



December 14, 2021

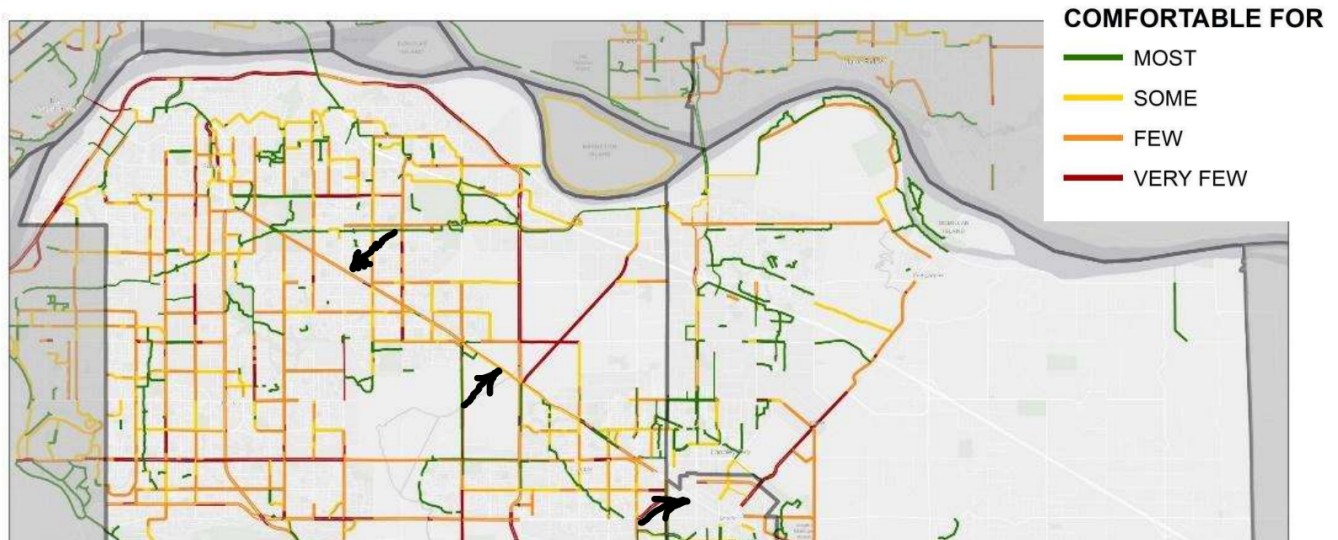
Jennifer McLean, Transportation Investment Corporation,
Surrey Langley Skytrain Project Team,
Surrey Transportation Planning Department

The Surrey-White Rock Local Committee recommends protected bike paths be installed for opening day of the Surrey Langley Skytrain and we urge that stations are designed to allow cycling facilities to be protected from motor vehicle traffic and to allow cycling without interference from people getting off and on buses . We are concerned that the conceptual designs presented that show painted on-street bike lanes and bus bays in the same vicinity and that protected cycling is not being considered in the conceptual design making it much more difficult to add protected cycling to the design. We also are concerned with the plan to use alternate alignments for traffic management during construction as alternate alignments that use adjacent streets force people cycling to travel longer distances, away from destinations along Fraser Highway and the lack of safe cycling facilities on adjacent streets.

Current Cycling Facilities on Fraser Highway

Currently cycling facilities on Fraser Highway consist of painted bike lanes from King George Boulevard to 138 Street, shoulder bike lanes from 138 Street to 96 Avenue, protected bike lane and multi-use path from 96 Avenue to 148 Street, painted bike lanes from 148 Street to 168 Street, multi-use path and painted bike lanes from 168 Street to 188 Street and painted bike lanes from 188 Street to 192 Street and east of 192 Street there are no facilities at all. Translink and HUB Cycling's State of Cycling report shows that where facilities do exist they are classified as comfortable only for a few people. The on-street, painted bike lane facilities, while better than nothing, are not adequate cycling facilities as they are generally narrow and adjacent to heavy traffic and large vehicles and provide an uncomfortable and dangerous cycling experience. The painted bike lanes and shoulder facilities generally attract just a few people cycling that are comfortable riding with fast-moving motor vehicles and do not attract people that generally feel that cycling facilities are not safe or comfortable enough for them to get on a bike. The current facilities do not meet provincial guidelines in the British Columbia Active Transportation Design Guide which recommends protected bike paths or a multi-use pathway for this roadway type.

Translink and HUB Cycling State of Cycling Southeast Regional Map shows Fraser Highway (diagonal line indicated with arrows as comfortable for few and lacking any facilities in Langley:

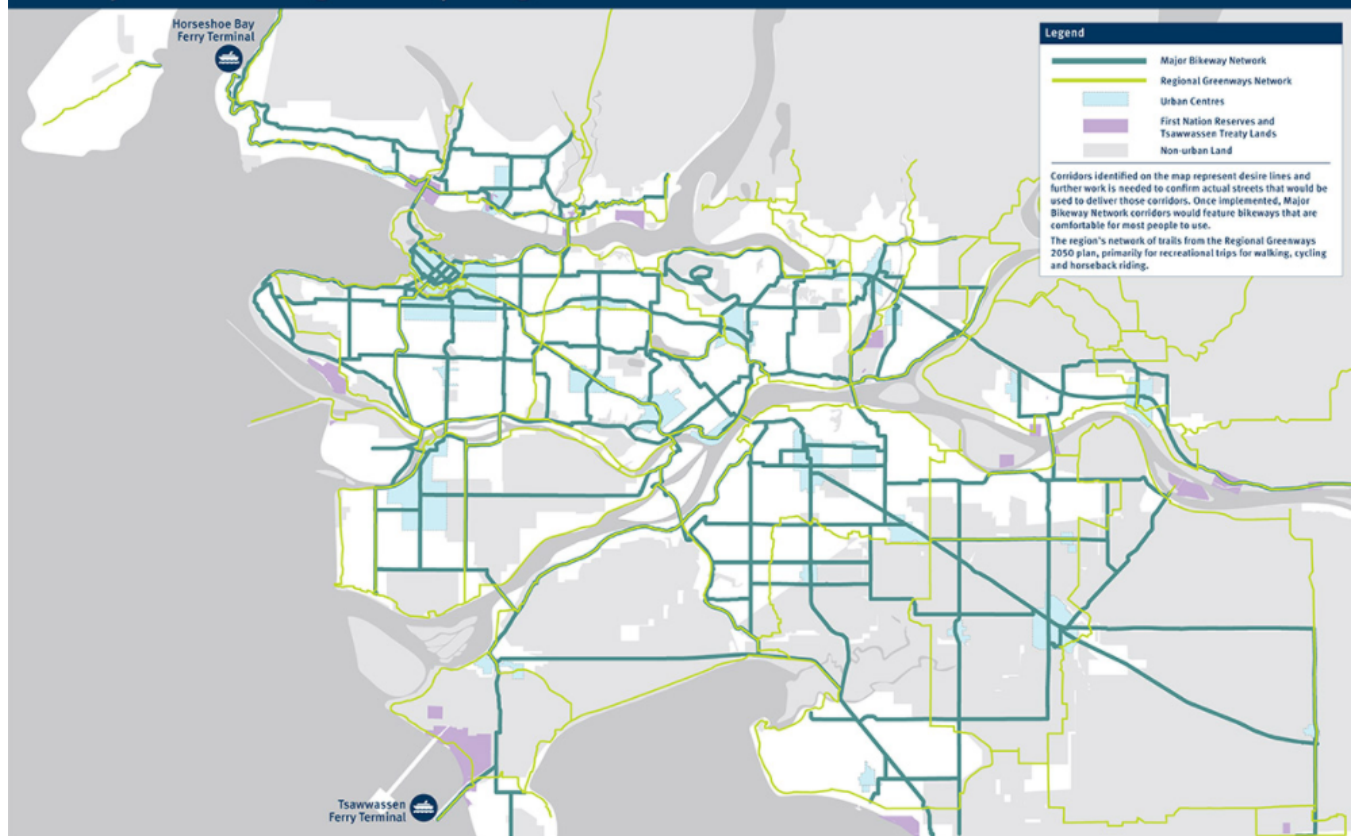


Planned Cycling Facilities for Fraser Highway

The Surrey-White Rock Local Committee strongly recommends rebuilding Fraser Highway with protected cycling facilities along the Skytrain alignment. What makes Fraser Highway an ideal location for rapid transit also makes it an ideal cycling route. The southeast to northwest alignment allows people to cycle a shorter, more direct route to their destination than using any other facility and its connection of communities of high populations and growth potential including Surrey City Centre, Fleetwood, Clayton and Langley City. Both the City of Surrey and Translink recognize this. The City of Surrey includes Fraser Highway as a planned greenway and has expressed support for protected cycling facilities. Translink has designated the corridor as part of the Major Bike Network. Translink's goal is that the Major Bike Network will become the backbone of the region's cycling network and this route is a regionally significant corridor for cycling and should be made safer, more convenient and comfortable to bike. Translink's cycling for everyone strategy defines these goals for the major bikeway network:

1. Parallel the rapid transit network and provide high-quality connections to transit stations, urban centres and regional transportation gateways;
2. Consist primarily of Class 1 bikeways for urban areas and Class 1 for general urban areas of high cycling potential on arterial streets;
3. Be distinctly marked and identified through consistent design elements and a coordinated wayfinding system;
4. Integrate with Metro Vancouver's Regional Recreational Greenway Network and existing inter-regional trails and bikeways.

Transport 2050 Regional Cycling Network



Surrey Langley Skytrain

With a Skytrain project there is a great opportunity and need to drastically improve cycling facilities. The project is currently in the design stage. The opportunity is now to incorporate new cycling facilities in the design instead of trying to shoehorn cycling facilities into a congested space after the fact. This is especially critical when it comes to designing cycling facilities around stations. Having cycling facilities along the corridor and leading to the stations on cross streets allows the rapid transit project to attract riders who would otherwise need to transfer to a bus or might choose vehicle transportation instead. Cycling provides a last mile transportation solution very well and Fraser Highway provides a shortest route option across the region.

Guideway construction will have a fairly large footprint. Experience from the guideway construction on the Evergreen line shows that construction areas are at least as wide as the overhead width of the tracks. During construction of the guideway on the northside of Fraser Highway for much of Fleetwood the sidewalk will likely need to be closed and reconstructed and the boulevard will be completely rebuilt. It would make sense that the project should and could pay to replace the sidewalk facility and construct a protected bike path or multi-use path under the guideway as part of its restoration works. HUB Cycling recommends construction of protected bike paths. Protected bike paths are proven to be safer than multi-use paths, especially in an urban environment with multiple intersections and driveway conflicts. If the cycling scope is added to the scope of the Skytrain

project the cost will likely be cheaper than if it is completed as a separate project, as a large civil contractor would be completing the work.

Guideway construction of the Evergreen Line on North Road at Austin Avenue in Coquitlam:



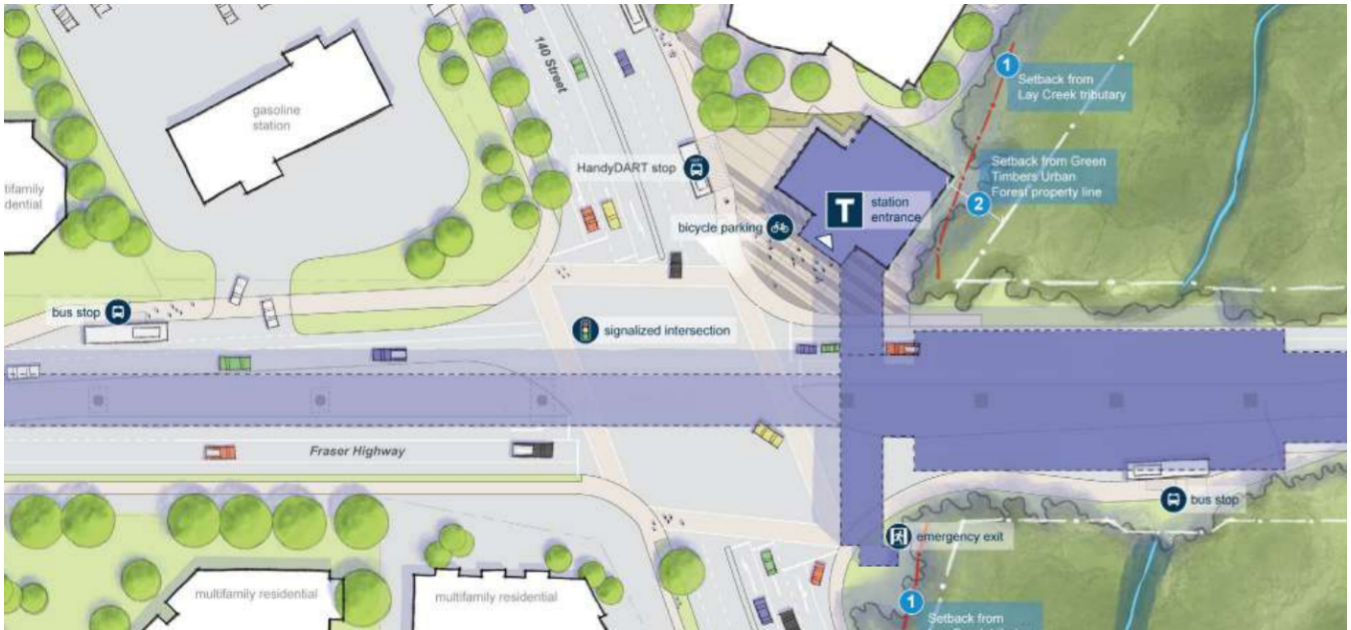
Completed guideway on North Road at Austin Avenue:



Construction activities should include constructing a westbound protected bike path under the guideway between 166 Street and 196 Street and completing cycling facilities on the southside of Fraser Highway between 188 Street and 196 Street.

Conceptual Station Design Comments

140 Street Skytrain station conceptual design shows on-street painted bike lanes going between traffic lanes and bus bays. With the station in the centre of Fraser Highway it should be relatively easy to provide protected cycling facilities near the station as they can go around the outside of bus shelters and the station entrance is above the street.



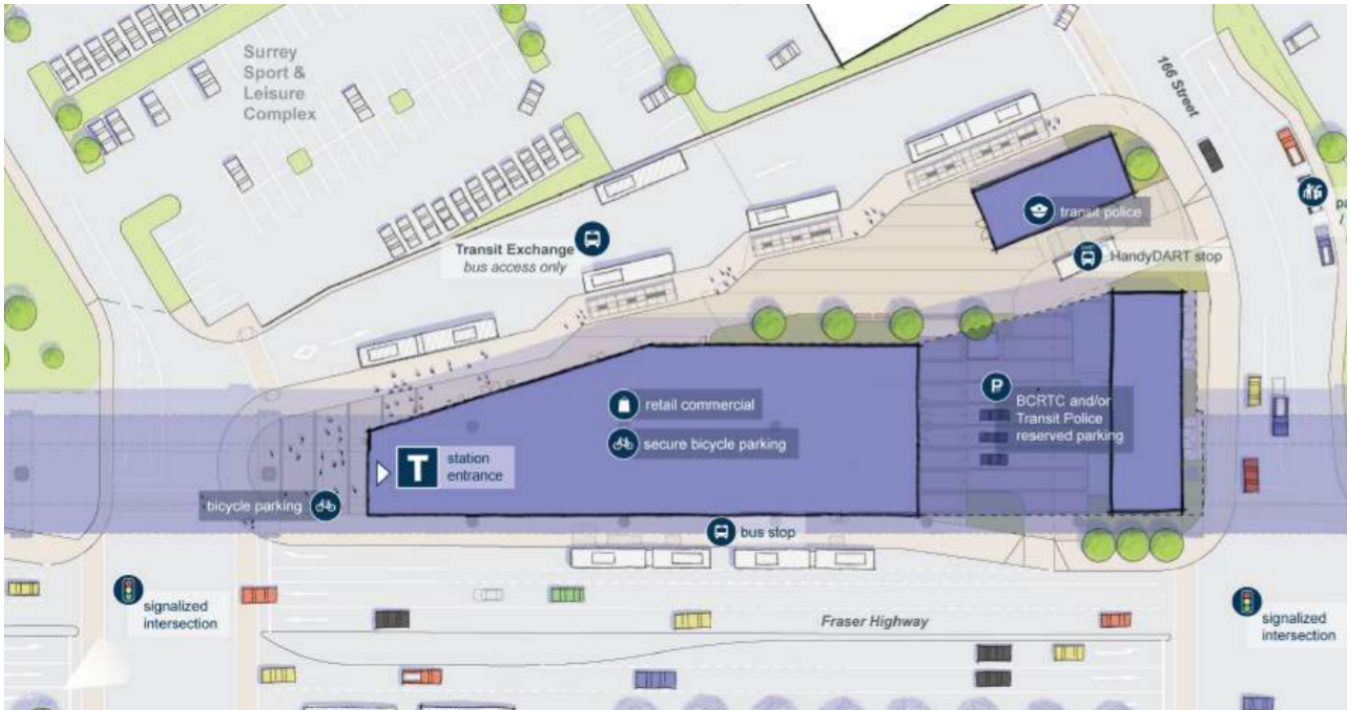
152 Street Station Conceptual Design conceptual design shows on-street painted bike lanes going between traffic lanes and bus bays. If a protected facility were provided here bus facilities would load and unload directly into the cycling facility. Potentially a cycling facility could go around the station similar to the pathway that goes around the Joyce Street Skytrain station and across Joyce Street on a separate crosswalk.



Aerial view of Joyce Skytrain station. Cycling facility is on the north side of the station.



The 166 Street station shows a large bus bay on the south side of the station, very little space between the station and Fraser Highway and a triangle shape for a transit exchange. The arrangement shown would also interfere with a potential off street path as bus passengers being dropped off would be let out directly into a potential cycle path. We suggest designing this station so people cycling can safely pass the station, or access the station without crossing bus passengers directly. Could the skytrain alignment be moved to the north slightly to provide more space between the station and Fraser Highway? Could the bus stop not be located here and instead send buses into the exchange? Could the bus stops be located on the west side of the new interchange? Could the transit police building be relocated so the bus exchange doesn't have a triangular shape and instead have a protected path around the station similar to Joyce Street station shown above?



Funding Opportunities

As part of the Major Bike Network, the protected cycling facilities could be eligible for cost sharing of 75 percent from Translink. The project could also attract provincial BC Active Transportation Infrastructure grants of up to \$500,000.

Please construct protected cycling paths on Fraser Highway and along the guideway alignment where the alignment leaves Fraser Highway in Langley.

Traffic Management during Construction

We are concerned with the plan to provide alternate routes for traffic management of people cycling. As Fraser Highway runs on a diagonal alignment it is the shortest route option. For example an alternative alignment on using 92 Avenue and 160 Street for a closure from 148 Street to 160 Street would require a 35% longer route (additional 0.6 km for a 1.9 km route on Fraser Highway). The possible alternative routes often have worse or no cycling infrastructure and removing cycling access on Fraser Highway would limit access to businesses and homes along Fraser Highway. We suggest HUB Cycling is consulted on any alternative routes and that using them should be avoided. We suggest that construction of protected cycling infrastructure, such as a multi-use path is constructed on the opposite side of the Skytrain alignment (where it is on one side of the street) and that it could be used for two way cycling traffic during construction. This infrastructure can later be used for one way cycling after the project is completed.

We are looking forward to the opportunity to be part of the process.

Sincerely,



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c/c: Mayor and Council, City of Surrey
Peter Klitz, City of Surrey
Stacey Lee, City of Surrey
Rex Hodgson, Translink System Planning
Lisa Josephson, Translink System Planning

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 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 2,500 individual members, more than 44,000 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.