

## DELTA CAN BECOME AN EVEN GREATER TRAIL DESTINATION

### Overcoming the railroad tracks at Deltaport, Delta – Léon Lebrun, Trails BC

Following are *interim* options to get passed the railroad tracks (Option 1 below) servicing Deltaport off Roberts Bank to provide an accessible unbroken 6.5 km and highly desired Salish seaside off-road multi-use path (mainly for walkers and cyclists). It connects with multi-use paths at each end.

Map Reference:

<https://www.google.com/maps/d/edit?hl=en&mid=1SsTKt1NrefPiDJGOoUEMo5uKOMKAWff&ll=49.07588570996235%2C-123.1020578312988&z=13>

**orange:** main multi-use Delta Trail Loop route

**purple:** alternates, other Delta destinations, possible sub-loops

**brown:** walking only

**green:** Ferry Terminal connection

**red:** alternate solution to Option 4

**blue:** *Option 4 routing*

#### Option 1 – Access via a level crossing

We are presently being denied access via signage and gating the possibility of crossing the tracks at ground level. Furthermore, such a crossing becomes impossible when a train is parked over the designated track crossing for long periods of time. However, in the case of a train blocking the way, there is a fairly unpleasant detour solution shown in red that added 2.4 km on roadway (see Option 3 below).

**Option 2** is a 4.5 km road detour route which when heading south starts at a point 650 metres before the rail gate on the off-road berm/dike. It involves:

- A deep ditch requiring bridging that could be crossed to access 34 St
- Then turning right on 33a Ave.
- Then turning right on 41b St. which has a vehicular train overpass with a fairly difficult grade
- Then finally turning left to take 27b Ave.
- Shortening the berm/dike experience by 650 metres.

This option completely takes away from the off-road seaside experience by adding 4.5 kms of vehicular roadway. While cyclists can manage this routing, it greatly extends their trip and provides them with a negative experience blamed on the port and railroad companies. The vast majority of walkers would most certainly just turn back feeling dejected.

**Option 3** starting at the south gate using the pump station roadway

- This creates a somewhat more palatable 2.4 km unpleasant detour on roadway by paralleling the tracks onto the right shoulder of Delta Port Way and joining the Option 2 routing to get over the tracks.

- This requires allowing two-way access for 760 metres on the right shoulder of Deltaport Way. (see red track)
- It regains 650 metres off-road berm/dike experience
- Few walkers would attempt this. Most cyclists would grumble but would be prepared to grudgingly give it a shot or they more likely would give up on the berm/dike experience.

**Option 4** – modify Option 3 by using the Deltaport train overpass for 600 metres. To access the south dike from the north dike

- Use the pump station roadway
- Then head west on the south shoulder of Deltaport Way to a point passing the dike and reaching it via the shoulder of 27b Ave. – see the blue track on the map

As a result,

- It regains 650 metres off-road berm/dike experience.
- Only adds 700 metres of vehicular roadway.
- It does require two-way access on the south shoulder of the Deltaport Way for 600 metres. Also, a barrier between vehicular traffic would be necessary to allow enough comfort for the majority of cyclists and walkers.
- It would indicate that the port is cognisant of the huge impediment they have created and is making efforts to accommodate.

## Conclusion

Option 4 is the preferred *interim* solution. The ultimate solution would be a completely separate pedestrian/cycling railroad overpass. Until such a solution becomes a reality, there is an absolute need to implement and interim measure.

## The importance of this superb amenity

- It involves the Great Blue Heron Way starting with the Tsawwassen First Nations which accesses their land on both sides of the rail corridor along the seaside waterfront.
- It is intended to be part of the Trans Canada Trail from Vancouver Island. The routing from the Ferry Terminal to Langley has now been established. The routing in question is intended to be the routing from the Ferry terminal to Richmond and the City of Vancouver rejoining the main route near Granville Island. It allows for loop routing taking in the major centers in the Lower Mainland and on Vancouver Island.
- It is part of a growing off-road trail/path that loops around Delta thus creating a huge destination, especially for cyclists. See map.
- It offers excellent greenway experiences.
- It allows for a better appreciation of our natural environment and how it can interface with industry such as farming and the Delta Port. It is an appreciation for conservation practices and industry efforts being sensitive to conservation. It is worth acknowledging that industrial sites can make for interesting viewing features as well.