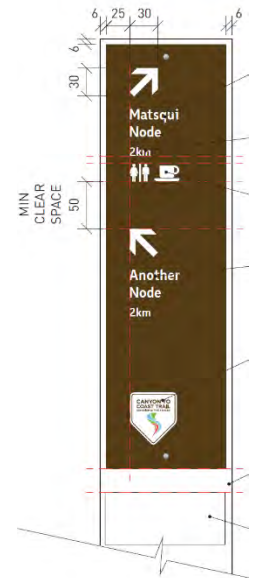


## Executive Summary

There are two potential routes from the Massey Tunnel to the Ferry Terminal. The TransLink based cycle route is approximately 22 km long including the shuttle from the Richmond side of the Fraser and is the most direct route. The scenic route that follows River Road and along the dyke by the Fraser Delta is approximately 17 km long and is a combination of initiatives that includes the Delta Ultimate Cycling Network and the Great Blue Heron Way. Currently the more scenic route along river road is blocked by a portion of private land owned by BC Rail at the Delta Port causeway. There is a bypass on a dirt road and over the railway that is possible if a few hundred metre bypass around the private land can be facilitated. Users should be encouraged to take the route into Ladner at the proposed detailed route sign on Map 1 sign location 12. The Craft Ales Kitchen is certainly worth a stop, and the Rifle Range Bird Sanctuary and Dyke trail along the Fraser River delta are also worth the trip even if the route currently does not connect to the Ferries. While there are numerous potential enhancement projects along these sections of the Canyon to Coast Trail the current routes are navigable and well worth a visit.



## 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

<b>Ideal Trail:</b> scenic, paved, wide, separate from walkers and cars (includes bike lanes separated from road traffic by a barrier)	10	<b>Ideal Road:</b> 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 Delta (2 Routes)

### TransLink Bike Route Length 22 km

- 50 Signs Locations: 67 signs recommended
- 13 Potential Enhancement Projects Identified, 4 Map Sites recommended
- Length of Trail (km) by Class

TRAIL	km	ROAD	km
<b>Ideal Trail 10</b>	0	<b>Ideal Road 5</b>	0
<b>Class 9</b>	5.1	<b>Class 4</b>	7.9
<b>Class 8</b>	.3	<b>Class 3</b>	5.1
<b>Class 7</b>	0	<b>Class 2</b>	1.1
<b>Class 6</b>	0	<b>Class 1 (Massey Tunnel)</b>	2.5

### Delta Ultimate Cycling Network & Great Blue Heron Way Length 17 km

- 11 Signs Locations: 19 signs recommended
- 4 Potential Enhancement Projects Identified, 1 Map Sites recommended
- Length of Trail (km) by Class

TRAIL	km	ROAD	km
<b>Ideal Trail 10</b>	0	<b>Ideal Road 5</b>	0
<b>Class 9</b>	7.7	<b>Class 4</b>	0
<b>Class 8</b>	.3	<b>Class 3</b>	.5
<b>Class 7</b>	0	<b>Class 2</b>	8.0
<b>Class 6</b>	0	<b>Class 1 (Rail Obstruction)</b>	.2





## Map Linked Signage Details

- Sign types recommended at each location are shown on the map and labelled numerically. Some sign locations require detailed explanations. Those sign details are listed here.
- **Sign Location 6 (Map 1):** This is an important cross roads where a pole might need to be added because the Millenium trail branches here.
- **Sign Location 12 (Map 1):** The route splits here so adding a detailed route map would help users pick a direction of travel. This side trip into Ladner is a great stop for tourists with amenities. Also the Dyke trail and access to Rifle Bird Sanctuary should be noted.
- **Sign Location 14-29 (Map 2):** This is the cycle route that does a number twists and turns making each sign very important. I suggest adding the ETF signs shown to all the green bike route signs as there are often alternatives at each turn. Note on the Map that the thick grey line shows the Translink Major Biking Network plans, and if converted to bike lanes would supersede this section.
- **Sign Location 110,111 (Map 3):** As this section of the trail needs to be developed the signs are shown only at the ends of the dyke on both sides of the rail lines. Further signage would be needed once the route is developed. A detailed route map sign here is indicated. There does seem to be a way through along a dirt road and then over the road overpass but you need to cut through private property for a very short section.
- **Sign Location 42,43 (Map 4):** The route splits here so a route map is indicated. Further discussions are required to determine the feasibility of proceeding to the dyke through the Tsawwassen First Nation Land.
- **Sign Location 45 (Map 4):** The two trail options join here so a map here will help users with route selection when heading from the Ferry to Richmond.





## Map Linked Potential Project Details

- Potential projects were identified while riding on the trail and are mainly focused on improvements to the route but also include some areas for interpretive/history type projects.
- **Potential Project A Map 1:** The Highway 99 Tunnel Program Transit and Cycling Project will ultimately change the beginning of this route from the Island of Richmond to the Ferries. Until this is complete the only way by bike to the ferries is by shuttle so the route shown is the only option until this project is completed.
- **Potential Project B Map 1:** Along Ferry Road adjacent to Ladner Marsh this section of road has some bike marker and is a designated bike route but could be enhanced with solid lines showing the bike lands and even creating barrier protected bike lanes.
- **Potential Project C Map 2:** From sign 100-104 the route out to River Road West follows local streets with very limited room for bikes. There does seem to be a walking trail from Georgi Street Park Reserve to River Road West at sign 104 that potentially could be made into a multi-use path for bikes. Also adding bike lanes along this section would improve rider comfort and safety.
- **Potential Project D Map 2 :** River Road West between signs 106 and 107 on Map 2 is on the road with almost no room for bikes. Adding shoulders or bike lanes would improve rider comfort and safety.
- **Potential Project E Map 3:** Between signs 108 and 109 the path must leave the dyke onto the road via narrow trails. Improving the trail to avoid the road surface and widening the entry and access at sign 108 would improve the route here.
- **Potential Project F Map 3:** This major obstruction at the railway going out to the Port at Delta is necessary to realize the potential of this route that goes along the Fraser Delta. Some sort of overpass would need to be constructed to allow riders to cross the tracks.
- **Potential Project G Map 4:** This crossing at sign 39 is unsafe as riders headed in the eastward direction back to Richmond need to cross the road but there is no crosswalk. Adding a crosswalk would improve safety here.
- **Potential Project H Map 5:** The trail here is very rough between signs 46 and 47 and would be improved by adding a better gravel surface.







## Experience The Fraser Fall 2024 Bike Trail Survey Map

### Signs and Potential Projects

#### City of Delta: Map 1 of 5

**Sign Type**

- Sign Existing
- Sign Needed
- ★ Potential Project Site
- ▲ Potential Site for Detailed Map
- ..... TransLink Current Cycling Network
- TransLink Major Biking Network Plan

**Delta Route Classified**

**TransLink Bike Route Classes**

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

**Delta Ultimate Cycling Network & Great Blue Heron Way Classes**

- 1 Obstruction
- 2 Road
- 3 Road
- 8 Trail
- 9 Trail

**East and West on Signs indicate general direction of travel**

← EAST

→ WEST

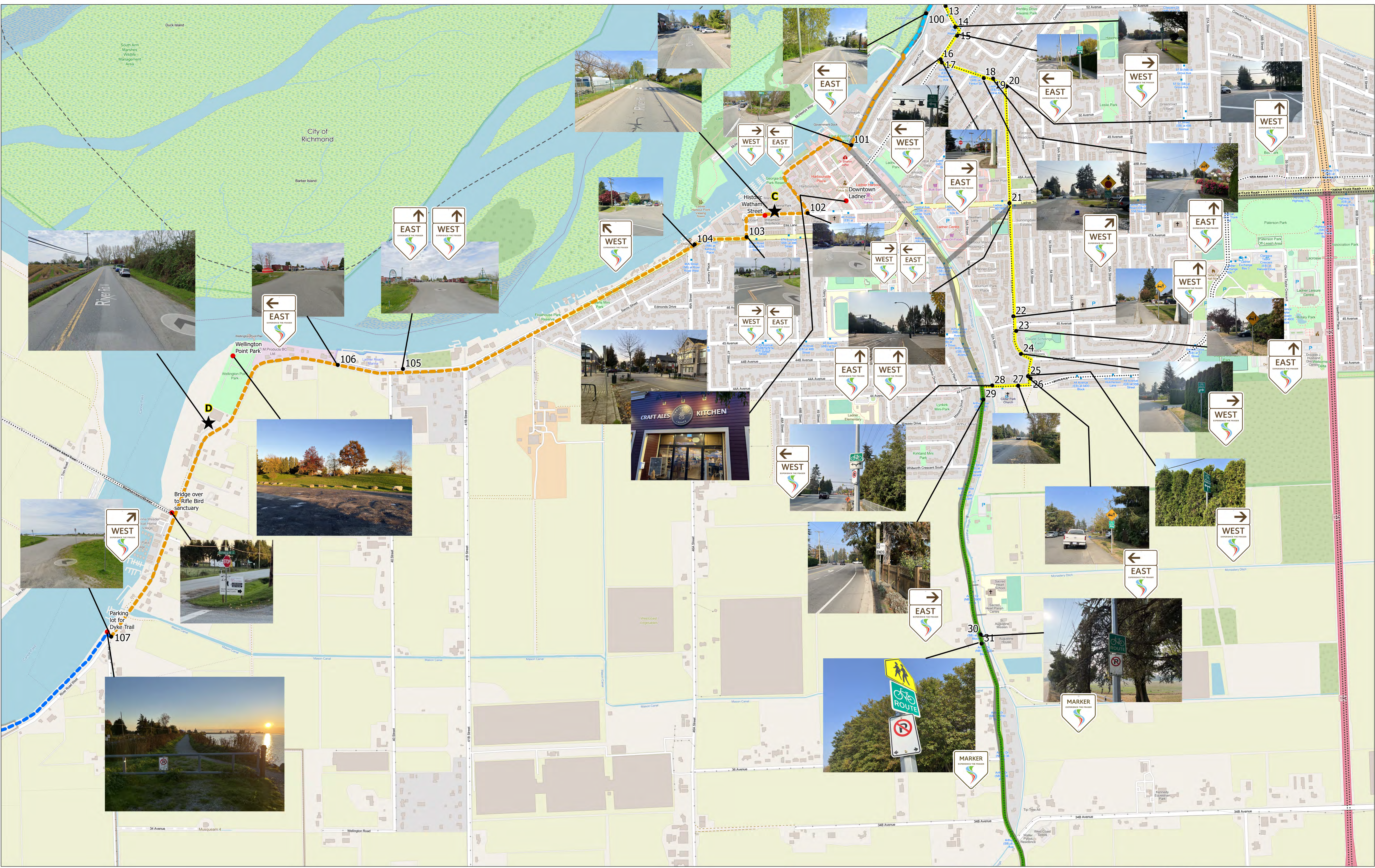
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### Experience The Fraser Fall 2024 Bike Trail Survey Map

### Signs and Potential Projects

### City of Delta: Map 2 of 5

**Sign Type**

- Sign Existing
- Sign Needed
- Potential Project Site
- Potential Site for Detailed Map
- TransLink Current Cycling Network
- TransLink Major Biking Network Plan

**Delta Route Classed**

TransLink Bike Route Classes

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

**Delta Ultimate Cycling Network & Great Blue Heron Way Classes**

- 1 Obstruction
- 2 Road
- 3 Road
- 8 Trail
- 9 Trail

**East and West on Signs indicate general direction of travel**

EAST

WEST

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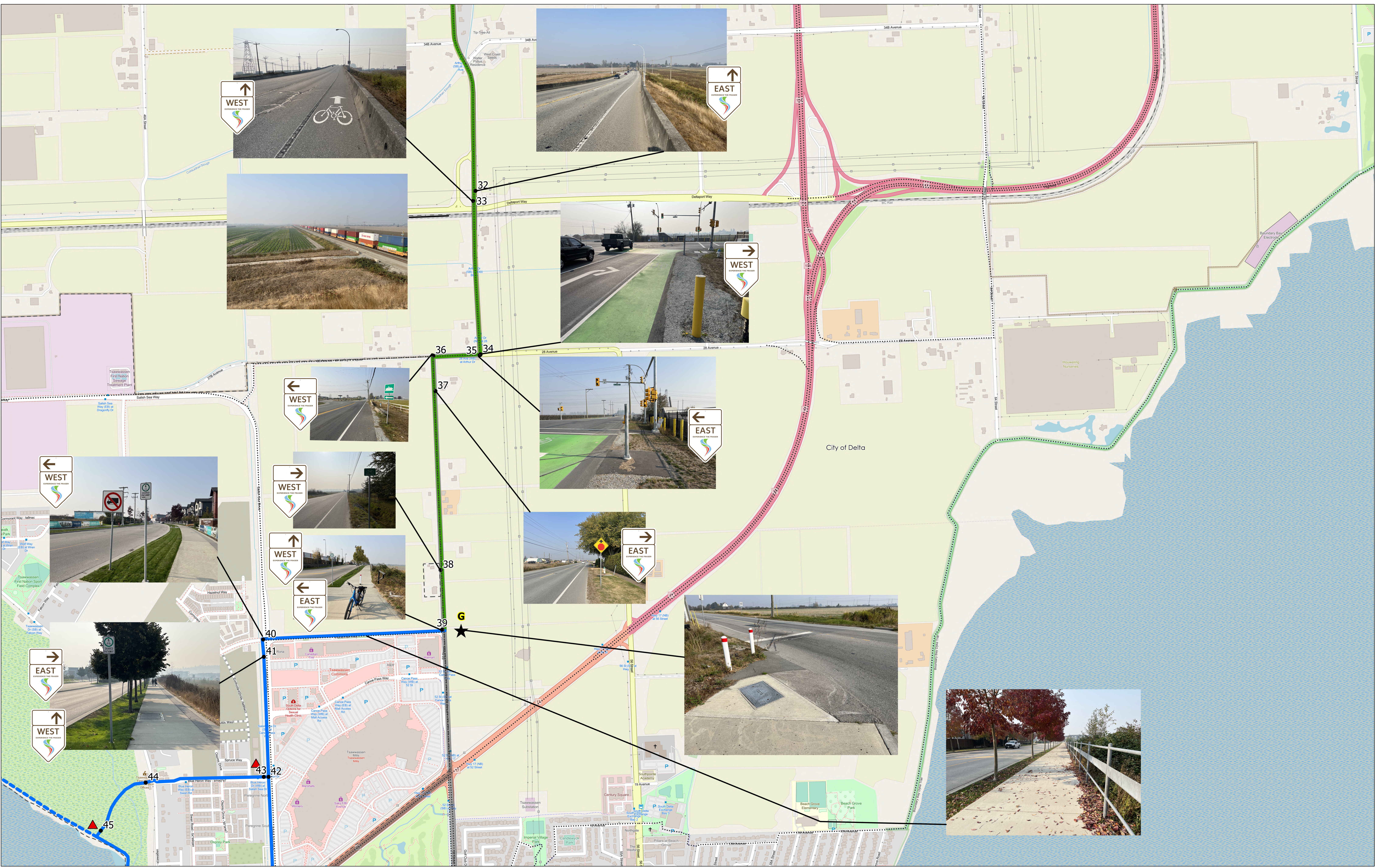
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## Experience The Fraser Fall 2024 Bike Trail Survey Map

### Signs and Potential Projects

#### City of Delta: Map 4 of 5

**Sign Type**

- SignExisting
- SignNeeded
- ★ Potential Project Site
- ▲ Potential Site for Detailed Map
- TransLink Current Cycling Network
- TransLink Major Biking Network Plan



**Delta Route Classified**

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

**Delta Ultimate Cycling Network & Great Blue Heron Way Classes**

- 1 Obstruction
- 2 Road
- 3 Road
- 8 Trail
- 9 Trail

**East and West on Signs indicate general direction of travel**



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