

City of Abbotsford – March 2025 Fall 2024 ETF Trail Update Survey Report:



Executive Summary

This 72-kilometer section of the ETF trail starts in the flat farmlands of Langley, climbs up and over the Mt. Lehman, down through Douglas Taylor Park to Matsqui First Nation and the Fraser River Matsqui dyke trail. Leaving the dyke, the trail traverses the farm flats to historic Clayburn then over the shoulder of Sumas Mountain to rejoin the dyke trails parallel to the Trans Canada Highway. About half of this section of the trail is on good dykes and trails and a quarter on quiet farm roads. This is a detailed section requiring 110 sign locations. Some bike lane improvements have been made. The trail follows the Trans Canada Trail with a route adjustment on Old Bradner road to avoid a busy steep hill at Graham Crescent.

Trail Quality Assessment Methodology

- Trail quality is both objective and subjective. Attributes such as trail width and surface type are easily measured, but rider comfort or scenic quality are harder to measure. Primarily the trail was developed to be beside or in view of the Fraser River and allow for a contiguous route from the mouth of the Fraser River to Hope.
- The trail route was developed from a number of sources including; GIS data from the Regional District's 2010 planning projects, Community meetings over 2021, Published Community Cycling Maps, Open Street Map, Google Maps, and the Fall Bike Route Survey (1238 Data Locations and 2000+ Photos captured).
- Trail Quality Classification Methodology

Ideal Trail: scenic, paved, wide, separate from walkers and cars (includes bike lanes separated from road traffic by a barrier)	10	Ideal Road: scenic, well-marked bike lanes, room to bike, minor road	5
Poor Scenic Characteristics	-1	Poor Scenic Characteristics	-1
Gravel	-1	No Bike Lane Lines/markers	-1
Narrow, not enough for two bikes	-1	No Shoulder	-1
Speed limitations, pedestrian area	-1	Major Road/Heavy Traffic	-1

Trail Survey: General Recommendations and Conclusions

- As a general rule place trail signs before intersections or viewable from a far enough distance for a bike rider to see before turning.
- In most cases use of a larger pole mounted 22x34 cm sign with a directional arrow is recommended. Smaller wood post mounted signs 12.7x19.7 cm and signs without directional arrows should only be used for confidence markers where the route is obvious

Summary of Current Trail: City of Abbotsford

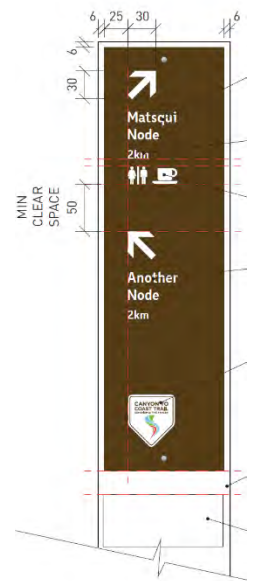
- Section Length **72 km**
- 110 Signs Needed Locations: 169 signs** recommended
- 13 Potential Enhancement Projects Identified, 7 Map Sites** recommended
- Length of Trail (km) by Class**

TRAIL	km	ROAD	km
Ideal Trail 10	3.4	Ideal Road 5	0
Class 9	25.9	Class 4	3.7
Class 8	5.9	Class 3	12.7
Class 7	.2	Class 2	13.4
Class 6	0	Class 1	6.8



Map Linked Signage Details

- Note Signs for Wooden posts are the smaller sign variant. Sign types recommended at each location are shown on the map and labelled numerically.
- **Sign Location 1,2:** TCT currently goes south on Lefeuve Rd but there is a better route. Stay straight both directions
- **Sign Location 20:** Easy to miss this turn. TCT pole is hidden up the road a way in the eastern direction. Maybe use a telephone pole for the East Sign and west on the existing pole.
- **Sign Location 22:** Douglas Taylor park is a bit confusing. A number of ways to get to the parking lot but signs at both sides are necessary. Also a route map sign here would be a good idea.
- **Sign Location 23:** Sign has fallen off also at bottom of wooden pole. Add another back.
- **Sign Location 24:** Route sign not needed but this is a sharp/steep/gravel corner needs a caution sign or maybe a walk bikes sign for this corner.
- **Sign Location 25:** Underpass here could use a big sign. Going east existing signs are here but post is completely rotten at the bottom, will fall over soon. Need a replacement post here.
- **Sign Location 26:** Missing sign on post add back in.
- **Sign Location 27:** Two trails here. Along the river and up on the dyke. Need a sign here to turn right going east to go up on dyke. Looks like bikes should be on dyke.
- **Sign Location 30,31:** Existing sign indicates this is the end of the trail but it does continue. Need arrows on wooden posts at these two sites to ensure route continuation. Recommend removing existing sign and replacing with a detailed route map at this location.
- **Sign Location 35:** No TCT signs here need ETF signs or riders will get lost.
- **Sign Location 37:** Some of the poles are running out of room for signs if there are already arrows recommend using just the marker signs for ETF.
- **Sign Location 42,43:** There looks to be a paved shoulder added here in the eastern direction. There does seem to be a bias to improvements on the trail going east. for bikes headed east. Cross here sign might also be a good idea.
- **Sign Location 44,45:** Little jog in road here riders need to stay south/straight.
- **Sign Location 49:** This sign is needed as existing TCT sign is very hard to see, buried in bush.
- **Sign Location 51 Update Map 6:** Two options for travel here. Willband Creek Park is faster but can be flooded in the spring. It is a better route that avoids some difficult hills.
- **Sign Location 53:** Good location for a detailed route map as section heading east along Stoney Creek to the Trans Canada Highway is tricky.
- **Sign Location 54 Update Map 6:** The main route should be over the bridge with arrows either side of the bridge. The Bridge further up the trail/creek is fixed so a detour is no longer needed.
- **Sign Location 55.** Going East sign on wood fence up the hill. When the creek crossing is fixed arrow west straight on down the hill.
- **Sign Location 57:** Route originally (2010 Olympics) goes through school parking lot, recommend sending route heading east along Mierau Street.
- **Sign Location 64:** Easy turn to miss this is an important sign to add.
- **Sign Location 70:** This turn off Old Clayburn road is important to sign because the bike lane does continue but the route needs to go up the hill at High Drive.
- **Sign Location 72:** Cassiar Park is sort of open with a number of trails. Would be a good place for a detailed map sign since the section west is complicated. Pole at this location could be used.
- **Sign Location 77:** This is the highest point of the trail could be a nice touch to have a sign at this point identifying this location as the top of the trail with an elevation.
- **Sign Location 80:** There are trail branches here that could be confusing. Not sure best option. If riders stay on paved trail it is fine. Not sure how to signpost this.
- **Sign Location 83,84:** These two turns are critical and don't have any signage. Heading east at 84 riders need to cross the road to join the bike line. A cross here sign might be valuable.
- **Sign Location 93:** McKay park is closed but even when it opens the trail should cross the dyke here. A second right turn east here is a good idea.
- **Sign Location 96:** Signage from McDonald park needs to be enhanced. Not sure of best location but should be where road and dyke meet near sign in picture.

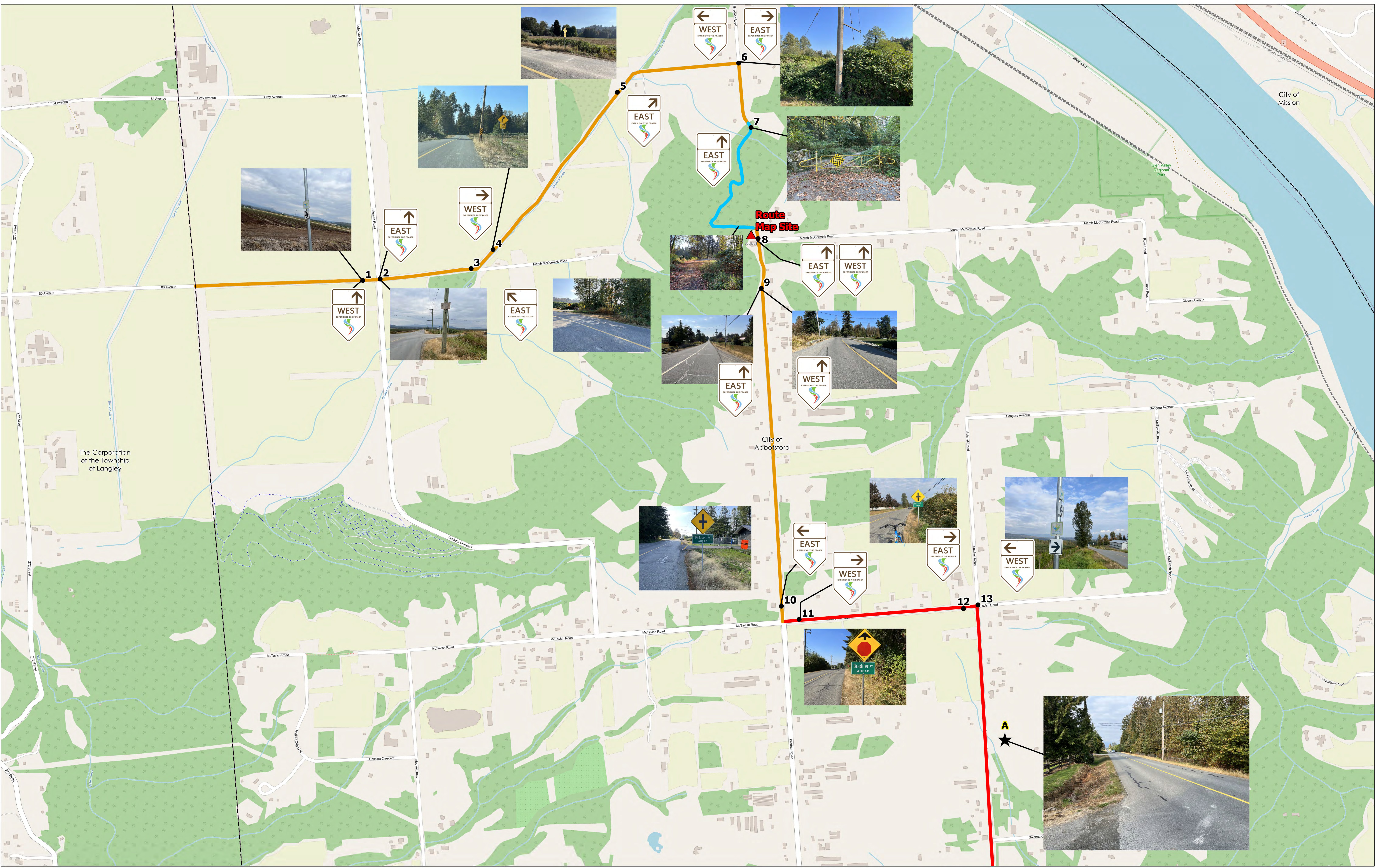


- **Sign Location 97:** Heading west on North Parallel road this right turn is easy to miss. Perhaps need a right turn west on one of the telephone poles before this turn and another arrow on the gate. East is an easy left turn sign on the gate.

Map Linked Potential Project Details

- Potential projects were identified while riding on the trail and are mainly focused on improvements to the route.
- **Potential Project A:** Starting at Bradner, going allong McTavish Road and then onto Satchell Road the road then Taylor is busy and has no shoulder for about 5.5 km. Major project here to widen shoulders or add bike lanes along this section.
- **Potential Project B:** This ~ 1km section along Clayburn Road is busy with traffic and has no shoulders or room for bikes. Expanding the shoulder/bike lanes would improve this section.
- **Potential Project C Update Map 6:** The crossing as Stoney Creek now fixed and can be used without a detour.
- **Potential Project D:** Wide uphill section along Immel Street would benefit from a bike lane/road marking for the slower uphill ride.
- **Potential Project E:** The trail has a bias towards eastern travel here we have TCT signs going east but not west and a bike lane going downhill not up. The uphill bikelane would be a good potential project as uphill is typically more challenging for riders. A crossing might also be necessary.
- **Potential Project F:** The Discover Trail is closed here for major construction work. There is a detour shown on the map that can be used along Wells Gray Avenue. Once this project is finished then the major route is along the existing Discovery Trail.
- **Potential Project G:** Riders travelling east (down the hill) should stay on sidewalk or walk their bikes on the sidewalk here but this could conflict with pedestrians. Signage that this is mixed use or signage for bikers to walk their bikes could solve this conflict. Also there might be potential to widen the sidewalk to allow for bikes and walkers.
- **Potential Project H:** This wide section of Lower Sumas Mountain road could have bike lane lines painted to separate traffic and riders.
- **Potential Project I:** This intersection of Whatcom Road and North Parallel Road has a number of challenges for bikers that would need to be properly assessed by planners and engineers. Bike lanes start and finish at this intersection but there isn't any real transition onto North Parallel Road heading east.
- **Potential Project J:** This 3 km section, heading east along North Parallel Road onto Eldridge road and ending at Atkinson Road, is a busy road with no shoulders. It has a low comfort level for riders. Improving shoulders and/or making bike lanes/markings would greatly enhance safety/comfort here.
- **Potential Project K:** This site at Jensen park seems to have lots of potential. Could be a great rest stop for ETF after climbing over Sumas Mountain. Also could be a great tenting site. A detailed map here would also make sense as the section heading west is very complicated.
- **Potential Project L:** The Himalayan Blackberry is growing quite aggressively across the newly refurbished dyke here. Keeping this trail clear of these potential tire popping plants will likely be ongoing and necessary.
- **Potential Project M:** Major potential project here would be a pedestrian/bike crossing bridge over the Vedder Canal. To cross you currently need to ride down to Keith Wilson Road to cross and the current crossing is one way. This is a 5km detour for the trail and a crossing here would likely be well used by fishermen and recreation along the Vedder Canal. A detailed map sign somewhere in this location is also indicated.





Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Abbotsford: Map 1 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

● Sign Existing

● Sign Needed

Route Class

10 Trail

9 Trail

8 Trail

7 Trail

4 Road

3 Road

2 Road

1 Road

Municipal_Boundaries

● Detour Signs Needed

● Future Route

8

← EAST

→ WEST

East and West on Signs indicate general direction of travel

110 55 0 110 220 330 440

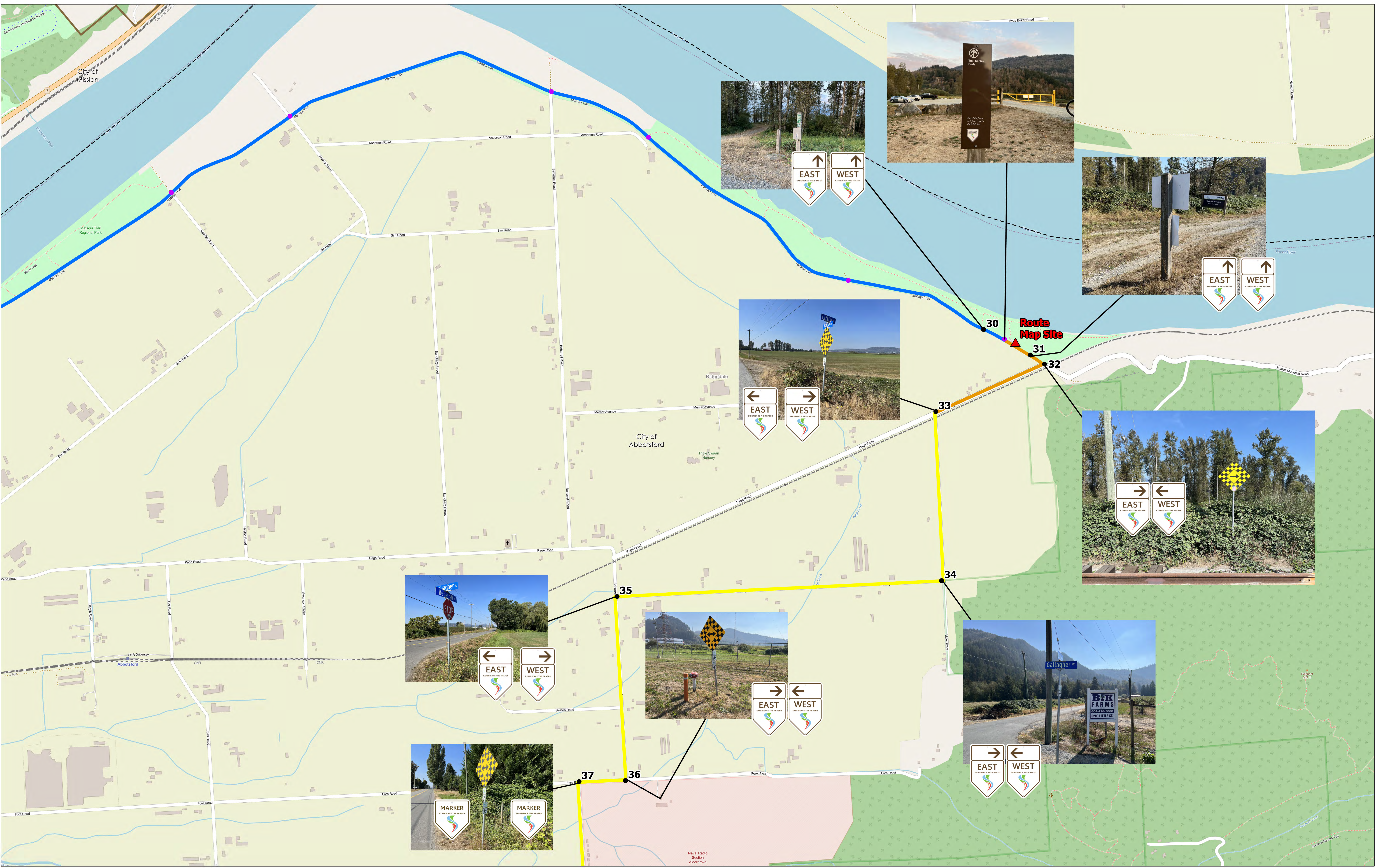
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Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Abbotsford: Map 4 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

● Sign Existing

● Sign Needed

Route Class

10 Trail

9 Trail

8 Trail

7 Trail

6 Road

5 Road

4 Road

3 Road

2 Road

1 Road

Municipal_Boundaries

Detour Signs Needed

Future Route

ROUTECLASS_NUMBER

8

← EAST

→ WEST

← EAST

→ WEST

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North Arrow

Metres

0

110

220

330

440

Map of the Fraser Valley showing the proposed bike trail route (blue line) and potential project sites (black dots). The map includes various roads, water bodies, and land use designations. Numbered points 30 through 37 are marked along the route, with corresponding inset photos showing existing or proposed signage at those locations. The inset photos show various types of signs, including directional signs for 'EAST' and 'WEST', 'EAST' and 'WEST' with arrows, 'EAST' and 'WEST' with arrows and 'EXPERIENCE THE FRASER', 'EAST' and 'WEST' with arrows and 'EXPERIENCE THE FRASER' and 'MARKER', and 'EAST' and 'WEST' with arrows and 'EXPERIENCE THE FRASER' and 'MARKER'.



Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Abbotsford: Map 5 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

Sign Type

- SignExisting
- SignNeeded
- ▭ Municipal_Boundaries

Route Class

- 10 Trail
- 9 Trail
- 8 Trail
- 7 Trail
- 4 Road
- 3 Road

2 Road

1 Road

East and West on Signs indicate general direction of travel

← EAST

→ WEST

Metres

110 55 0 110 220 330 440

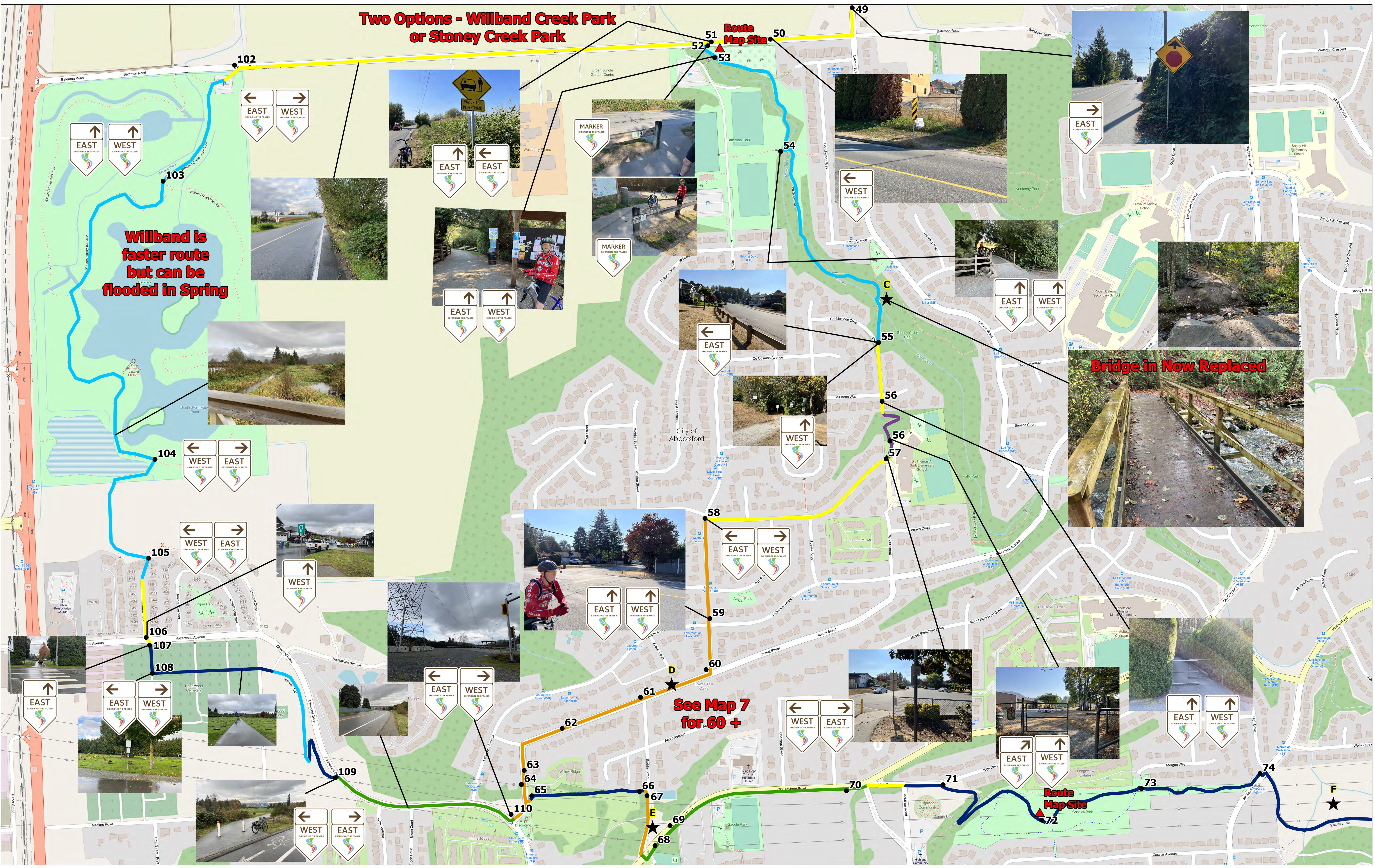
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Two Options - Willband Creek Park or Stoney Creek Park



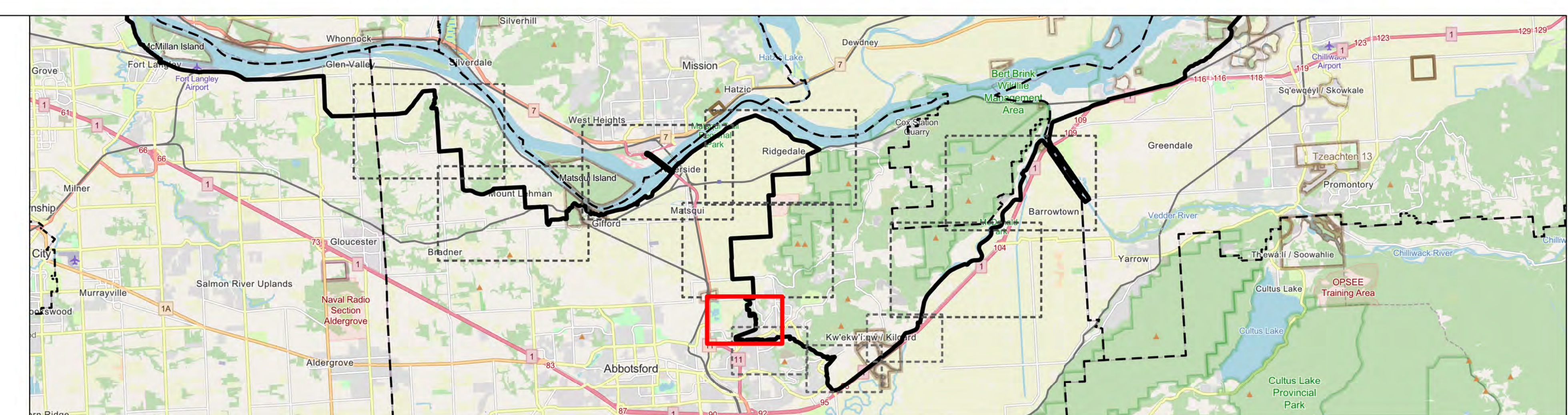
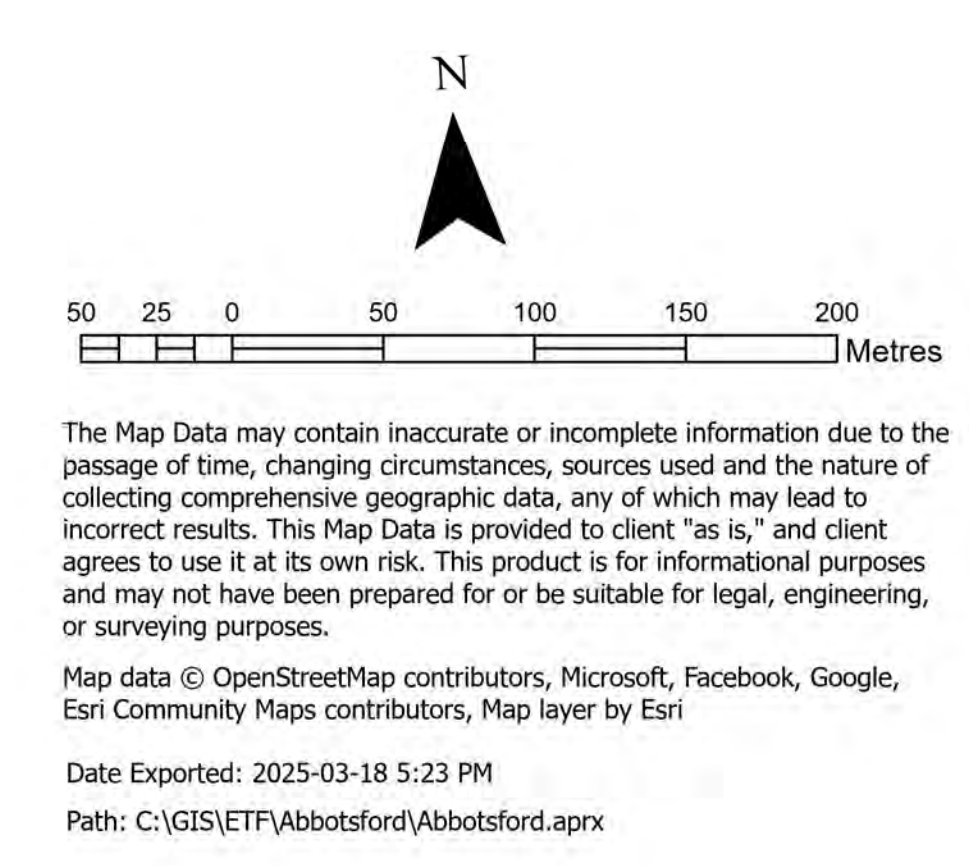
Experience The Fraser Fall 2022 Bike Trail Survey Map Signs and Potential Projects City of Abbotsford: Map 6 of 11

- ★ Potential Project Site
- ▲ Potential Site for Detailed Map
- Sign Type
 - Sign Existing
 - Sign Needed
 - Municipal Boundaries

- Route Class
 - 10 Trail
 - 9 Trail
 - 8 Trail
 - 7 Trail
 - 4 Road
 - 3 Road

- 2 Road
- 1 Road

East and West on Signs indicate general direction of travel





Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Abbotsford: Map 7 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

Sign Type

- SignExisting
- SignNeeded
- ▭ Municipal_Boundaries

Route Class

- 10 Trail
- 9 Trail
- 8 Trail
- 7 Trail
- 4 Road
- 3 Road

2 Road

1 Road

East and West on Signs indicate general direction of travel

← EAST

→ WEST

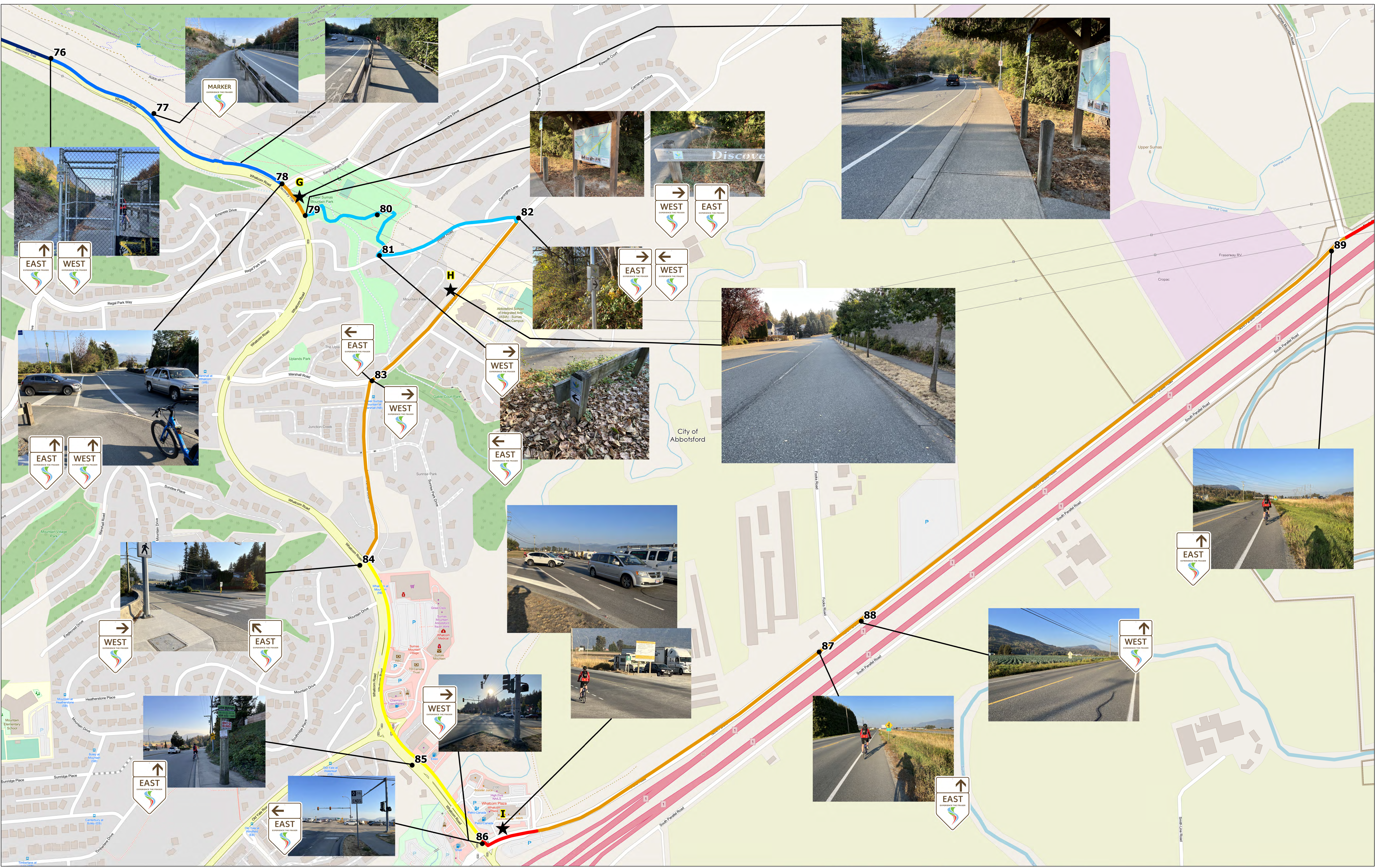
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Experience The Fraser Fall 2022 Bike Trail Survey Map Signs and Potential Projects City of Abbotsford: Map 8 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

● Sign Existing

● Sign Needed

Route Class

- 10 Trail
- 9 Trail
- 8 Trail
- 7 Trail
- 6 Road
- 5 Road
- 4 Road
- 3 Road
- 2 Road
- 1 Road

Municipal Boundaries

Detour Signs Needed

Picture Route

ROUTECLASS_NUMBER

8

East and West on Signs indicate general direction of travel

← EAST

→ WEST

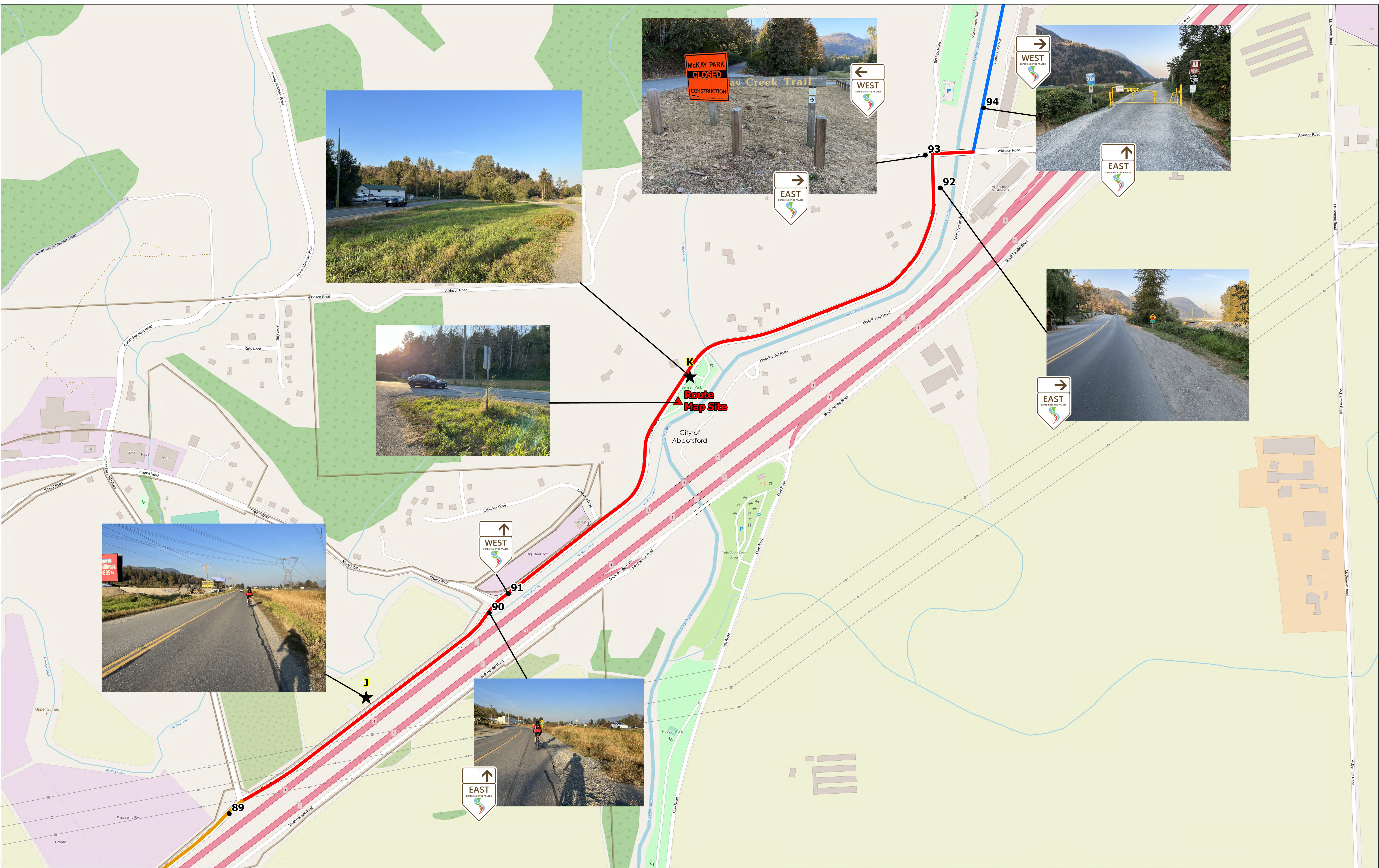
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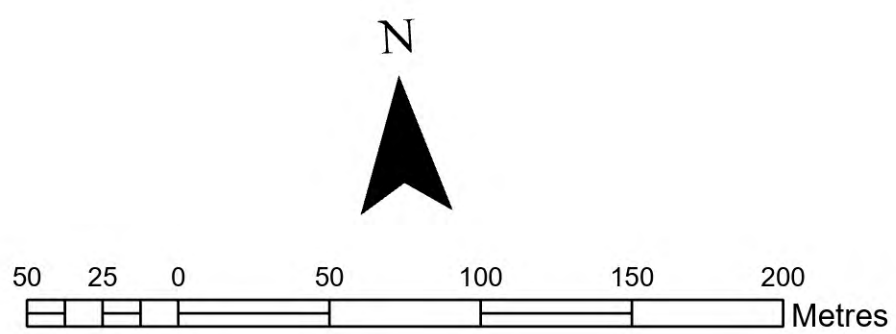
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Experience The Fraser Fall 2022 Bike Trail Survey Map
Signs and Potential Projects
City of Abbotsford: Map 9 of 11

- ★ Potential Project Site
- ▲ Potential Site for Detailed Map
- Sign Existing
- Sign Needed
- Route Class
- 10 Trail
- 9 Trail
- 8 Trail
- 7 Trail
- 6 Road
- 5 Road
- 4 Road
- 3 Road
- 2 Road
- 1 Road
- Municipal Boundaries
- Detour Signs Needed
- Future Route
- ROUTECLASS_NUMBER
- 8

East and West on
Signs indicate general
direction of travel

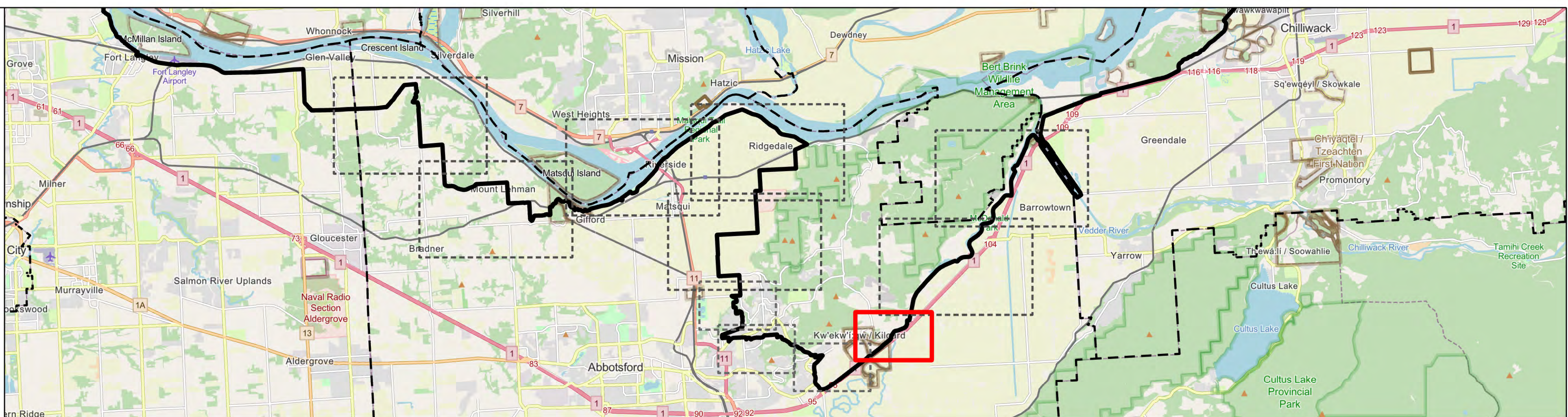


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Experience The Fraser Fall 2022 Bike Trail Survey Map Signs and Potential Projects City of Abbotsford: Map 10 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

● Sign Existing

● Sign Needed

Route Class

10 Trail

9 Trail

8 Trail

7 Trail

6 Road

5 Road

4 Road

3 Road

2 Road

1 Road

Municipal Boundaries

Detour Signs Needed

Figure Route

ROUTECLASS_NUMBER

8

East and West on Signs indicate general direction of travel

← EAST

→ WEST

110 55 0 110 220 330 440

Metres

N

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Map of the Fraser Valley region showing the location of the survey area in Abbotsford, BC. The survey area is highlighted in red. The map shows the Fraser River, various roads, and landmarks like Mike Island, Astronomical Observatory, and Yellow Barn. The map is titled 'Experience The Fraser Fall 2022 Bike Trail Survey Map Signs and Potential Projects City of Abbotsford: Map 10 of 11'.



Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Abbotsford: Map 11 of 11

★ Potential Project Site

▲ Potential Site for Detailed Map

● Sign Existing

● Sign Needed

Route Class

- 10 Trail
- 9 Trail
- 8 Trail
- 7 Trail
- 6 Road
- 5 Road
- 4 Road
- 3 Road
- 2 Road
- 1 Road

Municipal Boundaries

Detour Signs Needed

Future Route

ROUTECLASS_NUMBER

8

East and West on Signs indicate general direction of travel

← EAST

→ WEST

140 70 0 140 280 420 Metres

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