Township of Langley - February 1, 2024 Fall 2022 ETF Bike Trail Survey Report:



Executive Summary

This 26-kilometer section of the ETF trail starts at the south side of the Golden Ears Bridge, travels through the industrial park under the bridge and out to Derby Reach Regional Park. The trail follows the Fort to Fort Trail along the Fraser to the town of Fort Langley then onto mostly roadways, some with bike lanes/good shoulders, to Beaver Creek Dyke. This entire section of trail follows the TransCanada or Great Trail and does have a number of existing signs for the ETF route. Additional signage and trail enhancement projects are detailed on the maps and listed below. Overall this is an excellent well developed section of trail that has potential for enhancement.

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

Truit Quality classification Wethodology					
Ideal Trail: scenic, paved, wide,	10	Ideal Road: scenic, well-	5		
separate from walkers and cars		marked bike lanes, room to			
(includes bike lanes separated		bike, minor road			
from road traffic by a barrier)					
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: Township of Langley

- Section Length 26 km
- 30 Existing and 27 Signs Needed Locations: 39 signs recommended
- 9 Potential Enhancement Projects Identified, 3Map Sites recommended
- Length of Trail (km) by Class

TRAIL	km	ROAD	km
Ideal Trail 10	3.0	Ideal Road 5	0
Class 9	9.7	Class 4	2.7
Class 8	1.7	Class 3	3.3
Class 7	1.4	Class 2	4.2
Class 6	0	Class 1	0.06







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 1:** Pole here at bottom or east direction ramp, not pictured, for sign.
- Sign Location 3: Large concrete pillar has Trans Canada Trail sign would be nice to add ETF.
- Sign Location 4-14: Lots of signs here sort of overkill but section could use trail improvement.
- **Sign Location 17**: There is a brown route sign here but a big standard ETF direction sign for western travelers would help when leaving from 208th street parking lot.
- **Sign Location 18:** Important sign. Easy to think you need to go east on Allard Crescent and you would miss a great section of the trail.
- Sign Location 20: ETF picnic/bathroom sign would be good here too but the current marker is
 confusing for eastward travel. Need a right turn ETF arrow river/beach here should not be
 missed.
- **Sign Location 27:** Bikes directed through the campground off the walking trail here. Need to add ETF sign on lower post. Currently easy to miss for eastward travel.
- **Sign Location 35-36**: Signs on/near these fences would reduce confusion. Note this section is closed at dusk.
- **Sign Location 37**: Very easy to miss this marker. Suggest adding an arrow on this tall pole or somewhere more visible. Very tempting to turn right here. Also, a route map here would be well placed.
- Sign Location 38: Short Pedestrian section, need slow or walk bike signs here
- **Sign Location 46,47**: There are poles either side of the road for each sign.
- Sign Location 53, 54, 55: Very easy to miss this turn. The existing pole is washed out and leaning. Location 53 has a very high priority to not miss this left turn heading east. Good pole for a detailed map at location 55.

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**: Opportunity for interpretive signage on the Golden Ears Bridge. There are little rest areas as you cross making it easy to stop and read interpretive signs.
- **Potential Project B:** Most users travelling under the bridge will use the sidewalk and further developing the bike lanes might encourage users off of the sidewalk. Alternatively turn the sidewalk into a bike lane/pedestrian mixed use path.
- **Potential Project C:** Corner here from sidewalk onto gravel path heading east is very sandy and could be graveled or paved to make this transition safer. The Gravel path along this strait section could also be a potential project. The surface could be improved (gravel/paved) and the width could also be increased. Two bikes would struggle to pass each other on this trail.
- **Potential Project D:** This railway and then small bridge crossing is busy/dangerous and could be developed to provide more safety for users.
- Potential Project E: The gravel trail moves back onto 208th street here and while there is a good shoulder, eastbound riders will need to cross the street or ride against the flow of traffic. A crossing here would be safer or a wider two-way bike lane on the west side of 208th would improve this section.
- **Potential Project F:** 100 metre section of trail on narrow shoulders along Allard Crescent. Widening the shoulders/lane markers would greatly improve this section.
- Potential Project G: Most bikers will want to explore Fort Langley but the current routes likely need a complete review/development. Current signs have been modified (43) to keep riders on Mavis Avenue to connect with Glover Road which is different from the route as marked.





- **Potential Project H**: Narrow to no shoulders along this section on busy River Road. Large trucks and busy traffic make this section uncomfortable to ride. Wider shoulders would improve this section.
- **Potential Project I**: Access to the Dyke here is mostly blocked by concrete barriers and blackberry bushes. It is impossible to ride this section. Bikes must be carried over the barriers. Opening could be improved and bushes cut back.





























