

DELTA

Objective 1: All Ages and Abilities cycling route connecting from the New Massey Tunnel Replacement Bridge to the Hwy 91 Interchange

Objective 2: Connectivity from the New Massey Tunnel Replacement Bridge to connecting cycling routes to major destinations

| | | | | | | | | | | | | | | | Scoring | | | | | Totals | | | | | | | |
|---------------------------------------|-----------------|-----------------|--------------------|----------------------|-------------------------------------|-----------------------|---|---|--|--|---|---|--|---|---------------------|---------------------|-------------------------------|----------------------------------|-----------------------|---------------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|
| Potential Route Reference # (See map) | Name of Route | Jurisdiction | Name of Segment | Direction of Segment | Name of Road | Start | End | Length (KM) | Destination/Area of Interest | Potential User | Existing Conditions | Recommended Improvements to achieve All Ages and Abilities rating | Pros (Post-Project) | Cons (Post-Project) | Utility | | Safety | | Feasibility | | Utility | Safety | Feasibility | Total | | | |
| | | | | | | | | | | | | | | | Destinations | Directness | Local Bike Route Connects Hwy | Regional Bike Route Connectivity | Ridership Served | Rider Safety | Technical | Political | Negative Impact on Other Modes | Out of 10 | Out of 10 | Out of 10 | Out of 10 |
| D1 | Highway 99 RW | Provincial | D1a1 | East-West | 99 MUP north side | New Bridge | Hwy 17a | 0.8 | Connection to Hwy 17A | All users (connects new bridge to Burns Dr) | New route | Separated cycling facility | Move direct alternate to 60th Ave (connects new bridge to Burns Dr) | Complete (and costly) intersection to navigate at Hwy 17A/Hwy 99 | 1-Hwy 2-Med 3-Local | 2-Hwy 2-Med 3-Local | 1-Local 2-Med 3-Local | 2-Local 2-Med 3-Local | 1-Local 2-Med 3-Local | 2-Hwy 2-Med 3-Local | 40% | 40% | 20% | 100% | | | |
| | | Provincial | D1a2 | East-West | 99 MUP north side | Hwy 17a | 64 Street | 0.9 | Connection to 64 St | All users (connects new bridge to Burns Dr) | New route | Separated cycling facility | | | | | | | | | | | | | | | |
| | | Provincial | D1a3 | East-West | 99 MUP north side | 64 Street | Hwy 17 | 1.2 | Connection to Hwy 17 | All users | New Route, very close to Burns Drive | Separated cycling facility | Move direct alternate to 60th Ave and 64 St to connect to Burns Drive | Similar to Burns Drive | | | | | | | | | | | | | |
| | | Provincial | D1a4 | East-West | 99 MUP north side | Hwy 17 | Ladner Trunk Road | 5.1 | Connection to Ladner Trunk Rd | All users | New Route, very close to Burns Drive | Separated cycling facility | | Similar to Burns Drive | | | | | | | | | | | | | |
| | | Provincial | D1a5 | East-West | 99 MUP north side | Ladner Trunk Road | Hwy 91 | 4.6 | Connection to Hwy 91 | All users | New Route | Separated cycling facility | | | | | | | | | | | | | | | |
| | | Provincial | D1b1 | East-West | 99 MUP south side | New Bridge | Hwy 17a | 0.8 | Connection to Hwy 17A | All users (connects new bridge to Hwy 17a) | New route | Separated cycling facility | Connects to west MUP on bridge | May not be politically feasible: only serves southbound cyclists to Ferry | | | | | | | | | | | | | |
| | | Provincial | D1b2 | East-West | 99 MUP south side | Hwy 17a | 64 Street | 0.9 | Connection to 64 Street | All users (connects new bridge to Hwy 17a) | New route | Separated cycling facility | | | | | | | | | | | | | | | |
| | | Provincial | D1b3 | East-West | 99 MUP south side | 64 Street | Hwy 17 | 1.2 | Connection to Hwy 17 | All users (connects new bridge to Hwy 17) | New route | Separated cycling facility | | | | | | | | | | | | | | | |
| | | Provincial | D1b4 | East-West | 99 MUP south side | Hwy 17 | 96 Street | 5.1 | Connection to 96 St | All users | New route, very close to Ladner Trunk Road | Separated cycling facility | | | | | | | | | | | | | | | |
| | | Provincial | D1b5 | East-West | 99 MUP south side | 96 Street | 112 St | 1.3 | Connection to 112 St | All users | New route | Separated cycling facility | | | | | | | | | | | | | | | |
| Provincial | D1b6 | East-West | 99 MUP south side | 112 St | Hwy 91 | 3.3 | Connection to Hwy 91 | All users (connects Thornby Dr to Hwy 91) | New route | Separated cycling facility | | | | | | | | | | | | | | | | | |
| Provincial | Total Route | North-South | Highway 99 | New Bridge | Hwy 91 Interchange | 13.1 | | | Longer distance rider | New route | Requires off-highway separated path Requires grade separation at all ramps | Direct route | Potential traffic noise, fumes | 1 | 3 | 1 | 3 | 2 | 3 | 2 | 2 | 3 | 6.7 | 10.0 | 7.8 | 8.2 | |
| D2 | Ladner Trunk Rd | Municipal | D2a1 | North-South | River Road (South) | New Bridge | Admiral Drive | 1.1 | | | | | Primary connector heading south from New Bridge | | | | | | | | | | | | | | |
| | | Municipal | D2a2 | North-South | River Road (South) | Admiral Drive | Ladner Trunk Road | 2.0 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2a3 | East-West | Ladner Trunk Rd | Elliot Street | 64 Street | 2.6 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2a4 | East-West | Ladner Trunk Rd | 64 Street | 96 Street | 6.6 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2a5 | East-West | Horby Drive | 96 Street | 112 St | 3.7 | Dike Trail Connect along 112 St to Hwy 10 and Scott Road | Longer distance rider Recreational rider | Poor condition | Requires repaving and widening, with cycling infrastructure | Existing route to Surrey | | | | | | | | | | | | | | |
| | | Municipal | D2b1 | North-South | River Road (South) | New Bridge | Admiral Drive | 1.1 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2b2 | East-West | New Path along Crescent Slough | River Road | 64 Street | 2.3 | | | | New route | MUP | Quieter alternative | | | | | | | | | | | | | |
| | | Municipal | D2b3 | North-South | 64 Street | Crescent Slough | Ladner Trunk Road | 0.5 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2b4 | East-West | Ladner Trunk Rd | 64 Street | 96 Street | 6.6 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2b5 | East-West | Horby Drive | 96 Street | 112 St | 3.7 | Dike Trail Connect along 112 St to Hwy 10 and Scott Road | Longer distance rider Recreational rider | Poor condition | Requires repaving and widening, with cycling infrastructure | Existing route to Surrey | | | | | | | | | | | | | | |
| | | Municipal | D2c1 | North-South | River Road (South) | New Bridge | Admiral Drive | 1.1 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D2c2 | East-West | Crescent Drive | River Road | 57 Street | 1.0 | | | | Local roadway | | | | | | | | | | | | | | | |
| | | Municipal | D2c3 | North-South | 57 Street | Crescent Drive | Ladner Trunk Road | 0.9 | | | | Local roadway | | | | | | | | | | | | | | | |
| Total Route | East-West | Ladner Trunk Rd | New Bridge | Hwy 91 | 16.7 | | Link to East Ladner and Boundary Bay Airport (and Surrey eastbound) | Commuter, longer distance rider | Existing route to/from Mainroad shuttle drop off/pick up at Town and Country Inn | Requires separated cycling facilities along key shared roadways (River Rd/60 Ave/96 Ave and Ladner Trunk Rd) and heavy and light duty 48ft may benefit from advisory shoulders | Primary connector heading south/east from new bridge | 64th is a narrow farm road, east of 64 St Ladner Trunk is a busy roadway, shoulders exist but there are heavy traffic volumes and trucks | 2 | 2 | 1 | 3 | 2 | 2 | 2 | 2 | 2 | 6.7 | 6.7 | 6.7 | 6.7 | | |
| D3 | Burns Drive | Municipal | D3a1 | North-South | River Road | New Bridge | 60th Ave | 0.3 | Primary connector heading north from new bridge | | | | | | | | | | | | | | | | | | |
| | | Municipal | D3a2 | East-West | 60th Ave | River Road | 64 Street | 1.2 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D3a3 | North-South | 64 Street | 60th Ave | Burns Drive | 0.9 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D3a4 | East-West | Burns Drive | 64 Street | Hwy 17 (SPFR) | 1.5 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D3a5 | East-West | Burns Drive | Hwy 17 (SPFR) | 96 Street | 5.6 | Mathews Exchange | Long distance rider | | | | | | | | | | | | | | | | | |
| | | Municipal | D3a6 | East-West | Ladner Trunk Road | 96 Street | Hwy 91 Interchange | 4.4 | Points East | Long distance rider | | | | | | | | | | | | | | | | | |
| | | Total Route | East-West | Burns Drive | New Bridge | Hwy 91 | 13.9 | | Link to Surrey and North Delta destinations | Commuter, longer distance rider | Existing route to/from Mainroad shuttle drop off/pick up at Town and Country Inn | Requires separated cycling facilities along key shared roadways (River Rd/60 Ave/96 Ave and Ladner Trunk Rd east of 96 St.) | Primary connector heading east from new bridge. Burns Drive is a good facility for cycling | | | | | | | | | | | | | | |
| 2 | 3 | 1 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 7.3 | 10.0 | 8.9 | 8.7 | | | | | | | | | | | | | |
| D4 | Arthur Drive | Municipal | D4a1 | North-South | River Road | New Bridge | Admiral Drive | 1.1 | Link to/from New Bridge Millennium Trail | Recreational, Tourist, Commuter | Shared road facility (River Rd), off-road path (from tunnel to Crescent Dr) | Separated cycling facilities along River Road south, and/or widened off-road path from Marina Garden Estates to Nelson Grove Elementary at Crescent Dr | Primary connector heading south from new bridge. Serves both local and regional cyclists. Supports Sustainability Strategy for town centre district. | | | | | | | | | | | | | | |
| | | Municipal | D4a2 | North-South | River Road/Arthur Drive/52nd Street | Admiral Drive | Taswassen Town Centre | 9.6 | Ladner Village Taswassen Town Centre TPA Boundary Bay Airport | Recreational, Tourist, Commuter | Shared road facility (Arthur Drive and 52nd St) | Separated cycling facilities along Arthur Drive from EB&T St (Ladner Village) to 44 Ave, widened shoulder along 51 St and 28 Ave, south of Arthur Drive overpass. | Primary connector from Ladner Village to Taswassen Town Centre and TPA, supports Sustainability Strategy for town centres. This conflicts with its role as a designated cycling route. | With the new TPA shopping district at Hwy 17 and 52 St, 52 St has become a busier south-north route for vehicles. This conflicts with its role as a designated cycling route. | | | | | | | | | | | | | |
| | | Total Route | North-South | Arthur Drive | New Bridge | Taswassen Town Centre | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 9 | 8.7 | 6.7 | 7.8 | 7.7 | | | | | | | | | | | | | |
| D5 | Hwy 17A | Municipal | DSa1 | North-South | River Road | New Bridge | Admiral Drive | 1.1 | Primary connector heading south from New Bridge | | | | | | | | | | | | | | | | | | |
| | | Municipal | DSa2 | North-South | River Road/Elliott Street | Admiral Drive | Ladner Trunk Road | 2.0 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | DSa3 | East-West | Ladner Trunk Road | Elliot Street | Hwy 17A | 1.9 | Hwy 99 Transit Stop | | Cycling facilities west of Hwy 17A | Separated cycling facilities | | Limited opportunity due to narrow shoulder | | | | | | | | | | | | | |
| | | Provincial | DSa4 | North-South | Hwy 17A | Ladner Trunk Road | Hwy 17 | 3.9 | | | | Busy road with minimal room for cyclists (no shoulder) | | | | | | | | | | | | | | | |
| | | Provincial | DSa5 | North-South | Hwy 17 | Hwy 17A | BC Ferry Terminal | 7.0 | Ladner Bus Exchange BC Ferries Taswassen Town Centre TPA | Long distance rider | With opening of SPFR, fewer trucks and vehicles on Hwy 17A; however, debris can be bad. | Separated cycling facilities | | Relatively cautious for access to transit station | | | | | | | | | | | | | |
| | | Municipal | DSb1 | North-South | River Road | New Bridge | Crescent Slough | 1.0 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | DSb2 | East-West | New Path along Crescent Slough | River Road | Hwy 17A | 1.5 | | | | | | | | | | | | | | | | | | | |
| | | Provincial | DSb3 | North-South | Hwy 17A | Crescent Slough | Hwy 17 | 4.6 | | | | | | | | | | | | | | | | | | | |
| | | Provincial | DSb4 | North-South | Hwy 17 | Hwy 17A | BC Ferry Terminal | 7.0 | Ladner Bus Exchange BC Ferries Taswassen Town Centre TPA | Long distance rider | Debris in shoulders | Separated cycling facilities | | Relatively cautious for access to transit station | | | | | | | | | | | | | |
| | | Municipal | DSc1 | North-South | River Road | New Bridge | 60th Ave | 0.3 | | | | | | | | | | | | | | | | | | | |
| | | Municipal | DSc2 | East-West | 60th Ave | River Road | 628 Street | 0.8 | | | | | | | | | | | | | | | | | | | |
| Provincial | DSc3 | North-South | 628 Street/Hwy 17A | 60th Ave | Hwy 17 | 6.5 | | | | | | | | | | | | | | | | | | | | | |

| | | Provincial | DS4 | North-South | Hwy 17 | Hwy 17A | BC Ferry Terminal | 7.0 | Ladner Bus Exchange BC Ferries Tsawwassen Town Centre TFN | Long distance rider Commuter Multi-modal rider (Transit) | Debris in shoulders | Separated cycling facilities | Community connector that serves both local and regional cyclists | Relatively circuitous for access to transit station | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|--------------------|-------------|-------------|-------------|--------------------------------|------------------------|-------------------------|--|--|---|--|--|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|-----|------|-----|-----|-----|-----|--|--|--|--|--|--|--|--|--|
| | | Total Route | North-South | Hwy 17A | New Bridge | BC Ferry Terminal | 15.8 | Ladner, Municipal precinct, Ladner Exchange (Translink), TFN, BC Ferries | Commuters, recreational riders | | | Create an identifiable, separated cycling route that dually serves locals and commuters. | Community connector that serves both local and regional cyclists | With new bridge, Hwy 17A may see more vehicular traffic than present conditions (which may further reduce cyclist safety) | 3 | 1 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8.0 | 6.7 | 6.7 | 7.2 | | | | | | | | | | |
| D6 | Hwy 17 (SPFR) | Municipal | D6a1 | North-South | River Road | New Bridge | Admiral Drive | 1.1 | | | | | Primary connector heading south from New Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6a2 | North-South | River Road/Elliot Street | Admiral Drive | Ladner Trunk Road | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6a3 | East-West | Ladner Trunk Road | Elliott Street | Hwy 17 (SPFR) | 4.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Provincial | D6a4 | North-South | Hwy 17 (SPFR) | Ladner Trunk Road | BC Ferry Terminal | 12.4 | Tsawwassen Town Centre TFN BC Ferries | Longer distance rider Commuter | Shoulders for cyclists exist along the entirety of the Hwy 17 travel corridor, however, due to the speed and nature of vehicular traffic (large trucks), presently most cyclists choose to travel on alternate routes. | Separated cycling facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6b1 | North-South | River Road | New Bridge | Crescent Slough | 1.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6b2 | East-West | New Path along Crescent Slough | River Road | 64 Street | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6b3 | North-South | 64 Street | Crescent Slough | Ladner Trunk Road | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6b4 | East-West | Ladner Trunk Road | 64 Street | Hwy 17 (SPFR) | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Provincial | D6b5 | North-South | Hwy 17 (SPFR) | Ladner Trunk Road | BC Ferry Terminal | 12.4 | Tsawwassen Town Centre TFN BC Ferries | Longer distance rider Commuter | Shoulders for cyclists exist along the entirety of the Hwy 17 travel corridor, however, due to the speed and nature of vehicular traffic (large trucks), presently most cyclists choose to travel on alternate routes. | Separated cycling facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6c1 | North-South | River Road | New Bridge | 60th Ave | 0.3 | | | | | | | Primary connector heading north from New Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6c2 | East-West | 60th Ave | River Road | 64 Street | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6c3 | North-South | 64 Street | 60th Ave | Burns Drive | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D6c4 | East-West | Burns Drive | 64 Street | Hwy 17 (SPFR) | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Provincial | D6c5 | North-South | Hwy 17 (SPFR) | Burns Drive | BC Ferry Terminal | 13.4 | Tsawwassen Town Centre TFN BC Ferries | Longer distance rider Commuter | Shoulders for cyclists exist along the entirety of the Hwy 17 travel corridor, however, due to the speed and nature of vehicular traffic (large trucks), presently most cyclists choose to travel on alternate routes. | Separated cycling facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Total Route | North-South | Hwy 17 | New Bridge | BC Ferry Terminal | 20.0 | Ladner, Municipal precinct, Ladner Exchange (Translink), TFN, BC Ferries | Commuters, recreational riders | (See above) | Create an identifiable, separated cycling route that dually serves locals and commuters. | Community connector that serves both local and regional cyclists | With the new TFN shopping district at Hwy 17 and 52 St, 52 St has become a busier south-north route for vehicles. This conflicts with its role as a designated cycling route. | 3 | 1 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8.0 | 6.7 | 6.7 | 7.2 | | | | | | | | | |
| D7 | 64th St/Dike Trail | Municipal | D7a1 | North-South | River Road (South) | New Bridge | Admiral Drive | 1.1 | | | | | Primary connector heading south from New Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7a2 | North-South | River Road (South) | Admiral Drive | Ladner Trunk Road | 2.0 | Ladner Village | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7a3 | East-West | Ladner Trunk Rd | Elliott Street | 64 Street | 2.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7a4 | North-South | 64 Street | Ladner Trunk Road | Boundary Bay Dike Trail | 5.3 | | | | Narrow farm road, potential conflict with other road users | Wider road Separated cycling facilities | Fairly linear spine that connects cyclists to other roads | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7a5 | North-South | Boundary Bay Dike Trail | 64 Street | Tsawwassen Town Centre | 3.0 | Tsawwassen Town Centre TFN BC Ferries | Commuters Recreational Riders | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7b1 | North-South | River Road (South) | New Bridge | Admiral Drive | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7b2 | East-West | New Path along Crescent Slough | River Road | 64 Street | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7b3 | North-South | 64 Street | Crescent Slough | Boundary Bay Dike Trail | 5.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7b4 | North-South | Boundary Bay Dike Trail | 64 Street | Tsawwassen Town Centre | 3.0 | Tsawwassen Town Centre TFN BC Ferries | Commuters Recreational Riders | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7c1 | North-South | River Road (North) | New Bridge | 60th Ave | 0.3 | | | | | | | Primary connector heading north from New Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7c2 | East-West | 60th Ave | River Road | 64 Street | 1.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7c3 | North-South | 64th St (N) | 60th Ave | Burns Drive | 0.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7c4 | North-South | 64 Street | Burns Drive | Boundary Bay Dike Trail | 6.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D7c5 | North-South | Boundary Bay Dike Trail | 64 Street | Tsawwassen Town Centre | 3.0 | Tsawwassen Town Centre TFN BC Ferries | Commuters Recreational Riders | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Total Route | North-South | 64 Street | New Bridge | Tsawwassen Town Centre | 14.0 | Tsawwassen Town Centre | Recreational Riders, Commuters | 64 St is important local/regional spine for bikes; narrow farm road, with ditches on both sides. | This would require repaving/widening. | Good connector for range of cyclists, to range of destinations | Shared farm road, limited room for increased cycling activity. Advisory shoulders sought. | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8.7 | 10.0 | 6.7 | 8.8 | | | | | | | | | | | |
| D8 | 68th St/River Road | Municipal | D8a1 | North-South | River Road | New Bridge | 60th Ave | 0.3 | | | | | Primary connector heading north from New Bridge | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D8a2 | East-West | 60th Ave | River Road | 68 Street | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D8a3 | North-South | 68 Street | 60th Ave | River Road | 2.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Municipal | D8a4 | East-West | River Road | 68th Street | Hwy 91 | 7.1 | Tilbury Business Park | Long distance riders Recreational riders Commuters | Similar travel route exists today. 68 St is a farm road with minimal width for cyclists and farm/motor vehicles | Separated cycling facilities | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Total Route | North-South | River Road | New Bridge | Hwy 91 | 12.2 | Tilbury Business Park | Commuters | 68 St is a narrow farm road, some rough patches for cyclists between 64 and River Road (northbound) | This would require repaving/widening. | May be quieter than using River Road (less industrial traffic) | If more cyclists, could be more conflicts between bikes, cars and farm machinery. | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 2 | 2 | 2 | 2 | 6.0 | 6.7 | 6.7 | 6.4 | | | | | | | | | | | | |