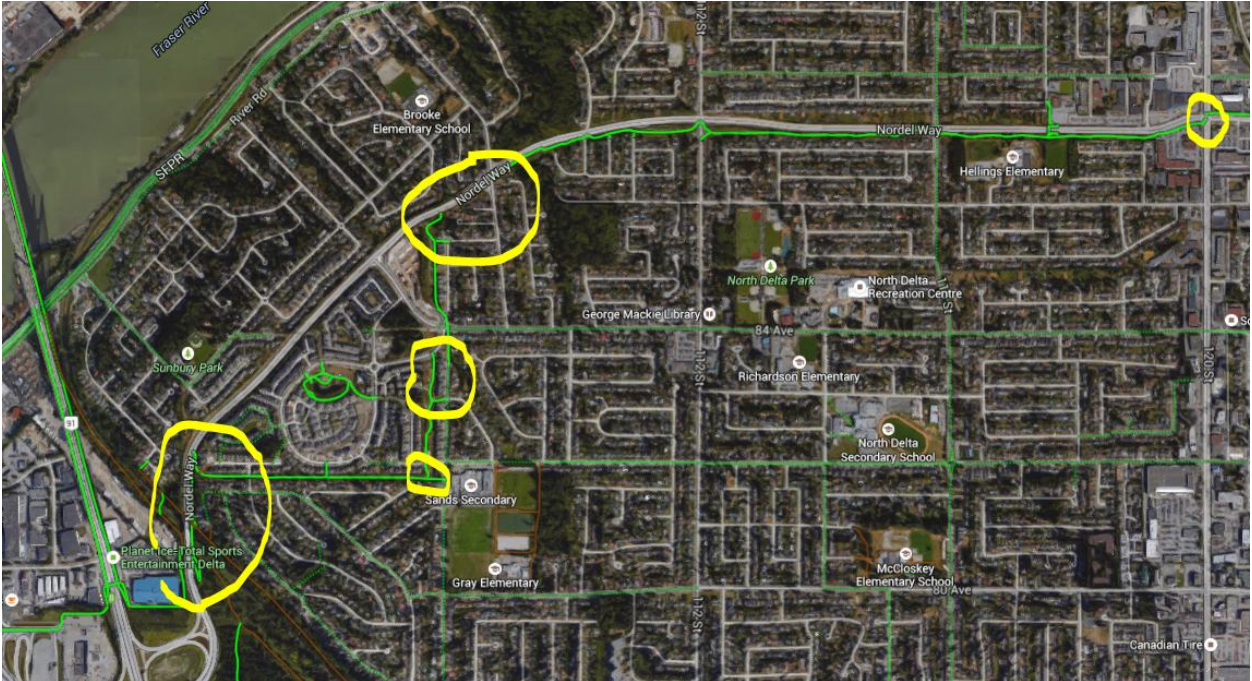


Proposed North Delta Cycling Improvements

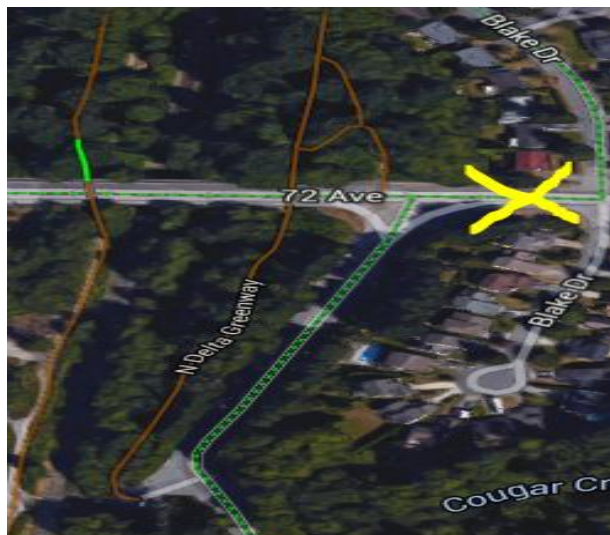
Tim Yzerman

1. Improved signage and way finding along bike routes
 - a. Wayfinding and instructional signage should be provided along Nordel Multi-use path (MUP) to direct cyclists to MUP on Surrey side of Scott Road, direct cyclists to and from to 82nd Avenue gas line and 108 Street MUP and pathway on Nordel Way. Suggest naming MUP on Nordel Way to Green Timbers Greenway as Surrey will be renaming this greenway route from Scott Road to Surrey/Langley border with this name.
 - b. Wayfinding to Santa Monica Drive bike route from 82nd Avenue MUP
 - c. Wayfinding along North Delta Greenway and Delta-South Surrey Regional Greenway



Wayfinding improvements are required in the circled areas

Improved trail connection and Wayfinding under 72nd Avenue from Barrymore/Blake Drive using North Delta Greenway to connect with Westview Drive as 72nd Avenue crossing is difficult/dangerous



2. Removal of baffle gates along bike routes and replacement with stop/yield signs and bollards to restrict vehicle access only. Baffle gates restrict the use of the trail from those using bike trailers or tandem bikes.



Nordel at 112 St – Useless baffle gates



Nordel west of 116 St



Cory Drive to Caribou Road path – Access is difficult for regular bikes due to the very narrow openings



Typical new greenway crossing in North Delta. Does not warn drivers of a crosswalk, baffle gates restrict passage of bike trailers, restrict vehicle access. Location is at 82nd Avenue near 108th Street



Typical greenway crossing of a similar type of street in Surrey warns cyclists to stop, warns drivers of a crosswalk that allows cycling, use of bollards allows passage for bike trailers and restricts vehicle access. Location is at 76 Ave on the Serpentine Greenway (~126 St)

3. 82nd Avenue between Scott Road and 116 Street.

The bike route west of 116 Street is very nice to ride as there are 1.8 m bike lanes and traffic calming.



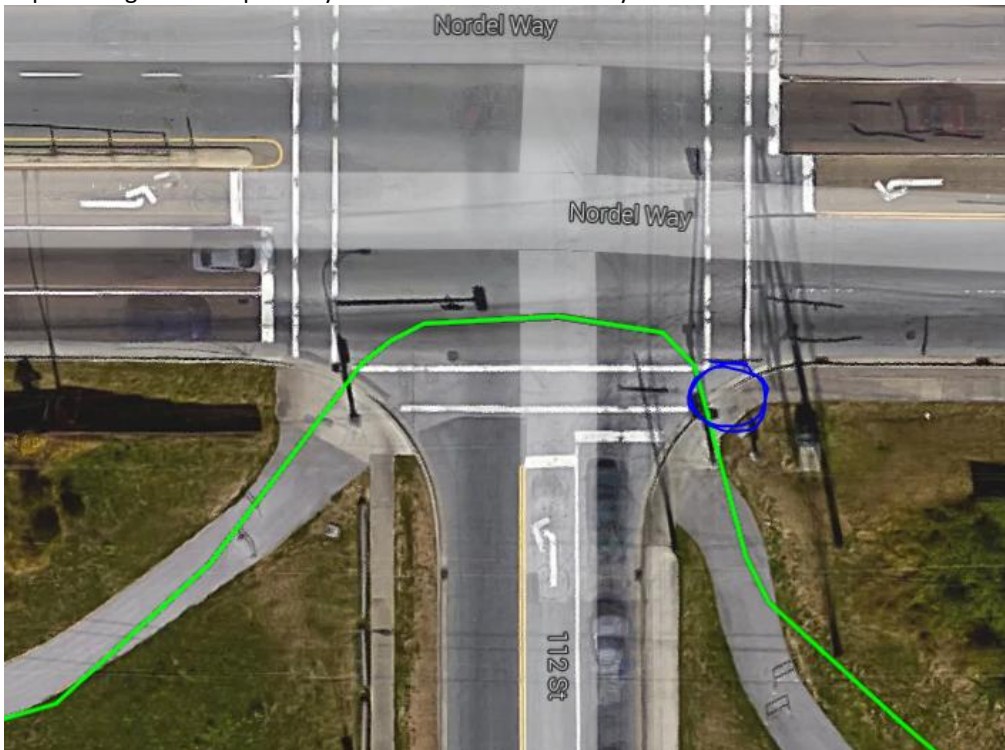
East of 116 Street the bike route is dangerous as the street is too narrow for a shared facility as indicated on

signs and sharrow symbols are located in the parking lane. I have had 2 incidents of driver road rage because I am taking up the lane and not letting them pass. Both times the vehicles have passed by me with a distance of 1 foot instead of over 3.



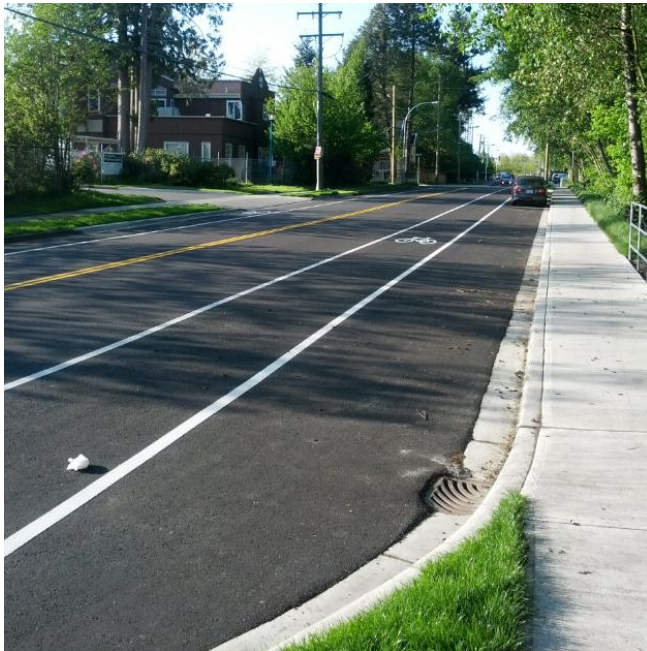
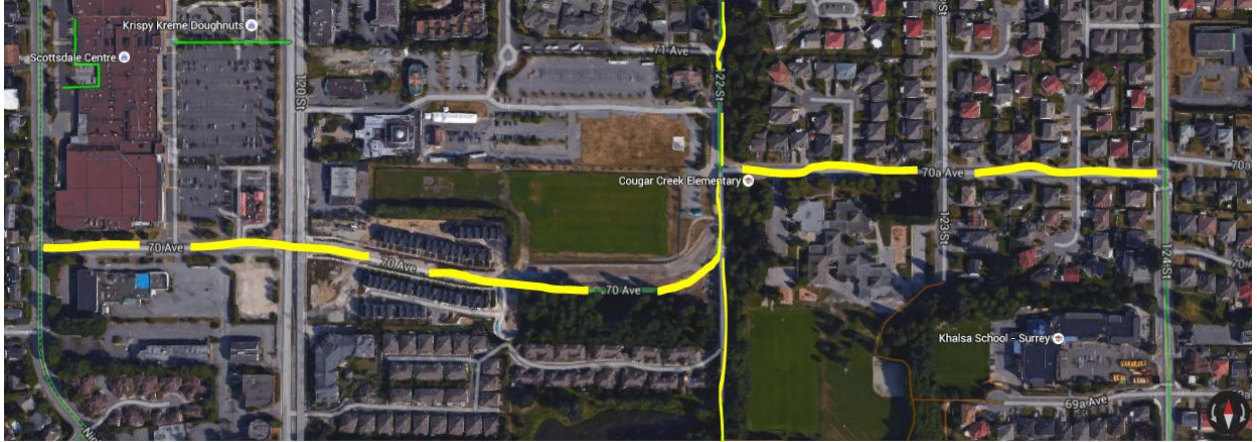
I would recommend that Delta completes a parking survey of this street and that they remove 1 side of parking and remark the street with bike lanes. I have cycled this route numerous times and the parking lanes have never been more than 50% full.

4. Improve alignment of pathway intersection at Nordel Way and 112 St



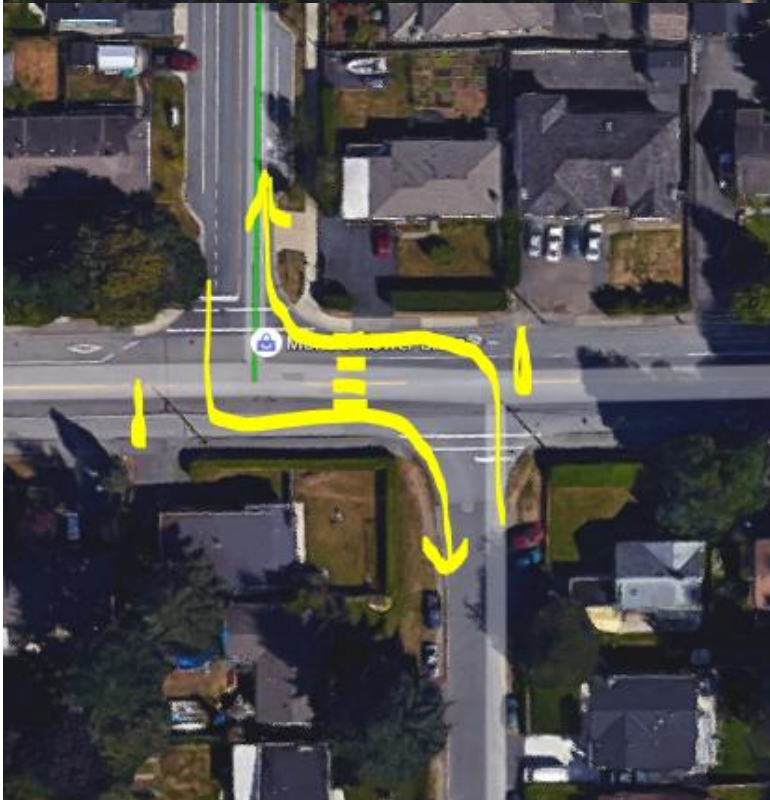
The blue circled area is the curb let down location. The traffic signals block the pathway access to the curb letdown. I recommend the stoplines and the south crosswalk are moved to the south. Baffle gates on both sides of 112 St serve little to no purpose and should be removed.

5. 70 Avenue should be a new east-west bike route connecting Surrey and Delta. I have had discussions with Surrey Engineering and there is potential for a bike route from Scottsdale Centre to Newton Town Centre. The bike route can already connect with 122 street and the Serpentine Greenway.



Improved 122 Street in Surrey

6. Improve connections for 115 Street. Currently it has great facilities but it is not connected. It dead ends at 72nd Avenue which limits its use.



A pedestrian/cyclist controlled light at 115 Street can be installed allowing cyclists and pedestrians safe crossing of 72nd Avenue.

7. 116 Street is a connected bike route but it was poorly designed as a shared road facility which limits its use. Cyclists that I have spoken to in North Delta do not like cycling on 116 Street as they feel the route is dangerous. The intersection at 116 Street and 72nd Avenue was also poorly designed as bike lanes or separated paths could have been made part of the design. HUB was not consulted in the redesign of this intersection even though this was a recent project. I hope the Delta local committee has better ability to have say into street improvements.



Cyclists must share the lane with straight and left turning vehicles. Separate bike paths can be installed on the traffic islands.

8. Improve Delta – South Surrey Regional Greenway

- a. Improve connection to 72nd Avenue – The connection is signed at Nordel Way but the access is not maintained by Metro Vancouver Parks/Water District. The access is overgrown and washed out.



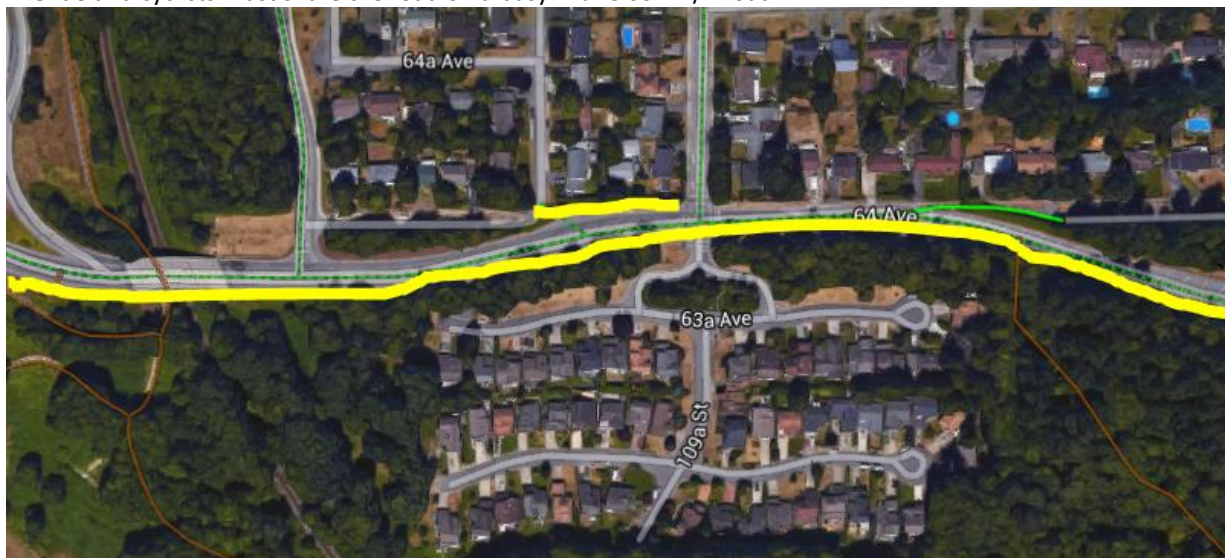
Note the pictures were taken in the winter. The overgrown condition in the Spring to Fall period is much worse



- b. The main MUP between Nordel and 64th Avenue is bumpy, has pockets of sand/mud. The trail already is used as a MUP but the GVRD Water District only treats it as an access trail for the water infrastructure. The trail should be improved to a MUP standard gravel trail

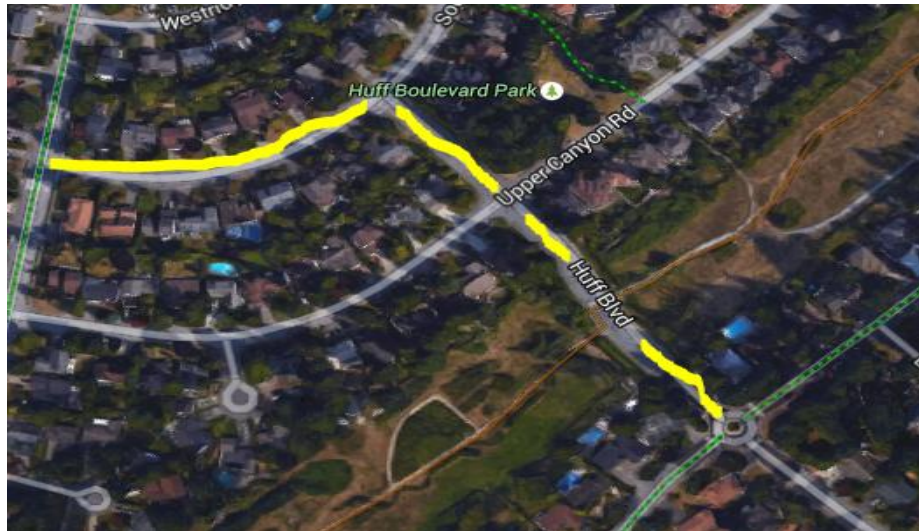


9. Improve Cycling Routes with separated pathways and wayfinding signs at 64th Avenue connections with Westview Drive and Delta-South Surrey Regional Greenway. Currently there is no sidewalk on the south side of 64 Avenue and cyclists must share the road on a busy 4 lane 60 km/h road.



New MUP's shown in yellow connecting Delta-South Surrey Regional Greenway, Westview Drive and Delta Watershed Park

- 10. New bike route and signs on Huff Boulevard to connect Lyon Road bike route with Westview Drive



- 11. New parallel to 72nd Avenue bike route using local streets on both sides of 72 Avenue to connect Delta-South Surrey Greenway, North Delta Greenway, Blake Drive, routes to Strawberry Hill (70 Ave and 75 Ave routes) and 115 Street/116 Street bike routes



New Parallel 72nd Avenue with MUP installed along 72 Ave, new MUP in Hydro right-of-way, pedestrian/cyclist crossing at 115 Street. Remainder of the route can use existing local streets with small improvements as required.