

To:  
Minister of Transportation and Infrastructure, Rob Fleming  
Minister of State of Infrastructure, Dan Coulter

Cc:  
Trent Folk, Project Director – H1 264th St to Whatcom Rd, Fraser Valley Highway 1 Corridor Improvement Program, South Coast Region, Ministry of Transportation and Infrastructure  
Trish Rorison, Executive Director, Transportation Programs, Ministry of Transportation and Infrastructure  
Kate Berniaz, Director, Climate/Active Transportation, Transportation Programs, Ministry of Transportation and Infrastructure  
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January 20, 2023

Dear Ministers Fleming and Coulter,

We understand that Highway 1 - 264th Street to Whatcom Road expansion will be discussed and direction provided this spring on how to move forward.

HUB Cycling was happy to see in our initial conversations with staff last year that cycling was being considered from the beginning of scoping and design. This is an important demonstration of the BC Government's commitment to reducing vehicle kilometres travelled, shifting people to more sustainable modes, and achieving our climate and livability targets as we navigate a quickly shifting world. It also follows MOTI's own Cycling Policy that states cycling facilities will be built with all new or improved highways. We recommend the BC Government design and build a cycling highway parallel to Highway 1.

Two-thirds of residents cycle regularly or want to cycle but are held back by the lack of available safe routes. Highway improvement provides an excellent opportunity to connect communities. Often highways are the only connected transportation route between smaller or more rural communities.

A cycle highway would complement and leverage municipal transportation plans. For example, the City of Abbotsford wants 25% of trips made by sustainable transportation by 2050. Research shows that when a route is upgraded to a cycle highway, the number of people cycling increases by 23% on average. For example, a bike route in Denmark, where the average commute was 14.7km, saw an increase in the number of people cycling by 68% since the route became a cycle highway.<sup>1</sup>

In 2022, HUB Cycling released a [research report and analysis of the benefits of cycle highways](#) in Metro Vancouver, the potential of which extends to all communities in BC. Many groups, including BC Cycling Coalition, Modo the Car Co-op, Symmetrix Exercise & Rehab, Vancouver Bike Share (MOBI by Shaw Go), and Better Environmentally Sound Transportation (BEST), have endorsed HUB Cycling's call for creating cycle highways in BC. We are facing many pressing issues, and cycling is a quick and cost-effective part of the solution to these - helping tackle affordability, equity, congestion, and climate change. Cycle highways would allow BC to 'jump forward' in our goal to shift to more active and sustainable transportation modes. A cycle highway parallel to Highway 1 in Sumas Prairie would be a strong symbol of the BC Government's commitment to preventing climate catastrophes like the flooding that closed the highway in that same area in 2021.

Cycle highways are high-quality bike facilities - comfortable for most people - that connect important destinations. They are long-distance, intuitive, and have limited stops, just like highways for cars and trucks. They are direct, paved, protected, lit, of ample width, and with intersections prioritizing people cycling. This, along with clear signage, branding, and regular maintenance, ensures cycle highways are safe, comfortable, and easy to use for people of all ages and abilities at all times of the day and year.



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<sup>1</sup> [Cycling Embassy of Denmark](#)

The CleanBC Roadmap to 2030 targets a 25% reduction in kilometres driven by personal vehicles compared to 2020, with 30% of trips taking place by walking, cycling or public transit by 2030. Cycle highways deliver on transportation mode shift: on new cycle highways in the Netherlands, one third of riders were new to cycling. Since the introduction of the CS3 cycle highway in London, cycling has increased by 83%.

E-bikes and other forms of micromobility are massively increasing in popularity. E-bike firms have experienced a sharp uptick in sales in the past two years, ranging from 100-500% growth. Cycle highways are the perfect infrastructure to leverage the new possibilities introduced by the mainstreaming of e-bikes that flatten hills, reduce time and fitness limitations, allow cargo and kid carrying and make cycling accessible for more ages, abilities and distances. For example, residents could ride an e-bike the entire 24 km length of the Highway 1 - 264th Street to Whatcom Road project in about 45 minutes, while reducing congestion on the highway and providing the physical and mental health benefits of being active outdoors.

This section of Highway 1 would showcase the potential of cycle highways so that further connections can be made on BC highways. To see a glimpse of what this could look like, take a ride on the Galloping Goose or Lochside Trails connecting the Victoria area and the Swartz Bay ferry terminal. These are very close to cycle highways and are highly used and beloved by locals.

We encourage you to give guidance to staff to design and build a cycle highway on Highway 1 - 264th Street to Whatcom Road. We are always available to answer any questions or discuss further.

Sincerely,

Jeff Leigh  
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