

Reference Report: Tsawwassen to North Delta via Tilbury Industrial Park as a rider-recommended alternative to the bike lane on Highway 17 (SFPR Truck Route)

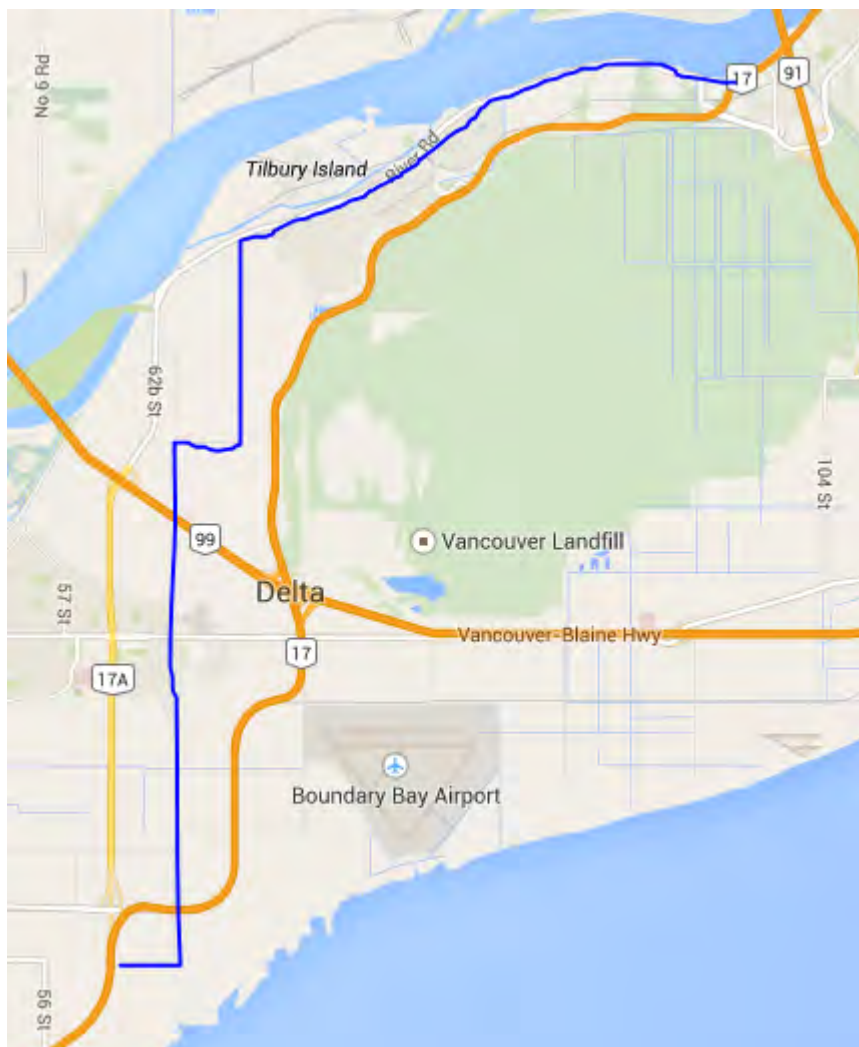
Suggested action items are written in bold letters

Introduction:

This route describes inspection rides from Tsawwassen 28th Ave at Highway 17 to North Delta at Sunbury Cedar Sawmill. It follows 28th Ave turns left onto 64th Street turns right onto 60th Ave, left onto 68th Street and then follows River Road to North Delta with the Sunbury Sawmill as end point (close to Nordel Way).

It is a great alternative to the dangerous bike route on highway 17. It follows mostly rural country roads and is about the same length as the dangerous bike lane following highway 17.

See map showing entire route (marked with blue pen), it is 18.5km long and that is the same length as the bike lane along highway 17:



Starting at 28th Ave: Here would be an ideal point for an information sign, showing the safe route to visitors coming from the ferries. If they want to re-enter Highway 17 they can do so at the end of this route or at a couple of points along the route.

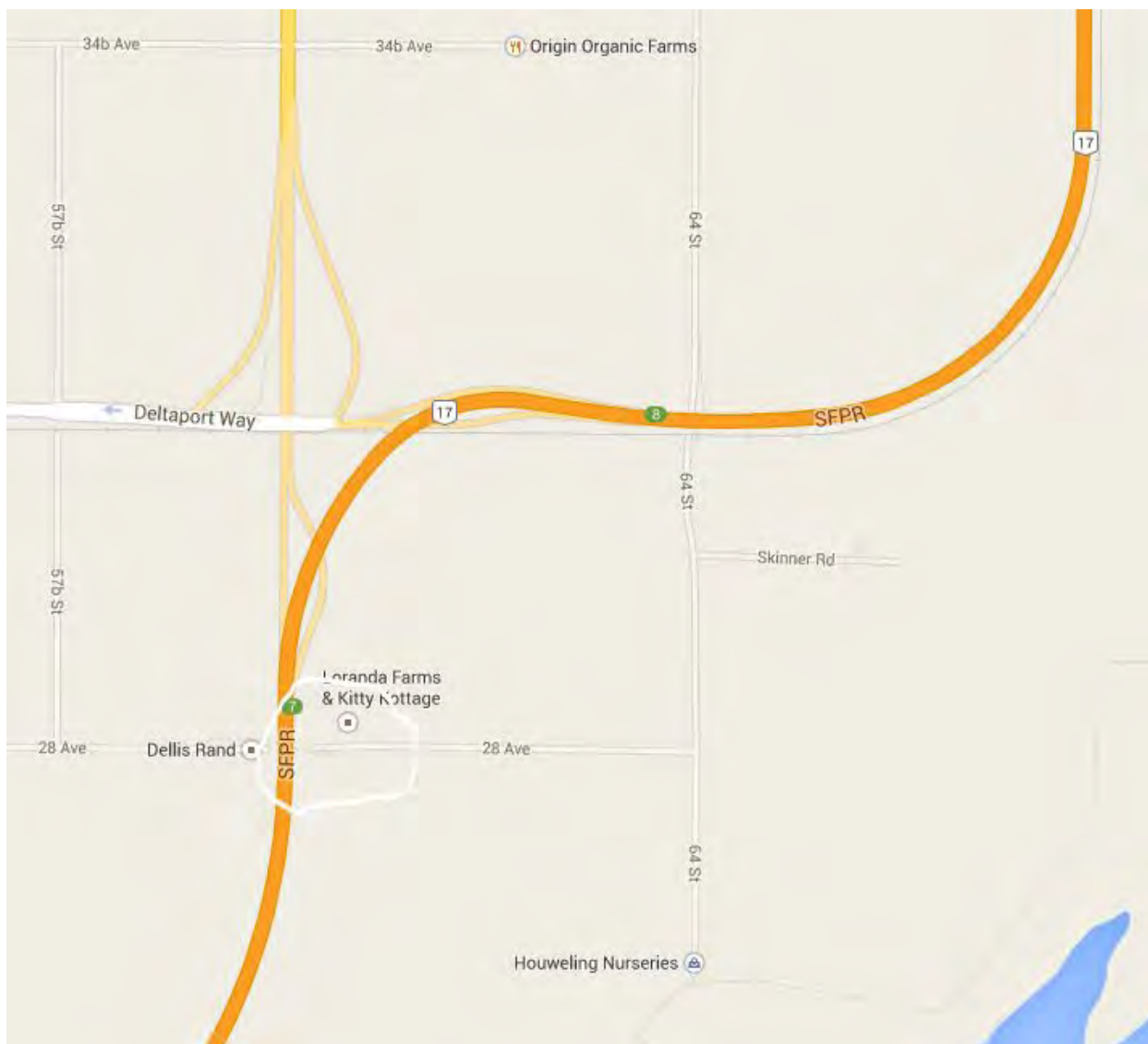
Add route information sign at this point.



Add information sign like this to inform visitors of the alternate route:



Heading East, 28th Avenue is a very quiet since it is a dead end road for cars, gates stop cars but allow bikes over highway 17.



Turning left at the end of 28th Avenue onto 64th Avenue, now heading north:

64th Avenue also is a fairly quiet country road, the road surface is showing early signs of deterioration, but is still nice to ride with a commuter bike or even a road bike.

Share the road signs and bicycle symbols on the road surface would help though.



At the overpass 64th Avenue and Highway 17, just north of highway 17, there are some cycle path signs that should be removed (only visible heading south)

The signs lead down a gravel road that is blocked off by two highway dividers. It is a point of entry to highway 17 for someone traveling south on 64th street and heading to the ferries. **Either open a gap between the highway dividers or remove the signs.** I recommend to remove the signs and use the overpass at 28th Avenue (with gates) as re-entry to highway 17. See three pictures below for confusing signs and blocked entry to highway 17:



At the intersection of Ladner Trunk Road and 64th Street a **push button for cyclists should be added at the traffic light.**

This short section of the route (north of Ladner Trunk Road to 60th Street is already part of Sandra Jones' report with the cow tunnel crossing underneath Highway 99). The road leading up to the cow tunnel can be busy at times with car and truck traffic when the municipality staff is commuting to their yard next to highway 99. **A separate lane for cyclists would be great here or at least share the road signs and bicycle symbols on the road surface.**

Once through the cow tunnel the short distance along 64th Street has a separate bike lane.

At the intersection 60th Avenue and 64th Street **another info sign would be very helpful**. Here cyclists can turn left onto 60th Avenue towards the Delta Chamber of Commerce building and then take the bike shuttle to go north through the George Massey tunnel on Highway 99 to Richmond and Vancouver. 60th Avenue (via Vassey Road) also leads to the Millennium Trail.

Or they can follow our route to North Delta by turning right. See picture of intersection where info sign would help:

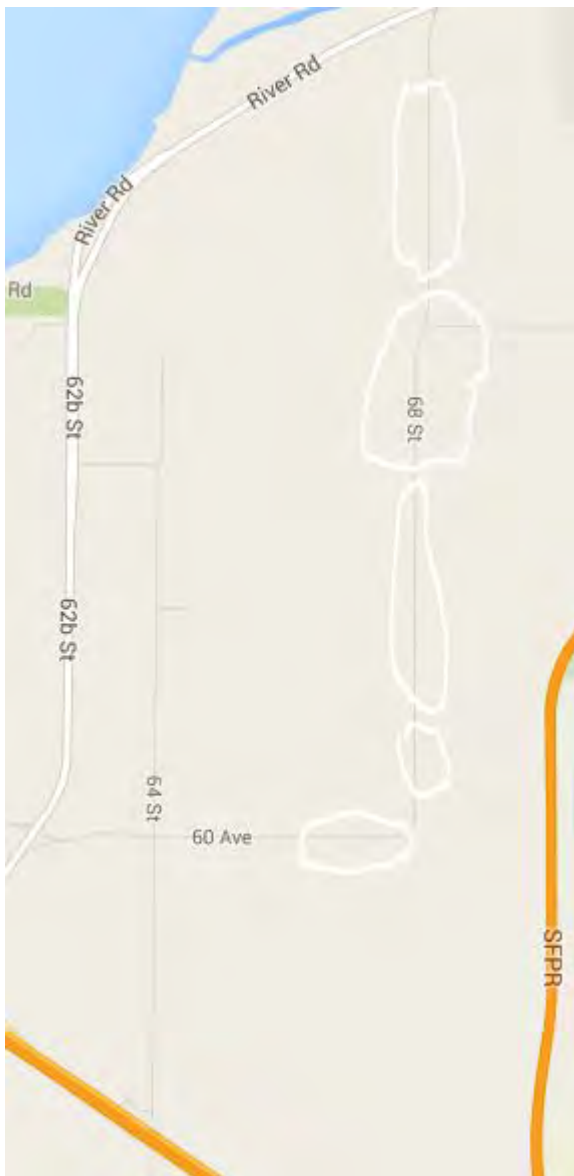


The route turns right onto 60th Avenue. Just before the road turns into 68th Street the road surface has major defects and **needs fixing**, see pictures:



The route turns left following the paved road turning into 68th Street.

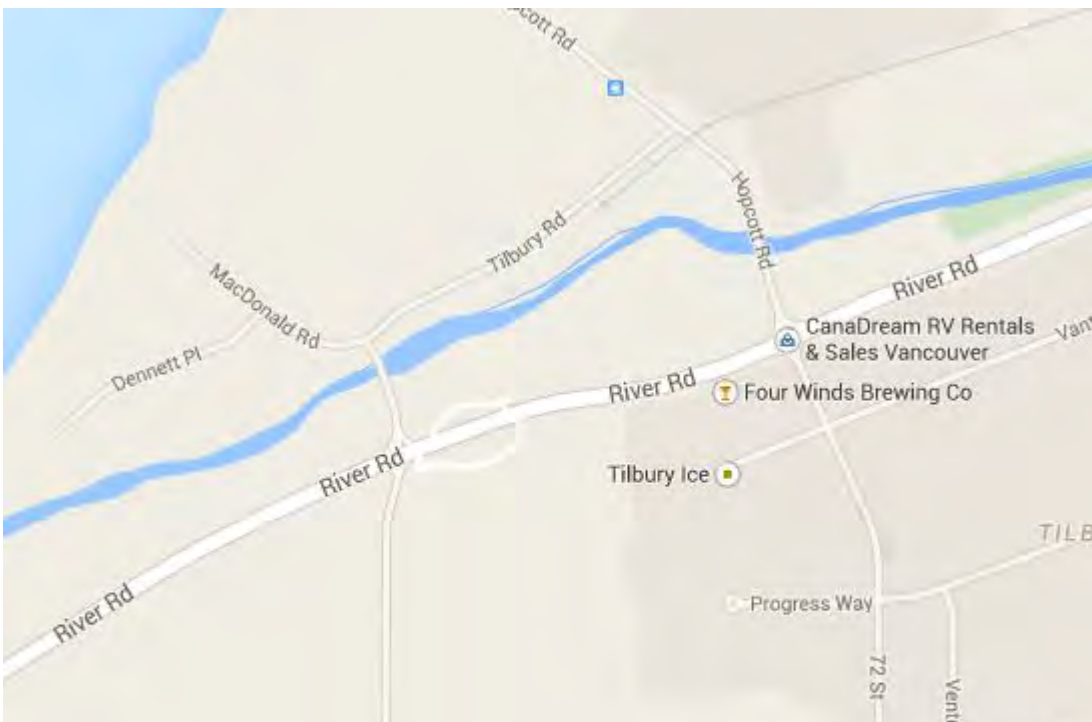
From 60th Street to River Road along 68th street there are a lot of sections that **need to be repaved**. In some sections cyclists switch into the opposite lane to avoid potholes and cracks in the road. See map and pictures:





At 68th Street the route turns right onto River Road heading North-East, even though the official signs point straight to avoid the obstacles (Lamp posts) on River Road, following the signs along Tilbury Road and Hopcott Road would be a half kilometre detour, I have yet to see a cyclist taking the official route.

The following pictures show the **lamp posts that need to be moved**:

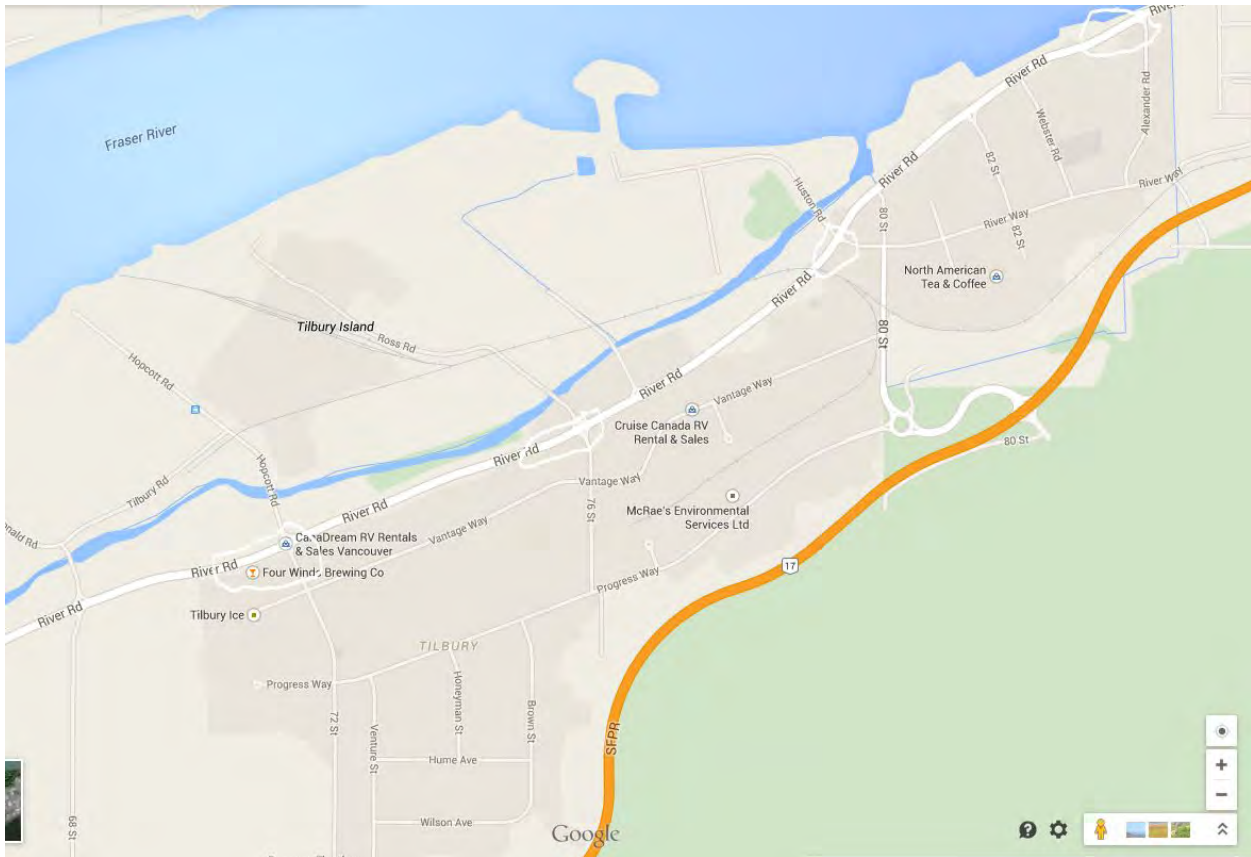


The route follows along River Road and enters Tilbury Industrial Park:

River Road exit lanes leading into Tilbury Industrial Park (e.g. 72nd Street) are a problem.

Proper lines for the bike lane would help the cyclist to know where to go and would make motorists aware of the existence of a bike lane and that cyclists are crossing the right turn lane.

See pictures and map:







Here at River Road and 76 Street the cycle lane ends and emerges later again. **Clear lane marking is needed.**



There is one newer intersection at River Road / Huston Road that can be used as a good example. If the cycle path would be **painted green**, that would be even better. See pictures:





Another example where **better lane marking is needed** at River Road and 82nd Street:

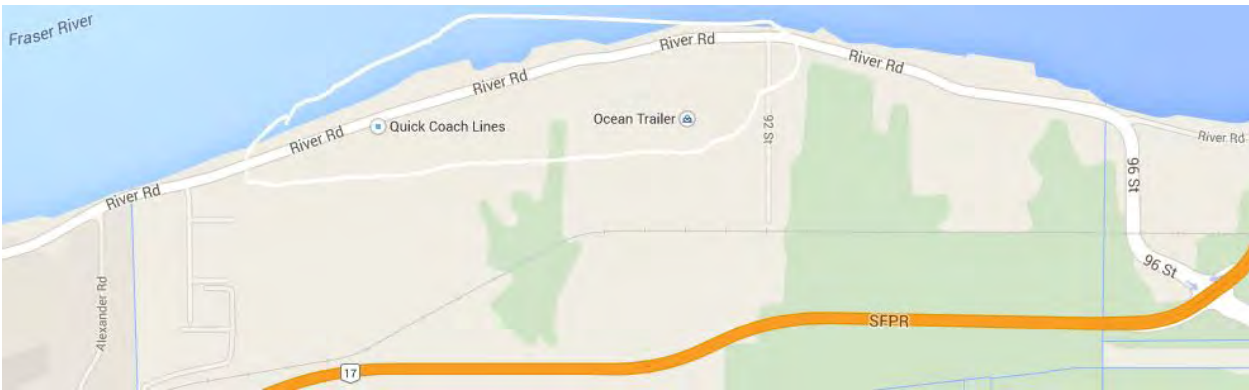


Here at River Road and Alexander Road the **bike lane needs widening:**



The lane marking along River Road gets worse after the intersection with Alexander Road. Trucks are rubbing off the paint at entrances to River Road. **Re-painting with more wear resistant paint is needed.**









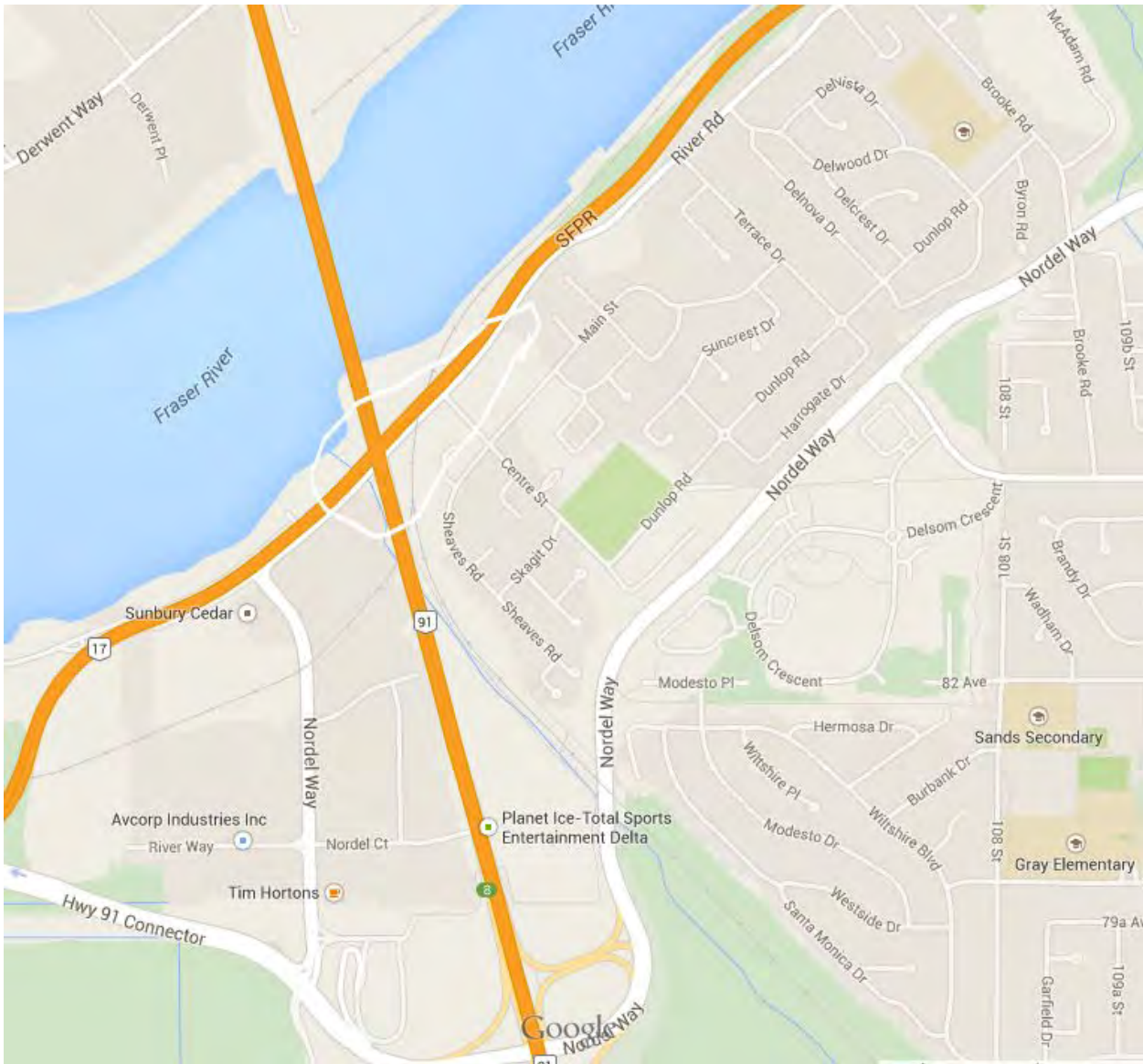
This is the beginning of North Delta (see above picture): The route crosses the Road at the pedestrian crossing and follows the old River Road that is a dead end for cars.

There are several trails leading from here: You can go to Alex Fraser Bride or to Highway 17 or further along River Road. I am not very familiar with the trail system in North Delta. **An Info sign with the trail system would be helpful in this area.**

I followed River Road past the Sunbury Cedar Sawmill and made a few observations.

1. At the Sunbury Cedar Mill signage should be improved. There is a nice trail leading to Nordel Way under the Alex Fraser Bridge there is also no signs leading to it.
2. In North Delta starting at the Sunbury Cedar Mill, there is a trail between the railroad and highway 17, is that a future cycle / walk trail? It starts to follow the new high way, but stops at a gate from the Railroad.

See pictures and map:



Add a sign guiding cyclists to the right at the highway dividers, if they go straight they end up in the sawmill.



Signs are not very clear in this area, the bike lane goes through a bus stop.



Along River Road there are signs saying the bike lane ends and to push the bike, but the lane continues. **Remove signs.** See pictures:



It was not clear to me where this sign is supposed to guide me. Does it turn right? It looks like a driveway. **Clear marking and signage is needed.**



No signs are leading to this trail. I know that many cyclists living in North Delta are using it and once you get there, there is an info sign showing different trails. It seems a bit outdated or at least does not show a lot of trails. **Add signs to point to this trail.**



Underneath the Alex Fraser Bridge there is a trail between the railroad and highway 17. Is that a future cycle / walk trail? It starts to follow highway 17, but stops at a gate from the Railroad.

See pictures:







Some sections of the trail are paved.



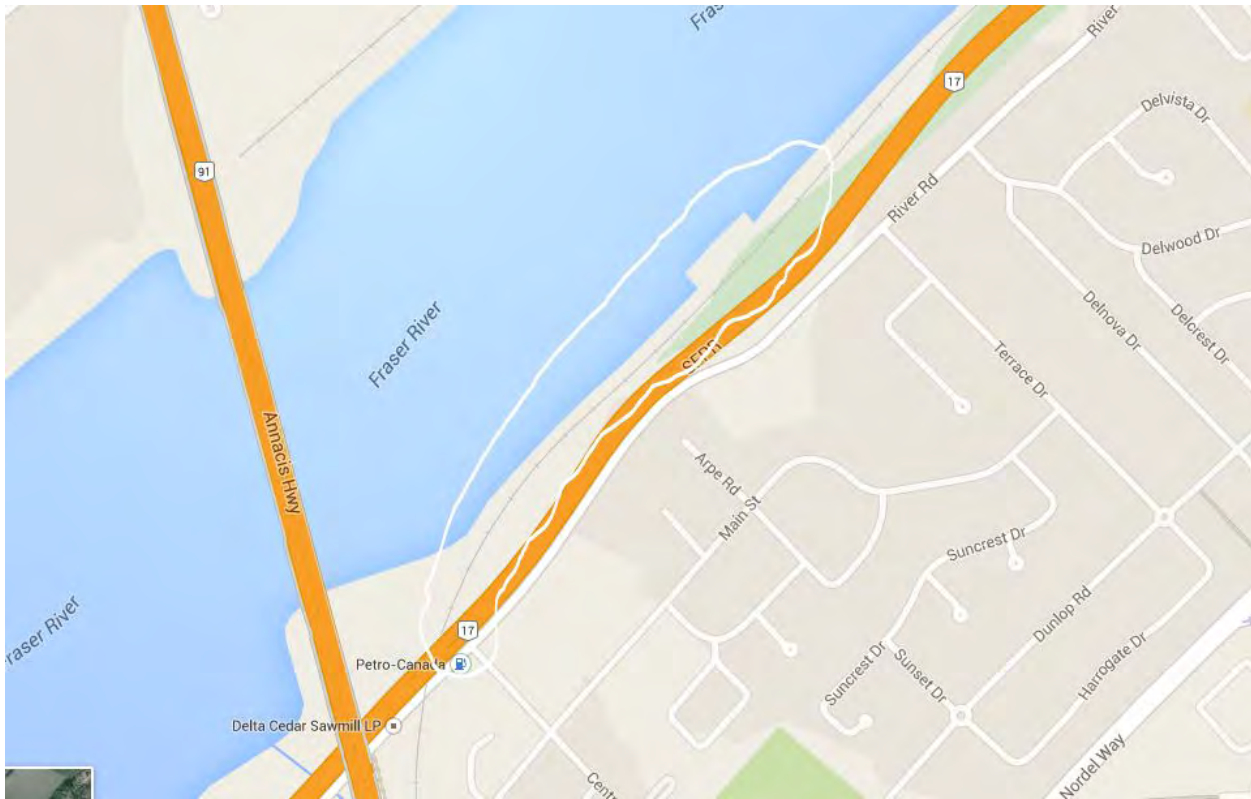
This is the end of the unmarked trail. There is potential to make it follow further along the highway and the railroad, this would be a perfect replacement of the dangerous bike lane along Highway 17 which is really an emergency lane.



There is a connection leading from River Road to the unmarked trail, the connection crosses under highway 17. It is officially closed to the public at least from River Road at this location.



This map detail shows the area of the unmarked trail.



End of report.

Matthias Heinzemann