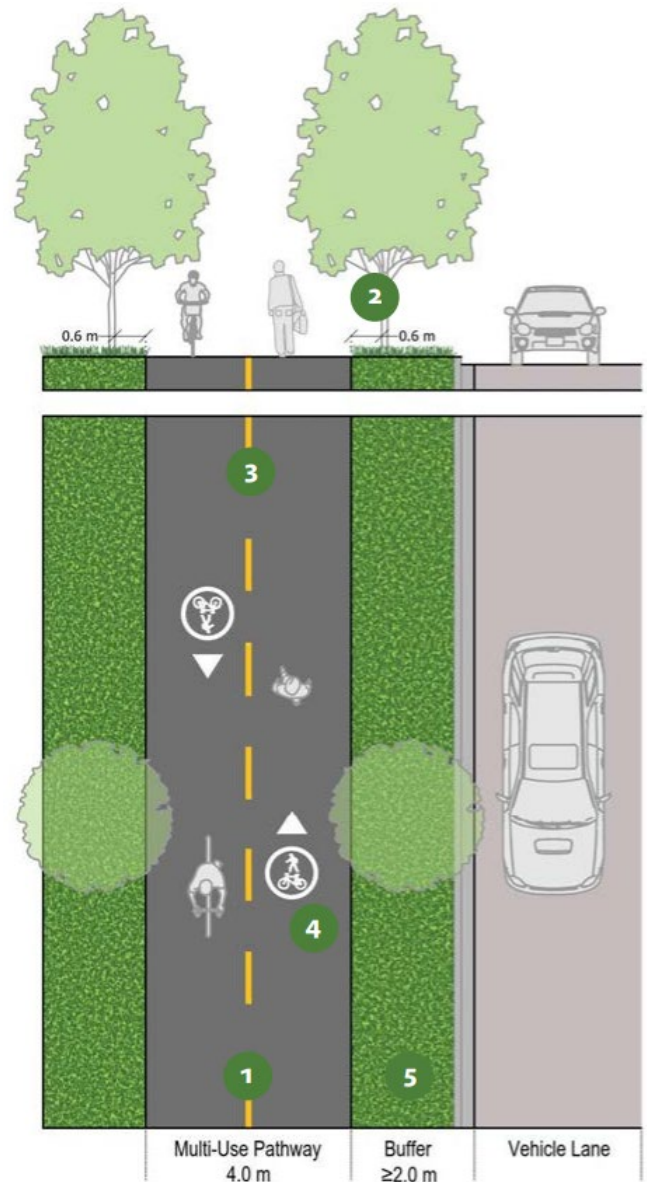
5.1.3 Multi-Use Facilities

Multi-use Pathway

Multi-use pathways are off-street pathways that are physically separated from motor vehicle traffic, can be used by any active transportation user, and are shared so all users share the same pathway space (with or without a marked directional dividing line).

The Active Transportation Network Plan identifies two appropriate facility standards when pedestrians and cyclists must share space along a route on Tsawwassen Lands:

- **Multi-use Pathway A (Pedestrian-Oriented):** This is the existing standard as per the TFN Supplementary Design Guidelines and Construction Specifications (2025) and is currently installed throughout the community. Standard A currently functions more like a wider enhanced sidewalk but is not legible as a cycling facility to cyclists. It is inconsistent with the BC Active Transportation Design Guide standard due to the lack of pavement markings and use of concrete instead of asphalt.
- **Multi-use Pathway B (Cyclist-Oriented):** This is a new standard proposed for adoption that will be consistent with the BC Active Transportation Design Guide. Standard B is recommended to be installed along high-priority cycling corridors such as the Major Bikeway Network corridor but can still be used by pedestrians and other active transportation users as a shared pathway.





5.2 Intersections and Crossings

Intersections and crossings are locations where two or more roads or transportation facilities join or cross together. They are the connection points between road users and as a result, they have the most conflict points along any active transportation corridor. Intersections and crossings involve complex interactions between all modes of transportation and are generally the locations where most collisions occur. Locations where active transportation users may cross include at intersections, laneways and driveway crossings, mid-block crossings away from intersections, and grade-separated crossings such as bridges and overpasses.

5.2.1 Traffic Control

Traffic signals and other traffic devices provide traffic control and warning at roadway and pathway crossings. The following traffic control types should be considered for Tsawwassen Lands:



Traffic Signals

Traffic signals control all approaches and regulate which road user can enter the intersection safely at a given time. They can be used at intersections between a combination of major and minor roads.



Pedestrian and Cycling Activated Signals

Pedestrian and cycling activated signals facilitate pedestrian and cycling movements by controlling motor vehicle movements on one road and are activated on demand. They can be used at the intersection of major and minor roads or at major mid-block crossings.



Rectangular Rapid Flashing Beacons (RRFBs)

RRFBs facilitate pedestrian movements by controlling motor vehicle movements on one road and are activated on demand. They can be used at crosswalks.



5.2.2 Pavement Markings

Crossings for active transportation users should be marked where appropriate to make the crossing more visible to all road users, increase motorist yielding behaviour, and help guide pedestrians and cyclists in the safest and most direct manner. The following crossing pavement markings should be considered for Tsawwassen Lands, in conjunction with appropriate signage and/or signals:



Twin Parallel Line Crosswalk

Crossing area for people walking at intersections with traffic control, such as traffic signals or stop control.



Decorative Twin Parallel Line Crosswalk

Crossing area for people walking at intersections with traffic control, such as traffic signals or stop control, that is decorative with designs from TFN artists.



Zebra Crosswalk

Crossing area for people walking at uncontrolled intersections where heightened visibility is desired and at all mid-block crossings. Shall be installed at all school crosswalk locations and may be considered at locations with large numbers or percentages of older pedestrians or locations with high activity of pedestrians with mobility or visual impairments.



Combined Cross-ride at Twin Parallel Line Multi-Use Crossing

Combined crossing area for people cycling and walking at multi-use pathways.



Combined Cross-ride at Zebra Multi-Use Crossing

Combined crossing area for people cycling and walking at multi-use pathways that cross where a zebra crosswalk would be installed.

5.2.3 Other Crossing Devices

Other special crossing devices that should be considered on Tsawwassen Lands include:



Burnaby Lake Overpass (Credit: Fast + Epp)



Pedestrian and Cycling Overpasses

Bridges, including overpasses, physically separate active transportation users from motor vehicles by vertical distance. Overpasses are most applicable where the topography allows for a structure that has little grade change for active transportation users and should be considered for roads with high motor vehicles volumes or speeds (70 km/h or greater) where at-grade crossings cannot be achieved safely and comfortably.



5.3 Micromobility Parking Facilities

Micromobility parking facilities for bicycles and other micromobility devices provide active transportation users a safe, convenient, and secure location to park their device. Parking facilities are critical to support cycling and rolling as a mode of transportation. Parking facilities also ensure properties and trees are not inadvertently damaged through their improper use for parking purposes and avoids impacting pedestrians using personal mobility devices and require clear, unencumbered space along pathways.

Facilities should be prioritized for cyclists and accommodate other micromobility users such as electric kick-assist scooters where possible. The following public bicycle parking facilities should be considered for Tsawwassen Lands at key community destinations.



Bicycle Racks

Bicycle racks provide parking for one bicycle or more bicycles depending on the style of rack. Racks should ideally be in the form of an inverted U or alternatively, post and ring, to maximize usability for all bicycle types. Where space permits, bicycle racks should be covered to provide shelter from the weather.



Bicycle Lockers

Bicycle lockers provide a secure parking option for one or two bicycles. They still require the use of a personal lock or alternatively, may be electronically access controlled through the use of a smartphone app.



6. FUTURE TRANSPORTATION NETWORK: PRIORITY NETWORK

6.1 Overview

The future transportation network is part of the package of specific technical direction in the Active Transportation Network Plan that will advance work to achieve the active transportation vision in alignment with the plan objectives and guiding principles. The transportation network establishes the desired future state and characteristics of interconnected active transportation infrastructure on Tsawwassen Lands in the form of a walking network and a cycling & rolling network. These networks provide the planning basis for detailed engineering design as part of ongoing plan implementation.

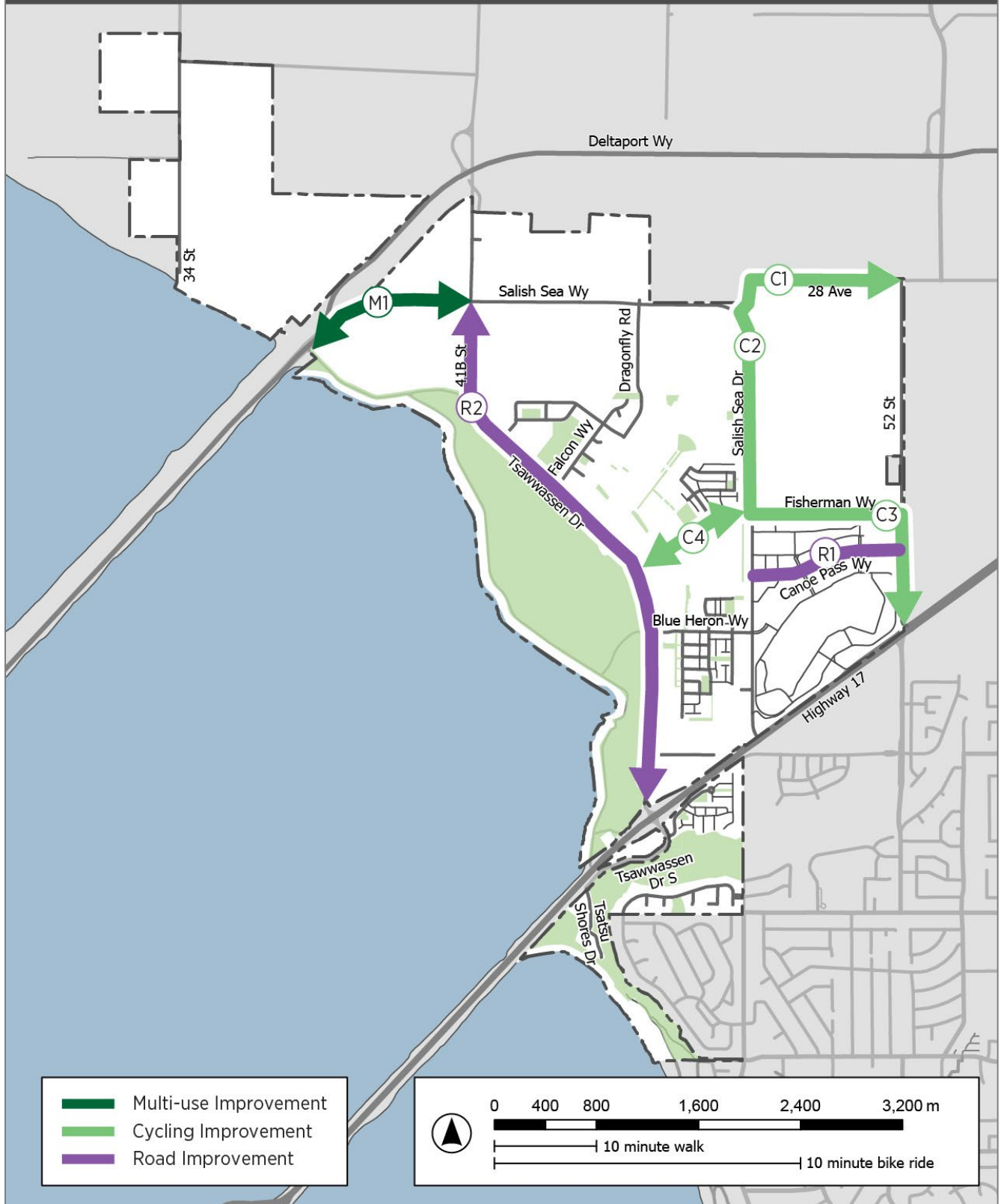
This section identifies the priority transportation network that is recommended to be completed in the short-term and medium-term to contribute to achieving the active transportation vision. The priority network plan consists of six major improvement projects recommended to be completed by 2036 or earlier:

- **P-R1:** Canoe Pass Way Road Safety Improvement
- **P-R2:** Tsawwassen Drive Complete Street
- **P-C1:** 28 Avenue Multi-use Pathway
- **P-C2:** Salish Sea Drive Bikeway
- **P-C3:** Fisherman Way and 52 Street Bikeway
- **P-C4:** Fisherman Way Multi-use Pathway
- **P-M1:** 27B Avenue Multi-use Pathway

Refer to [Section 9: Implementation Plan](#) for more details on recommended timing of projects.



Priority Active Transportation Network Plan Projects





6.2 Network Structure Concepts

Two network structure concepts were developed that provide the underlying rationale for the priority active transportation network and contribute to the building blocks of achieving the ultimate active transportation network.

Concept A: Wellness Walk Loop

Community well-being that prioritizes physical, social, mental, and emotional health is a fundamental value for Tsawwassen First Nation. Walking 10,000 steps a day is a popular health goal to achieve positive well-being benefits, which corresponds to a distance of 7 to 8 km. Two loops are identified that connect major community destinations and recreational areas together, with Breakwater Path serving as a shared routing element:

- **A1 – Urban Loop (existing):** uses existing pedestrian paths and a portion of Breakwater Path to connect residential areas together (approximately 7 km)
- **A2 – Nature Loop (future):** uses the full extent of Breakwater Path and Tsawwassen Drive North, with future upgrades needed along Tsawwassen Drive to ensure all ages and abilities travel (approximately 7.8 km)

Concept B: Major Bikeway Corridor

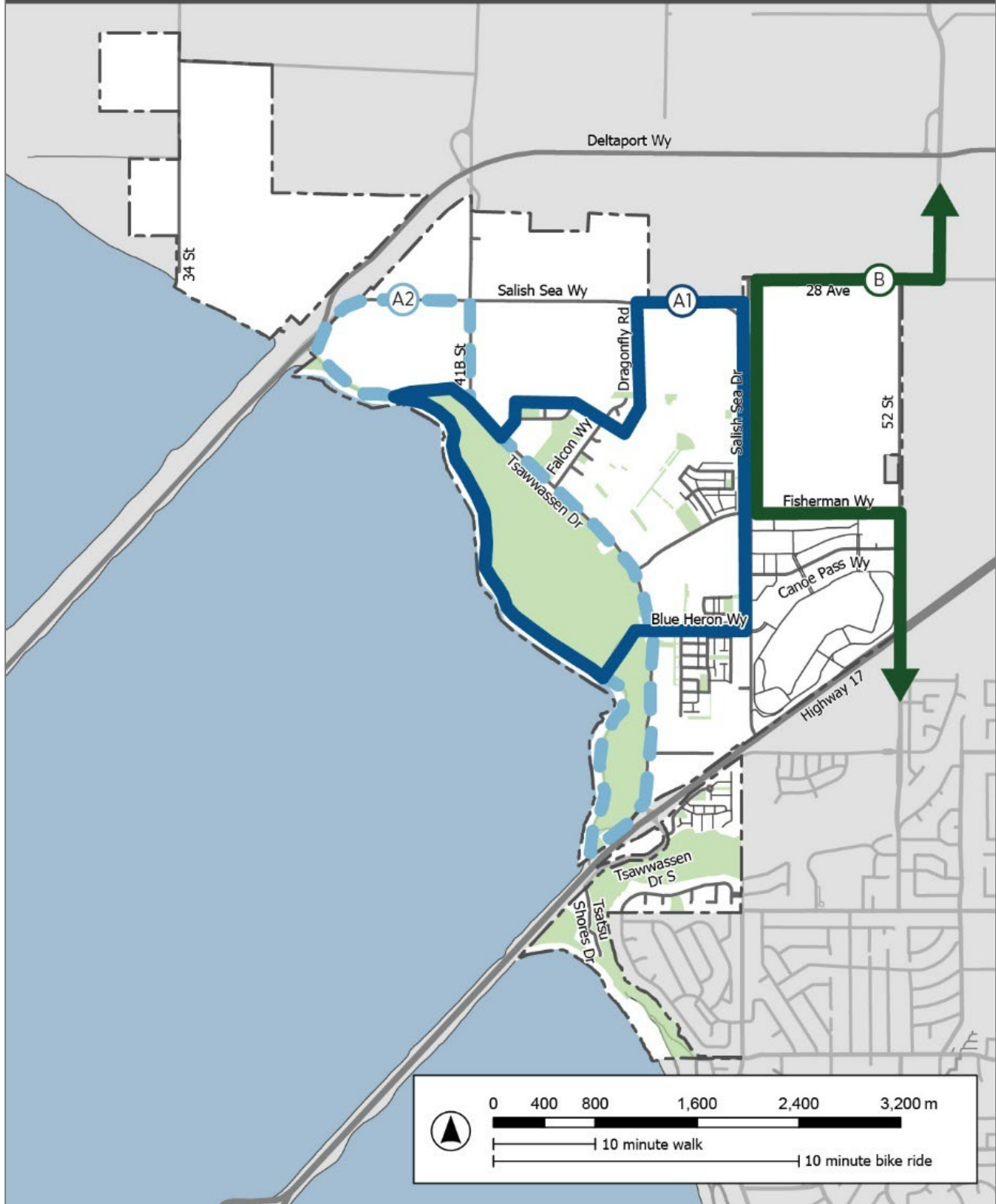
This concept affirms Tsawwassen First Nation’s commitment to contribute to the development of TransLink’s Major Bikeway Network. The regional network intends to connect Tsawwassen Lands with the Tsawwassen Ferry Terminal and the City of Delta’s Ladner and Tsawwassen neighbourhoods through bikeway corridors that are comfortable for most people to use. This concept can be realized through different corridor options, including:

- **Option 1 (current plan recommendation):** 53 Street – 28 Avenue – 48 Street – Salish Sea Drive – Fisherman Way – 52 Street
- **Option 2:** 53 Street – 28 Avenue – 48 Street – Salish Sea Drive – Springs Boulevard
- **Option 3:** 53 Street – 28 Avenue – 52 Street

These two concepts viewed collectively reinforces the importance of Salish Sea Drive as an active transportation corridor for pedestrians and cyclists.



Network Structure Concept





6.3 P-R1: Canoe Pass Way Road Safety Improvement

Canoe Pass Way is a two-lane road spanning from Salish Sea Drive to the west and 52 Street to the east, but its cross-section varies throughout due to the presence of access turn lanes at Salish Sea Drive and the two Mall Access intersections. This location is a collision hotspot with four pedestrian-involved collisions with motor vehicles during a four-year period from 2020 to 2024. A detailed road safety review and transportation study will need to be completed to identify appropriate road safety improvements.

6.4 P-R2: Tsawwassen Drive Complete Street

6.4.1 Existing Conditions

Tsawwassen Drive (North) is a two-lane rural-style road spanning approximately from Rabbit Drive in the north and Highway 17 in the south. The road features a narrow-paved shoulder on the east side, no shoulder on the west side, and roadside drainage ditches on both sides. The posted speed limit is 30 km/h. The road alignment is predominantly straight and flat, running parallel to a protected environmental shoreline (Tidal Marsh) on the west side and provides access to residential developments and community facilities on the east side. There are multiple bus stops serving TransLink's route 609.

From a road safety and vulnerable road user perspective, several factors contribute to elevated safety risk along Tsawwassen Drive (North):

- **Through Traffic and Speeds:** Field observations and recent traffic counts (e.g., intersection of Tsawwassen Drive and Falcon Way) indicate notable southbound through movements and westbound left turns, suggesting that Tsawwassen Drive is carrying a significant amount of cut-through traffic. This appears to be driven by two primary factors:
 - External traffic diverting through the community between Deltaport Way and Highway 17; and an incomplete internal road network within the TFN Community Area, including the absence of the planned Cormorant Drive connection, which is intended to redistribute traffic to Salish Sea Drive and Fisherman Way.
 - Observed operating speeds appear to be substantially higher than the posted 30 km/h limit. The straight, uninterrupted alignment and rural cross-section provide limited visual or physical cues to reinforce low-speed, people-oriented travel.
- **Lack of Active Transportation Facilities:** With no sidewalks, cycling facilities, or continuous shoulders on much of the corridor, pedestrians and cyclists are required to share space with vehicular traffic. This condition presents heightened risk for vulnerable road users, particularly seniors, children, transit users, and recreational walkers and joggers who frequent the corridor.
- **Roadway Geometry and Context Mismatch:** The existing rural cross-section and open roadside environment are not well aligned with the surrounding land uses or activity levels. The corridor serves numerous community destinations and transit stops, yet its design characteristics more



closely resemble a connector road than a community main street or civic corridor. This mismatch contributes to higher vehicle speeds and reduced driver awareness of pedestrian activity.

- **Crossing Challenges:** While pedestrian crossing treatments exist at several intersections and mid-block locations (e.g., Falcon Way, Fisherman Way, and Blue Heron Way), crossings are not consistently designed to provide strong priority, visibility, or speed control.

6.4.2 Recommendation

Tsawwassen Drive functions as both a local access road and a key community corridor with high pedestrian, recreational, and transit activity. In its current form, the roadway's geometry, traffic patterns, and operating speeds create conditions that are not fully supportive of a safe and comfortable active transportation environment.

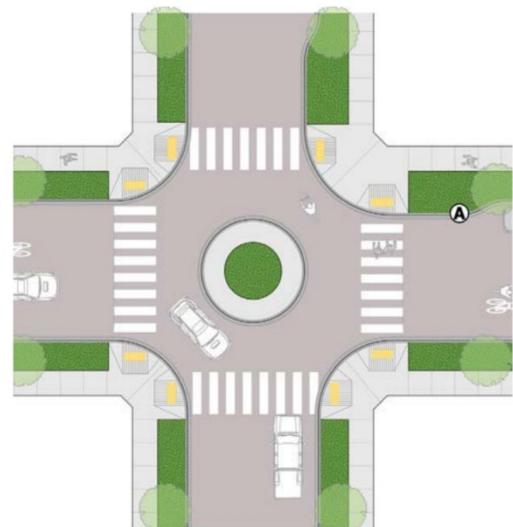
A combination of cut-through traffic reduction, speed management, targeted infrastructure improvements, and pedestrian-focused design treatments that build upon the planned westside multi-use pathway from Falcon Way to Blue Heron Way will support active transportation and reduce safety risk. The aim would be to target 1,000 vehicles per day or less travelling on Tsawwassen Drive to ensure Tsawwassen Drive can function safely as a neighbourhood bikeway corridor. The following high-level measures are recommended for further consideration and refinement.

Strategy 1: Traffic Calming and Cut-Through Traffic Reduction

Provide traffic calming measures at the northern and southern edges of Tsawwassen Drive to discourage non-local through traffic and reduce operating speeds. Potential treatments may include:

- Full closure for northbound and southbound through traffic at the Highway 17 intersection with a physical gate that permits access for only Members and residents
- Mini traffic circles or modified T-intersections, or other forms of traffic diverters that maintain local access while limiting direct through movements

These measures would reinforce Salish Sea Drive and Salish Sea Way as the primary route for regional traffic, consistent with previous studies and provincial considerations regarding Highway 17 access management.





Strategy 2: Road Cross-Section Enhancements

Provide a continuous, defined pedestrian shoulder or walkway along the east side of Tsawwassen Drive to support walking between community facilities and transit stops. This could consist of protection measures such as flexible bollards or delineators to improve pedestrian comfort and safety, with higher priority for the segment from Falcon Way to Blue Heron Way and lower priority for the segment from Blue Heron Way to Highway 17.

In addition, the use of edge treatments (e.g., dragon's teeth pavement marking) to narrow the perceived travel way for vehicles can also contribute to lower vehicle speeds and a more self-enforcing low-speed environment.



Strategy 3: Pedestrian Crossing Upgrades

Enhance pedestrian crossings at key locations, including Falcon Way, Fisherman Way, Blue Heron Way, and a mid-block location by the Longhouse. Potential upgrades include raised pedestrian crossings, improved pavement markings, enhanced illumination, and pedestrian-activated rapid flashing beacons (RRFBs), where appropriate. These treatments would improve visibility, reinforce pedestrian priority, and introduce vertical deflection to reduce vehicle speeds.

Strategy 4: Speed Management Measures

Install speed feedback signs at strategic locations to reinforce the posted 30 km/h speed limit and increase driver awareness. Complementary measures should be considered such as gateway treatments, pavement markings, or textured surfaces to visually communicate entry into a pedestrian-focused community area.

Gateway features could include:

- Dedicated and custom signage and pavement markings
- Curb extensions to physically narrow the roadway
- Surface material with noticeably different colour and/or texture from the standard road surface



Gateway example: 10th Avenue Hospital Zone, Vancouver, BC



Strategy 5: Lighting and Transit Stop Accessibility


Improve roadway and crossing illumination to enhance nighttime safety for pedestrians, cyclists, and transit users. Upgrade TransLink transit stops along the corridor to provide consistent, universally accessible platforms, shelters, and connections to walking routes.





6.5 P-C1: 28 Avenue Multi-use Pathway


28 Avenue is an existing two-lane road spanning from 48 Street to the west and 52 Street to the east. The road features roadside drainage ditches on both sides. The posted speed limit is 50 km/h.

Design Attribute	Recommendation
Facility Type	 <p data-bbox="1003 663 1349 737">Multi-use Pathway B: Cyclist-Oriented</p>
Facility Through Zone Width	3.0 m (constrained); 4.0 m (desirable)
Facility Alignment	North or south side to be determined in partnership with City of Delta
Rationale	<ul style="list-style-type: none"> • Provides local access to TFN Community Farm • Facilitates regional gap
What We Heard	<ul style="list-style-type: none"> • Speeding and stop sign non-compliance among motorists at 52 Street & 28 Avenue
Other Design Considerations	<ul style="list-style-type: none"> • Review intersection of 52 Street & 28 Avenue to identify appropriate improvements to address conflicts between motor vehicles and active transportation users



6.6 P-C2: Salish Sea Drive Bikeway


Salish Sea Drive is an existing four-lane road spanning from 48 Street to the north and Highway 17 to the south. The priority improvement addresses the segment between 48 Street to Fisherman Way, which currently features sidewalks and painted bicycle lane on both sides of the road. The posted speed limit is 50 km/h.

Design Attribute	Recommendation
Facility Type	 <p data-bbox="1003 730 1398 800">Uni-Directional Protected Bicycle Lane</p>
Facility Through Zone Width	1.5 m (constrained); excludes gutter width of 0.3 m
Facility Street Buffer Width	0.3 – 0.35 m (constrained)
Facility Alignment	West and east side
Rationale	<ul style="list-style-type: none"> • Facilitates regional gap • High-activity local recreational corridor for active transportation users • Arterial nature of road with higher vehicle volumes and presence of truck traffic means more protection is required for cyclists
What We Heard	<ul style="list-style-type: none"> • Speeding and stop sign non-compliance among motorists
Other Design Considerations	<ul style="list-style-type: none"> • Requires reduction to motor vehicle travel lanes to 3.3 m or 3.25 m if feasible • Pursue rapid implementation approach through use of flexible delineator posts or modular plastic curbs (lower cost), pre-cast concrete curb (moderate cost), or extruded curb (higher cost, but offers greatest protection)



6.7 P-C3: Fisherman Way and 52 Street Bikeway


Fisherman Way is an existing two-lane road spanning Tsawwassen Drive to the west to 52 Street to the east. The priority improvement addresses the segment between Salish Sea Drive and 52 Street, which currently features a multi-use pathway on the north side of the road. The posted speed limit is 50 km/h.

Design Attribute	Recommendation
Facility Type	 <p data-bbox="1005 709 1349 779">Multi-use Pathway B: Cyclist-Oriented</p>
Facility Through Zone Width	3.0 m (constrained)
Facility Alignment	North side (Fisherman Way); west side (52 Street)
Rationale	<ul style="list-style-type: none"> <li data-bbox="613 1062 1360 1157">Upgrade facilities to accommodate major bikeway corridor and ensure consistency with BC Active Transportation Design Guide for a multi-use pathway
What We Heard	None
Other Design Considerations	<ul style="list-style-type: none"> <li data-bbox="613 1230 1403 1325">Improvements at Salish Sea Drive intersections at Fisherman Way and 52 Street to improve cyclist crossings (e.g., protected intersection)



6.8 P-C4: Fisherman Way Multi-use Pathway


Fisherman Way is an existing two-lane road spanning Tsawwassen Drive to the west and 52 Street to the east. The priority improvement addresses the segment between Tsawwassen Drive to Salish Sea Drive, which currently features a multi-use pathway on the north side of the road and a sidewalk on the south side of the road. The posted speed limit is 30 km/h.

Design Attribute	Recommendation
Facility Type	 <p>Multi-use Pathway B: Cyclist-Oriented</p>
Facility Through Zone Width	3.0 m (constrained)
Facility Alignment	North side
Rationale	<ul style="list-style-type: none"> • Upgrade facility to ensure consistency with BC Active Transportation Design Guide for a multi-use pathway • Enhances regional connectivity to Tsawwassen Ferry Terminal from a major bikeway corridor to eliminate the need to use Highway 17 by providing a route via Tsawwassen Drive
What We Heard	None
Other Design Considerations	None



6.9 P-M1: 27B Avenue Multi-use Pathway

27B Avenue is an existing two-lane road spanning approximately from Breakwater Path to the west (where it begins to transition to Roberts Bank Way) and 41B Street to the east. There are no active transportation facilities provided on either side of the road. The posted speed limit is 50 km/h.

Design Attribute	Recommendation
Facility Type	 <p data-bbox="1073 709 1330 779">Multi-use Pathway B: Cyclist-Oriented</p>
Facility Through Zone Width	3.0 m (constrained); 4.0 m (desirable)
Facility Alignment	South side
Rationale	<ul data-bbox="647 1060 1365 1207" style="list-style-type: none"> • Completes local gap within the proposed Wellness Walk Loop • Supports future east-west connection to the Great Blue Heron Way and Regional Greenway Network
What We Heard	None
Other Design Considerations	None



7. FUTURE TRANSPORTATION NETWORK: ULTIMATE NETWORK

7.1 Overview

The future transportation network is part of the package of specific technical direction in the Active Transportation Network Plan that will advance work to achieve the active transportation vision in alignment with the plan objectives and guiding principles. The transportation network establishes the desired future state and characteristics of interconnected active transportation infrastructure on Tsawwassen Lands in the form of a walking network and a cycling & rolling network. These networks provide the planning basis for detailed engineering design as part of ongoing plan implementation.

This section identifies the ultimate transportation network that should be completed in the long-term and represents successful achievement of the active transportation vision, building upon the priority improvement projects (see [Section 6: Future Transportation Network: Priority Network](#)). The ultimate network plan consists of seven major improvement projects recommended to be completed ideally by 2045 or earlier:

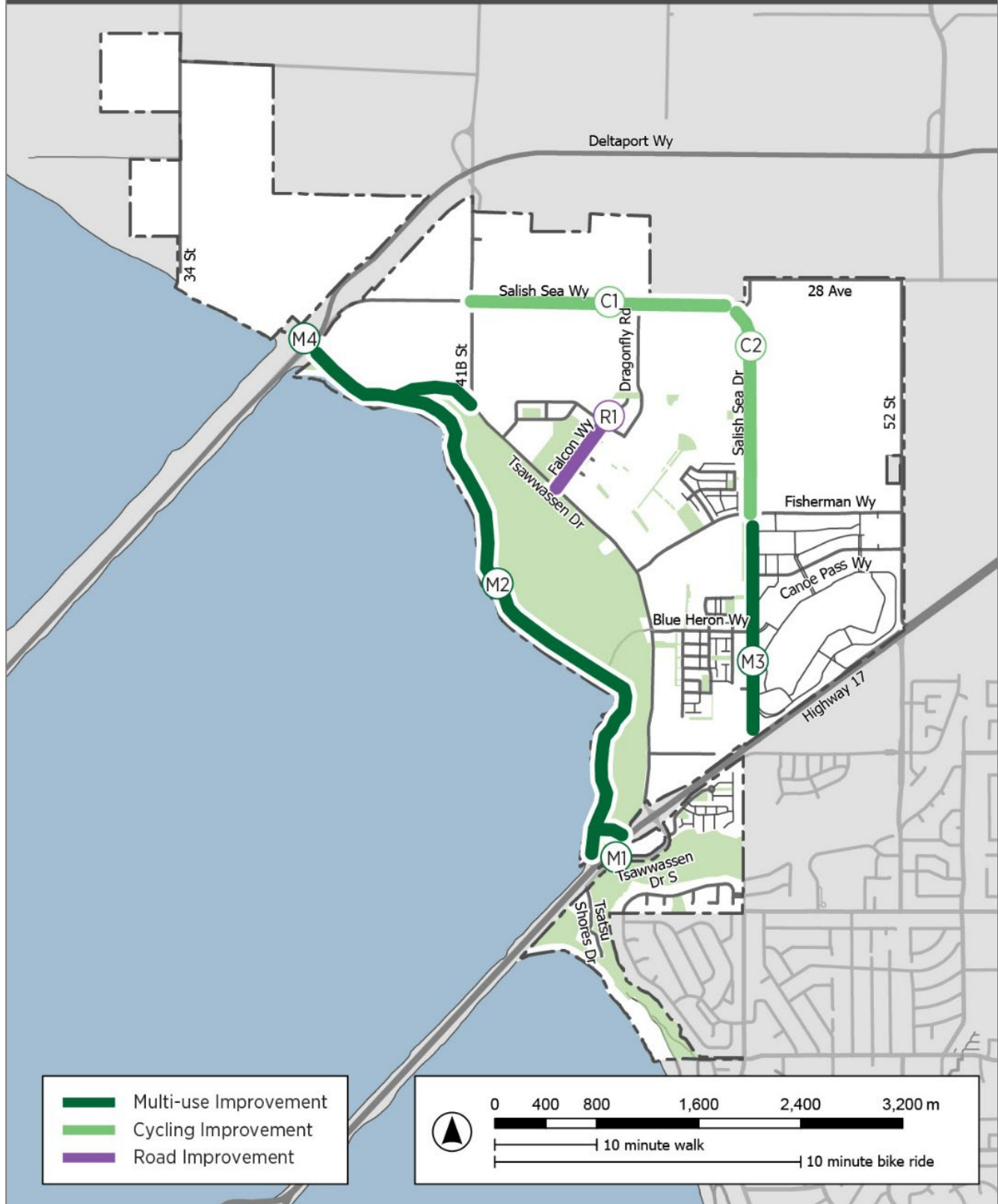
- **U-R1:** Falcon Way Traffic Calming
- **U-C1:** Salish Sea Way Bikeway
- **U-C2:** Salish Sea Drive Bikeway
- **U-M1:** Highway 17 Land Bridge
- **U-M2:** Breakwater Path Accessibility Upgrade
- **U-M3:** Salish Sea Drive Multi-use Pathway
- **U-M4:** Deltaport Way Crossing

Refer to [Section 9: Implementation Plan](#) for more details on recommended timing of projects. The network build-out consolidates the recommended priority and ultimate improvement projects together that will address gaps and opportunities within the existing walking and cycling & rolling networks.

The network build-out consolidates the recommended priority and ultimate improvement projects together that will address gaps and opportunities within the existing walking and cycling & rolling networks.

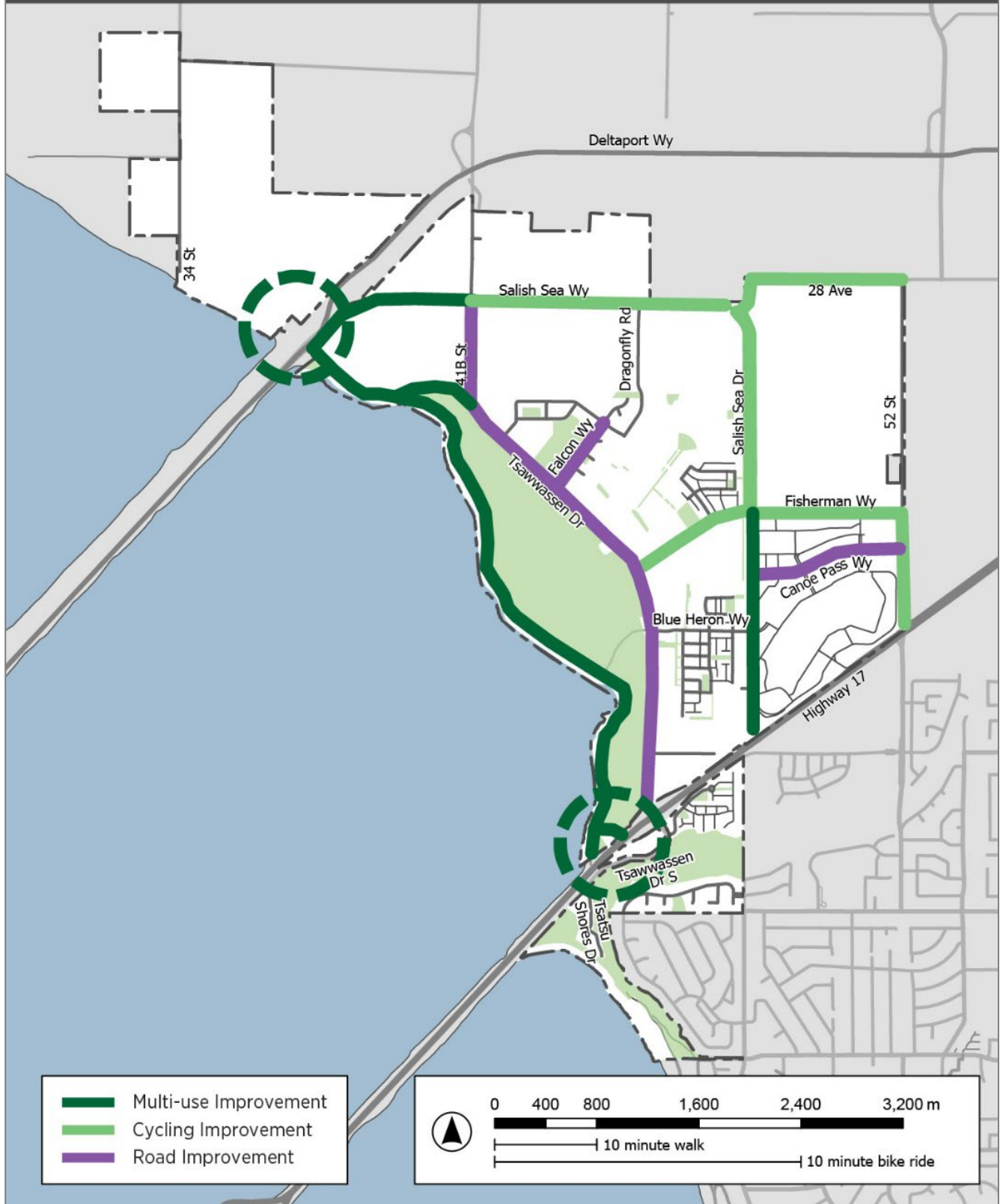


Ultimate Active Transportation Network Plan Projects





Active Transportation Network Build-out





7.2 U-R1: Falcon Way Traffic Calming

Falcon Way is a two-lane rural-style road spanning from Tsawwassen Drive to the west and terminating approximately by Falcon Court to the east. There are no active transportation facilities provided on either side of the road. The posted speed limit is 30 km/h.

Speeding among motorists, particularly by the Tsawwassen Drive intersection have been reported by the community. A detailed road safety review will need to be completed to identify appropriate road safety improvements, but preliminary countermeasures recommended for consideration include traffic calming devices such as speed humps to complement the proposed priority improvements to Tsawwassen Drive (see **Section 6.3.2**).





Speed Hump

Raised area of a road that causes the vertical upward movement of a traversing motor vehicle, intended to create discomfort for motorists travelling at higher speeds and to reduce motor vehicle speeds.



7.3 U-C1: Salish Sea Way Bikeway

Salish Sea Way is an existing four-lane road spanning from 41B Street in the west and 48 Street in the east, where it transitions to Salish Sea Drive. The road features sidewalks and painted bicycle lanes on both sides of the road. The posted speed limit is 50 km/h.

Design Attribute	Recommendation	
Option 1		
Facility Type		Multi-use Pathway B: Cyclist-Oriented
Facility Through Zone Width	4.0 m (desirable)	
Facility Alignment	South side	
Option 2		
Facility Type		Uni-Directional Protected Bicycle Lane
Facility Through Zone Width	1.8 – 2.1 m (desired); excludes gutter width of 0.3 m	
Facility Street Buffer Width	0.6 – 0.9 m (desired)	
Facility Alignment	North and south side	



Design Attribute	Recommendation
General	
Rationale	<ul style="list-style-type: none"> • High-activity local recreational corridor for active transportation users • Arterial nature of road with higher vehicle volumes and presence of truck traffic means more protection is required for cyclists • Supports future east-west connection to the Great Blue Heron Way and Regional Greenway Network
What We Heard	None
Other Design Considerations	Further study required in the future to confirm facility type

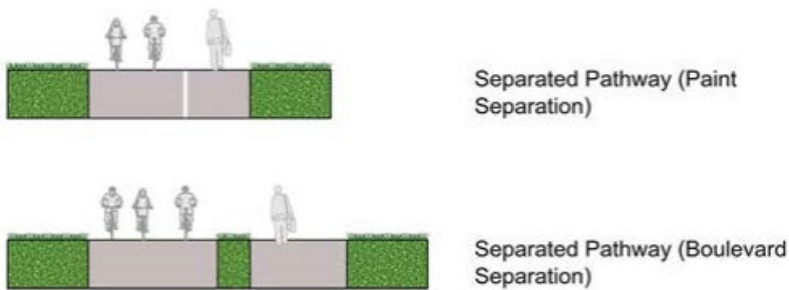


7.4 U-C2: Salish Sea Drive Bikeway

Salish Sea Drive is an existing four-lane road spanning from 48 Street to the north and Highway 17 to the south. The road currently features sidewalks on the west side and painted bicycle lane on both sides of the road from 48 Street to Fishermen Way. The posted speed limit is 50 km/h. The ultimate improvement addresses the segment between 48 Street to Fisherman Way. The priority improvement for this segment recommended rapid implementation of uni-directional protected bicycle lanes (see **Section 6.6**).

The ultimate improvement for this segment recommends transitioning to a permanent design in the long-term. Potential facility types for future study and consideration include upgrading the existing sidewalk on the west side or a multi-use pathway. Full reconstruction and curb relocation would enable more enhanced active transportation facilities, such as separated bicycle and pedestrian pathways or elevated protected bicycle lanes.

Separated Bicycle and Pedestrian Pathways



Uni-Directional Sidewalk Level Protected Bicycle Lane





7.5 U-M1: Highway 17 Land Bridge

Highway 17 is an existing five-lane road with two travel lanes in the westbound direction and three travel lanes in the eastbound direction. The posted speed limit is 80 km/h. Bicycle accessible shoulders are provided on both sides of the road. Highway 17 is a major barrier for both Tsawwassen First Nation and the City of Delta and currently bisects through Tsawwassen Lands. As a result, crossing the highway is uncomfortable for active transportation users. The Active Transportation Network Plan reaffirms the TFN Land Use Plan’s vision of a dedicated pedestrian and cycling land bridge to provide a safe, comfortable, and all ages and abilities crossing opportunity across Highway 17.


7.6 U-M2: Breakwater Path Accessibility Upgrade

Breakwater Path is an off-road trail spanning from 27B Avenue to the north and Highway 17 to the south and is designated part of the Great Blue Heron Way. The ultimate improvement for this segment recommends exploring the feasibility of accessibility upgrades to the pathway to ensure the route can better accommodate a wider range of users such as those who use a wheeled mobility device, including wheelchairs. This feasibility study will need to consider the environmental impacts of active transportation improvements. Potential surface options include asphalt, finely crushed and firmly compacted gravel, or a natural material that provides a stable, firm, and slip-resistant surface.



7.7 U-M3: Salish Sea Drive Multi-use Pathway

Salish Sea Drive is an existing four-lane road spanning from 48 Street to the north and to Highway 17 to the south. The ultimate improvement addresses the segment between Fisherman Way to Highway 17, which currently features a multi-use pathway on the west side and a sidewalk on the east side. The posted speed limit is 50 km/h.

Design Attribute	Recommendation
Facility Type	 <p>Multi-use Pathway B: Cyclist-Oriented</p>
Facility Through Zone Width	3.0 m (constrained)
Facility Alignment	West side
Rationale	<ul style="list-style-type: none"> • Upgrade facility to ensure consistency with BC Active Transportation Design Guide for a multi-use pathway • Moderate-to-high-activity local recreational corridor for active transportation users • Arterial nature of road with higher vehicle volumes and presence of truck traffic means more protection is required for cyclists
What We Heard	<ul style="list-style-type: none"> • Speeding among motorists
Other Design Considerations	<ul style="list-style-type: none"> • Improvements at intersection of Salish Sea Drive & Hawk Lane to improve cyclist crossings (e.g., protected intersection)

7.8 U-M4: Deltaport Way and Rail Crossing

Deltaport Way is an existing two-lane overpass over a railway line that provides connection to the port at Roberts Bank. The Great Blue Heron Way and Regional Greenway Network identifies a preferred connection over this location to continue Breakwater Path. The Active Transportation Network Plan reaffirms the greenway vision and recommends providing a safe, comfortable, and all ages and abilities crossing opportunity across Deltaport Way.



8. POLICIES

Policies establish the recommended course of action to guide planning and decision-making, consisting of high-level policy strategies, policies, and specific actions to help achieve Tsawwassen First Nation’s active transportation vision.

Strategy 1: Make roads safer for walking, cycling, and rolling

1. Adopt a Safe Systems Approach that recognizes the road system must be designed to accommodate human error while minimizing the severity of outcomes.
2. Address active transportation safety hotspots with a high number of collisions or locations of potential high-risk that may be prone to collisions.
 - Action 1.2.1: Install enhanced and protected crossings at collision-prone or high-risk locations and transit stops using measures such as raised crosswalks and Rectangular Rapid Flashing Beacons.
 - Action 1.2.2: Conduct a sign and pavement marking review to ensure roads and active transportation facilities are consistent with provincial standards.
3. Enhance pedestrian-scale lighting along primary active transportation routes with consideration of minimizing impacts on wildlife.

Strategy 2: Make roads accessible and comfortable for all people

1. Incorporate a universal design and accessibility lens in the planning and design of active transportation facilities.
 - Action 2.1.1: Conduct an accessibility audit of existing facilities for compliance with the accessibility standards in the CSA Group’s Accessible Design for the Built Environment and BC Active Transportation Design Guide.
2. Provide pedestrian amenities along key walking routes and recreational areas that promote rest and comfort (e.g., benches, garbage bins, water fountains, etc.).
3. Provide (secure) bicycle parking options at key community facilities and destinations.
4. Undertake year-round maintenance for active transportation facilities.
5. Explore opportunities to support multi-modal integration between transit and cycling at Tsawwassen Mills and Tsawwassen Commons.

Strategy 3: Make roads reflect our language and culture

1. Engage Members and residents in the planning of active transportation infrastructure and programs.
 - Action 3.1.1: Establish a community advisory committee to provide review and input on active transportation initiatives.



2. Integrate language, culture, and traditional ecological knowledge in the planning and design of active transportation routes and facilities.
 - Action 3.2.1: Expand the use of decorative crosswalk pavement markings designs from TFN artists.
 - Action 3.2.2: Provide art along key active transportation routes and at transit stops.
 - Action 3.2.3: Provide interpretive signage to explain the natural, historical, or cultural significance of key community locations.
3. Connect community and cultural facilities and provide access through all ages and abilities active transportation options for cultural activity opportunities.

Strategy 4: Educate and celebrate walking, cycling, and rolling

1. Develop community campaigns and initiatives that promote and celebrate the benefits of active transportation and safe driving behaviour.
 - Action 4.1.1: Work with community partners to host an annual active transportation week for Members and residents.
 - Action 4.1.2: Work with community partners to host cycling skills workshops for Members and residents, including safe behaviour and maintenance.
2. Develop a data collection program to support ongoing monitoring and evaluation of active transportation usage.
 - Action 4.2.1: Conduct a household travel survey similar to TransLink's Regional Trip Diary Survey on a regular basis to understand track transportation behaviour and travel patterns.
 - Action 4.2.2: Install automated traffic counting sensors at key destinations, such as at entrances for Breakwater Path.
3. Improve opportunities for Members and residents to access micromobility options.
 - Action 4.3.1: Develop a shared micromobility program that provides community e-bike and cargo e-bike loans/rentals for Members.

Strategy 5: Work with community partners to support walking, cycling, and rolling

1. Work with government agencies and other community partners, including TransLink, Metro Vancouver, City of Delta, Port of Vancouver, and BC Ferries to support and advance local and regional active transportation priorities.
 - Action 5.1.1: Explore the feasibility of a Safe Routes to School program in partnership with the City of Delta to provide connections for Members and residents to primary and secondary schools in Delta's Tsawwassen neighbourhood.
2. Work together with other First Nations, the Province, and community partners to continue developing the Great Blue Heron Way.



9. IMPLEMENTATION PLAN

The implementation plan operationalizes the Active Transportation Network Plan by creating a roadmap that identifies when actions should be complete, who will be responsible, how to monitor and evaluate whether the plan is successful, and identifies potential funding opportunities.

The ATNP is recommended to be refreshed every five years to reflect changing context and priorities with consideration of implementation opportunities and constraints as development of Tsawwassen Lands continues.

9.1 Action Plan

Six implementation approaches are identified:

- **Capital Project:** Financing through a one-time expenditure to construct, refurbish, and maintain assets.
- **Operating Expenditure:** Financing using planned recurring expenditures through the annual budget process to provide a good or service.
- **Policy & Management:** Establishing new or amending existing policies, procedures, practices, and guidelines.
- **Program & Service:** Providing an ongoing set of activities that have a clear mandate and delivering resources that benefit members of the community.
- **Partnership & Advocacy:** Partnering with and advocating to external stakeholders to achieve a desired action.
- **Planning & Study:** Initiate a planning process to identify appropriate next steps, including conducting technical studies.

Three implementation time horizons are identified, assuming a base year of 2026:

- **Short-Term:** within 5 years (by 2031)
- **Medium-Term:** between 6 to 10 years (by 2036)
- **Long-Term:** more than 10 years (by 2045 or later)



Action		Responsibility	Implementation Approach					Timeframe			
			Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long
Improvement Projects											
P-R1	Canoe Pass Way Road Safety Improvement	TFN	•	•				•	•	•	
P-R2	Tsawwassen Drive Complete Street	TFN	•	•				•	•	•	
P-C1	28 Avenue Multi-use Pathway	TFN, CoD	•	•			•	•	•		
P-C2	Salish Sea Drive Bikeway	TFN, TL	•	•			•	•	•		
P-C3	Fisherman Way and 52 Street Bikeway	TFN, TL	•				•	•	•		
P-C4	Fisherman Way Multi-use Pathway	TFN	•					•	•	•	
P-M1	27B Avenue Multi-use Pathway	MOTT, TFN	•				•		•		
U-R1	Falcon Way Traffic Calming	TFN	•	•				•		•	•
U-C1	Salish Sea Way Bikeway	TFN	•	•				•			•

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



Action		Responsibility	Implementation Approach					Timeframe			
			Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long
Improvement Projects (continued)											
U-C2	Salish Sea Drive Bikeway	TFN	•	•				•			•
U-M1	Highway 17 Land Bridge	TFN, MOTT	•	•			•	•	•	•	•
U-M2	Breakwater Path Accessibility Upgrade	TFN, MV	•	•			•	•			•
U-M3	Salish Sea Drive Multi-use Pathway	TFN	•	•				•		•	•
U-M4	Deltaport Way Crossing	TFN, MOTT, Rail, Property Owner	•	•			•	•			•

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



Action	Responsibility	Implementation Approach						Timeframe			
		Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long	
Policy Actions											
1.2.1	Install enhanced and protected crossings at collision-prone or high-risk locations and transit stops	TFN	•	•	•			•	•	•	
1.2.2	Conduct a sign and pavement marking review to ensure roads and active transportation facilities are consistent with provincial standards	TFN						•	•		
2.1.1	Conduct an accessibility audit of existing facilities for compliance with the accessibility standards in the CSA Group's Accessible Design for the Built Environment and BC Active Transportation Design Guide	TFN						•	•		

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



Action		Responsibility	Implementation Approach					Timeframe			
			Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long
Policy Actions (continued)											
3.1.1	Establish a community advisory committee to provide review and input on active transportation initiatives	TFN				•			•		
3.2.1	Expand the use of decorative crosswalk pavement markings	TFN		•		•			•	•	
3.2.2	Provide art along key active transportation routes and at transit stops	TFN		•		•			•	•	
3.2.3	Provide interpretive signage to explain the natural, historical, or cultural significance of key community locations	TFN		•		•			•	•	

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



Action		Responsibility	Implementation Approach					Timeframe			
			Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long
Policy Actions (continued)											
4.1.1	Work with community partners to host an annual active transportation week for Members and residents	TFN, HUB Cycling, TL		•		•	•		•	•	•
4.1.2	Work with community partners to host cycling skills workshops for Members and residents, including safe behaviour and maintenance	HUB Cycling, TFN		•		•	•		•	•	•
4.2.1	Conduct a household travel survey similar to TransLink's Regional Trip Diary Survey on a regular basis to understand track transportation behaviour and travel patterns	TFN		•		•				•	•

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



Action	Responsibility	Implementation Approach						Timeframe			
		Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	Short	Medium	Long	
Policy Actions (continued)											
4.2.2	Install automated traffic counting sensors at key destinations, such as at entrances for Breakwater Path	TFN	•	•		•				•	
4.3.1	Develop a shared micromobility program that provides community e-bike and cargo e-bike loans/rentals for Members	TFN	•	•		•				•	•
5.1.1	Explore the feasibility of a Safe Routes to School program in partnership with the City of Delta to provide connections for Members and residents to primary and secondary schools in Delta's Tsawwassen neighbourhood	TFN, COD						•	•		

Responsibility: TFN = Tsawwassen First Nation; CoD = City of Delta; TL = TransLink; MV = Metro Vancouver.

Timeframe: short-term = within 5 years (by 2031); medium-term = between 6 to 10 years (by 2036); long-term: more than 10 years (by 2045 or later)



9.2 Funding Opportunities

There are multiple funding opportunities available to support implementation of the Active Transportation Network Plan. Major capital funding programs offered through the Government of British Columbia and Government of Canada are currently paused as of January 2026 and awaiting decisions for future renewal.

TransLink Local Government Funding Program

- **Walking Infrastructure to Transit (WITT):** WITT funding is available to local governments to provide new or enhanced walking infrastructure to transit through a cost sharing partnership. Available WITT funding is distributed to projects through both an allocated local fund and a competitive process. WITT eligible projects include new or significantly improved sidewalks, multi-use pathways, pedestrian crossings, and other pedestrian safety improvements that connect to transit, specifically frequent and relatively high ridership transit services.
- **Bicycle Infrastructure Capital Cost Share (BICCS):** Funding for the BICCS Program is distributed through three streams: BICCS Allocated, BICCS Competitive and BICCS Competitive Rapid Implementation. Treaty First Nations are also eligible for up to 80% cost-share funding.
 - **BICCS Allocated:** Distributed through a funding allocation formula, calculated based on a combined measure of population and employment for each local government.
 - **BICCS Competitive:** Project funding provided through the competitive process is limited to one project application per local government, with a maximum funding request of \$600,000. Application can be either a stand-alone project or a project that is combined with another funding program
 - **BICCS Competitive Rapid Implementation:** Project funding provided through the competitive process is limited to one project application per local government, with a maximum funding request of \$1 million based on available funds. Applications cannot be combined with other funding programs (i.e., MRNB, BICCS Allocated, BICCS Competitive, or WITT) and can only be a standalone project.
- **Major Road Network and Bicycle (MRNB):** Funding is focused on “Comfortable for Most” cycling facilities that connect specific land uses to enable utilitarian trips by bicycle such as commuting to work or school, shopping, and personal errands. These projects can be on or off the Major Road Network (MRN). Bike infrastructure projects on the MRN using the MRNB upgrade funding will be required to meet the same guideline as the BICCS funding program without restrictions on its location, while bike infrastructure off the MRN will be required to meet the same guideline as the BICCS funding program. Treaty First Nations are also eligible for up to 80% cost-share funding.



BC Local Government Climate Action Program

The Local Government Climate Action Program (LGCAP) provides predictable, long-term funding for communities to support local climate action to reduce emissions and prepare for the impacts of a changing climate. The program has several eligibility requirements including the need for a specific project to be linked to one more objectives outlined in the CleanBC Roadmap to 2030 and/or the Climate Preparedness and Adaptation Strategy. The LGCAP supports several different transportation initiatives including:

- Active transportation plan or investments
- Secure bike parking
- Commute and trip reduction programs
- Transit/pedestrian-oriented development regulation
- Electric vehicle charging infrastructure plans or number of public installations
- Mode shift targets in Official Community Plan and/or Regional Growth Strategy

BC Vision Zero in Road Safety Grant Program

The Vision Zero grant program coordinated through the BC Injury Research and Prevention Unit offers up to \$20,000 per project to enhance the safety of road users, including pedestrians and cyclists. These funds can be used for infrastructural improvements, policy or enforcement initiatives, educational campaigns, or other innovative projects that promote safer and more equitable travel around the community. Two streams are available:

- **Stream #1:** Design and installation of low-cost infrastructural improvements – temporary (pilot) or permanent changes – to roadways. This stream can also include other project goals, such as road safety planning, enacting policies, or other proven and effective solutions to addressing vulnerable road user safety. Funds can be used to acquire stamped plans, engineering department, and/or local government administrator approval for construction-related projects. Implementation of these projects may also involve contributions from partner organizations (e.g., for professional services, labour, materials) to supplement this grant.
- **Stream #2:** Fund projects that are directed by Indigenous communities and governments. This aligns with the BC Government’s commitment to reconciliation and working with Indigenous governments in a government-to-government relationship. Indigenous communities can set and direct their own priorities.

Insurance Corporation of British Columbia (ICBC) Road Improvement Program

ICBC provides cost-sharing towards projects that address road safety.



Outdoor Recreation Fund of BC

The Outdoor Recreation Council of BC works on behalf of 90 provincial and regional member organizations and represents more than 100,000 individual members, as well as the general public, to support enjoyable and respectful outdoor recreation opportunities for all. Grant sizes range from \$2,000 to \$10,000 and applicants are eligible for funding based on a set of criteria including alignment with the grant priorities. Two of the grant priorities are relevant to the ATNP including outdoor enhancement and stewardship & education. Both of these priorities are intended to support initiatives around trail maintenance, interpretive signage, and safety enhancements.

Climate Ready Infrastructure Services

The Climate Ready Infrastructure Service (CRIS) is a national capacity-building project that connects local governments and communities with top climate experts to support the integration of low-carbon resilience into local infrastructure projects across Canada. This service provides free guidance to infrastructure projects in small communities and creates business opportunities for climate experts to apply their knowledge to impactful projects. Indigenous Governing Bodies, First Nation, Inuit or Metis government or authorities, municipalities, and local governments from across Canada with populations of under or around 30,000 inhabitants are eligible for this service. Funding could be applied to support planning and design of active transportation infrastructure.

9.3 Monitoring & Evaluation Framework

Plan Objective	Indicator	Data Source
Objective #1 – Design an All Ages & Abilities Active Transportation System	Active transportation mode share	Statistics Canada; Local Trip Diary Survey
	Number of pedestrian- and cyclist-involved collisions with motor vehicles	Insurance Corporation of British Columbia; Traffic Accident System
Objective #2 – Fill in Gaps in the Active Transportation Network	Total length of pedestrian facilities (metres)	TFN
	Total length of multi-use pathways (metres)	TFN
	Total length of cycling facilities (metres)	TFN
Objective #3 – Foster a Culture of Active Transportation	Number of attendees at transportation-related events	TFN



Appendix A: Community Open House Boards

WELCOME!

PROJECT OVERVIEW

Tsawwassen First Nation is developing its first ever Active Transportation Network Plan (ATNP) to further enhance active transportation networks that are safe, accessible, and convenient for all ages and abilities to support active, healthy lifestyles and reduce greenhouse gas (GHG) emissions on Tsawwassen Lands. Funding for the ATNP has been made possible through the BC Active Transportation Infrastructure Grant Program from the Ministry of Transportation and Transit.

PROJECT TIMELINE

Phase	Time Frame	Description
1	June – August 2025	Understanding – Initial assessment of baseline conditions and community context.
2	August – September 2025	Listening - Community engagement and plan development. (WE ARE HERE)
3	October 2025 – January 2026	Plan Development – Drafting ATNP and creating an action plan.

WHAT IS ACTIVE TRANSPORTATION?

The BC Active Transportation Design Guide defines it as:

“Any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature”.

PROJECT OBJECTIVES

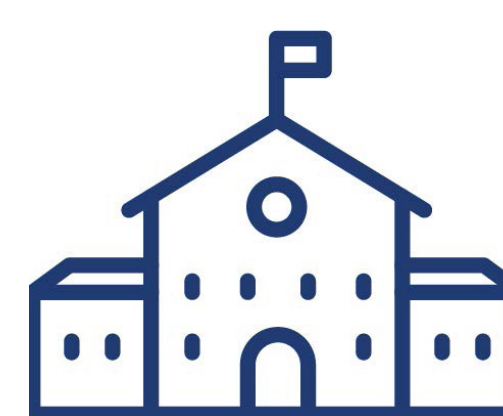
The Active Transportation Network Plan has four main objectives:



Design for All Ages & Abilities. Develop a more inclusive & accessible transportation network that works for people of all ages and abilities – an accessible network is one that works for everyone.



Fill in the Gaps. Create more connections for people to walk, roll, cycle around the community that support any trip purpose.

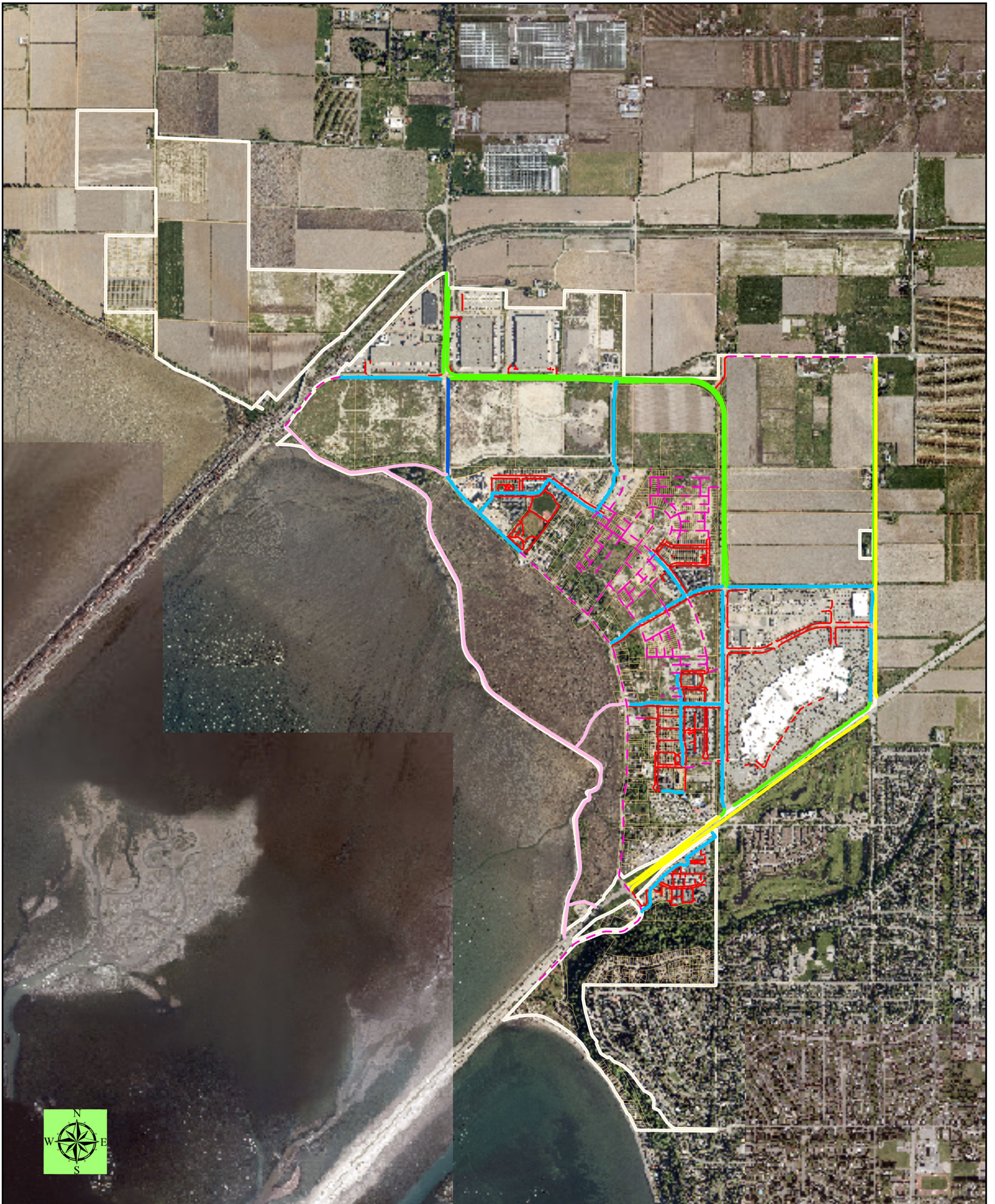


Foster a Culture of Active Transportation. Promote & educate the community & its visitors about the active transportation network to foster a greater culture around planning, designing, & investing in active transportation.



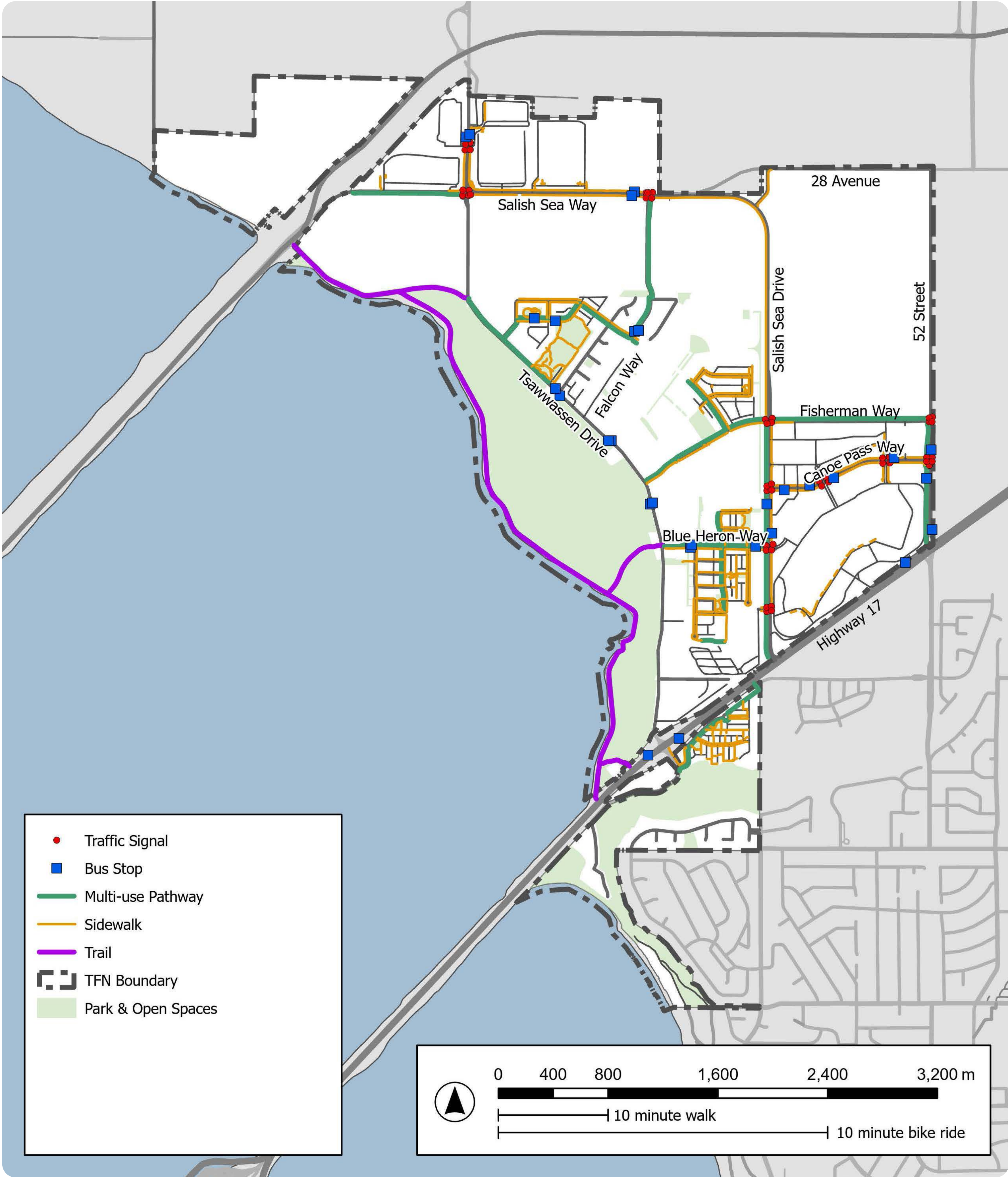
Stay Connected to Nature. Active transportation is recreational in nature. Build the active transportation network to help facilitate more recreational trips & greater access to natural destinations in & around Tsawwassen First Nation.

EXISTING ACTIVE TRANSPORTATION NETWORK



Transportation Network Map	TFN Jurisdiction Boundary	Sidewalk	Bike Path TFN	Multi-Use Pathway Current	Scale: 1:25,000 (When plotted at 8.5" X 11") 0 200 400 800 Meters	 TSAWASSEN FIRST NATION sc̓awaḡan məsteyax™
	Parcel	Trail Future Pathway	Bike Path Other	Multi-Use Pathway Future		

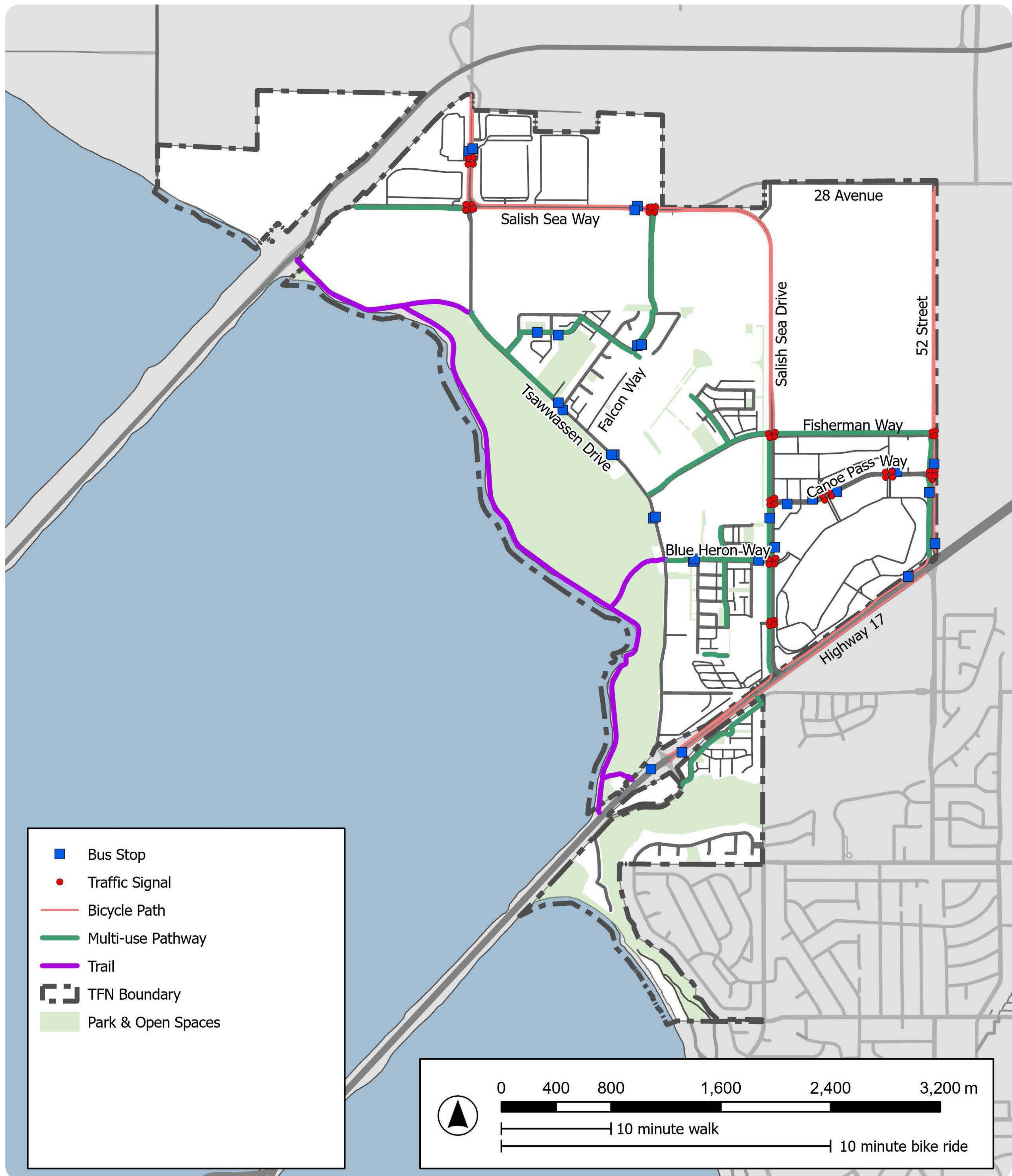
WALKING NETWORK



Tell us what you think about walking around TFN today:

Add sticky notes

CYCLING & ROLLING NETWORK



Tell us what you think about the cycling and rolling around TFN today:

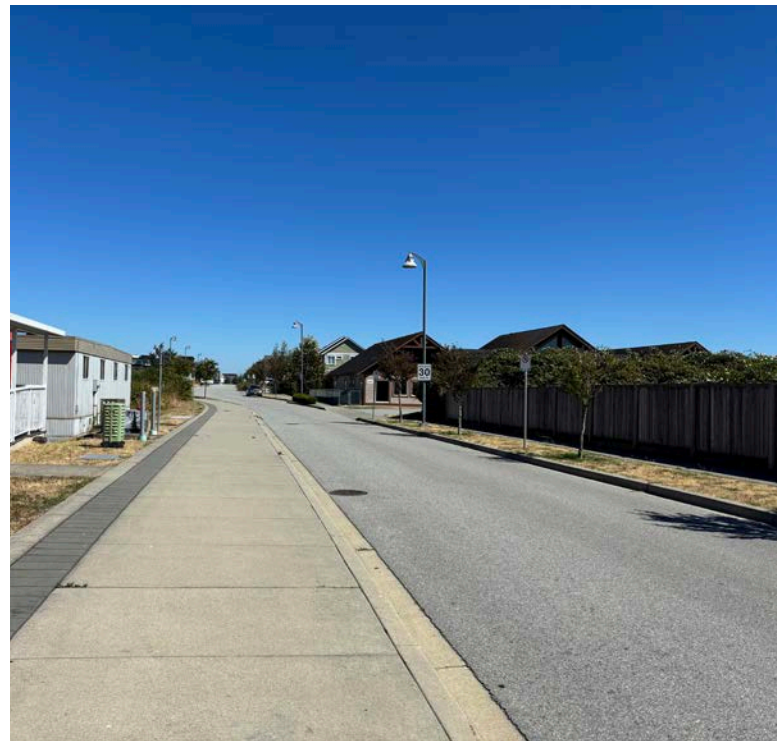
Add
sticky
notes

INSPIRATION & BEST PRACTICES



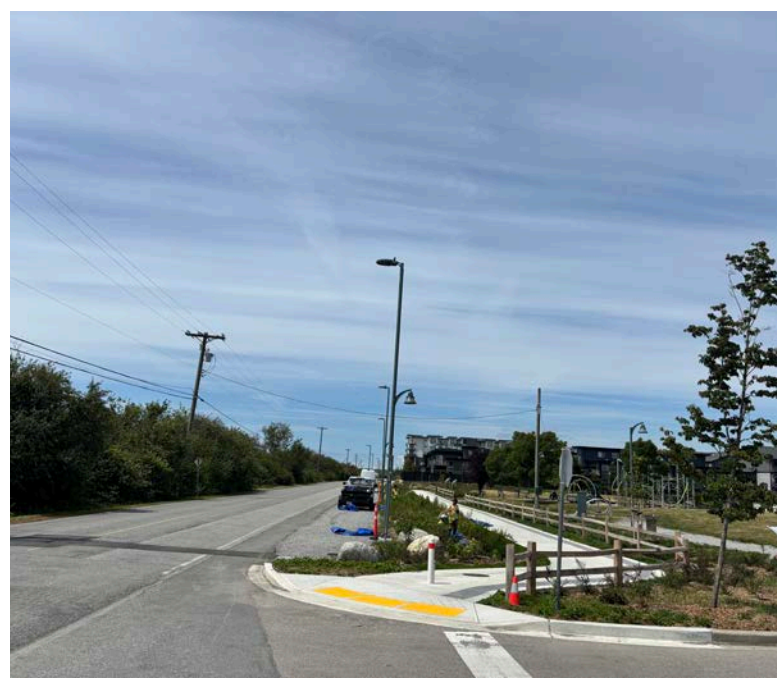
The following are examples of innovative active transportation infrastructure/programming from either TFN or other communities. Using a sticky dot, vote for your top 3 preferences you would like to see on TFN lands:

VOTE WITH STICKY DOTS BELOW!



Complete Streets

These streets accommodate people walking, biking, taking transit or driving in a balanced or complete manner. Treatments vary depending on vehicle speeds and volumes but they typically have wide sidewalks, street trees for shade, protected bike lanes, and travel lanes for people driving.



Separating Trail Users

People biking typically are moving much faster than someone walking. Best practice calls for widening paths and separating these two groups when volumes are high and where room allows. Examples of this exist in Vancouver, Calgary, and many other cities.



Protected Intersections

People biking are separated from motor vehicle traffic by concrete islands or barriers and from people walking. These intersections are controlled by traffic signals.



Micromobility

Micromobility refers to affordable, lightweight, low-speed, personal mobility vehicles that can be used for transportation, goods movement, or recreation. People can own their own or use them through a shared program similar to carsharing.



Bike Racks

A bicycle parking rack, usually shortened to bike rack and also called a bicycle stand, is a device to which bicycles can be securely attached for parking purposes. It may be freestanding, or securely attached to the ground or a stationary object, such as a building.



Pedestrian Activated Crosswalk

Pedestrian-activated crosswalks are traffic control devices designed to enhance pedestrian safety at midblock crossings and uncontrolled intersections. These beacons remain inactive until a pedestrian pushes a button to activate them, initiating a sequence of lights that guide both pedestrians and drivers.

Any Other? Please Specify:



Appendix B: Community Survey Questions (Members)



TFN Active Transportation Network Plan (ATNP) Survey



TSAWWASSEN FIRST NATION
s̓c̓əwəθən məsteyəxʷ

The following survey is to gather information on travel patterns on and around TFN lands that relates to travel modes, frequency, destinations and motivations. With the open-ended questions towards the end, we are trying to capture your thoughts, ideas and or concerns. Please try to respond to all the questions for us to ensure data consistency and submit your responses to any Lands department staff or at the **TFN Admin Building by Sept. 29, 2025**

- 1. Are you a TFN member? 2. Do you live on TFN lands? 3. What age group do you belong to?**
 Yes No Yes No <18 18-60 >60

4. You identify as?

- Male Female Non-Binary Prefer Not to Say

5. What is your main mode of transportation for commuting to work or school?

- Vehicle (driver) Vehicle (passenger) Bike / E-Bike Bus Walk
 Not Applicable Other: _____

6. What is your main mode of transportation for all other trips, such as going to the grocery store or recreation?

- Vehicle (driver) Vehicle (passenger) Bike / E-bike Bus Walk
 Other: _____

7. Where do you currently travel to work or school?

- Within TFN Lands Outside of TFN lands to surrounding communities
 Not Applicable Other (please specify location): _____

8. When choosing active travel, where do you go? Select all that apply:

- Tsawwassen Commons Tsawwassen Mills Tsawwassen Community Farm
 Elder Centre Youth Centre Member Park Boardwalk School Work
 Sports Field Dike Trail /Blue Heron Way Other: _____

9. What active transportation modes do you currently use? Select all that apply:

- Walking Running Skateboarding Biking / E-Biking Mobility Aid
 Pushing a stroller Other: _____

10. What is your primary mode of active transportation?

- Walking Running Skateboarding Biking / E-Biking Mobility Aid
 Other: _____

11. How often do you walk currently?

- Regularly Few Times a Week Once a Week Once a Month Never
 Other: _____

12. How often do you bike currently?

- Regularly Few Times a Week Once a Week Once a Month Never
 Other: _____

13. What motivates you to choose active travel? Select all that apply:

- For Fun / Recreation Convenience Walk the Dog Do not Drive
 Environmental Reasons Save Money Personal Health & Fitness
 Spend time with family & friends Other: _____

14. What prevents you and your family from using active transportation on TFN streets? Please specify:

15. What priority improvements would you like to see to support you & your family in choosing active transportation more often? Mark your top 3 preferences:

- Complete Streets:** These streets accommodate people walking, biking, taking transit or driving in a balanced or complete manner. Treatments vary depending on vehicle speeds and volumes, but they typically have wide sidewalks, street trees for shade, protected bike lanes, and travel lanes for people driving.
- Separating Trail Users:** People biking typically move much faster than someone walking. Best practice calls for widening paths and separating these two groups when volumes are high and where room allows. Examples of this exist in Vancouver, Calgary, and many other cities.
- Protected Intersections:** People biking are separated from motor vehicle traffic by concrete islands or barriers and from people walking. These intersections are controlled by traffic signals.
- Micromobility:** Micromobility refers to affordable, lightweight, low-speed, personal mobility vehicles that can be used for transportation, goods movement, or recreation. People can own their own or use them through a shared program similar to carsharing.
- Bike Racks:** A bicycle parking rack, usually shortened to bike rack and also called a bicycle stand, is a device to which bicycles can be securely attached for parking purposes. It may be freestanding, or securely attached to the ground or a stationary object, such as a building.
- Pedestrian Activated Crosswalk:** Pedestrian-activated crosswalks are traffic control devices designed to enhance pedestrian safety at midblock crossings and uncontrolled intersections. These beacons remain inactive until a pedestrian pushes a button to activate them, initiating a sequence of lights that guide both pedestrians and drivers.
- Other (Please Specify): _____

16. Do you have any additional thoughts about active transportation in TFN?

Thank you for submitting your feedback for TFN ATNP!



Appendix C: Community Survey Questions (Leaseholders)



TSAWWASSEN FIRST NATION
s̓c̓awaθən məsteyəxʷ

TFN Active Transportation Network Plan (ATNP) Survey for Leaseholder Residents

The following survey is to gather information on travel patterns on and around TFN lands that relates to travel modes, frequency, destinations and motivations. With the open-ended questions towards the end, we are trying to capture your thoughts, ideas and or concerns. Please try to respond to all the questions for us to ensure data consistency and submit your responses to any Lands department staff or at the **TFN Admin Building by Sept. 12, 2025**

1. **Your Name and E-mail Address:** _____
2. **Do you live on TFN lands?**
 Yes No
3. **What age group do you belong to?**
 <18 18-60 >60
4. **You identify as?**
 Male Female Non-Binary Prefer Not to Say
5. **What is your main mode of transportation for commuting to work or school?**
 Vehicle (driver) Vehicle (passenger) Bike / E-Bike Bus Walk
 Not Applicable Other: _____
6. **What is your main mode of transportation for all other trips, such as going to the grocery store or recreation?**
 Vehicle (driver) Vehicle (passenger) Bike / E-bike Bus Walk
 Other: _____
7. **Where do you currently travel to work or school?**
 Within TFN Lands Outside of TFN lands to surrounding communities
 Not Applicable Other (please specify location): _____
8. **When choosing active travel, where do you go? Select all that apply:**
 Tsawwassen Commons Tsawwassen Mills Tsawwassen Community Farm
 Elder Centre Youth Centre Member Park Boardwalk School Work
 Sports Field Dike Trail /Blue Heron Way Other: _____
9. **What active transportation modes do you currently use? Select all that apply:**
 Walking Running Skateboarding Biking / E-Biking Mobility Aid
 Pushing a stroller Other: _____
10. **What is your primary mode of active transportation?**
 Walking Running Skateboarding Biking / E-Biking Mobility Aid
 Other: _____
11. **How often do you walk currently?**
 Regularly Few Times a Week Once a Week Once a Month Never
 Other: _____

12. How often do you bike currently?

- Regularly Few Times a Week Once a Week Once a Month Never
 Other: _____

13. What motivates you to choose active travel? Select all that apply:

- For Fun / Recreation Convenience Walk the Dog Do not Drive
 Environmental Reasons Save Money Personal Health & Fitness
 Spend time with family & friends Other: _____

14. What prevents you and your family from using active transportation on TFN streets? Please specify:

15. What priority improvements would you like to see to support you & your family in choosing active transportation more often? Mark your top 3 preferences:

- Complete Streets:** These streets accommodate people walking, biking, taking transit or driving in a balanced or complete manner. Treatments vary depending on vehicle speeds and volumes, but they typically have wide sidewalks, street trees for shade, protected bike lanes, and travel lanes for people driving.
- Separating Trail Users:** People biking typically move much faster than someone walking. Best practice calls for widening paths and separating these two groups when volumes are high and where room allows. Examples of this exist in Vancouver, Calgary, and many other cities.
- Protected Intersections:** People biking are separated from motor vehicle traffic by concrete islands or barriers and from people walking. These intersections are controlled by traffic signals.
- Micromobility:** Micromobility refers to affordable, lightweight, low-speed, personal mobility vehicles that can be used for transportation, goods movement, or recreation. People can own their own or use them through a shared program similar to carsharing.
- Bike Racks:** A bicycle parking rack, usually shortened to bike rack and also called a bicycle stand, is a device to which bicycles can be securely attached for parking purposes. It may be freestanding, or securely attached to the ground or a stationary object, such as a building.
- Pedestrian Activated Crosswalk:** Pedestrian-activated crosswalks are traffic control devices designed to enhance pedestrian safety at midblock crossings and uncontrolled intersections. These beacons remain inactive until a pedestrian pushes a button to activate them, initiating a sequence of lights that guide both pedestrians and drivers.
- Other (Please Specify): _____

16. Do you have any additional thoughts about active transportation in TFN?

Thank you for submitting your feedback for TFN ATNP!



Appendix D: What We Heard Report



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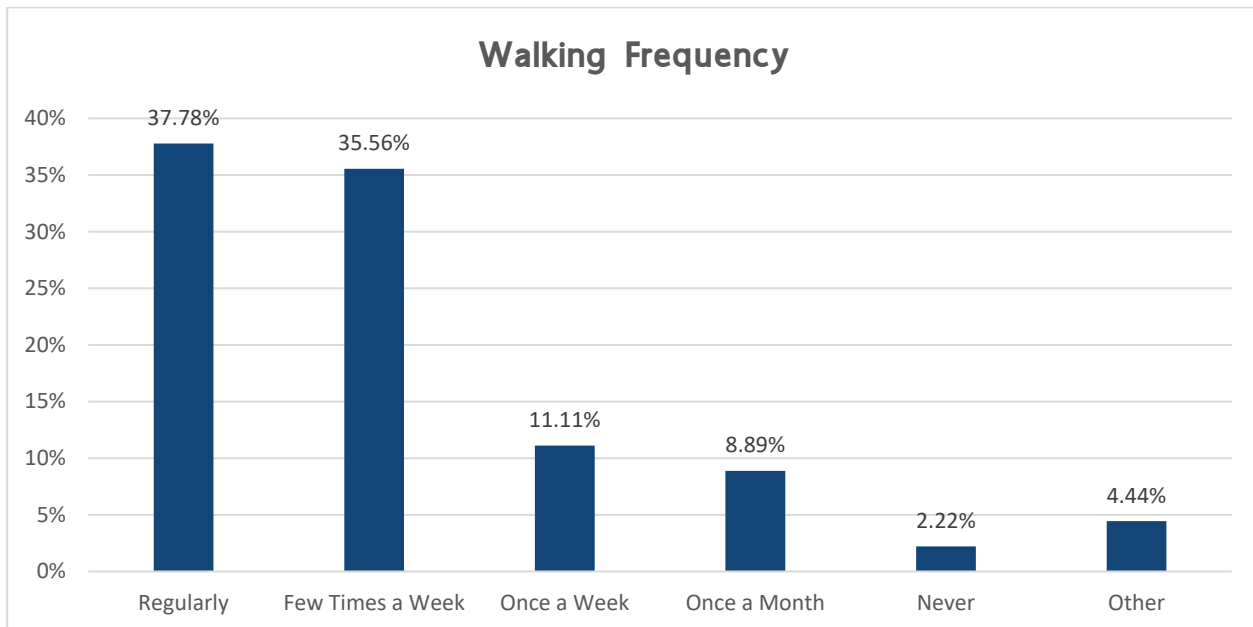


Analysis of Community Survey #1

Quantitative Analysis

Q11: Walking Frequency

- Most respondents walk **regularly** (37.8%), **a few times a week** (35.6%), or **once a week** (11.1%)
- Responses for “Other”
 - “Summertime once a week to once a month”
 - “Not enough”
 - “When I have time. Inconsistent.”

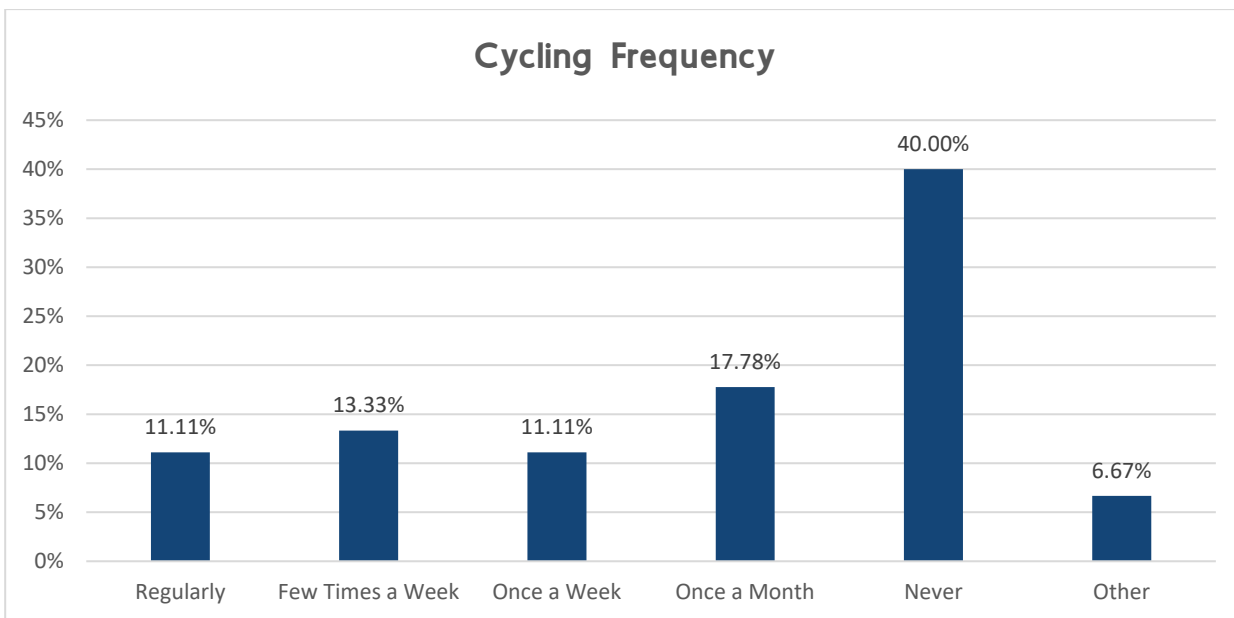




Q12: Biking Frequency

- Most respondents **never** travel by bicycle (40%)
- For those who do bike, the most common frequencies are: **once a month** (17.8%), **a few times a week** (13.3%), **regularly** (11.1%) and **once a week** (11.1%)
- Responses for “Other”
 - “Rarely / once every 2 months”
 - “Not enough”
 - “I plan to start”

Motivation	Count	%
For fun / recreation	33	73%
Personal health and fitness	33	73%
Walk the dog	16	36%
Spend time with family and friends	12	27%
Convenience	10	22%
Do not drive	9	20%
Environmental reasons	8	18%
Save money	7	16%
Other	2	4%

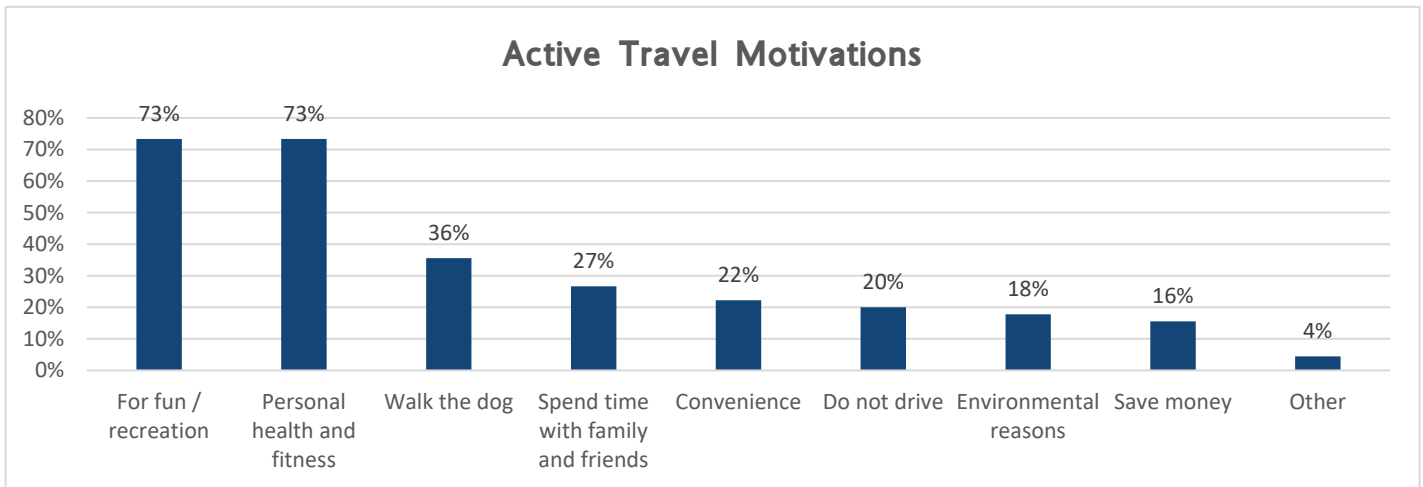




Q13: Motivation for Using Active Transportation

When asked about motivations for choosing active transportation, respondents reported the following reasons from most to least popular:

- For fun / recreation (73%)
- Personal health or fitness (73%)
- Walk the dog (36%)
- Spend time with family and friends (27%)
- Convenience (22%)
- Do not drive (20%)
- Environmental reasons (18%)
- Save money (16%)
- Other (4%)
 - “To be outside”
 - “Mental health”



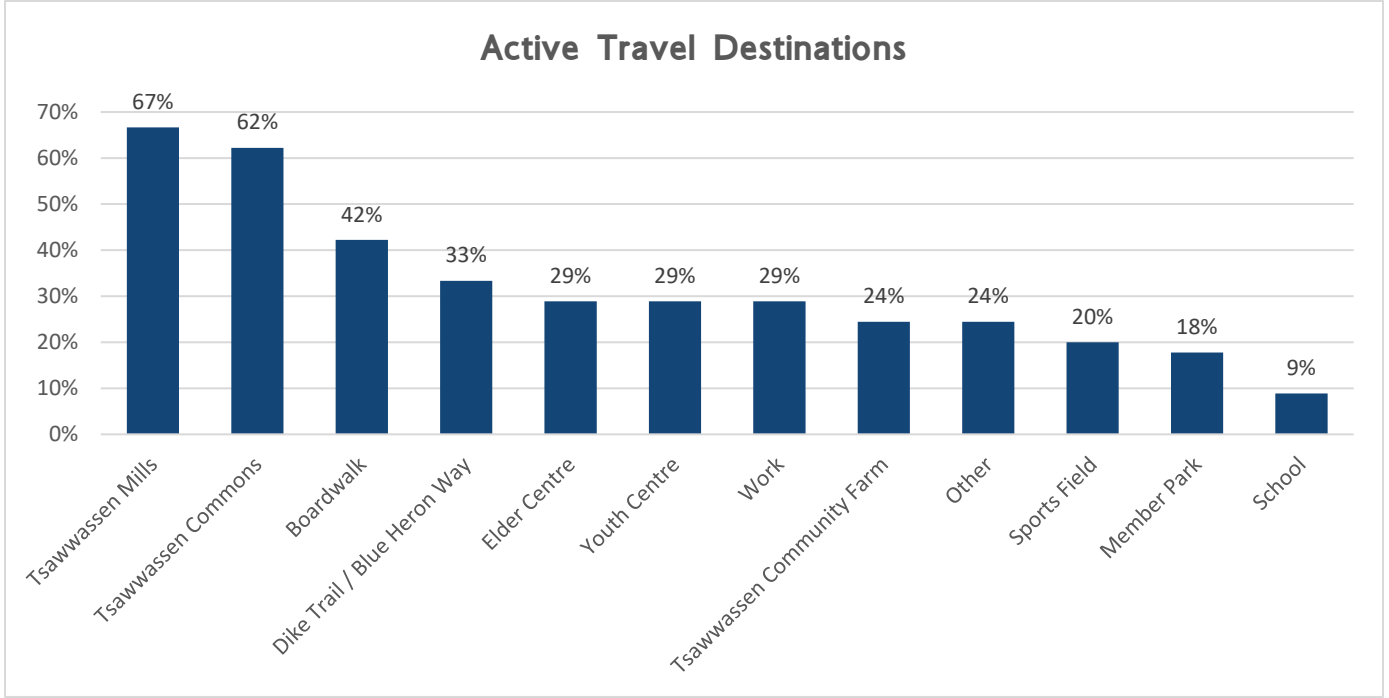


Q8: Destinations when Using Active Transportation

When asked where they travel to when using active transportation, respondents reported the following places from most to least popular:

- Tsawwassen Mills Shopping Centre (67%)
- Tsawwassen Commons (62%)
- Boardwalk (42%)
- Dike Trail / Blue Heron Way (33%)
- Elder Centre (29%)
- Youth Centre (29%)
- Work (29%)
- Tsawwassen Community Farm (24%)
- Other (24%)
 - “Tsawwassen (Delta) and Ladner (Delta)” / “Admin Building for meetings” / “Longhouse” / “Trails” / “Visit family” / “Ferry terminal” / “Ladner”
- Sports Field (20%)
- Member Park (18%)
- School (9%)

Destination	Count	%
Tsawwassen Mills	30	67%
Tsawwassen Commons	28	62%
Boardwalk	19	42%
Dike Trail / Blue Heron Way	15	33%
Elder Centre	13	29%
Youth Centre	13	29%
Work	13	29%
Tsawwassen Community Farm	11	24%
Other	11	24%
Sports Field	9	20%
Member Park	8	18%
School	4	9%



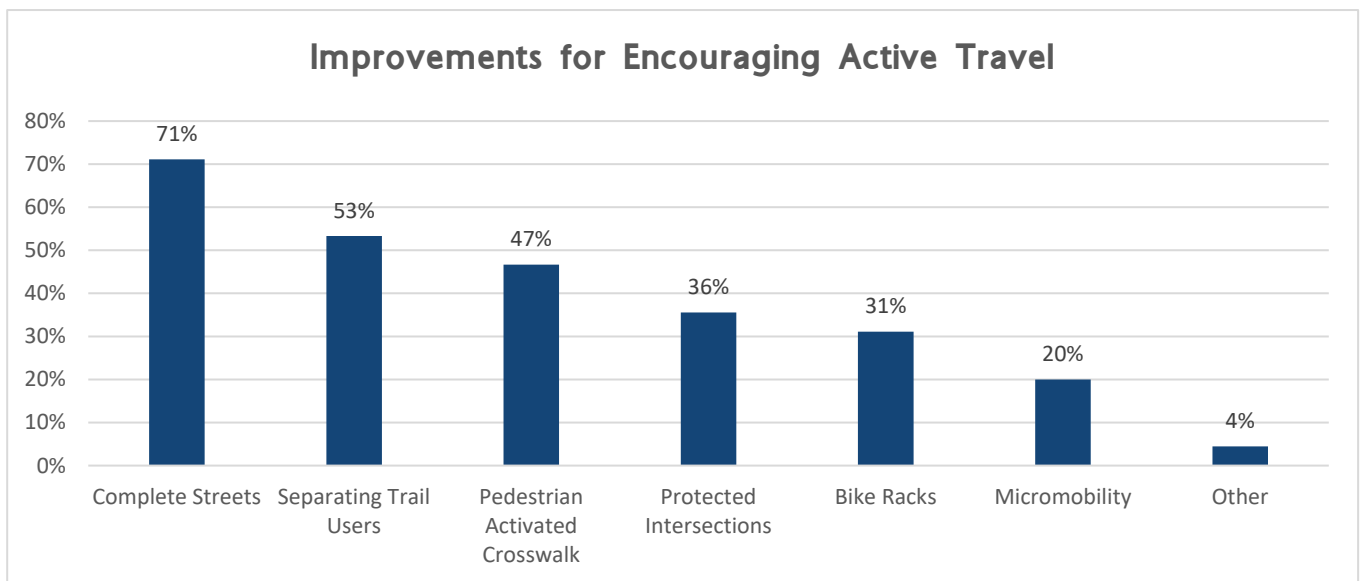


Q15: Improvements that Would Encourage Active Transportation

When asked about improvements that would encourage their use of active transportation, respondents reported the following from most to least popular:

- Complete streets (71%)
- Separating trail users (53%)
- Pedestrian-activated crosswalks (47%)
- Protected intersections (36%)
- Bike racks (31%)
- Micromobility (20%)
- Other (4%)
 - “Safer area for pedestrian walking”

Improvement	Count	%
Complete Streets	32	71%
Separating Trail Users	24	53%
Pedestrian Activated Crosswalk	21	47%
Protected Intersections	16	36%
Bike Racks	14	31%
Micromobility	9	20%
Other	2	4%





Qualitative Analysis

Q14: Active Transportation Barriers

Question	Feedback Themes*	Comments
Q14: What prevents you and your family from using active transportation on TFN streets?	Vehicle Speeds / Traffic	12
	Inadequate Infrastructure	8
	Schedule / Time Limitations	6
	Inconvenience	3
	Weather	3
	Road Conflicts	2
	Disregard for Road Safety Rules	2
	Health Barriers	1
	No Shared Micromobility	1
	No Appeal	1

*themes organized from most to least popular

More detailed information on the qualitative themes for **Q14** are below.

Theme	Summary	Sample Comments
Vehicle Speeds / Traffic	<p>12 comments</p> <p>High vehicle speeds and volumes on main and local roadways are a primary barrier to active transportation use, with respondents expressing fear for the safety of themselves and their children.</p>	<p>“Too many cars travelling too fast.”</p> <p>“Vehicles travelling too fast.”</p> <p>“Speed of cars on main roads.”</p> <p>“Don’t feel safe on some roads with speeding vehicles.”</p> <p>“Speeders on TFN.”</p> <p>“I have 2 small boys and I worry about traffic and walking on Tsawwassen Dr / Falcon Way.”</p> <p>“Not safe sometimes with traffic.”</p>



Theme	Summary	Sample Comments
Inadequate Infrastructure	<p>8 comments</p> <p>Respondents cite poor pedestrian and cyclist infrastructure as primary barriers, as well as Highway 17 as a major disconnection point in the community.</p>	<p>“No sidewalks.”</p> <p>“No sidewalks; sometimes cars park on side of the road and I have to walk on the road to get by.”</p> <p>“Need a safe biking route.”</p> <p>“Insufficient road easements for biking and walking.”</p> <p>“Highway 17 is a major barrier to the community.”</p>
Schedule / Time Limitations	<p>6 comments</p> <p>Respondents mention limitations in their schedule and available time as barriers to using active transportation compared to private vehicles.</p>	<p>“Time management is a barrier for me.”</p> <p>“Probably schedule and time.”</p> <p>“Time availability is a barrier.”</p>
Inconvenience	<p>3 comments</p> <p>Similar to the above, respondents mention that the perceived inconvenience of active transportation compared to private vehicle usage is a barrier. This primarily relates to the distance to respondents’ destinations and how much faster car usage is in getting them there.</p>	<p>“A barrier for me is laziness.”</p> <p>“Marginal inconvenience. Lazy. Driving is faster.”</p> <p>“Distance to destination, need to carry groceries and other items.”</p>
Weather	<p>3 comments</p> <p>Poor weather conditions and exposure to the elements are reported as barriers.</p>	<p>“Sometimes weather is a barrier.”</p> <p>“Weather.”</p>



Theme	Summary	Sample Comments
Road Conflicts	<p>2 comments</p> <p>Conflict between different road users, either experienced or anticipated, pose a barrier to the adoption and use of active transportation methods.</p>	<p>“Inadequate road space with high pedestrian traffic.”</p> <p>“No sidewalk – not safe sometimes with traffic and cars parked on side of the road. I have to walk on road to get by. Bike ride super fast on main road.”</p>
Disregard for Road Safety Rules	<p>2 comments</p> <p>Ongoing issues with dangerous vehicle operation (i.e., not following stop signs and other road rules) makes respondents feel physically unsafe and dissuades them from using active transportation.</p>	<p>“Speeders and cars running stop signs; it’s not a safe space to walk with kids.”</p> <p>“Cars do not stop at the 4 way stops – boardwalk.”</p>
Health Barriers	<p>1 comment</p> <p>Health issues and mobility barriers limits the ability of some community members to use active transportation.</p>	<p>“Health reasons.”</p>
No Shared Micromobility	<p>1 comment</p> <p>A lack of shared micromobility options at TFN poses a barrier to those wanting to use active transportation but either don’t have their own device(s) or don’t want to transport their own devices to TFN lands.</p>	<p>“No access to e-bike when I come to visit.”</p>
No Appeal	<p>1 comment</p> <p>One respondent reported they don’t have a reason to use active transportation, reflecting a lack of appeal compared to more societally-engrained modes like private vehicles.</p>	<p>“No particular reason to.”</p>



Q16: Additional Thoughts

Question	Feedback Themes*	Comments
Q16: Do you have any additional thoughts about active transportation in TFN?	Improve Infrastructure	8
	Traffic Calming	2
	Ticketing / Enforcement	2
	Crosswalks	1
	Public Education	1
	Shared Micromobility	1

**themes organized from most to least popular*

More detailed information on the qualitative themes for **Q16** starts below.

Theme	Summary	Sample Comments
Improve Infrastructure	<p>8 comments</p> <p>Infrastructure improvements in the community remain top of mind for respondents who want to use active transportation but currently don't feel safe doing so.</p>	<p>"Better sidewalks and bike lanes are a good start."</p> <p>"Need sidewalk on all of Tsawwassen Drive North and South to the beach."</p> <p>"Have cement sidewalk. Asphalt is too hot in the summer."</p> <p>"Falcon Way is dead-end which is why sidewalk is not needed as much as needed on main road."</p> <p>"Why not use the grassy areas behind the condos (beside the ditches) for a bike/walking path?"</p> <p>"Extending 609 Bus Route to Highway 17 and Tsawwassen Drive."</p> <p>"Sidewalk/multi-use path extension from the sports field to Blue Heron Way on Tsawwassen Drive."</p> <p>"More walking trails."</p>



Theme	Summary	Sample Comments
Traffic Calming	<p>2 comments</p> <p>A couple of respondents wish to see more traffic calming measures introduced to curb ongoing issues with speeding vehicles.</p>	<p>“Safety. More development equals more cars on the road, who are speeding, running stop signs, and making roads unsafe for pedestrians, kids, and bikers. We need more speed bumps.”</p> <p>“More speed bumps.”</p>
Ticketing / Enforcement	<p>2 comments</p> <p>Respondents want to see more enforcement of road safety rules through ticketing, warnings, etc.</p>	<p>“More ticketing.”</p> <p>“Stronger speed limit enforcement would help.”</p>
Crosswalks	<p>1 comment</p> <p>One respondent specifically mentions the need for more marked crosswalks in the community to enhance pedestrian experience, connectivity, and safety.</p>	<p>“Well marked crosswalks are needed.”</p>
Public Education	<p>1 comment</p> <p>One respondent mentions the need for public education, although it’s unclear if the education should be directed towards drivers who break road safety rules or if it should encapsulate how to safely use active transportation modes.</p>	<p>“More speed signs and educate more.”</p>
Shared Micromobility	<p>1 comment</p> <p>One respondent expressed their support for the potential introduction of shared micromobility options in TFN.</p>	<p>“I love the idea of micromobility!”</p>



Synthesis of Community Engagement Findings

1.0 General Takeaways (Community-Wide Themes)

Safety and Comfort

- Speeding and driver behaviour are widespread concerns, particularly along Tsawwassen Drive, Salish Sea Drive, and around community facilities (daycare, Elders Centre, Youth Centre).
- Crossing safety needs improvement: several intersections have poor visibility, faded markings, or lack of pedestrian priority measures.
- Lighting is inconsistent: some fixtures illuminate the swale rather than the sidewalk or multi-use path (MUP). Enhanced pedestrian-scale lighting is needed for comfort and visibility.
- Separated facilities are strongly preferred: community members feel unsafe sharing space with vehicles and request barriers or MUPs wherever possible.
- Flashing or illuminated crossings (like examples in Langley) are supported to improve safety and driver awareness.

Connectivity and Accessibility

- There is strong support for a connected, continuous active transportation network linking housing, community facilities, parks, and regional routes (Millennium Trail, Deas Island, Great Blue Heron Way).
- Crossing Highway 17 is uncomfortable. Participants suggested improved or separated facilities in coordination with MOTT.
- Accessibility for wheelchair users, strollers, and mobility devices should be prioritized, including smooth surfaces and curb ramps.
- Culverts or access points are needed where swales block direct access from parking areas to sidewalks or MUPs.

Infrastructure Quality and Maintenance

- Participants emphasized the importance of maintaining surface quality, avoiding loose gravel and repairing broken or slippery pavers.
- Line painting and signage installation should be completed promptly after construction.
- Snow clearing is generally satisfactory but should remain a focus for key pedestrian and cycling routes.

Amenities and User Experience

- There is a desire for more benches, shade, and rest areas particularly near parks, the Boardwalk, and along key walking routes.



- Bike racks, transit shelters, and garbage bins are lacking at several community destinations and transit stops.
- Water fountains are valued but must be clean and reliable.
- Dog waste stations are needed at parks and trailheads.
- Interest in micromobility programs (shared bikes/scooters) and potential wayfinding signage for routes and destinations.

Cultural and Wellness Integration

- Opportunities to incorporate Tsawwassen design elements into crosswalks and pathways were identified.
- The ATP can be framed as part of a broader wellness and healing journey, “10,000 steps of well-being and healing.”
- Active transportation is seen as a way to support community connection, health, and cultural pride.

2.0 Location-Specific Takeaways

Location / Corridor	Key Takeaways
Tsawwassen Drive	<ul style="list-style-type: none"> ○ Persistent speeding concerns, especially near the daycare, Elders Centre, and cemetery. ○ Need for speed signage, crossing upgrades, and separated sidewalk or MUP along full corridor. ○ Improve lighting alignment along MUP and crossings. ○ Add benches, bike racks, and garbage bins at key hubs (sports field, transit stops). ○ Illegal parking near cemetery; improve signage and enforcement; include pedestrian safety measures in design.
Salish Sea Drive	<ul style="list-style-type: none"> ○ Speeding and stop sign non-compliance are major safety issues. ○ Cyclists feel unsafe due to traffic proximity; support for barrier-protected cycling lanes or MUP. ○ Apply green pavement markings for on-street cycling visibility.
Fisherman Way	<ul style="list-style-type: none"> ○ Need for speed limit signage and completion of line painting. ○ Currently open to pedestrians/cyclists only; eventual vehicle opening should include AT facilities.

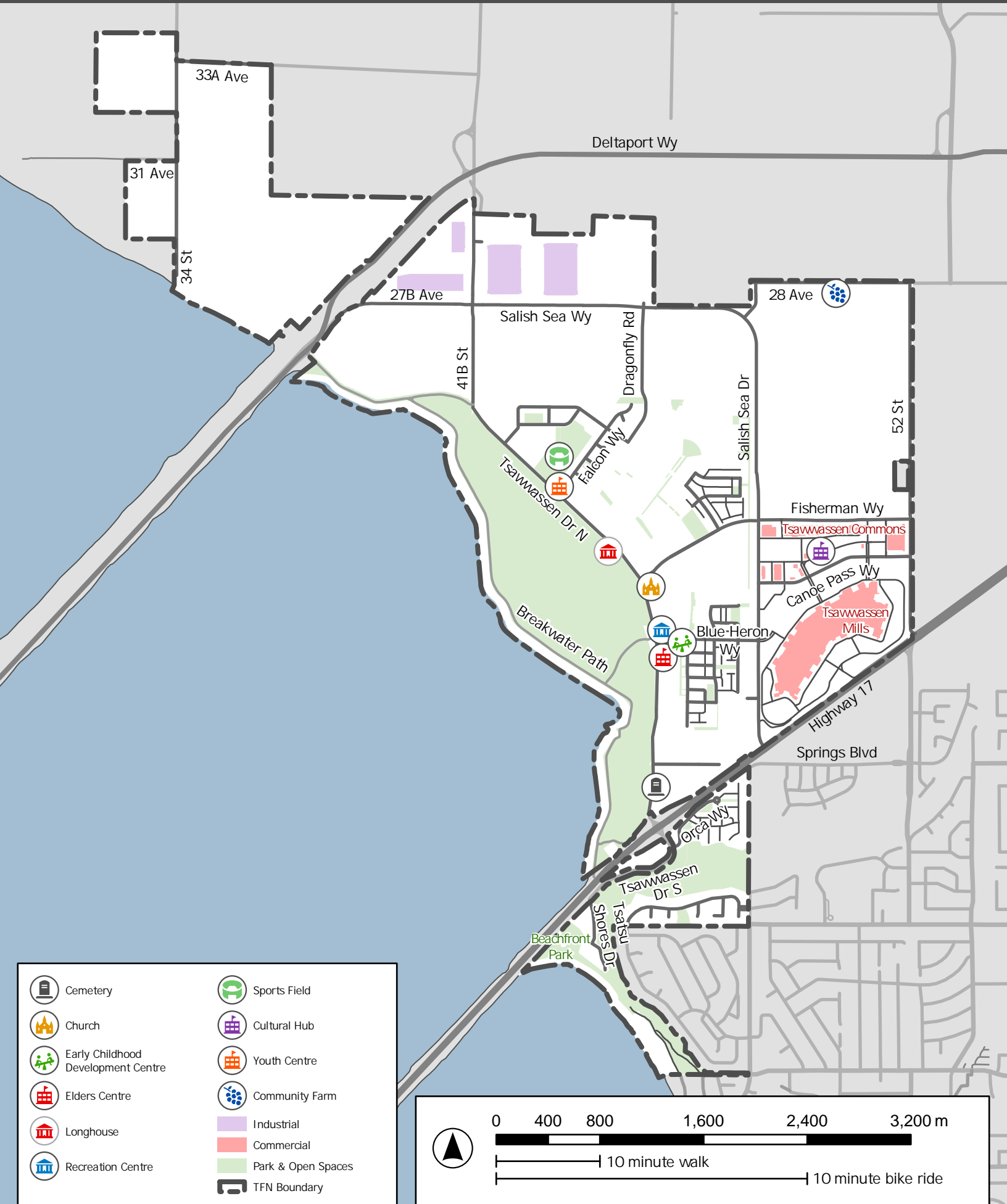


Location / Corridor	Key Takeaways
Falcon Way / Youth Centre Area	<ul style="list-style-type: none"> ○ Blind corner limits pedestrian visibility. ○ Add crosswalk lighting, speed signage, and bike racks near transit stop. ○ Consider flashing crosswalks for safety.
Sports Field Area (Tsawwassen Dr)	<ul style="list-style-type: none"> ○ Improve lighting direction to focus on MUP rather than swale. ○ Add benches, shade trees, bike racks, and water stations. ○ Support for bat boxes (environmental/comfort measure).
Rabbit Drive / Wolf Way	<ul style="list-style-type: none"> ○ Broken and slippery pavers pose hazards; resurface with safer materials. ○ Add trash cans, speed signs, and culturally designed crosswalks. ○ Add culverts across swales for accessibility. ○ Add gazebos or shaded seating areas for comfort at Salmon Park.
Boardwalk Apartments / Dike Access	<ul style="list-style-type: none"> ○ Pedestrians and cyclists feel unsafe due to tight corner and vehicle traffic at 41B & Tsawwassen Dr. ○ Consider separated path or protected corner crossing.
Highway 17	<ul style="list-style-type: none"> ○ Uncomfortable crossing for pedestrians and cyclists. ○ Request for dedicated walkway or separated MUP; coordinate with MOTT.
Blue Heron Way	<ul style="list-style-type: none"> ○ Lack of transit shelter and heat exposure at one stop. ○ Add shelter, benches, and garbage can. ○ Some curb geometry issues, bus occasionally hits curb.
28 th Avenue	<ul style="list-style-type: none"> ○ Concerns with intersection at 52 St (rolling stops). Realignment of stop bar, warning signage, enforcement, or cycling prioritization needed.

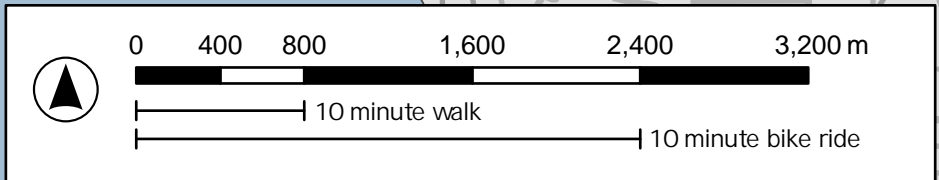


Appendix E: Map Package

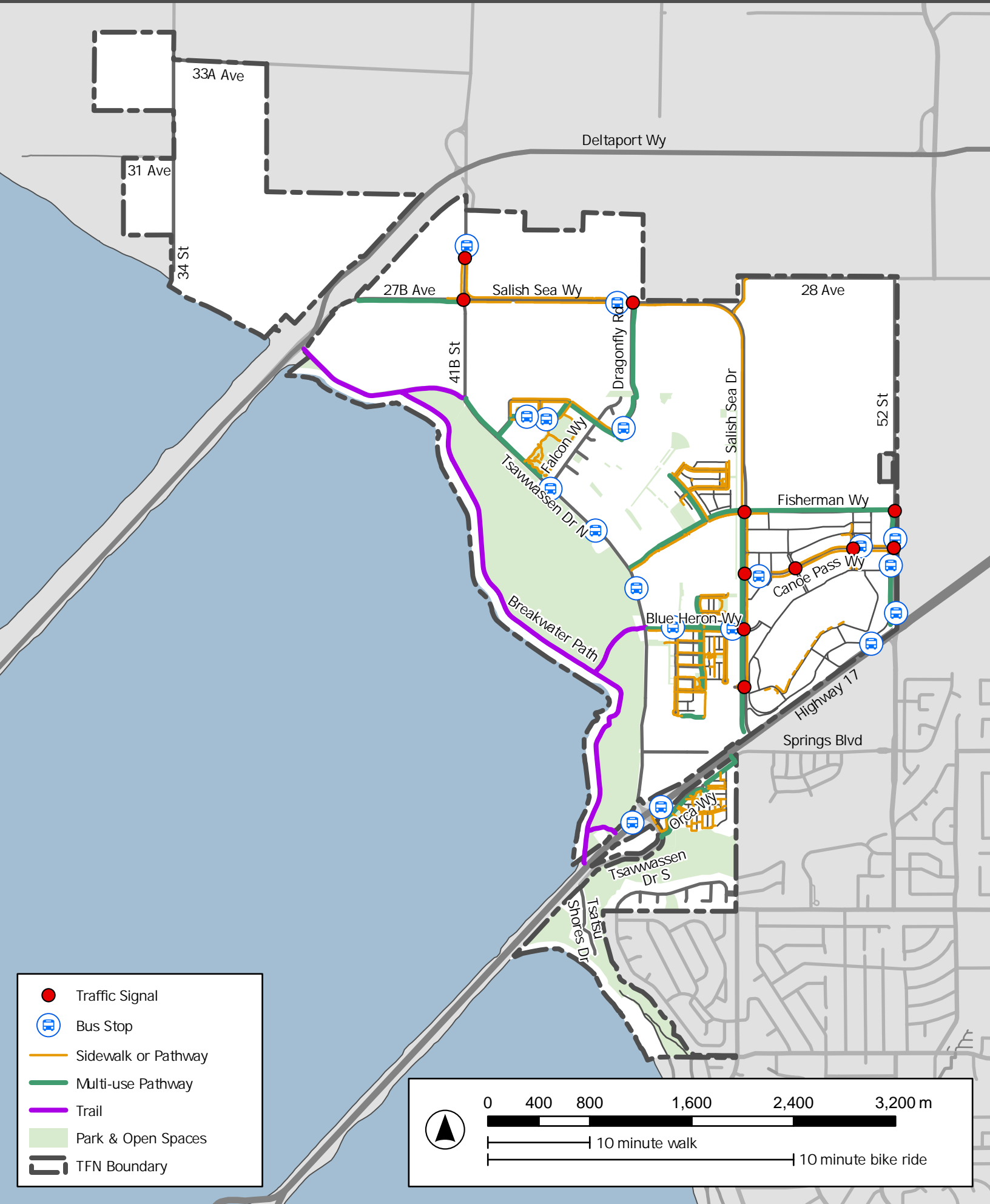
Points of Interest



- | | | | |
|--|------------------------------------|--|--------------------|
| | Cemetery | | Sports Field |
| | Church | | Cultural Hub |
| | Early Childhood Development Centre | | Youth Centre |
| | Elders Centre | | Community Farm |
| | Longhouse | | Industrial |
| | Recreation Centre | | Commercial |
| | | | Park & Open Spaces |
| | | | TFN Boundary |



Walking Network

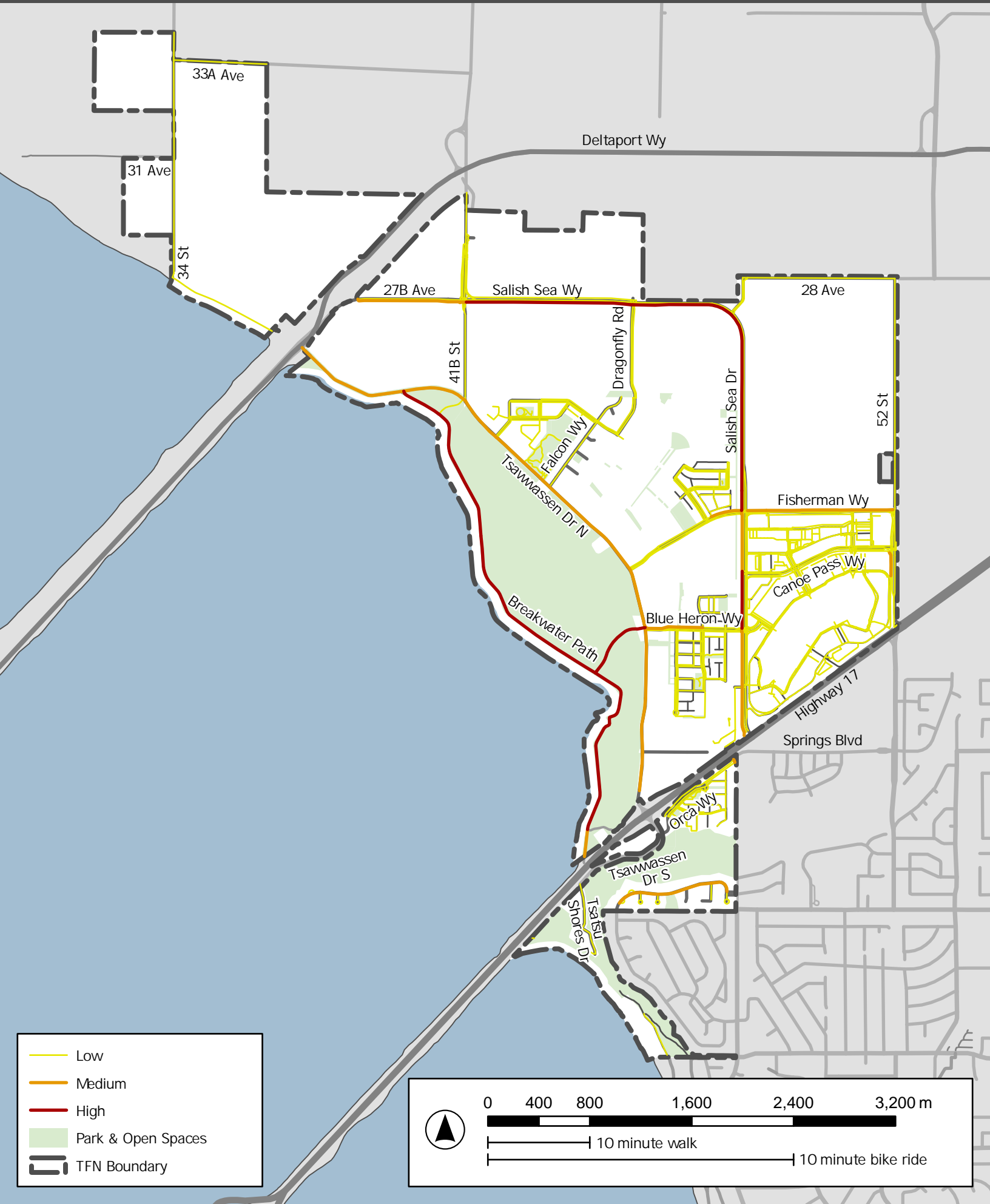


- Traffic Signal
- Bus Stop
- Sidewalk or Pathway
- Multi-use Pathway
- Trail
- Park & Open Spaces
- TFN Boundary

0 400 800 1,600 2,400 3,200 m

10 minute walk 10 minute bike ride

Pedestrian Recreational Desire Lines



- Low
- Medium
- High
- Park & Open Spaces
- TFN Boundary

0 400 800 1,600 2,400 3,200 m

10 minute walk

10 minute bike ride

Pedestrian-Involved Collisions (2020-2024)





Four injuries at Canoe Pass Way and Mall Access intersections


Two injuries in the Tsawwassen Mills Parking lot

-  Injury
-  Park & Open Spaces
-  TFN Boundary

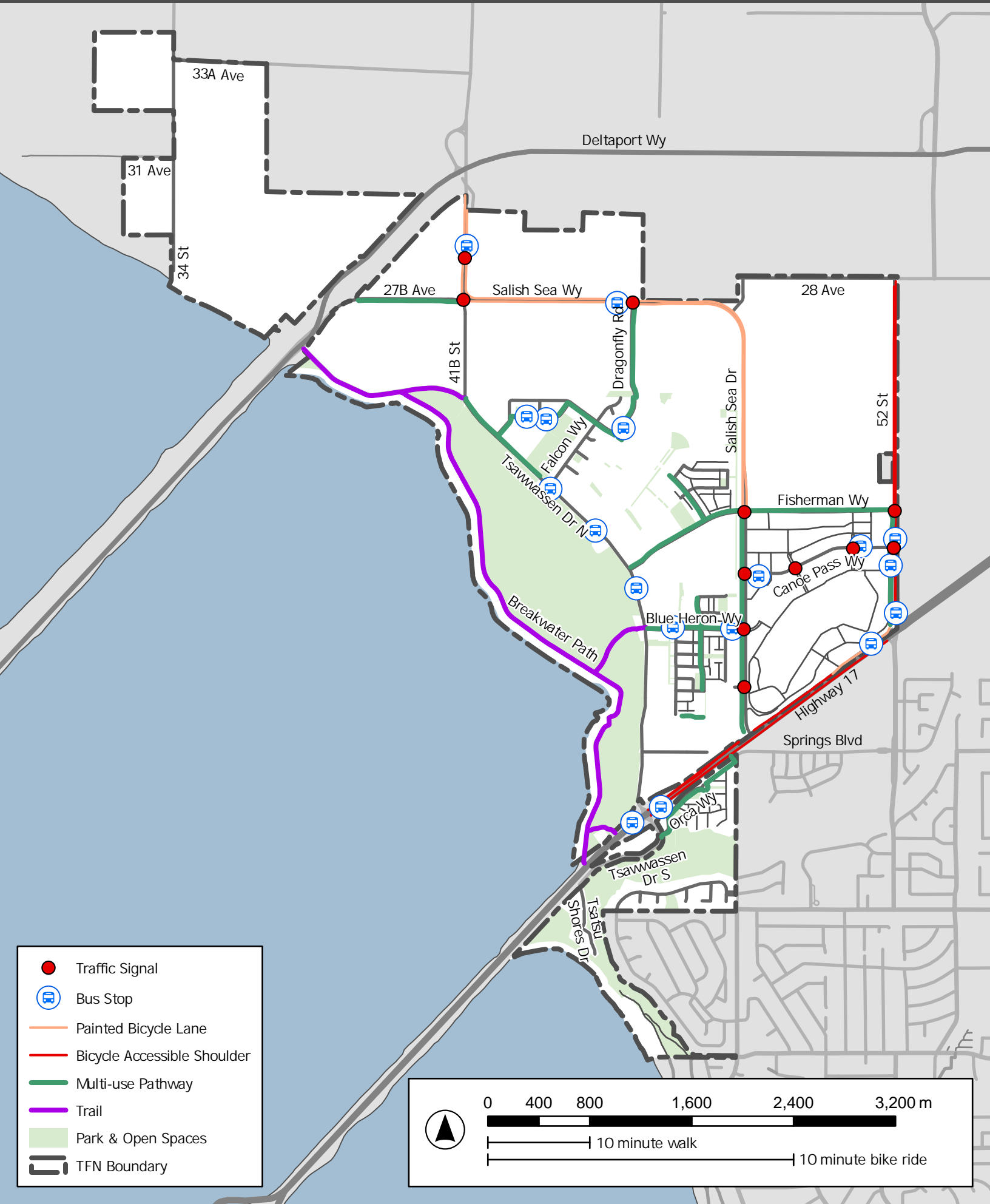
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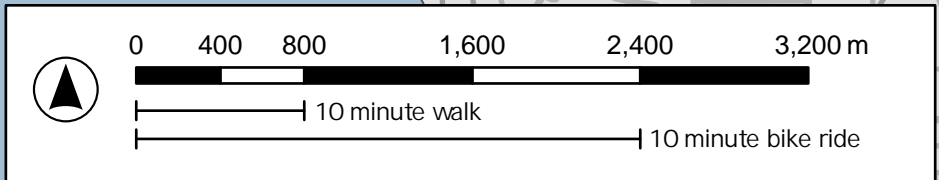
 10 minute walk

 10 minute bike ride

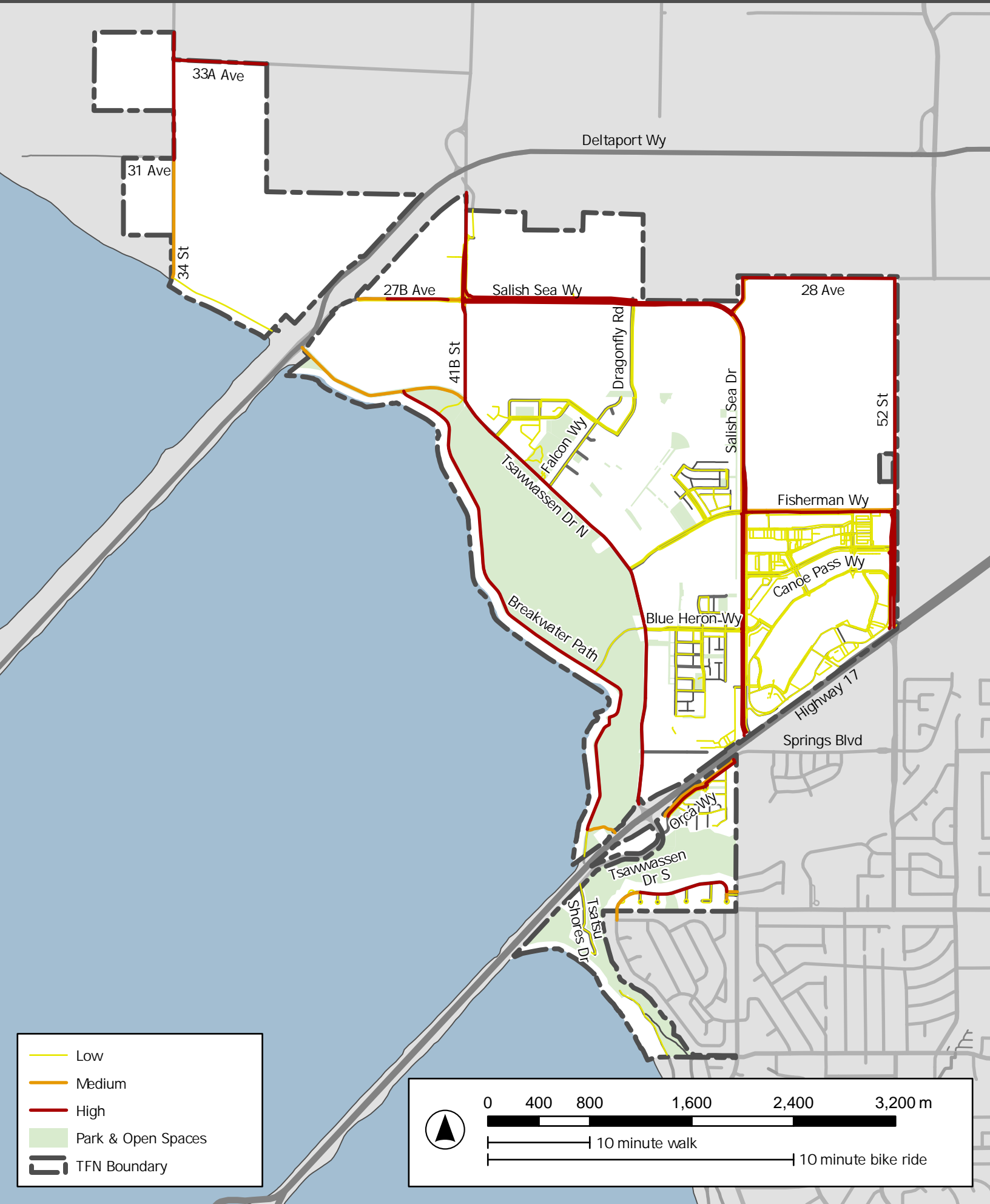
Cycling & Rolling Network



- Traffic Signal
- Ⓚ Bus Stop
- Painted Bicycle Lane
- Bicycle Accessible Shoulder
- Multi-use Pathway
- Trail
- Park & Open Spaces
- TFN Boundary



Cyclist Recreational Desire Lines



- Low
- Medium
- High
- Park & Open Spaces
- TFN Boundary

0 400 800 1,600 2,400 3,200 m

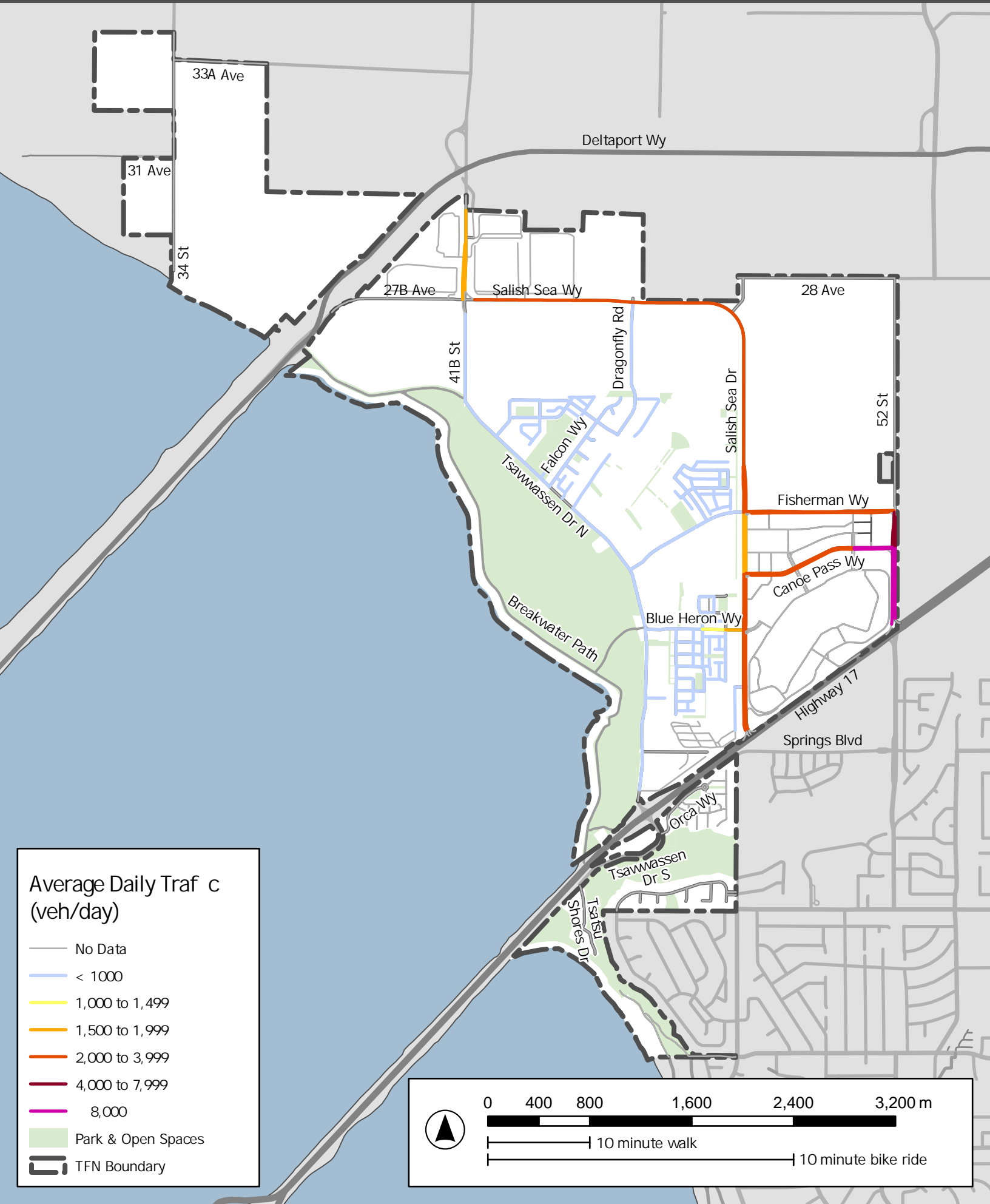
10 minute walk

10 minute bike ride

Cyclist-Involved Collisions (2020-2024)

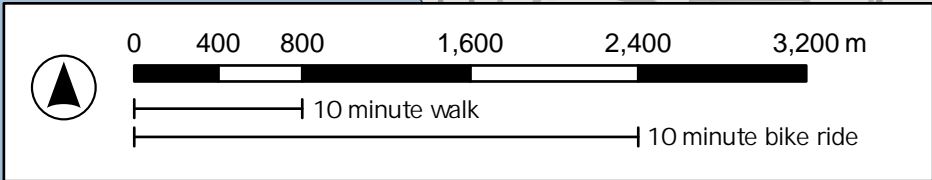


Vehicle Volumes (2024 Existing)

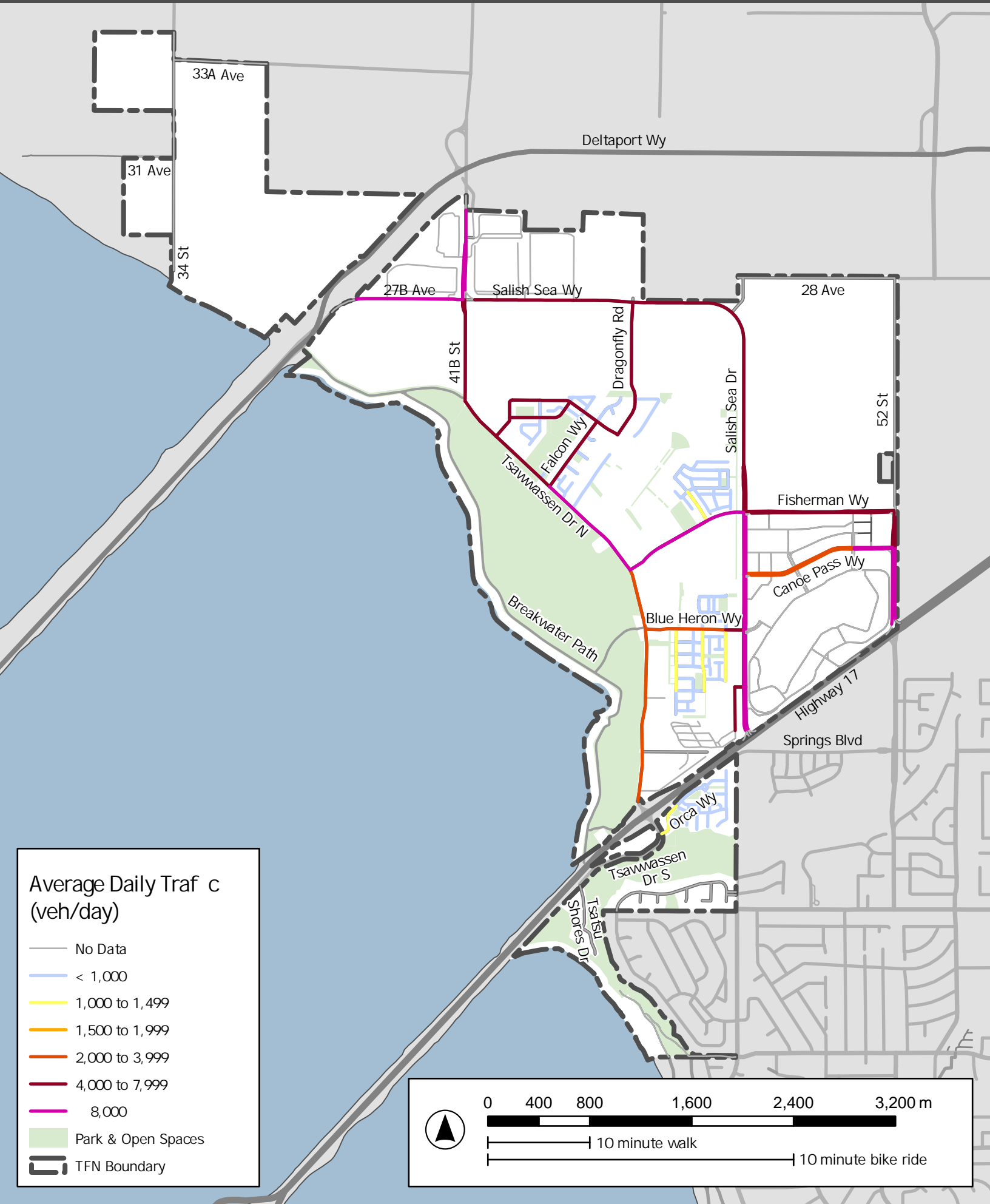


Average Daily Traffic (veh/day)

- No Data
- < 1000
- 1,000 to 1,499
- 1,500 to 1,999
- 2,000 to 3,999
- 4,000 to 7,999
- 8,000
- Park & Open Spaces
- TFN Boundary

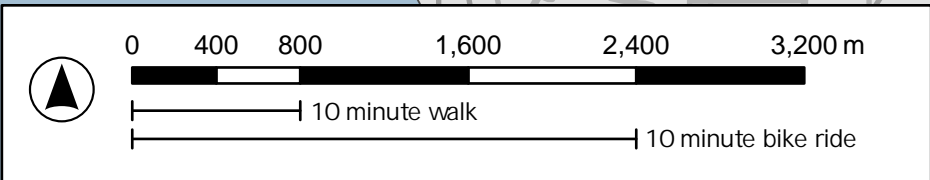


Vehicle Volumes (2045 Forecast)

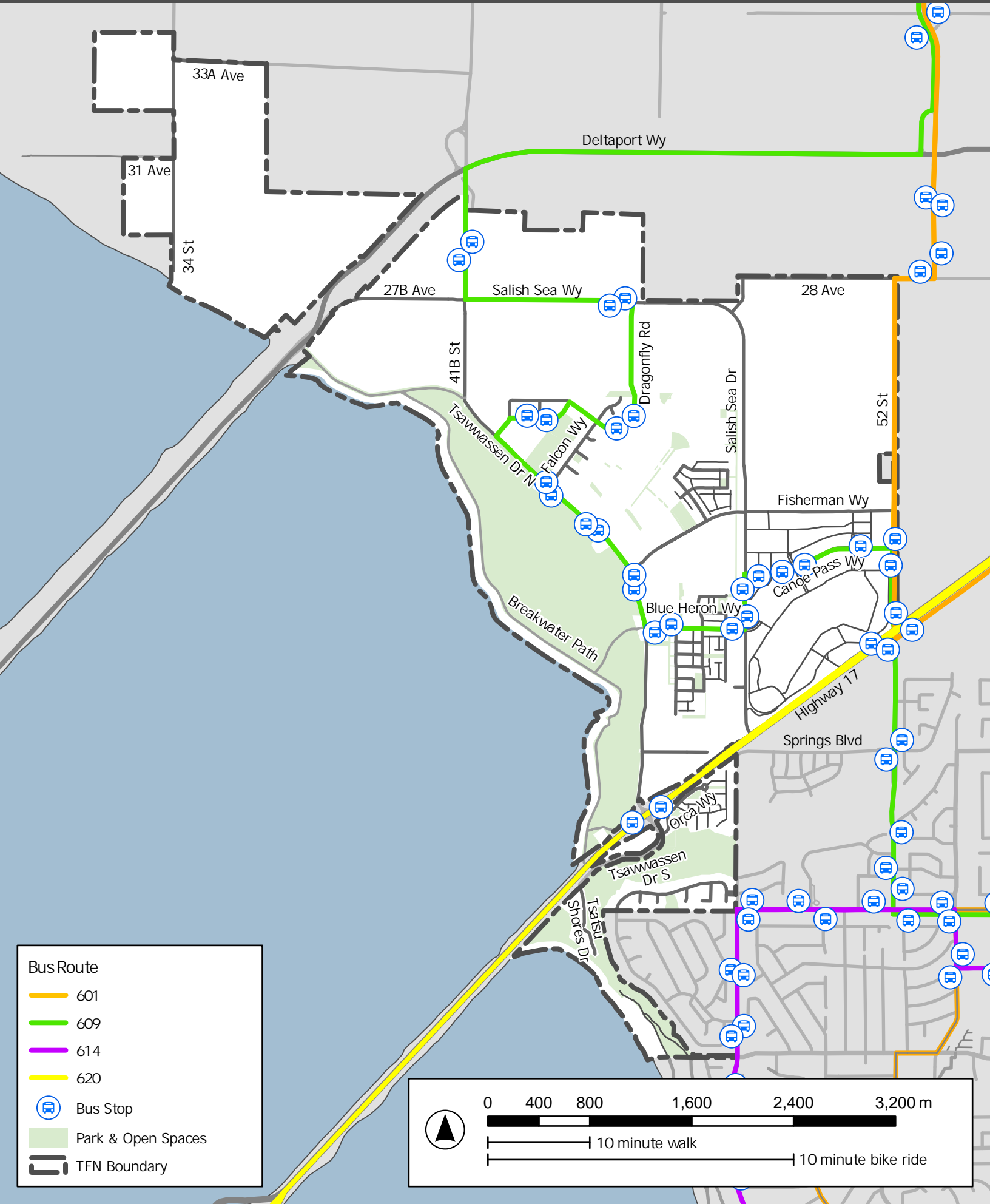


Average Daily Traffic (veh/day)

- No Data
- < 1,000
- 1,000 to 1,499
- 1,500 to 1,999
- 2,000 to 3,999
- 4,000 to 7,999
- 8,000
- Park & Open Spaces
- TFN Boundary



Transit Network



Bus Route

- 601
- 609
- 614
- 620



Bus Stop



Park & Open Spaces



TFN Boundary



0 400 800 1,600 2,400 3,200 m



10 minute walk

10 minute bike ride