

Iona Island Wastewater Treatment Plant Projects Causeway Improvements



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Iona Island Wastewater Treatment Plant Projects

Proposed Iona Island Causeway

Metro Vancouver is improving the Iona Island Causeway to provide safer access to Iona Island during construction and ensure materials are efficiently delivered to site.

Cycling shoulders will be built.

The greenway will be built to provide a safe, separated, and paved path for all non-motorized traffic to use.

CONSTRUCTION TRAFFIC	CYCLING SHOULDER	NONMOTORIZED	NONMOTORIZED	CYCLING SHOULDER	RAMP
1.5 m	1.2 m	3.3 m	3.3 m	1.8 m	2.0 m

Proposed Iona Island Causeway

Construction Traffic
There will be a significant increase in construction traffic traveling to Iona Island throughout the Iona Project that is anticipated to start in 2025. Metro Vancouver is engineering the causeway to provide safer access to Iona Beach Regional Park for visitors of all abilities.

Environmental Factors
The design maximizes available space on the causeway and minimizes impact on sensitive ecosystems.

Greenway Width
The greenway will be 4 metres wide along the Causeway and will ensure a smooth transition to the Vancouver Airport Authority multi-use path.

Acknowledgements

Thank you to everyone who participated in our engagement for the causeway improvements between February and July 2024. The causeway improvements are an important component of the Iona Island Wastewater Treatment Plant Projects (Iona Projects). This report summarizes the comments received from the participants as part of these sessions.

By improving the causeway, Metro Vancouver intends to provide safer access to Iona Island during construction of the Iona Projects to ensure it can continue to be enjoyed by users in the region. Feedback will be considered in project design and incorporated into project planning where possible.

About Metro Vancouver

Metro Vancouver is a diverse organization that plans for and delivers regional utility services, including water, sewers and wastewater treatment, and solid waste management. It also regulates air quality, plans for urban growth, manages a regional parks system, provides affordable housing, and serves as a regional federation. The organization is a federation of 21 municipalities, one electoral area, and one treaty First Nation located in the region of the same name. The organization is governed by a Board of Directors of elected officials from each member jurisdiction.

First Nations Engagement

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: q̓íçə́y̓ (Katzie), q̓ʷɑ:ńłəń (Kwantlen), k̓ʷik̓wə́łəm (Kwikwetlem), máthxwi (Matsqui), x̓m̓əθk̓wə́y̓əm (Musqueam), q̓iqéyt (Qayqayt), Semiahmoo, S̓k̓w̓x̓w̓ú7mesh Úxwumixw (Squamish), scə́wəθən məsteyəx̓w (Tsawwassen), and sə́lilwə́təł (Tsleil-Waututh).

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

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www.metrovancouver.org

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Cover: Metro Vancouver at the Iona Projects pop-up on June 23, 2024

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About the Iona Island Wastewater Treatment Plant Projects

The Iona Island Wastewater Treatment Plant is being upgraded to ensure continued protection of public health and the environment in a growing region. The current plant is a primary treatment facility that serves approximately 750,000 residents in the Vancouver Sewerage Area.

Commissioned in 1963, the existing treatment facility is:

- One of the last plants on the west coast of Canada and the United States to provide only primary level wastewater treatment
- Highly vulnerable to both earthquakes and sea level rise
- Reaching the end of its service life

The Iona Island Wastewater Treatment Plant Projects (Iona Projects) combined are Metro Vancouver’s largest infrastructure project and will require a significant movement of goods and people over the project’s estimated 15-year timeline. The Iona Projects are in the early works and preliminary design phase, which includes planning, scheduling, and early work to prepare the site. The preliminary design phase is anticipated to continue until 2026.

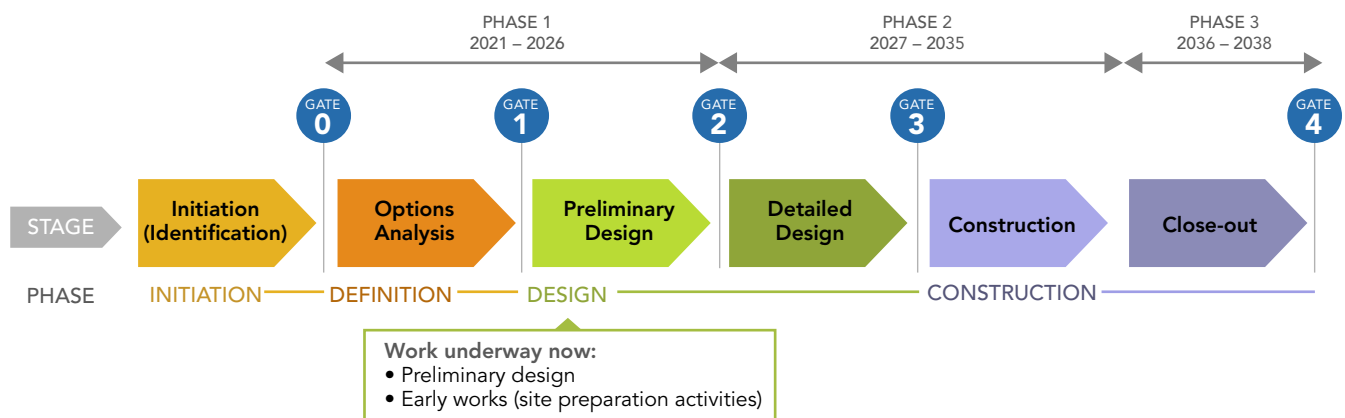
About the Causeway Improvements

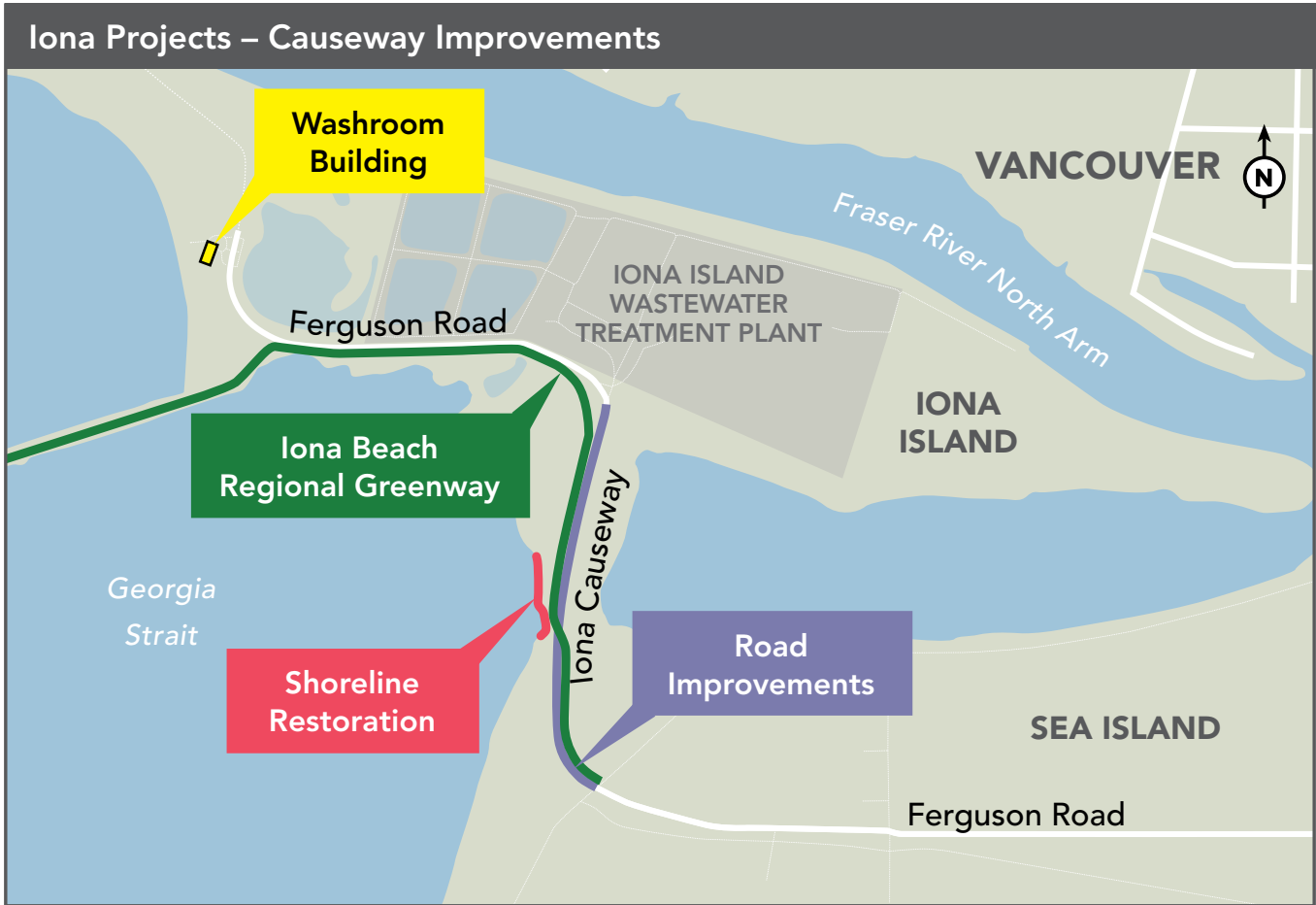
Metro Vancouver is completing causeway improvements to provide safer access to Iona Island for all road users and support the efficient delivery of materials during construction of the Iona Projects. Currently, the only road access is a single northbound and southbound lane that does not provide dedicated space for non-vehicular traffic.

Benefits of the causeway improvements include:

- Road improvements
- Shoreline restoration
- Construction of a greenway
- Utility upgrades

Once the Iona Projects are completed, the causeway will undergo longer-term improvements.

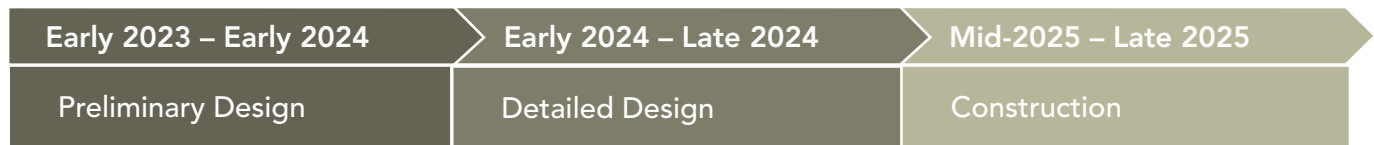




Causeway Improvements Anticipated Timeline

Causeway improvements will begin in mid-2025 and will take approximately five months to complete. Construction is anticipated to begin before ground improvements and plant construction.

Due to the size and complexity of the Iona Projects, design and construction of sections of this project may be staggered.



*Timelines are subject to change

Overview of Public Engagement (Phase 2)

- **February 15–29, 2024** – Survey on the preliminary design of the causeway improvements
- **June 23, 2024** – Pop-up in Iona Beach Regional Park on the design of the causeway improvements
- **June 27, 2024** – Virtual information session on the design of the causeway improvements
- **June 23-July 12, 2024** – Online feedback form open for comment



Executive Summary

Metro Vancouver completed the second phase of engagement on the causeway improvements between February 2024 and July 2024. During this period, Metro Vancouver engaged the public on the Iona Island Causeway and Iona Beach Regional Greenway design.

Engagement focused on the:

- Design of the new road configurations
- Cycling shoulders
- Greenway width
- Greenway material
- Potential loss of parking
- Traffic barriers
- User experience

Key themes respondents expressed through the engagement period included:

- **Acknowledgment of varying needs for different types of cyclists** and preferences for different cycling infrastructure
- **Appreciation to limit impacts to the environment** in terms of amount of habitat displaced, relocation of bird nesting boxes, and bird watching areas
- **Recognition and appreciation for accessibility to Iona Beach Regional Park** for a variety of active, non-motorized park users and those who enjoy observing nature and wildlife

About the Engagement Program

Overview

Survey

The survey was available from February 15 – 29, 2024. During this period, 216 responses were submitted. The survey sought feedback on the design of the road and greenway on the Iona Island Causeway.

With construction traffic on the causeway expected to increase significantly during the Iona Projects, Metro Vancouver sought specific feedback on the causeway crossing and intersection design. Other questions included general demographic information and underlying interests related to visiting Iona Beach Regional Park.

Sixty percent of respondents indicated that they accessed the park most often by bicycle, and 71 per cent of those cyclists identified as training for sport cyclists (sport cyclists).

Feedback indicated different interests between sport cyclists, recreational cyclists, environmental groups, and recreational park visitors and the overall importance of Iona Beach Regional Park to each group.

DESIGN ELEMENTS CONSIDERED IN THE SURVEY:

- New road configuration
- New 4 m wide greenway
- New 1.8 m wide cycling shoulder
- New greenway crossing on causeway

Iona Projects pop-up on June 23, 2024





Pop-up and Virtual Information Session

The pop-up took place on June 23, 2024, from 11:00 am – 2:00 pm in Iona Beach Regional Park. The event was planned in Iona Beach Regional Park to connect directly with active park users. About 68 members of the community visited the pop-up booth and interacted with the project team.

The virtual information session was hosted on June 27, 2024, from 6:00 pm – 7:30 pm. The virtual session was offered as an alternative and accessible option for visitors to Iona Island who were unable to attend the in-person pop-up. Two individuals attended the information session.

The sessions focused on the safety of the causeway design and the prospective user experience of the Iona Beach Regional Greenway in the park (see [display panels](#) and [presentation](#)). Metro Vancouver subject-matter experts were available to connect with community members about the causeway improvements and Iona Projects.

CAUSEWAY DESIGN ELEMENTS CONSIDERED:

- Construction vehicle queuing lane
- 1.8 m wide cycling shoulder
- Left-turn lane
- 4 m wide greenway
- Greenway crossing on causeway

GREENWAY DESIGN ELEMENTS CONSIDERED:

- Change in greenway width from 4 m to 3 m
- Change in greenway material from pavement to gravel
- Traffic barriers
- Potential loss of parking

Outreach and Promotion

Website

The survey, pop-up, and information session were promoted on the project web page at metrovancover.org/iona. The pop-up and information session were also added to the [Metro Vancouver Events Calendar](#).

Metro Vancouver E-newsletters

Three project e-newsletters were distributed during the engagement period.

DATE	SUBJECT	RECIPIENTS
February 15, 2024	IIWWTP Projects Updates – Survey Engagement Opportunity	1,270
February 28, 2024	Reminder: IIWWTP Projects Survey Engagement Opportunity	1,270
June 13, 2024	Iona Projects – Upcoming Engagement Opportunities – Causeway Improvements Project	1,270

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IONA ISLAND WASTEWATER TREATMENT PLANT PROJECTS

You are receiving this newsletter because you have expressed an interest in, or a connection to, the Iona Island Wastewater Treatment Plant Projects, the adjacent Iona Beach Regional Park, resource recovery opportunities, or the area’s ecology.

[Learn more about the projects](#)

February 15, 2024

Survey Engagement Opportunity

Metro Vancouver invites you to share your feedback on the preliminary design of the Causeway Improvements Project through an online survey. The survey will remain open until Thursday, February 29, 2024 at 5:00 pm PST.

To provide your feedback, please follow this link to the survey:

[Causeway Improvements Project Survey](#)

Excerpt from February 15, 2024 e-newsletter

Email Outreach

The Iona Projects are of interest to many different groups in the region with diverse interests. Metro Vancouver aims to conduct engagement that is meaningful and accessible to different community members and reaches out to share opportunities directly by email to relevant interest groups.

DATE	SUBJECT	AUDIENCE
February 15, 2024	Iona Projects Survey – Preliminary Design of Causeway Improvements	22 cycling organizations
February 28, 2024	Reminder: Causeway Improvements Survey Closes Tomorrow	22 cycling organizations
June 21, 2024	Iona Projects Engagement Opportunities – Causeway Improvements Project	21 cycling organizations and one trucking organization
June 26, 2024	Reminder: Iona Projects Engagement Opportunities – Causeway Improvements Project	21 cycling organizations and one trucking organization

Social Media

Metro Vancouver promoted the survey on LinkedIn and Facebook. The virtual information session was promoted on Instagram and Facebook.

Upcoming Engagement Opportunities: Causeway Improvements

Pop-Up at Iona Beach Regional Park

Metro Vancouver is hosting a pop-up engagement session on the proposed design of the Causeway Improvements Project in Iona Beach Regional Park on Sunday, June 23, 2024 from 11:00 am – 2:00 pm.

The community is invited to visit the pop-up to learn about the causeway improvements, ask the project team questions, and provide feedback on the project.

Materials from pop-up engagement will be posted to the project web page following the event.

Virtual Information Session

Metro Vancouver invites you to attend an online information session on the proposed design of the Causeway Improvements Project on Thursday, June 27, 2024 from 6:00 pm – 7:30 pm.

To register for the information session, please sign-up below:

[Register for the information session](#)

Excerpt from June 13, 2024 e-newsletter

Engagement Participation

Survey

ACTIVITY	PARTICIPANTS/RESPONSES
Survey	216
Emails with additional comments	1

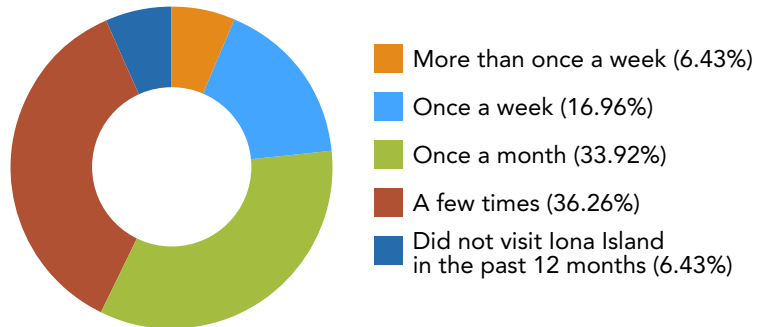
Demographic Information

Metro Vancouver received 216 survey submissions; 142 of those submissions contained answers to every question. All survey questions, including demographic questions, were optional. This report considers feedback from all 216 submissions.

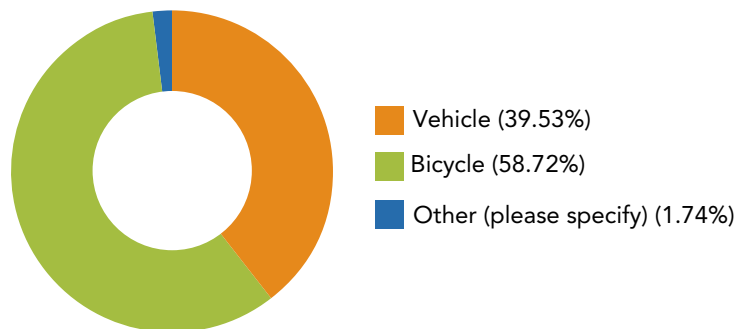
Of the 166 respondents who indicated where they live, the majority of participants (60 per cent) indicated they live in Vancouver, followed by Richmond (14 per cent). In total, there were respondents from 17 areas in Metro Vancouver.

Responses

How often did you visit Iona Island in the past 12 months?



How do you usually access Iona Island?



Of those who access Iona Island by bicycle, 72 per cent identified as sport cyclists, 23 per cent identified as recreational cyclists, and 5 per cent identified as "other". The five respondents

who selected "other" specified that they are bike commuters, a mix of leisurely and sport riders, cycle competitively, and cycle as part of a club (i.e. in large groups).

Pop-up

ACTIVITY	PARTICIPANTS/RESPONSES
Pop-up on June 23, 2024	68
Feedback form (hardcopy)	2
Emails with additional comments	2

Demographic Information

Approximately 68 members of the community attended the pop-up session, and the majority of participants cycled to the park that day or have cycled to Iona Island before. Several other attendees stated they drove to visit the park for other reasons, such as to bird watch or enjoy the beach.

Virtual Information Session

ACTIVITY	PARTICIPANTS/RESPONSES
Virtual Information Session on June 27, 2024	2
Registrants	7
Feedback form (online)	1

Demographic Information

Both participants were from BC-based cycling organizations, including a representative from HUB Cycling. A third person briefly joined the meeting then disconnected. Discussions between subject matter experts and community members took place throughout the call.

What We Heard and How We're Responding

WHAT WE HEARD	METRO VANCOUVER RESPONSE
DIFFERENT USER GROUPS WITH DIFFERENT NEEDS	
<p>Recognition that there are different types of cyclists.</p>	<p>We recognize that different types of cyclists who visit Iona Beach Regional Park (such as road/recreational and sport/training cyclists) prefer different types of cycling infrastructure. We've heard from sport cyclists that they are unlikely to use the greenway as slower moving foot and cycling users may impede training and would prefer to use the road or cycling shoulder.</p> <p>The design reflects the wide variety of user groups that travel to Iona Island and their different needs, including a 3-4 m greenway for all non-vehicular traffic, a 1.8 m cycling shoulder along the causeway, and a 3.3 m travel lane.</p>
<p>Concerns about potential conflicts between trucks and cyclists, and comments that these two groups should be separated.</p>	<p>The causeway improvements aim to provide safer access to Iona Island for all road users during construction of the Iona Projects.</p> <p>One way we are striving to provide safer access is by constructing a separated greenway for all non-vehicular traffic.</p> <p>Some non-vehicular users, such as sport cyclists, have indicated a preference for continuing to use the roadway instead of the separated greenway. A 1.8 m cycling shoulder will be built to provide an alternative option for cyclists that prefer to ride on road-like conditions. A 0.6 m buffer is planned to separate the cycling shoulder and the construction vehicle queuing lane along the causeway.</p> <p>Cyclists riding in the shoulder will take the driving lane upon entering the park, as construction traffic is expected to be minimal.</p> <p>Safety features including signs, paint, a crossing, and user-activated lights are part of the design.</p>
<p>Concerns about safety between cyclists, construction traffic, vehicle traffic, and pedestrians.</p>	<p>Safety is a priority throughout project design and construction, and we encourage all road users to follow signs and regulations and use caution while in the area. We will provide notice of construction activities and traffic pattern changes in advance.</p>
<p>Comments that the cycling shoulder needs to be connected all the way to the Canada Line station.</p>	<p>The causeway improvements are limited to Iona Island. The improvements along Ferguson Road were completed by the Vancouver Airport Authority (YVR).</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
PREFERENCES OF DIFFERENT CYCLING USERS	
<p>Requests to widen road so there is adequate road space for vehicles and cyclists and build a separated cycling lane.</p>	<p>There is limited space available to increase the width of the road in this area. The alignment along the causeway provides the maximum road width. The causeway road pavement footprint (excluding the greenway) will widen between 4.5 m and 7.8 m.</p> <p>The cycling shoulder along the causeway provides a space for cyclists to ride on road-like conditions.</p> <p>The greenway provides a route option for cyclists who prefer separation from vehicles and the road.</p> <p>Metro Vancouver acknowledges that some cyclists prefer to ride in vehicle travel lanes. The Iona Island Causeway and Ferguson Road West is currently, and will continue to be, a shared use road with cyclists. Cyclists are able to use the roadway if they are comfortable and follow applicable traffic regulations.</p>
CAUSEWAY CROSSING	
<p>Questions about whether the causeway crossing is required.</p>	<p>The Vancouver Airport Authority completed construction of a multi-use path on the east side of Ferguson Road in October 2024. The Iona Beach Regional Greenway must start on the east side of the road to connect to the broader regional greenway network. Road users, including cyclists, will only need to stop for the crossing if it is in use.</p> <p>Crossing in this location allows the greenway to maintain the planned 4 m width and provides an opportunity for cyclists in the northbound shoulder to move onto the greenway before the shoulder ends.</p> <p>The designated crossing will be painted on the road and user-activated flashing lights will be installed to aid in safer use of the crossing.</p> <p>Additionally, many Iona Beach Regional Park visitors noted they enjoy the accessible natural elements in the park, such as the ocean and view. A crossing is required so greenway users can safely access the beach, Iona Jetty, and park amenities, such as the park washroom and water fountain.</p>
<p>Suggestion to mark the crossing to ensure trucks or vehicles don't stop and block the crossing.</p>	<p>Road painting and signs are a component of the project design.</p>
<p>Suggestion to move the crossing closer to the park gate.</p>	<p>Many considerations were assessed in determining the safest location for the crossing. By placing the crossing mid-causeway, greenway users need to cross only two lanes of traffic and sightlines are unobstructed.</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
GREENWAY MATERIAL	
<p>Preference for a paved greenway.</p>	<p>Metro Vancouver is aware that many sport cyclists prefer paved surfaces. Ferguson Road West is a paved, shared road that will continue to be available for cyclist use. The speed limit on Ferguson Road West is 20 km/h.</p> <p>The Regional Greenways 2050 Plan recommends greenways be at least 3 m wide with paved or gravel surfaces. A fine-packed gravel material is currently planned for the greenway within Iona Beach Regional Park to protect the foreshore sensitive ecosystems that contain provincially listed plant species and communities. Protecting ecosystems is a regional priority identified in the Ecological Health Framework and Regional Parks Plan. Additionally, protecting ecosystems stores carbon and is identified as a pathway in the Climate 2050 Nature and Ecosystems Roadmap towards helping address climate change.</p> <p>By transitioning the greenway from pavement to gravel, the movement of stormwater will be slowed before it reaches the foreshore. Additionally, a more permeable surface like gravel will help maintain the ecological integrity of the sensitive ecosystems.</p> <p>Cyclists in the park may opt to ride on the paved road if preferred.</p>
CYCLING SHOULDER	
<p>Sentiment that the cycling shoulder is too narrow and needs to be at least two cyclists wide.</p>	<p>Metro Vancouver is completing causeway improvements to provide safer access to Iona Island during construction of the Iona Projects. Space for improvements is constrained on the causeway by the high water mark and sensitive ecosystems.</p> <p>To provide the safest options for all road users, the causeway improvements include:</p> <ul style="list-style-type: none"> • 1.8 m cycling shoulders • 3.3 m travel lanes • 3 m construction site entrance queue lane • 4 m Iona Beach Regional Greenway <p>In the proposed design, the cycling shoulder is 1.8 m wide, and the vehicle travel lanes are 3.3 m, which are both 0.3 m wider than the minimum requirements of the Transportation Association of Canada (TAC) design guide.</p> <p>Cyclists travelling in the shoulder will have an opportunity to rejoin the greenway at the causeway crossing or take the lane to enter the park.</p>
<p>Suggestion to use more road paint to identify the cycling shoulder. Suggestions for additional signs and lights to prioritize cyclists and alert drivers to cyclists.</p>	<p>Comments are noted and will be considered in project planning.</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
ROAD IMPROVEMENTS	
<p>Appreciation for the newly constructed section of Ferguson Road and support for refinishing the road to Iona Island.</p>	<p>In collaboration with Metro Vancouver, the Vancouver Airport Authority constructed a new stretch of Ferguson Road on Sea Island. The road opened in October 2024.</p> <p>We look forward to providing safer road conditions on Iona Island, including new pavement, cycling shoulders, and a separated greenway, that will be maintained in collaboration with one another.</p>
BUFFERS	
<p>Support for the buffer between cycling shoulder and construction site entrance queue lane.</p>	<p>Comment is noted.</p>
BARRIERS	
<p>Request for physical separation between the cycling shoulder and queue lane to increase comfort for cyclists, such as plastic pylons (does not need to be concrete).</p>	<p>Preference for barrier and materials are noted. We are looking into options for potentially installing a barrier in the buffer on the causeway.</p> <p>We are considering input from the community in determining whether physical barriers will be a part of the design.</p>
<p>Concern that without a barrier, vehicles may park or pull into the cycling shoulder or buffer at low speeds.</p>	<p>As part of the design, Metro Vancouver will install signs and use road paint to indicate where vehicles are permitted to drive and park. Vehicles are not permitted to cross the buffer or cycling shoulder.</p>
<p>Recommendation to install a continuous barrier in the safety buffer within Iona Beach Regional Park. Note that would support a permeable barrier with openings every few hundred metres for emergency access and user convenience.</p>	<p>Comment will be considered as design progresses.</p>
<p>Concern that if certain barriers are selected and installed in the park such as posts a few metres apart, then it could create a crash risk.</p>	<p>Metro Vancouver acknowledges concerns with cyclist safety if discrete posts or unconnected barriers are installed and will consider this feedback when assessing options for park barriers.</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
CONSTRUCTION VEHICLE QUEUING LANE	
<p>Questions about the purpose of the construction vehicle queuing lane.</p>	<p>The Iona Island Causeway provides the only road access to Iona Island. During plant construction, we anticipate a high volume of construction vehicles on the single-lane road, in addition to road users already accessing the island.</p> <p>The construction vehicle queuing lane will provide extra space off the main road for construction vehicles entering site. By adding this lane, we aim to make the single-lane causeway safer by reducing traffic congestion.</p>
<p>Comments that cyclists should not be between vehicle travel lanes. Suggestions that the cycling shoulder is moved to the right.</p>	<p>The safest road configuration continues to be fine-tuned as design progresses and various factors are taken into consideration.</p> <p>Sightlines</p> <p>To provide safer access to Iona Island, it is essential to protect the sightlines of all road users. The proposed location for the shoulder gives cyclists better visibility of the travel and queue lanes, and greater maneuverability if there is an obstruction in the cyclist shoulder.</p> <p>Sightlines were essential in determining the optimal location for the cycling shoulder (mid-causeway) to enable safer movement across vehicle lanes.</p> <p>If the cyclist shoulder is moved right of the queue lane, vehicles in the queue lane would disrupt the line of sight.</p> <p>Construction Congestion</p> <p>The queue lane aims to make the road safer by locating slow moving (potentially parked) construction vehicles away from all other road users. To prevent traffic congestion on the causeway, construction vehicles are not required to stop or yield once in the queue lane.</p> <p>If construction vehicles in the queue lane are required to stop for frequent cyclist crossings, construction traffic is more likely to back-up on the causeway and disrupt traffic bound for the park.</p> <p>Cyclist Experience</p> <p>We have heard from the community that the option to ride on the road with minimal interruptions is a big reason cyclists enjoy the route to Iona Island. The proposed design requires the fewest number of crossings on the causeway and provides the option for cyclists to ride in the lane or shoulder, improving cyclist experience and minimizing the risk of collisions.</p> <p>A buffer is designed to create 0.6 m of space between the shoulder and queue lane. Metro Vancouver is exploring how best to design the buffer to create separation.</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
CONSTRUCTION VEHICLE QUEUING LANE (CONTINUED)	
<p>Question about whether queue lane for construction site entrance will exist after the Iona Projects are completed.</p>	<p>This road configuration will be in place for the duration of the Iona Projects to support construction.</p> <p>We plan to remove the queue lane and update the road after construction of the treatment plant upgrade is complete. We will revisit the road and engage the community for feedback when planning on the future design begins.</p> <p>Additionally, the existing road elevation is not resilient to sea level rise and is susceptible to flooding. In the future, we will need to raise the elevation of the road, and at that time can look at different lane configurations to support that work. The longer-term solution for the road and greenway will be planned as part of the Ecological Restoration Projects.</p>
SPEED MANAGEMENT	
<p>Question about how vehicle speed will be managed in the park; vehicles are being driven faster than the posted speed limit of 20 km/h.</p>	<p>Metro Vancouver has installed speed humps and speed limit signs to slow traffic in the park. Vehicles often travel slower than 20 km/h on busier days due to traffic congestion.</p>
<p>Requests to use traffic calming measures (speed bumps, signs, etc.) to slow traffic around the crossing.</p>	<p>Signs, user-activated flashing lights, and road paint will be in place to inform oncoming traffic of the requirement to yield to crossing users. The posted speed limit will remain at 30 km/hr.</p>
<p>Preference for narrower lanes to help manage the speed of vehicles. Preference for 3 m wide lanes instead of 3.3 m.</p>	<p>Speeds are down in the surrounding area, anecdotally. When the Canada Post facility opened, we saw that speeds were down because of truck traffic slowing down and turning in.</p> <p>On weekends, we observe slow moving traffic through the park due to visitor traffic congestion. We also anticipate that the flow of traffic travelling to Iona Island will be slower during construction of the Iona Projects due to increased vehicle traffic on the road.</p> <p>We are trying to accommodate all users, noting that there are numerous considerations when determining road width, such as available space, anticipated future use of the road, access to utilities and underground infrastructure, and road maintenance.</p>

WHAT WE HEARD	METRO VANCOUVER RESPONSE
MAINTENANCE	
Concerns with the current road conditions, including potholes, gravel, and poor road surface.	Following construction of these improvements, there will be an improved road surface. Ongoing maintenance following construction is being considered in project planning.
Concerns about road maintenance and street sweeping needs with increase in construction vehicles; concerns about debris on road and impacts to cycling safety.	Monitoring and maintenance requirements during construction of the Iona Projects will be considered throughout project planning.
WILDLIFE AND HABITAT IMPACTS	
Concerns about birds and the swallow nesting boxes that are along this section of road.	The project team will work with relevant groups before construction of the causeway improvements to determine best practices for the swallow nesting boxes along this portion of the causeway.
Comments that the new causeway design takes away parking, greenspace, and may be impactful to birds.	Street parking along the Iona Island Causeway will be removed to ensure safe use for road users. Parking options on the causeway will be determined as the project progresses. These improvements are designed above the high water mark, which reduces the footprint and impact on the environment. Ecological restoration is a significant component of the Iona Projects and is considered in each individual project.
Concerns about habitat impact or reduction from adding a greenway along the causeway and reducing green space.	The proposed design does have designated space for pedestrians, cyclists, and vehicles that requires an increase in footprint compared to the existing road configuration. All construction will be within the high water mark and the design minimizes the footprint as much as possible, while maintaining safe and operational road and greenway use.
OTHER COMMENTS	
Interest in more educational signage to learn about the sensitive ecosystems and high value habitats for fish and birds.	Metro Vancouver will consider this feedback for plans for the project.
Request to add mile markers to the road.	Metro Vancouver will explore if mile markers can be added to the design.
Questions about other causeway improvements, including the breach and bridge, and indicating that the breach should be made a priority.	Other components of the Iona Projects include the breach and bridge and restoration activities. As a first step, the causeway improvements will connect Iona Island to the regional greenway network and will support construction access to Iona Island. Updates on these subsequent components will be provided as they become available.

Next Steps

Feedback will help inform project design. From this feedback, Metro Vancouver has identified the following next steps:

- **Future engagement on the Iona Beach Regional Greenway as design develops further:** The stretch of greenway within Iona Beach Regional Park is in the early design stage and we will continue to provide updates and seek community input as design progresses.
- **Work with birding and naturalist groups regarding the nesting boxes along the causeway improvements route:** Metro Vancouver will work with conservation groups to manage the nesting boxes along the route.
- **Communicate about construction impacts in advance:** Metro Vancouver will continue to include updates about construction on the Iona Island Causeway in the Iona Projects e-newsletter and will communicate anticipated impacts to the community.

Metro Vancouver will continue to share information about the Iona Projects with the community and we encourage those interested in the project to sign up for [e-newsletter updates](https://metrovancover.org/iona) at metrovancover.org/iona.

