



604.558.2002
info@bikehub.ca
bikehub.ca



February 10, 2018

TO: Christopher Wilcott, City of Surrey Planning Department
RE: Development Application 16-0673 – City of Surrey

Dear Mr. Wilcott,

HUB Cycling is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities.

HUB Cycling – Surrey White Rock local committee is writing about development proposal 16-0673. The development proposes to infill existing properties between 92 Avenue and Fraser Highway at 149 Street. According to the developer's engineering firm CitiWest Consulting Ltd. the development will be providing a lane way connection with 91 Avenue however will not be providing any connection to Fraser Highway even for pedestrians and cyclists.

The HUB Cycling Surrey Committee does not support the Development Proposal 16-0673 as it currently is designed and insists that a cyclist/pedestrian right-of-way be part of the development to connect 92 Avenue with Fraser Highway at 149 Street. If a right-of-way were to be provided it could be part of potential Neighbourhood Bike Route on 149/150 Street stretching from a future greenway near 80 Avenue all the way to 100 Avenue which would connect to Guildford Mall and extend an existing bike route on 150 Street between 100 Avenue and 108 Avenue. The proposed development would permanently block this possibility if no no right-of-way is provided. Because no connection is provided this development goes against goals set out in the City of Surrey Cycling Plan and the Sustainability Charter.

Excerpt from the City of Surrey Cycling Plan:

“The City needs to plan and provide facilities for the interested cyclist group who represents over 40% of cyclists, as well as for the regular cyclist group, representing 25% of cyclists, in order to see an increase in the number of people cycling, and in the frequency with which people use their bicycles. Facilities and education are important to get more people feeling comfortable cycling more often.

*One of the ways to get less confident and new cyclists more comfortable with cycling is to offer facilities more separated from traffic. Surrey's new Greenways Plan identifies a planned network of over 350 km of greenways (multi-use pathways), which are shared with pedestrians, but buffered from vehicle traffic. These facilities can be considered an “entry-level” cycling facility, as well as **Neighbourhood Bike Routes**, which guide cyclists through local roads and pathways, where there is less traffic volume and speeds, even though it is usually a longer route.”*

This development goes against the City of Surrey's Cycling Plan's goal of providing "entry-level" Neighbourhood Bike Routes which attract cyclists from the "interested but concerned" group of cyclists and beginner cyclists by blocking a potential Neighbourhood Bike Route.

Sustainability Charter

Excerpt from the Sustainability Charter:

"Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly

STRATEGIC DIRECTIONS: Continue to plan and develop a transportation and mobility network (including active transportation) that supports safety, placemaking and integration of neighbourhoods.

STRATEGIC DIRECTIONS: Wellness and Recreation • Pedestrian and cycling infrastructure promotes walking and cycling for travel to work, school, services and recreation

Transportation

• An integrated and multi-modal transportation network offers affordable, convenient, accessible and safe transportation choices within the community and to regional destinations.

• Surrey residents of all ages and abilities have access to active transportation options, enabling them to participate fully in society without the use of a private automobile."

By developing a Neighbourhood Bike Route on 150 Street and providing a safe crossing of Fraser Highway the City can work towards it's goal of providing walkable and bike friendly. Part of making a area more walkable is by providing more direct routes. Without a right-of-way if a resident of this new development were to walk to Maple Green Park south of Fraser Highway they would have to walk 1.2 kilometers to get to the park. If a right-of-way was provided with the development and a crosswalk on Fraser Highway was also provide the distance would be cut in half. This right-of-way and crosswalk would improve access to transit with a direct connection to bus stop 56410 on Fraser Highway at 150 Street.

Please require the developer to provide a pedestrian/cyclist right-of-way with development 16-0673 connecting 92 Avenue to Fraser Highway.

Sincerely,



Tim Yzerman
Co-Chair, Surrey White Rock Committee
HUB Cycling

Potential Neighbourhood Bike Route shown in red:



Existing parts of potential Neighbourhood Bike Route that can be followed both north and south of the subject property:

