

**To:** [surreylangleyskytrain@gov.bc.ca](mailto:surreylangleyskytrain@gov.bc.ca)

June 16, 2025

**Subject: Closure of Fraser Highway Multi-Use Path (168 St to Highway 15)**

On behalf of HUB Cycling's Surrey and Langley Committees, we are writing to express our deep concern and frustration over the recent closure of the Fraser Highway Multi-Use Path (MUP) between 168 Street and Highway 15. We understand that this section will remain closed for the next year as part of the Surrey Langley SkyTrain construction.

This decision to close the MUP is extremely disappointing, particularly in light of the commitments made during stakeholder meetings, where HUB Cycling Surrey Committee was assured that a temporary detour/pathway would remain available throughout construction for people walking, cycling, rolling or using other micro-mobility devices, such as wheelchairs and strollers for children. Instead, users of the MUP—many of whom rely on cycling and other forms of micromobility for their daily transportation—have now been forced into dangerous and inadequate alternatives.

The current accommodation asking active travel users to use a Translink bus (for free) to bypass construction or share a single vehicle lane on Fraser Highway with vehicles for more than two kilometres is wholly inappropriate, as many either do not want to or cannot use transit as part of their travel. Reasons for this include:

- Many users do not have the physical ability to lift their bikes onto the bus bike racks.
- Many users are using bikes or devices that are not compatible with the bus bike racks.
- Many buses in this region are already overcrowded, and bike racks may be full. This recommendation places more pressure on an already strained transit system.
- It also places an expectation on users to wait for the next free bus, slowing down their journey, this increases the likelihood that next time they'll just drive, further adding to congestion in this area.

This uphill section, frequently used by people on bikes, e-bikes, and e-scooters, places them in direct conflict with high-speed arterial traffic. Expecting people on bicycles or scooters that can't use the bus to "take the lane" in such conditions not only ignores basic road safety standards but actively endangers vulnerable road users. It also risks fostering tension between people driving vehicles and people cycling in already stressful conditions. One of our members has reported that already three drivers have passed them very close with less than a 50 centimeter gap, even though

they were riding 30 km/h which is at the construction zone speed limit and putting them in serious risk of a major injury or worse from a collision.

Further exacerbating the issue is the absence of any safe and practical alternate routes. Nearby corridors such as 80 Avenue and 88 Avenue lack shoulders and have deep ditches, making them hazardous. Longer detours, such as 64 Avenue to 168 Street or the Green Timbers Greenway at 96 Avenue, add upwards of 3.5 km to already long trips and large steep hills to access these routes. Taking a detour such as these is not feasible for many cyclists and is especially discouraging for newer or less confident riders, including youth, people with disabilities, newcomers to Canada and senior citizens.

This closure will be in effect for more than a year. Such a long-term disruption without proper accommodation is not acceptable in a region working to promote sustainable, multimodal transportation and working towards Vision Zero. It places an unfair burden on those who choose (or have no other option) to travel actively and undermines broader goals around climate action, equity, and mobility. Detours should match comfort levels of the detoured route, in this case separated bike lanes.

We would welcome the opportunity to discuss this matter with your team further and work collaboratively toward a better solution.

Sincerely,

Tim Yzerman and Barry Azevedo

HUB Surrey Chair and HUB Langley Chair

## **About HUB Cycling**

Since 1998, HUB Cycling has been championing cycling in Metro Vancouver as a charitable not-for-profit organization. For over 25 years, HUB has worked to remove barriers to cycling and amplify the health, environmental, and economic benefits of active transportation. Through education, advocacy, and engagement, HUB has empowered thousands of people to cycle more often and supported the development of a safer, more connected cycling network by working to #UnGapTheMap.

HUB Cycling's mission is to get more people cycling more often. With nearly 3,000 members, over 45,000 direct supporters, and 10 volunteer committees across the region, HUB promotes cycling for people of all ages and abilities (AAA) in communities throughout Metro Vancouver.

Learn more at [bikehub.ca](https://bikehub.ca).