



Your **Cycling** Connection



Patricia Boyle, Superintendent of Motor Vehicles, Ministry of Public Safety and Solicitor General, Patricia.Boyle@gov.bc.ca

Chief Neil Dubord, (Delta Police Department) Chair of the BC Association of Chiefs of Police Traffic Safety Committee, ndubord@deltapolice.ca

Dr. Martin Lavoie, Deputy Provincial Health Officer, Office of the Provincial Health Officer, provhlthoffice@gov.bc.ca

Dr. Ian Pike, Professor, Pediatrics and Director, BC Injury Research and Prevention Unit, ipike@bcchr.ca

Dr. Chris Stewart-Patterson, Doctors of BC

Lorie Hrycuik, Executive Lead, Population and Public Health, Ministry of Health, Lorie.Hrycuik@gov.bc.ca

Lisa Lapointe, Chief Coroner, Ministry of Public Safety and Solicitor General, CoronerRequest@gov.bc.ca

Lindsay Matthews, Vice President, Public Affairs and Driver Licensing, ICBC

Jennifer Melles, Assistant Deputy Minister Strategic Partnerships and Initiatives Division, Ministry of Indigenous Relations and Reconciliation, Jennifer.Melles@gov.bc.ca

Ed Miska, Acting Assistant Deputy Minister Highway Services, Ministry of Transportation and Infrastructure, Ed.Miska@gov.bc.ca

Mark Ordeman, Acting Manager, Transportation and Occupational Road Safety, WorkSafeBC,

Sandra Sajko, Executive Director, Police Services, Policing and Security Branch, Ministry of Public Safety & Solicitor General, sandra.sajko@gov.bc.ca

Superintendent Holly Turton, Vice-Chair of the BC Association of Chiefs of Police Traffic Safety Committee, holly.turton@rcmp-grc.gc.ca

Cyra Yunkws, Councillor, Village of Warfield, Union of BC Municipalities, cyra.yunkws@warfield.ca

Hon. Mike Farnworth, Minister of Public Safety and Solicitor General, PSSG.Minister@gov.bc.ca

Mark Sieben, Deputy Minister and Deputy Solicitor General, PSSG.Correspondence@gov.bc.ca

Response to Updated BC Road Safety Strategy

June 21, 2021

Dear BC Road Safety Strategy Steering Committee,

HUB Cycling has reviewed the recently released updated BC Road Safety Strategy. There are some important improvements that have been made - thank you for your work in those areas. We were, however, disappointed when stakeholder groups like HUB Cycling were not provided the opportunity to review and provide feedback on a draft, in keeping with Pillar 1 - Working Together. We have a number of recommendations.

The Strategy includes four focus areas: Safe Road Users, Safe Speeds, Safe Roads, Safe Vehicles. Below you will see language pulled directly from the Strategy in italics, with our recommendations following each.

Safe Road Users

“Safety starts with the individual. While most people are very responsible road users, mistakes happen, and sometimes dangerous or careless decisions have devastating effects. The Safe System approach uses education and awareness campaigns to ensure road users are informed on how to make the right road choices, and gives authorities the right tools to enforce these behaviours.....Most people know how to ride a bicycle, but not necessarily how to ride effectively and safely. It’s important to educate all road users about the rules of the road and how to safely share the space.”

- The Strategy should mandate that ICBC provide continuing driver education for all the new infrastructure, technology and vulnerable road users - this should be available at licence renewal or other intervals.
- The Government of British Columbia has invested in the pilot stages of Everyone Rides Grade 4-5. The program should be rolled out across the province so that systemic school cycling education is available to every child.
- The Government of British Columbia should support adult cycling education access for all (includes online).
- The government must invest in programs designed to deliver cycling education specifically to marginalized and underrepresented communities.

Safe Speeds

“Speed management is an important part of the Safe System approach. When vehicles travel at higher speeds, it increases the severity of injuries and the chance of death when a crash does happen. Even small reductions in speed make a positive difference. Efforts at all levels of government can play a role in determining high-risk areas that may benefit from a reduction of the speed limit.”

- The Strategy should recommend a Safe Neighbourhood Speeds Law that allows municipalities to set default 30km/hour on all neighbourhood streets with no centreline, without signage. It should also recommend education and enforcement of this. This would be in keeping with the report itself which states: *“Several B.C. municipalities are leaders in road safety. For example, Victoria, Vancouver, Surrey and Burnaby all have strategic road safety plans that adopt Vision Zero in engineering practices and policies. These plans are driving road safety initiatives ranging from pilot projects for lower speed limits”* - the Government of British Columbia should enable all BC municipalities to do this by removing the need to sign each and every block of impacted road.



- The Strategy should recommend a Safe Passing Distance Law - an essential tool under Pillar 2. We recommend a Safe Passing Law requiring a motor vehicle to pass a vulnerable road user (a person cycling, walking, using a wheelchair, mobility device or riding a horse) by at least 1.5 metres. If there is more than one lane for traffic in the same direction, the driver would have to change into the next lane to pass, further improving road safety. BC is behind with such legislation. Safe passing distance laws exist in at least 39 jurisdictions in North America, including Ontario, Nova Scotia, Quebec, Newfoundland and New Brunswick. Ontario police enforce this law using sonar devices that measure distances.

Safe Roads

“A fundamental part of the Safe System approach is that the roads should be designed to prevent mistakes by road users, and when mistakes do happen to lessen the impact of that mistake. As British Columbians become more active, new road improvements like protected bike lanes, high-friction surfaces and other targeted road infrastructure changes will help save lives.”

- It is good to see protected bike lanes encouraged in the strategy - evidence shows the safety improvements they bring.
- We would like to see more encouragement and incentives for governments to implement protected intersections, advanced signals, paint in conflict zones, and raised crossings.

“Intersections are some of the busiest, most congested road areas, with multiple types of road users creating high-collision zones.”

- Encouraging people to choose walking or cycling for more trips requires changing people's habits, in addition to building safe roads. The Province of BC must invest in promoting the new infrastructure it is building. Promoting and enabling active transportation is about normalizing walking and cycling and expanding the array of travel choices for any particular trip.

Safe Vehicles

“Fundamental to a safe system is ensuring that the vehicles we drive keep us safe if a crash occurs. Over the past several decades, there has been significant technological progress toward protecting road users through better vehicle safety design and advances in safety mechanisms and standards for vehicles....People who walk, cycle, or use another type of mobility device other than a car are particularly vulnerable and at an increased risk when sharing the roadways with vehicles. In a collision, a pedestrian or cyclist is no match for a 2000-kilogram motorized vehicle.

While injuries and fatalities involving collisions between vehicles have declined, similar downward trends are not happening when it comes to vehicle collisions involving cyclists and pedestrians.”

- This section does little to protect vulnerable road users who have no hard casing around them, and whose safety statistics have been getting worse while technology helps improve safety for motor vehicle occupants.
- The Government of British Columbia and government partners must measure and report regularly on active transportation crashes specifically, including those that don't involve motor vehicles.

Protecting Vulnerable Road Users

“Road safety is not only about preventing crashes or injuries but also about encouraging more active forms of transportation....Public health and road safety are connected when actions on the roads, such as speed and high traffic volumes, prevent opportunities for healthy transportation choices.

Fostering a culture of road safety in B.C. starts with protecting the most vulnerable road users. Continuing to create safe road systems that include safe spaces for walking, cycling and accessing mass transit will help B.C. move toward Vision Zero and the end goal of zero traffic fatalities.

Spreading the word about active transportation helps more British Columbians utilize this healthy and efficient travel option. Bike to work and school events, like GoByBike week, motivate people to try commuting by bicycle. Supportive teams and fun prizes attract more new

riders every year. Since 2012, the number of people participating in these events has more than tripled.

- Increase provincial government investment in Bike to School Week so that more communities and schools can participate. Children are an effective vector of change in society, and they all come together conveniently to absorb new information in a common place - schools. The Government of British Columbia should further leverage this potential to create a generation of safer road users that also teach up to their parents and other adults in their lives.
- The "Getting Active Together" section indicates significant growth in active transportation is expected, and indeed targeted by the Province of BC. If those increases in usage occur without due investment and improvement in road safety, the current trajectory of collisions involving vulnerable road users will derail Province of BC goals to halve collision rates overall by 2030, and result in considerable hardship in avoidable injuries and deaths.

Moving Forward

“Through evidence-based analysis, the Steering Committee will identify key road safety challenges impacting British Columbians. Project-specific subcommittees will be convened to examine a specific issue and develop potential actions. This collaborative, issue-focused approach is designed to draw on the expertise and experience of more than 60 partner organizations and agencies, with the purpose of addressing key road safety issues in B.C.”

- We have identified a number of key road safety issues in this letter, that we hope you will consider analyzing and acting on quickly. We would happily be a part of the collaboration you are seeking.
- Create a multi-stakeholder Vision Zero Task Force that includes perspectives from representatives in public health, transportation, policymakers, police, community, and advocates like HUB Cycling, among others, or add those groups that are missing from the current Road Safety Strategy Task Force.

Lasting and Meaningful Reconciliation and Equity and Anti-racism

The premier in his mandate letter to all the ministries expects all ministers, and the work of their ministry, to focus on Lasting and Meaningful Reconciliation and Equity and Anti-racism. Critical lack of diversity, especially representation from people from First Nations or people from many of the systematically marginalized communities across B.C., and community groups, in the current BC Road Safety Strategy Steering Committee leadership group widens the diversity gap. Motor vehicle crashes are one of the leading causes of injury and death for Indigenous people in B.C. and account for a greater proportion of deaths in this population than in the non-Indigenous population. When a leadership group is restricted to a certain gender, age, geography, or race, we are limited in our understanding of the complexity and barriers faced by the underrepresented communities. Extraordinary efforts must be made to ensure that the

composition of the BC Road Safety Strategy Steering Committee represents the community we live in.

Sincerely,

Julie Facchin
Co-Chair, Regional Advisory Committee
HUB Cycling
julie.facchin@gmail.com

Jeff Leigh
Co-Chair, Regional Advisory Committee
HUB Cycling
jcleigh@telus.net

About HUB Cycling:

HUB Cycling is a charitable not-for-profit organization that has spent over 20 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 such as #UnGapTheMap to create a connected cycling network.

HUB Cycling's mission is to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone. HUB Cycling has close to 3,000 members and more than 40,000 direct supporters.