

City of Port Coquitlam - February 1, 2024 Fall 2022 ETF Bike Trail Survey Report:

Executive Summary

This section of the trail runs along the existing Traboulay Poco Trail and is already a well-established contiguous trail for bikers and walkers. The connection at Colony Farms to the larger trail to the west is currently blocked by pipeline construction, requiring a temporary alternate route along the Mary Hill bypass. Relinking the Colony Farm section will greatly improve the trail, as will additional signage. Five potential trail enhancement projects were also identified along this route.

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
- Route Maps should be developed at key locations such as bridge crossings and major shifts in the complexity of the trail. The route maps will likely require their own pole/post installations.

Summary of Current Trail: City of Port Coquitlam

- Section Length **9 km** (*Blocked Route Colony Farm 1.8 km*)
- 26** Signs Locations: 17 existing, 8 new locations and 23 additional signs recommended
- 5** Potential Enhancement Projects Identified, **1** Map Site recommended
- Length of Trail (km) by Class (*Colony Farm route excluded*)

| TRAIL | km | ROAD | km |
|-----------------------|-----|---------------------|-----|
| Ideal Trail 10 | .8 | Ideal Road 5 | 0 |
| Class 9 | 5.1 | Class 4 | 0 |
| Class 8 | 0 | Class 3 | 0 |
| Class 7 | .8 | Class 2 | 2.3 |
| Class 6 | 0 | Class 1 | 0 |



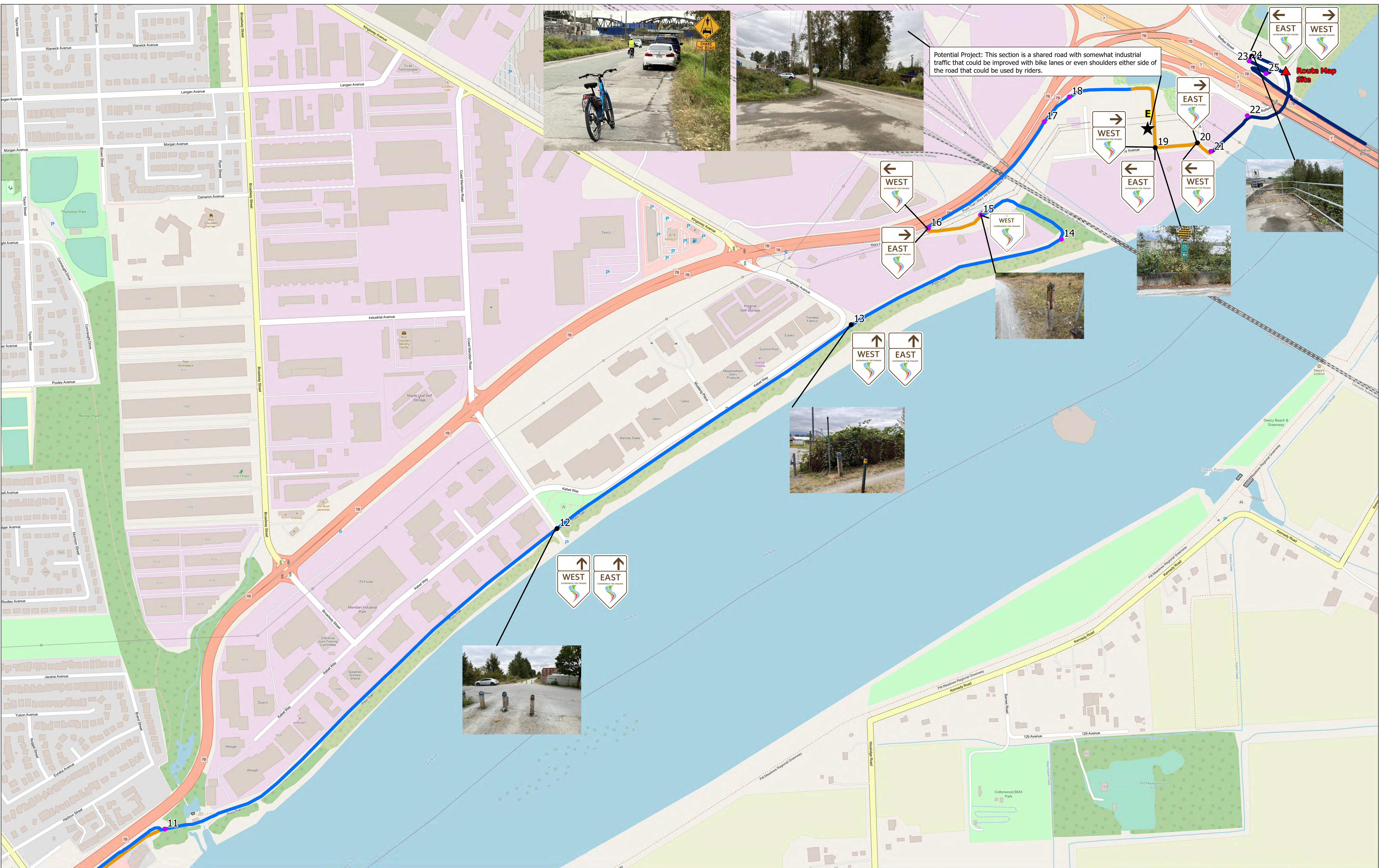
Map Linked Signage Details

- 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.
- The route through the City of Port Coquitlam is complicated by current construction under the Port Mann Bridge. This route connects through Colony Farms and would be a recommended path if the connecting trail is developed. Until then, the route over the Mary Hill Bypass is more direct and currently passable. Also note that starting at the Millennium Bridge in Colony Farms heading east there are ETF Trail signs marked with pink dots.
- **Sign Location 3:** Signs are for the Colony Farm route. There are small low signs at this location but they are very hard to see. Recommend using the larger signs and putting them on existing light poles in intersection.
- **Sign Location 4:** Larger higher up signs would improve trail finding here. The existing signs are low and small making it difficult to know where to go at this intersection.
- **Sign Location 6:** There are lamp posts all along this section. Adding two here would reassure riders.
- **Sign Location 8:** The wooden post here is missing a marker in the westbound direction.
- **Sign Location 10:** Eastbound riders should be directed onto the road. New pole needed.
- **Sign Location 12,13:** Both of these locations are major access points to the trail but do not have any signs. Adding them will help users that access the trail at these locations. Posts/Poles exist at both locations.
- **Sign Location 15:** Westbound Marker has fallen off rotten wood post.
- **Sign Location 16:** New pole with large signs should be added here. Very easy to go wrong way.
- **Sign Location 19, 20:** Bike route signs in green here but adding ETF trail signs would help with navigation.
- **Sign Location 24:** Large signs on this metal fence would help riders see where to cross the road.
- **Route Map Sign:** A dedicated Map would be useful here as this is a major intersection. There are also a beer and pizza place just up the trail on the Poco Trail that could be noted for riders.



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:** Argue Street is a quiet road and the Poco Trail runs along the river raised above the curb of eastbound lane. This gravel trail has lamp posts but the trail is used by walkers and is too narrow for two bikes. The trail could be potentially widened or a bike lane could be added to the west bound lane of the road, making each trail one way. Further improvement could include paving the widened trail.
- **Potential Project B:** The main trail has a metal barrier here to prevent bikers and walkers from crashing on a steep blind corner. Bikers must stop and dismount. Perhaps a bypass could be created to improve safety and usability.
- **Potential Project C:** There is a wide boardwalk over the river in this location and would be a great place for interpretive information about the Fraser River or Indigenous Peoples
- **Potential Project D:** The Poco trail is separated from Argue street along this section but it is too narrow for two bikes to pass. The existing trail could be used for the west bound direction with a bike lane created along the eastbound side of Argue street. Even without a bike lane eastbound riders should be directed onto the road.
- **Potential Project E:** This section is a shared road with somewhat industrial traffic that could be improved with bike lanes or even shoulders either side of the road that could be used by riders.



Experience The Fraser Fall 2022 Bike Trail Survey Map

Signs and Potential Projects

City of Port Coquitlam: Map 2 of 2

Potential Site for Detailed Map

Potential Project Site

Sign Type

SignExisting

SignNeeded

Route Class

10 Trail

9 Trail

7 Trail

2 Road

Future Route Class

9 Trail

3 Road

East and West on Signs indicate general direction of travel

0 25 50 100 150 200

Metres

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