



Your Cycling Connection

bikehub.ca



March 10, 2025

Honorable Mike Farnsworth, Minister of Transportation and Transit  
Honorable Bowinn Ma, Minister of Infrastructure  
Honorable Ravi Kahlon, Minister of Housing and Municipal Affairs

cc: Ashok Bhatti, Executive Director, South Coast Regional Office, MoTT  
Trish Rorison, Executive Director, Clean Transportation & Programs Branch, MoTT  
Bike Fraser Valley  
Fraser Valley Hwy 1 Corridor Improvement Program Team  
BC Cycling Coalition

Dear Ministers

We write to express our strong support for Bike Fraser Valley's position on the inclusion of active transportation components in the Hwy 1 Corridor Improvement Project. Furthermore, we urge the Ministry of Transportation and Transit (MoTT) to ensure that this project serves to enhance the transportation network for users of all modes of transportation. The Hwy 1 Corridor Improvement Project is not merely a highway widening project, it is a critical opportunity for the Province to take the lead in connecting communities throughout our region.

For your reference, we have attached the December 10, 2024, letter from Bike Fraser Valley to Minister Farnsworth outlining recommended considerations for Phase 3b of design. We have also included Minister Farnsworth's February 18, 2025, response, and Bike Fraser Valley's subsequent follow-up on February 24, 2025. We wish to reiterate our support for the position of Bike Fraser Valley outlined in this correspondence.

We would add that many of the interchanges along the proposed route for the Hwy 1 Corridor Improvement program are close to communities and amenities, many of which are within distances very achievable for people cycling. However, without safe, comfortable connections into these adjacent neighbourhoods and destinations, many of these routes may remain underutilized.

It is a long-standing MoTT policy to include safe and comfortable Active Transportation components on all infrastructure projects. Additionally, the January 16, 2025, ministerial mandate letter called upon MoTT to "*Support improvements in BC's road infrastructure balanced with integrated transit opportunities to ensure that people can get home and to work faster, and goods can get to market more efficiently in our province.*" With this in mind, we believe MoTT has an essential role to play to ensure the Hwy 1 Corridor Improvement program delivers an integrated network of transportation options across the Fraser Valley.

In the past, we have seen MoTT infrastructure projects implemented with an overreliance on municipalities to build connections, rather than MoTT taking the lead on managing and funding the overall project scope. This has left critical gaps in the network, which are far more difficult to close later on. For example, when the new Port Mann bridge was completed in 2012, it included a safe and comfortable mixed-use path (MUP), but it was left to the adjoining municipalities to provide the

connections. Specific project funding was allocated for those municipal connections as part of the overall project budget, separate from regular cost sharing initiatives. With the Port Mann project, the City of Surrey took advantage of the initiative, using the shared funding to build high-quality active transportation connections to the Port Mann bridge. The City of Coquitlam did not do so, and to this day, and 13 years later, we have poor connections. This has resulted in an underutilized MUP and a poor return on MoTT's investment.

We implore MoTT to ensure the Fraser Valley Highway 1 Corridor Improvement program does not fall into the same situation as we have seen in the past on other infrastructure projects, rather we call on MoTT to facilitate network connectivity as part of project design.

We believe it is critical for MoTT to take a leadership role in ensuring that a fully integrated active transportation network is included as part of the Hwy 1 Corridor Improvement infrastructure program. While we acknowledge that some portions of the network may need to be built on municipal property, and that municipalities will play a key role in network design, it is crucial that MoTT provides overall project coordination. This will ensure the new route is continuous, constructed to a consistent standard, and completed alongside the rest of the program.

We ask that MoTT meaningfully engage with Bike Fraser Valley and HUB Cycling through the design process for the Hwy 1 Corridor Improvement program to ensure critical connections are made. We also urge MoTT to take a more significant leadership role in advancing the integration and connectivity of the active transportation network across the region.

Sincerely,

Leanna Grimes  
Mairin Shields-Brown  
Co-Chairs, Regional Advisory Committee, HUB Cycling  
[hub.rac@bikehub.ca](mailto:hub.rac@bikehub.ca)

### **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 over 3,000 members and more than 50,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit [bikehub.ca](http://bikehub.ca).

**Bike Fraser Valley**

10th December 2024

**Minister of Transportation & Transit,  
Minister of Infrastructure,  
Fraser Valley Highway 1 Corridor Improvement Program Team**

To the honourable members, and dedicated staff on the project team,

We are writing to you to acknowledge the design elements and project components the Ministry and staff of the Fraser Valley Highway 1 Corridor Improvement Program have incorporated into Phase 3a of the project which support public and active transportation. We are calling on all parties involved to ensure that these elements are not absent from Phase 3b.

Move.Commute.Connect aims to double active transport trips in BC by 2030 while the City of Abbotsford has adopted a 25% sustainable mode share target. High quality, sustainable, and equitable infrastructure are vital to achieving these targets.

Therefore, we are calling on the Ministry of Transportation & Transit to take a leadership role by ensuring that, in partnership with the City of Abbotsford, an accessible Mobility Hub is developed at McCallum Rd, and that the active transport path connecting Langley to Abbotsford at Mt Lehman Road is continued through Abbotsford.

Sincerely,

**Bike Fraser Valley**



**With the support of:**



**MOVEMENT**

## Attachment 2: Email from Minister Farnsworth, Feb 24, 2025

On Tue, Feb 18, 2025 at 3:04 PM Minister, TT TT:EX <[TT.Minister@gov.bc.ca](mailto:TT.Minister@gov.bc.ca)> wrote:

[bikeabbotsford@gmail.com](mailto:bikeabbotsford@gmail.com)

330269 - Fraser Valley Highway 1 Corridor Improvement Program

Dear Jim Evans:

Thank you for your email regarding public and active transportation in Phase 3B of the Fraser Valley Highway 1 Corridor Improvement Program. I also appreciate your congratulations on my appointment as Minister of Transportation and Transit. It is an honour to represent British Columbians in this role.

Implementing active transportation infrastructure continues to be a focus within Phase 3B of the Fraser Valley Highway 1 Corridor Improvement Program. I know many British Columbians want more options to travel without a vehicle, and across the ministry, we are working to reduce carbon pollution from transportation and to increase the share of trips made by transit, walking and cycling.

Upgrades to the active transport network along the corridor are planned throughout Phase 3B, including at Clearbrook Road, McCallum Road, and Sumas Way, along with a new multi-use pathway (MUP) between McCallum Road and Salton Road along the south side of Highway 1. The current focus at McCallum Road is to enhance existing connections for users of the McCallum Road transit and parking facility through active transportation upgrades and dedicated Bus-on-Shoulder upgrades on Highway 1.

A new MUP is also planned to connect King Road to Sumas Way, allowing for direct active transportation connections to Marshall Road and Delair Road, north of Highway 1. The proposed infrastructure upgrades will help facilitate safe connections for cyclists and pedestrians while crossing Highway 1.

The MUP along Highway 1 in Phase 3A was constructed to provide an active transportation connection between the municipalities of Langley and Abbotsford, where there is currently no dedicated cycling or pedestrian infrastructure. The goal of Phase 3B is to provide a better-connected and safe active transport network which serves a variety of transportation options for all users. As Phase 3B runs through the City of Abbotsford, which has an existing [active transportation plan](#) and network, our focus is to better connect the municipal active transport infrastructure that crosses or is near Highway 1.

Phase 3B is still in the design phase, and its concepts have not been finalized. I have shared your comments with ministry staff involved in this work for their consideration.

Thank you again for taking the time to write.

Sincerely,

Mike Farnsworth  
Minister

Copy to: Honourable Bowinn Ma  
Minister of Infrastructure  
MLA, North Vancouver-Lonsdale

Re: 330269 - Fraser Valley Highway 1 Corridor Improvement Program Inbox x



**Bike Abbotsford**  
to TT.Minister, bcc: me

Mon, Feb 24, 8:01AM (4 days ago) ☆ 😊 ↶ ⋮

**Greetings Minister Farnworth,**

Thank you for your response regarding the Corridor Improvement Program. While we acknowledge the inclusion of some active transportation elements in Phase 3B, such as the crossing upgrades at Clearbrook Road, McCallum Road, and Sumas Way, I must emphasize that these measures, as they stand, are insufficient and do not adequately meet the region's needs—both now and in the future.

**1. Mobility Hub at McCallum Road**

The current McCallum Road park-and-ride facility is a missed opportunity for creating a fully integrated, accessible mobility hub. It fails to serve the growing demands of both local and regional transit, as it lacks connectivity with local transit routes, is not walkable, and is unsupported by active transportation infrastructure. What is currently being proposed falls short of creating the comprehensive, multimodal transit hub that is needed for a rapidly urbanizing region. This mobility hub must serve as a central, integrated node where local and regional transit, carpooling, and active transportation options (such as e-bikes, scooters, and pedestrian connections) converge in a walkable, accessible location, rather than isolating transportation modes, reinforcing car dominance, and failing to keep up with urban growth.

**2. Active Transportation Corridor through Abbotsford**

The proposed extension of the active transportation corridor through Abbotsford is another critical area where the Ministry must take the lead. While we appreciate the collaboration with the City of Abbotsford, it is clear that the City's active transportation plan, despite its ambition, has not seen adequate implementation. Since the 2018 adoption of the plan, growth has outpaced the City's ability to implement necessary infrastructure. The reality is that the current infrastructure is fragmented, poorly connected, and not aligned with the transportation needs of the present or future. It is imperative that the Ministry take a leading role in ensuring that this corridor is extended through Abbotsford, bridging the gap between the Province's and the City's ambitions and meeting the real needs of its residents. The current plan will leave a significant gap in the active transportation network, from the end of Phase 3A all the way to McCallum Road.

Without this extension, Abbotsford will continue to fall behind its stated goals for 25% sustainable transportation mode share, and our region will fail to meet provincial CleanBC mode share targets of doubling trips made by walking, biking, and other active networks by 2030. Failing to extend this corridor will leave more residents stuck in car-dependent patterns, contributing to more congestion and fewer options for sustainable mobility.

**Conclusion**

While we recognize the Ministry's efforts to incorporate some active transportation elements into Phase 3B, the current proposals fall well short of addressing the pressing needs of our rapidly growing and densifying region. We cannot afford to continue down the path of underinvestment in active and public transportation, nor should we return to the failed models of past highway projects that ignored or neglected sustainable transportation.

The Ministry must step up and lead on these two crucial fronts:

- Develop a fully integrated and accessible Mobility Hub at McCallum Road that serves both local and regional transit alongside walking, cycling, and e-biking.
- Extend the active transportation corridor through Abbotsford, as previously proposed, and ensure that the Ministry leads this effort in partnership with the City of Abbotsford to fulfill the province's transportation and sustainability goals.

By taking decisive action now, the Ministry can align its infrastructure investments with the needs of the region and its sustainability targets. We look forward to seeing these necessary changes incorporated into Phase 3B of the program.

**Sincerely,**  
Jim Evans  
Bike Fraser Valley  
[bikefv.com](http://bikefv.com)  
778.908.5113