

March 7, 2025

Victor Jhingan, Acting Director, Design & Construction Division
City of Surrey

Re: [132 Street Improvements Project](#)

The Surrey-White Rock Local Committee of HUB Cycling is providing feedback on the information presented on the City's website regarding the 132 Street Improvements Project.

The Surrey-White Rock Local Committee is encouraged to see the construction of a multi-use pathway (MUP) for people walking, rolling or using other forms of active transportation on the east side of 132nd Street from 72nd Ave to 80 Ave.

The committee would however like to raise some concerns about the design of the project which we feel impedes the safety of active travel users as well as provide some suggestions on the inability of people walking, cycling, using scooters and mobility devices traveling southbound to access the entire constructed pathway until Phase 1 of the project is completed (as the Phase 1 portion of the project stops short of 76 Ave from 72 Ave).

To enable and facilitate safe active travel for those walking and rolling *Southbound* during the Phase 1 construction, HUB's Surrey White Rock Local Committee recommend any of the following measures:

1. Change the sidewalk on the west side into a 2-metre wide multi-use path (similar in design to what was recently installed on 80 Avenue).

The original design will only provide a multi-use path on the east side and a sidewalk on the west side. This will require people cycling, scooting or using mobility devices southbound to cross the street twice to use the east multi-use pathway. This will decrease safety as people will be forced to cross 132 Street at an intersection twice. ICBC data shows that 80% of all collisions happen in intersections. We recommend an asphalt multi-use pathway on the west side, similar to what has been built on 80 Avenue between 128 Street and 121 Street.

This multi-use pathway provided on 80 Avenue is only 2 m wide. This configuration of having multi-use pathways on both sides of the street would be preferable to crossing the street for what will ultimately be a 1.6 km long section of roadway that will be widened by 2027 and would help with the issue discussed in the second recommendation below.

Pedestrian volumes on 132nd Street will likely remain low due to the industrial nature of the area, so a narrow multi-use path similar to what was constructed on 80th Avenue may be sufficient if a multi-use pathway also exists on the east side.

2. Provide a temporary path on the boulevard in the section shown in *Appendix, Figure 1* between the north end of Phase 1 and the intersection of 76 Avenue and allow cycling on the existing sidewalk to connect to the new multi-use path

There is no sidewalk connection for people to use on the east side of 132 Street going south from 76 Ave. People walking or rolling or using wheelchairs rely on a narrow space that is overgrown by blackberry thorn bushes (see *Appendix, image B*).

Changes made in Phase 1 to install 5 vehicle lanes will result in the southbound bike lane ending and changing into a vehicle lane. Once Phase 2 is complete, people cycling southbound on 132 Street from 76 Avenue will lose the painted bike lane and will be forced to choose between taking a lane and riding in traffic after the painted bike lane ends for the entire length of the Phase 1 section of project, or crossing 5 lanes of traffic via the bidirectional turn lane to access the multi-use pathway or crossing 132 Street at the intersection of 76 Ave; then riding either the wrong way on a narrow painted bike lane against traffic or riding the dirt path on the boulevard and then illegally riding on the concrete sidewalk until the multi-use pathway starts for 150 metres. It would be preferable to have people cycling southbound be able to access the new multi-use path from the intersection at 76 Avenue than to have people cycling have to take a lane cycling southbound.

Providing a temporary path has been recently done in Surrey. Work done at a Fortis natural gas compressor station near Surrey Memorial Hospital required relocation of the Green Timbers Greenway and a temporary asphalt pathway was provided circumnavigating the construction area. A 50-60 m long temporary pathway was provided by this project for only 2 months. The path required at this location would be in place for 1 year and would be only 20-30m long.

3. Reduce hazards in the multi-use pathway

The Surrey White Rock HUB Local Committee is concerned for the safety of active travel users of the proposed multi use path design for the 132 Street Improvements Project and encourage the design be modified to eliminate or reduce hazards, such as moving power poles currently blocking active travel mobility, providing ample space for people to cycle, scoot or use mobility devices such as electric wheelchairs and marking conflict areas to increase safety. We urge the city to review HUB Cycling recommendations on Shared multi-use pathways¹ to ensure that pathways are built to the highest standards. Please see the appendix for the attached recommendations.

We note that the multi-use pathway being built will be along a high-volume arterial roadway with a vehicle speed limit above 50 km/h, has multiple intersections and multiple driveways with turning movements across the path and has obstructions such as signs, hydro poles and street lights. We also note that people cycling southbound in rainy, wet weather especially may experience glare from oncoming traffic.

We request that power poles be relocated to provide a clear space for people cycling to reduce the chance of hitting them and falling into the vehicle lane. The planned design shows that there will be BC Hydro power poles in the middle of the multi-use path. This will result in the multi-use pathway being split up into 2 narrow paths around the poles in the centre of the pathway. These poles are potential hazards for people walking, rolling or cycling, and the Transportation Association of Canada

¹ HUB Cycling Recommendations for Multi-Use Paths: [Shared multi-use pathways \(MUPs\) should be chosen cautiously and built to the highest standards.](#)

(TAC) Guidelines² shows that a clearance of 0.5 m should be provided in addition to the operating envelope shown in Appendix Figure 4 and 5. Please ensure that the configuration of the multi-use pathway around the power poles allows for the safe operation of a bicycle ensuring people cycling do not strike the poles and fall into oncoming traffic and to relocate power poles to the outside of the pathway if clearances and operating envelopes can't be maintained.

4. Build crosswalk to support the planned conversion of 73A Avenue into a greenway route

The Surrey White Rock HUB Local Committee requests that the proposed crosswalk at Comber Way and 74A Avenue be designed to ensure safe and convenient access for people cycling, scooting, or using mobility devices.

Additionally, the crosswalk should support the planned conversion of 73A Avenue into a Greenway route. Since 73A Avenue may already be designated as a local street route, installing wayfinding signage would help complete the connection, improving access to Newton Athletic Park and the Serpentine Greenway via 74 Avenue.

We also request that the city considers adding the route shown in **Appendix, Image 3** between 128 Street and 132 Street as a signed bike route.

Thank you for the opportunity to provide feedback on the proposed project and please do not hesitate to reach out to the committee if you have any questions.

Sincerely,



Tim Yzerman
Chair, Surrey Local Committee, HUB Cycling
Email: surrey-whiterock@bikehub.ca

c/c: Scott Neuman, Harry Long, Randy Brar, Jason Colenutt, Peter Klitz, Katarina Stevovic, Adolfo Majano

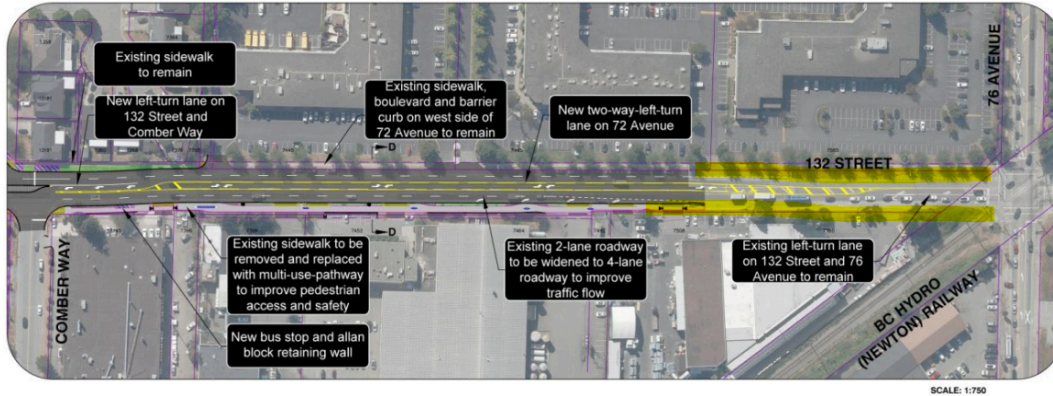
About HUB Cycling

HUB Cycling is a charitable not-for-profit organization that has spent over 25 years removing barriers to cycling in Metro Vancouver while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often. HUB Cycling has close to 3,000 individual members, more than 50,000 direct supporters and 1,200 plus dedicated volunteers. HUB Cycling has 10 volunteer committees across Metro Vancouver that advocate for cycling for people of all ages and abilities (AAA). For more information, visit bikehub.ca.

² Transportation Association of Canada: "Geometric Design Guideline for Canadian Roads, Chapter 5: Bicycle Integrated Design, June 2017" edition.

APPENDIX

Photo A: 132 Street Design



The highlighted areas show the current street configuration, which will not be completed until Phase 2, leaving people cycling southbound suddenly in a vehicle lane and not allowing people cycling to access the multi-use pathway as that ends in a narrow painted bike lane and an overgrown dirt boulevard shown below.

Photo B: Figure 2: Current condition of sidewalk, east side near 76 Avenue.



This section will remain as is until Phase 2 is completed, leaving a critical gap in the cycling, walking and rolling infrastructure.

Photo 3: Future 73A Avenue and 74 Avenue greenway which could connect to the new multi-use pathway on 132 Street

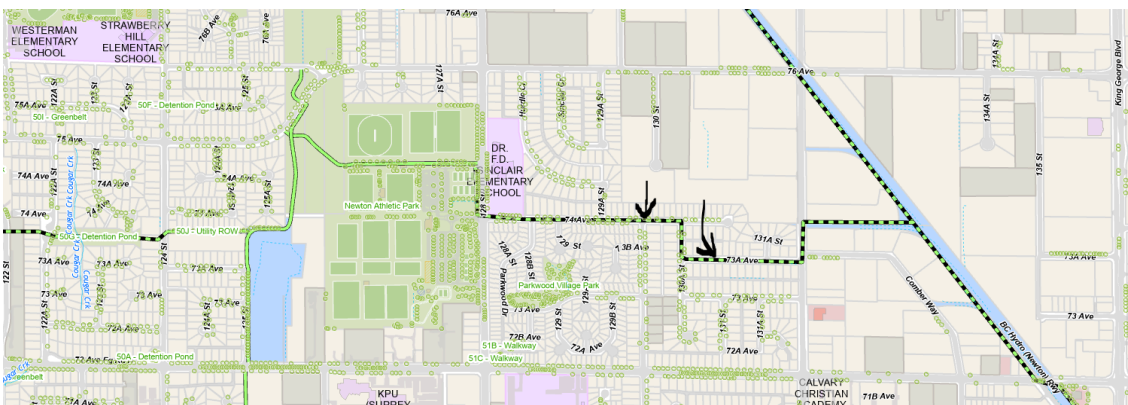


Photo 4 and 5: Horizontal Clearance and Operating Envelope from TAC Guidelines:

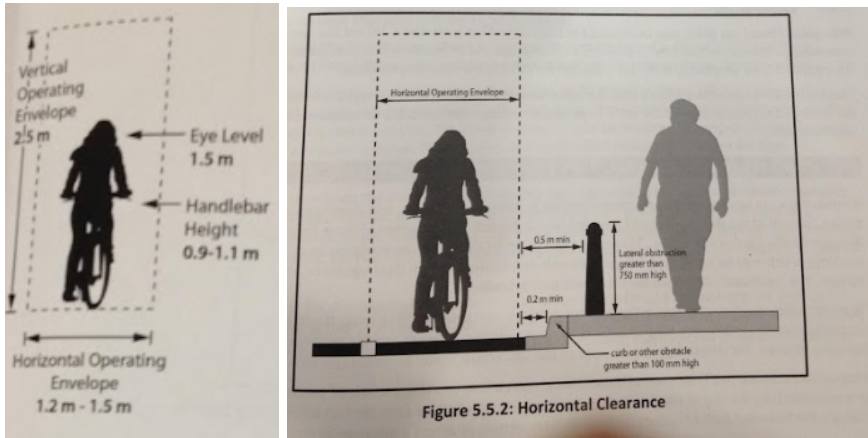


Photo 6: Still Creek Drive along the Central Valley Greenway in March 2021 prior to further upgrades to add a separate two way cycle path.



Photo 7: Current Google Street View exiting a driveway at Still Creek Drive in Burnaby along the Central Valley Greenway showing warning signs for drivers exiting driveways and upgraded green conflict paint on the bikeway



Excerpt from HUB Cycling's Recommendations for Multi-use Pathways

Multi-use pathways can be comfortable and enjoyable routes, allowing a variety of users to walk, run, cycle, and roll to enjoy the pathway. Multi-use pathways near nature, such as through forests or rivers or lakes, will often provide a pleasant environment. However, multi-use paths can be much less safe than people imagine. Multi-use paths can have multiple points of potential conflict including with motor vehicles at intersections and crossing points, with obstacles along the path, and between users moving at different speeds & in different directions. Multi-use paths should be built cautiously and measures should be taken to limit possible conflicts when built.

Certain shared multi-use pathways can have a higher likelihood of conflict and injury than other path types. There are specific circumstances where this is more common:

- Two-way multi-use pathways beside two-way, high-volume arterials with a vehicle speed limit above 50 km/h with multiple intersections and turning movements across the path, such as into and out of driveways.
- Paths with curves, poor sightlines, obstructions, and potential conflict points, including bollards, curbs, street furniture, and light and electrical posts.
- Poorly maintained pathways with potholes, bumps, roots, vegetation, or icy or slippery surfaces.
- High-use areas have many path users moving at different speeds and modes.