



Your Cycling Connection

bikehub.ca



To: Ministry of Transportation and Infrastructure
Via email (hwy1fv@gov.bc.ca)

Regarding: Enhancing Active Transportation Infrastructure along Highway 1 Corridor 264th to Highway 11 Project

The ongoing work on Highway 1 presents a unique opportunity to significantly enhance cycling facilities within the region. This will help make progress toward the Government of BC’s goal to double the number of active transportation trips by 2030, reduce vehicle kilometers traveled and protect against climate-induced crises like atmospheric rivers. To maximize the desired effect, it is imperative that these facilities provide a safe, convenient, comfortable and accessible route for all individuals, connected to existing active transportation routes and thus encouraging people to use active transportation.

We note that Bike Fraser Valley has submitted [detailed recommendations for this project](#) and we concur with those recommendations.

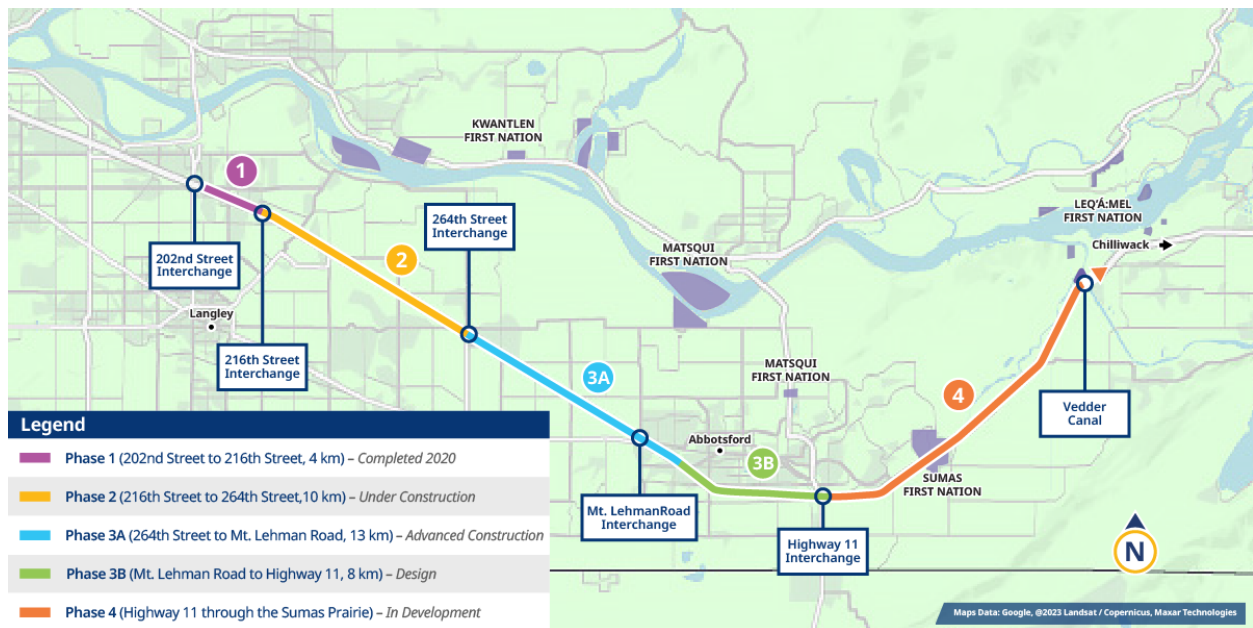


Figure 1: Proposed corridor improvements, including phase 3a, phase 3b and phase 2.

Phase 3a

HUB Cycling supports the plans for Phase 3a of this project, which entails the development of a new multi-use path (MUP) parallel to the highway between the 264th Interchange and Mt. Lehman Road Interchange. The high-quality, continuous active transport facility from 264 St to Mt. Lehman Road will allow many people to get around more affordably, equitably and

efficiently, while improving personal and environmental health. HUB Cycling commends the Province of BC for activating this vision and recommends that the Government of BC ensure the gaps are filled through the other phases of the Highway 1 Corridor Program, including through the City of Abbotsford and Phase 2 in Langley.

We recommend that MoTI consider a more ambitious approach by expanding the width of the MUP beyond the suggested 4.0 metres. In doing so, you would not only accommodate future increases in usage but also provide the flexibility to segregate slower and faster moving modes, contributing to an overall safer and more efficient experience.

Phase 3b

While the City of Abbotsford has ambitious plans for growing active transportation, the timelines are long and financing is unconfirmed. There is a low incremental cost of the Ministry of Transportation and Infrastructure building facilities that meet their own Cycling Policy and their own BC Active Transportation Infrastructure Design Guidelines while they are already on the route with construction crews building roads, whereas the relative cost for the City of Abbotsford to build parallel local routes is high. The Highway 1 corridor provides a direct route across Abbotsford compared to local routes with additional hill climbs, busy traffic intersections and unintuitive, indirect routing. Currently, all local routes add significant distance to trips along this corridor.

Figure 2 below shows existing local cycling routes, as included in the Discussion Paper for this project.

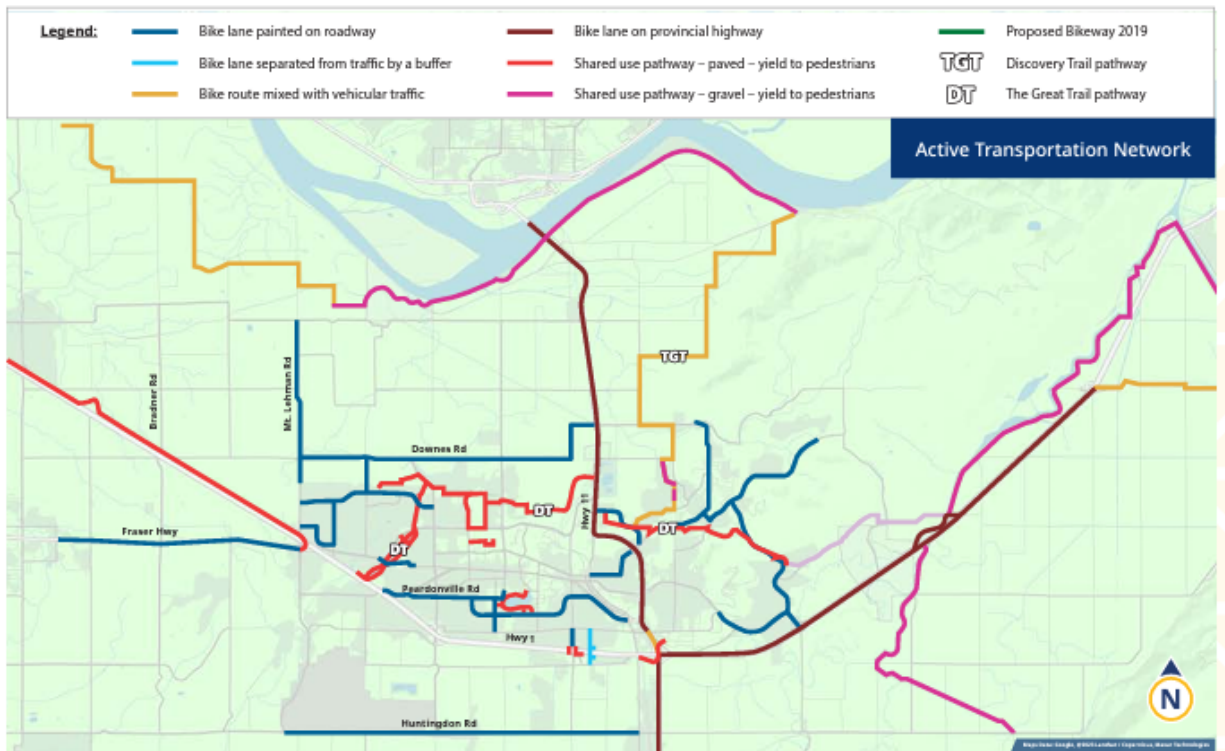


Figure 2. Note TGT and DT are mixed up in the legend.

Phase 3b through Abbotsford is of paramount importance. We strongly recommend that this section be treated as an integral part of the project. It should be developed as a high-quality, protected, active transportation route, complete with clear branding, comprehensive wayfinding and a well-defined center line. This approach would bolster the overall user experience and contribute to improved safety and navigation. Consistent branding along the entire route, from Surrey to Chilliwack, would benefit cycle tourism greatly.

Phase 2

The current state of local active transportation routes highlights the need for this project. Presently, these routes necessitate substantial detours, lack continuous, high-quality infrastructure and do not offer the level of safety and comfort required to genuinely encourage active transportation usage. It is crucial to acknowledge that none of the existing infrastructure meets the standard of being classified as AAA or Comfortable for Most. The unresolved gap between 264th and Glover Rd is particularly concerning, potentially deterring potential users who might otherwise opt for active transportation along this corridor due to the lack of reasonable alternatives.

Establishing a direct connection for the Highway 1 corridor phase 2 is important, extending the adjacent active transportation corridor from 264th west to Glover Rd / Trinity Western University. This connection would bridge existing gaps and create a seamless link to the existing facilities. While the new active transportation facilities along Highway 1 show promise, the lack of continuous wayfinding and gaps in infrastructure comfortable for most people hinders their full potential.

The roads in this project have relatively high vehicle speeds. Special attention must be paid to intersections to improve comfort and safety for vulnerable road users. Slip lanes should be eliminated, sightlines cleared and rapid flashing amber beacons implemented for active transportation crossings, for example.

Bike Fraser Valley has recommended the inclusion of an extension of the active transport corridor in the form of a multi-use path on the southwest side of the 264th interchange. We support this recommendation.

Interim Solution

Currently, there is a lack of viable alternatives for people cycling and using active transportation along this corridor. We recommend the immediate implementation of an interim safety measure: the installation of wayfinding signs connecting the current Highway 1 multi-use path to local cycling routes and along quiet adjacent local roads. We recommend following [TransLink's cycling wayfinding guidelines](#) for this purpose. It is essential that this initiative be executed promptly, with the installation of green bike route signs, destination indicators and distance markers, ideally completed before the busier riding season in spring 2024. This will provide a reasonably comfortable alternative for people cycling while work on Highway 1 is being completed.

We recommend that MoTI engage First Nations in naming the active transportation route through this corridor. Alternatively, the proposed name "CH1" (Cycle Highway 1) could be adopted, following the UK's example and making it intuitive that the route parallels the motor vehicle Highway 1. Selecting a name that carries regional significance is essential, effectively conveying the long-distance connectivity and fostering public awareness and intuitive understanding of the corridor's destinations.

The success of the Highway 1 Active Transportation Project hinges on the robustness and inclusivity of the infrastructure developed. By taking these suggestions to heart and incorporating them into the project's strategy, the Government of BC can create a truly transformative and progressive active transportation corridor that benefits all residents and visitors alike.

Thank you for your attention to these concerns for your engagement and we look forward to witnessing positive changes in the near future. We are available to discuss more as needed.

Sincerely,

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