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To: Mayor and Council of Maple Ridge
CC. David Pollock, P.Eng. <dpollock@mapleridge.ca>
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May 28, 2018

Dear Mayor and Council,

HUB Cycling is a charitable organization working to get more people cycling, more often. We believe that more cycling means healthier, happier, more connected communities. We have over 38,000 direct supporters and 2,300 members across Metro Vancouver.

HUB Cycling supports the BC government's "Vision Zero" plan to make BC's roads the safest in North America and eliminate road-related injuries and deaths by 2020. We believe roads must be made safer for vulnerable road users—including people of all ages, walking and biking.

To accomplish this, we support modernizing British Columbia's traffic legislation, the Motor Vehicle Act (MVA). As its name suggests, the Act was written with motorists in mind. The MVA was passed in 1957 and has changed surprisingly little since, despite dramatic changes in our transportation infrastructure, vehicles and usage. Changes to the Act are required if BC is to meet its "Vision Zero" road safety targets.

Decades' worth of evidence has shown that cyclists and other vulnerable road users are not adequately protected by the nearly 60-year-old Act. The transportation environment has evolved since 1957 with significant growth in cycling for transportation.

The BC Road Safety Law Reform Group has made 26 recommendations for improvement to the MVA in their [Position Paper to Modernize the BC Motor Vehicle Act](#). These include safe passing distances and safe neighbourhood speeds, among other measures.

Our HUB Cycling Maple Ridge/Pitt Meadows committee is writing to ask that the City of Maple Ridge pass a motion to support the recommendations made by the Road Safety Reform Group. The cities of New Westminster, Vancouver, and Victoria, as well as City of Vancouver Active Transportation Policy Council and Fraser Health have already passed motions to endorse these recommendations.

Some of the recommendations include:

Renaming the "Act" (#1):

Over time our roadways have come to serve many new methods of transport that are not currently embraced by the term "Motor Vehicle".

Clarification on electric and electric assist bikes (#4):

The popularity of electric powered transport has led to ambiguity surrounding which forms may safely and legally use the provinces roads. Specifics are required so that it is clear to all users where they can and cannot navigate.

Safer Default Speed Limits on Local Streets (#7):

We know from research that reducing neighbourhood speed limits reduces severity of injuries from collisions. A default provincial speed limit of 30 km/h for local (no center line) streets should be included in the MVA, with municipalities enabled to increase speed limits on local streets on a case-by-case basis by bylaw and posted signage.

Safe Passing Law (#8):

Establishing minimum passing distances between vehicles and people cycling. In other jurisdictions where this has been established, this distance varies from 1 to 1.5 metres.

Increased Fines for dangerous behavior (#23):

In the City of Vancouver “dooring” or careless vehicle door openings are the greatest cause of collisions. Increasing penalties would reduce these incidents. In addition, we ask to address; harassment issues, bicycle theft, aggressive drivers, and driver negligence with more appropriate financial penalties.

We respectfully ask that you consider these recommendations with the purpose of promoting safety and saving lives.

Sincerely,

Ivan Chow and Barry Bellamy
Co-chairs Maple Ridge/Pitt Meadows Committee
HUB Cycling