

November 22, 2022

Jeremy Hewitt, Assistant Deputy Minister & Head, B.C. Climate Action Secretariat

CC: Honourable George Heyman, Minister of Environment and Climate Change Strategy
Honourable Rob Fleming, Minister of Transportation & Infrastructure
Honourable Bruce Ralston, Ministry of Energy, Mines and Low Carbon Innovation
Honourable Nathan Cullen, Minister of Municipal Affairs
Honourable Bowinn Ma, Minister of State for Infrastructure
Kate Berniaz, Senior Manager, Minister of Transportation & Infrastructure
Oluwapelumi Ogeroju, Project Director, Minister of Transportation & Infrastructure

Re: Recommendations to help meet CleanBC 2030 emission reduction targets.

Dear Jeremy,

Our organizations thank you and your staff for your time this past summer, meeting with us and inviting us to provide advice on the government's Clean Transportation Action Plan. We hope we can provide ongoing support and advice for these crucially important initiatives.

As a quick recap, in March 2021, to help meet provincial greenhouse gas targets, the Province established new 2030 emission reduction targets for four sectors, with 2007 as the baseline:

- Transportation: 27-32% reduction
- Industry: 38-43% reduction
- Oil and gas: 33-38% reduction
- Buildings and communities: 59-64% reduction

Transportation is the highest single source of GHGs, contributing 39% of B.C. greenhouse gas emissions. **Transportation emissions are up 22% from 2007 level.** This increase is largely due to increased emissions from heavy-duty vehicles emissions, which rose by 29%. Passenger vehicle emissions also rose 14% compared to 2007. In addition, emissions from oil and gas extraction are up 10%.

Many of the harmful impacts that people across our province suffered last year, including devastating atmospheric rivers, extreme flash flooding and ravaging forest fires, will worsen as temperatures increase, and new risks will emerge.

HUB Cycling, Capital Bikes, Trails Society of BC and the BC Cycling Coalition respectfully submit short-term and long-term strategies and tangible actions, along with background context, and evidence to help meet the 2030 emission reduction targets set forth by the provincial

government. These recommendations are follow-up to the recommendations HUB Cycling submitted on June 15, 2021¹.

1. **Prioritize funding, design, and construction to urgently fix MOTI cycling infrastructure gaps.** MoTI has a long list of cycling infrastructure gaps within their jurisdiction but to date there has been a lack of funding to fill these critical gaps in the cycling network. To this end, building MOTI's capacity by providing a formal division of Active Transportation would be beneficial, with AT planners and engineers in each district. See the model that Washington State has implemented for best practice.
2. **Increase Government of BC cost-sharing for municipal and regional active transportation projects.** Municipalities and regional districts have jurisdiction over most of their active transportation network, but they do not have the funding, nor sometimes, the staff resources and skills, to properly design and build it to effectively shift modes. Rural municipalities and regional districts are particularly impacted with less tax base. The network must be connected and comfortable for most people. Funding from the provincial government would allow communities to help capture the potential of active transportation. Over half of the population either already cycles or wants to cycle, but is held back by safety concerns.
3. **All future transportation infrastructure projects must include sustainability and GHG emission reduction targets and prioritize active transportation from the start.** Design for projects should follow best practices from the BC Active Transportation Design Guidelines and should use a 'network approach' to active transportation that includes the connections at either end of the project. While this has often been outside the scope of provincial projects, there needs to be a concerted effort to ensure that new active transportation infrastructure is connected into the existing network, and contributes to a larger network plan. Collaboration with involved jurisdictions: Indigenous communities, municipalities, regional governments and other stakeholders should happen at the start of planning and design. The provincial government can provide financial incentives or cost-sharing to encourage network connections across jurisdictions so that the infrastructure connects major destinations and is more functional for users.
4. **Collect and distribute better GHG data.** The provincial government should automate and simplify the collection, validation & reporting of GHG and energy data. In addition, the provincial government should make it easier to access, cross tabulate and compare data across the province from various different sources, including:
 - a. Vehicle kilometers travelled (VKT) data
 - b. Demographic data like ethnicity and income, as income especially determines VKT
 - c. Mode share data including all trips (not only the main mode for trip to work) should be collected annually until 2030
 - d. Data on safety, how safe people feel, and provincial mode share should be disaggregated and easily available. Some of this data exists in different pieces at

¹ HUB Cycling [Feedback on Clean BC 'Roadmap to 2030'](#).

present. ICBC has aggregate data available on crashes with vulnerable road users. The Impacts of Bicycle Infrastructure in Mid-Sized Cities (IBIMS) is gathering data for the Capital region and Kelowna. The [2019 MoTI provincial transportation survey](#) provides a limited snapshot of provincial travel patterns and preferences. Although existing data like this only presents a partial picture at present, it should be readily available and easily accessible by the public and all stakeholders.

5. **Reform outdated laws that prioritize vehicles over people (Motor Vehicle Act reform).**

With the understanding that Government of BC staff are actively developing recommendations to reform the MVA to achieve their climate action, road safety and transportation goals, HUB Cycling, Capital Bikes and BC Cycling Coalition in partnership with the Road Safety Law Reform Group are developing additional recommendations, along with background context, and evidence to support reform of the BC Motor Vehicle Act. A full review of the Act is warranted and action should be expedited to address all recommendations for reform. Currently, the phase 1 plans for improvement do not go far enough and do not address all recommendations in the [position paper](#).

6. **Educate to promote active transportation.** Encouraging people to adopt active transportation works best when implemented in comprehensive packages; including infrastructure improvements along with education and promotion programs to achieve substantial shifts towards active modes. The provincial government should include a mandatory minimum amount of project funding (1-5%) to promote new infrastructure, similar to the BICCS cost-share funding criteria at TransLink. The provincial government should also provide increased funding for cycling programming including Safe Routes to School, active transportation education, promotional events like Go by Bike Week, Bike to School Week, and public awareness campaigns. The provincial government should provide funding so that all BC children receive cycling education before finishing school, to allow them to be safe, confident and responsible active transportation users who see cycling as a viable, healthy, and convenient way to get around.

7. **Prioritize active transportation.** One of Clean BC's foundational roadmap actions includes creating a mode-shift towards active transportation and public transit. Excellent active transportation makes moving around safer, more inclusive, more affordable and more equitable, while reducing the greenhouse gas emissions and opening up cycle tourism opportunities. Here are some key strategies to help people adopt active transportation:

- a. **Build Cycle Highways.** Cycle highways are continuous cycle paths (usually at least 5 km in length) that have limited stops or intersections, are designed to be comfortable for most people, are protected, and are designed for people using self-propelled transportation modes, like cycling. Cycle highways provide an easy, comfortable and convenient way for people to go longer distances on cycling infrastructure. Cycle highways also pair well with e-bikes, especially over longer distances. Since cycle highways are long, they often involve a number of different jurisdictions. The Province is well-positioned to convene stakeholders, provide needed funding and plan cycle highways within the provincial governments jurisdiction, including to fulfill the Provincial Cycling Policy to build cycling facilities

along with all new and improved highways. The southern interior rail trails that make up the Trans Canada Trail are a low gradient transportation corridors that need to be improved to be a safe and efficient active travel route for active citizens (KVR Rail Trail, Columbia and Western Rail Trail and Great Northern Rail Trail). Great progress is being made with the north-south route between Sicamous and Osoyoos. These rails to trails projects are active transportation and recreational assets for community health and fitness.

- b. **Subsidies for electric-assist transportation options.** Provide means-tested financing options that allow the low-cost purchase, lease or use of electric-assist cycles, cargo cycles or other micro-mobility devices. Electric-assist bicycles increase the number and length of cycling trips people make and enable people with physical challenges to cycle for transportation. Cargo bicycles enable people to carry children or larger loads on their bicycles. They are also used by businesses for deliveries, expanding economic opportunities. Adaptive cycles are bicycles and tricycles specifically designed for people with physical and developmental disabilities.
8. **Engage youth.** Young people must have a seat at the table so that their voices can be included in decision-making processes. Policies will achieve better results if they are developed in partnership with youth, to enable them to contribute to the creation of a healthier, more equitable and sustainable planet for their future.
9. **Engage marginalized communities.** Underserved communities, especially Indigenous peoples who have protected the environment for generations, are rarely showcased as positive change agents. Instead, they are often portrayed either as the victims or responsible for contributions towards GHG emissions. Low-income families and communities will be the most affected by the impacts of the climate crisis, even though they contribute the least to it. Efforts should be made to engage with equity-deserving groups to gain their input to the development of the BC Clean Transportation Plan.
10. **Support municipalities in receiving federal transfer payments to pay for a Just Transition².** The federal government has the most significant capacity to pay for new infrastructure or upgrade the existing infrastructure. The provincial government should ask that the federal government allocate federal transfers based on a formula linked to reducing the GHG emissions within individual targets across different municipalities. The municipalities have significant control over energy use, land-use planning, waste and

² Just Transition: The Paris Agreement on climate change called on signatories to take into account “the imperatives of a just transition of the workforce and the creation of decent work and quality jobs in accordance with nationally defined development priorities.” Just transition involves:

- preparing the workforce to fully participate in the low-carbon economy while minimizing the impacts of labour market transitions;
- identifying and supporting inclusive economic opportunities for workers in their communities; and
- putting workers and their communities front and centre in discussions that affect their livelihoods.

Just transition is a people-centred approach to our net-zero future, which includes supporting Canadians and equipping them with the skills and training they need to continue to thrive.

(Source: [Natural Resources Canada](#))

wastewater, and transport, making them well-positioned to tackle climate change. They do not, however, have the financial resources or expertise to develop responses to climate change that will protect their residents, the environment and the economy. The provincial government should lead the work, in close partnership with municipalities and First Nations, to help them secure funding from federal programs.

11. **Ensure that the projects undertaken are sensitive to the needs and realities of each community.** Each region or municipality has a different GHG profile and community needs. The province should help them develop plans unique to the needs of the region. For example, a climate change plan for high density urban neighbourhoods vs the needs of a rural Indigenous community. Funding for these programs can be secured from federal programs like the Infrastructure Canada Fund, a program that funds active transportation projects designed to improve the movement of people and goods in municipalities across the country.

Federal funding opportunity: [Canada Community-Building Fund \(CCBF\)](#)

12. **Develop an action plan to future-proof our infrastructure.** Extreme weather is becoming more frequent and more intense. The devastation across B.C. just in the last year due to forest fires, floods and unprecedented rains is a timely reminder that communities across the province are barreling toward a more volatile climate with infrastructure that, at best, was designed for the past. We must make our infrastructure climate-safe. Infrastructure is foundational to our economic activity and social life. As demand for more infrastructure continues to rise, we must ensure that the infrastructure we build or upgrade incorporates active transportation. Active transportation provides the most cost-effective way to get around, and half of trips are under 5km, easily made by walking, cycling and rolling if there is safe infrastructure.

Active transportation is incredibly resilient, even in natural disasters and emergencies when infrastructure may be damaged and fuel may be scarce. Building to allow people to get around actively helps BC residents survive and recover after climate-related challenges, and helps prevent them from happening in the first place.

Federal funding opportunities: [The Disaster Mitigation and Adaptation Fund](#)

Thank you again for your invitation to provide advice and support, and please know we are available to further discuss these recommendations whenever it is convenient.

Sincerely,

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HUB Cycling is a charitable not for profit organization that has spent over 24 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 more than 65,000 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.



Capital Bike

Capital Bikes aims to be there for everyone who wants to enjoy cycling in the Capital Region – whether they are new to the Region and just learning to ride, dusting off a bike that's been in the garage for a while, or an experienced rider who wants to connect with our vibrant cycling community. Capital Bikes wants to be there to provide people with the skills, knowledge, and connections to make cycling an easy and fun transportation option. For more information, visit capitalbike.ca.



The BC Cycling Coalition (BCCC) is a non-profit, member-driven society founded in 1998 to provide a voice for cycling in the Province of British Columbia. With and on behalf of members and community stakeholders, BCCC works with levels of government and agencies to influence changes that make active transportation and mobility safer, more equitable, and more accessible, so we can meet our climate, health, social justice, tourism and economic development goals. For more information, visit bccycling.ca.



Trails Society of BC advocates for quality trail experiences for self-propelled recreation and active transportation for all ages and abilities on greenway trails in British Columbia. We are a registered non-profit with charity status. We have a mandate to assemble and preserve the British Columbian section of The Trans Canada Trail, (renamed back to the Trans Canada Trail but some signs may still be the Great Trail until changed) as well as advocate for the expansion, sustainability, and preservation of greenway trails in B.C. For more information, visit trailsbc.ca.