



November 23, 2021

Reference No. 621688

HUB Cycling
312 Main Street
Vancouver BC V6A 2T2

Dear Julie Facchin and Jeff Leigh:

Thank you for your July 2, 2021 letter regarding your review of the recently released BC Road Safety Strategy 2025. We are always looking at opportunities to improve road safety and are regularly reviewing suggestions for improving safety for all road users. In drafting the strategy, we conducted extensive consultations with road safety partners and steering committee members. We understand that the collaboration we have with our partners is essential to this work and we appreciate the opportunity to respond to your comments.

Cycling education is important for all road users in British Columbia; everyone needs to be equipped with adequate knowledge on how to safely ride and share the road with others. The Ministry of Transportation and Infrastructure (MoTI) [funds several programs and events](#) to educate people on how to choose and safely use active transportation with confidence, including HUB Cycling's [EveryoneRides](#) program. MoTI, along with its partners, would like to expand this program to include more schools, especially those in rural and Indigenous communities.

The provincial government continues to increase its support for bike to work and bike to school week events, such as [GoByBike](#). Over the past five years, MoTI has contributed almost \$1 million toward these important community events. To ensure that the increase in usage of active transportation is aligned with improvements in road safety, MoTI's [Active Transportation Infrastructure Grant Program](#) helps Indigenous and local governments with the cost of planning and building their active transportation networks. As part of Budget 2021, this program will receive \$36 million over the next three years.

Regarding municipal speed limits, MoTI has a pilot project underway to gather data on the impact of lowered speed limits in select municipalities as one potential approach to making roads safer for all road users. The *Motor Vehicle Act* also provides local governments with the authority to set and change speed limits on municipal roads as they deem appropriate. Some municipalities have therefor chosen to create 30 km/h speed zones in residential areas.

.../2

With respect to safe passing distance laws, B.C. does require vehicles to provide a safe distance when passing but does not dictate a specific passing clearance. It is much easier for a police officer to determine whether a vehicle passed a cyclist at a safe distance than to prove that the cyclist was given less than one metre of clearance. B.C.'s law provides police officers with the flexibility to determine whether a vehicle passed a cyclist at a safe distance, with consideration for factors like traffic speed, visibility, road conditions, road design and width. In ongoing consideration of best practices, we continue to carefully monitor developments in jurisdictions with safe passing laws and other requirements aimed at improving cycling safety.

MoTI has also undertaken several key initiatives to support its [Active Transportation Strategy](#), launched in 2019, which aims to double the percentage of trips taken with active transportation by 2030. These initiatives include major highway upgrades whenever possible, and safer active transportation infrastructure in all new projects. Infrastructure can include things such as multi-use pathways and wider shoulders for pedestrians and cyclists. The provincial government also increased fines for dooring from \$81 to \$368 and removed provincial sales tax from purchases of electric bikes—a commitment that is estimated save British Columbians \$7 million a year.

Through the [British Columbia Active Transportation Design Guide](#), MoTI also provides local communities with policies, specifications, standards and guidelines to be followed in the development of active transportation infrastructure in British Columbia. The guide includes information on creating safe, accessible infrastructure for pedestrians and cyclists, such as pathways, crossings and end-of-trip facilities at places like transit stations and ferry terminals.

In addition to government programs, many other organizations across the province are working to help promote and educate about active transportation use and safety. These include [HealthyFamiliesBC](#), [BC Recreation and Parks Association](#) and [Dedicated Action for School Health](#). Road users can find information about cycling safety on the Ministry of Transportation and Infrastructure's [TranBC website](#), and the Insurance Corporation of British Columbia also provides active transportation users with [important information on cycling safety](#).

With the BC Road Safety Strategy 2025, we are looking to create evidence-based projects that make a difference towards helping us reach Vision Zero. Gathering information and data play an important role in helping us identify issues, understand and analyze trends, develop strategic approaches, and gain adequate knowledge to assist with making informed decisions that benefit all road users in British Columbia.

.../3

The multi-partner steering committee for the Strategy 2025 has widened to include representation from the Ministry of Indigenous Relations and Reconciliation. We recognize the importance of Indigenous perspectives within the road safety strategy. Though this new member does not belong to an Indigenous community, their inclusion helps to ensure that there is a focus on Indigenous issues within the work that we do.

Going forward, subcommittees will focus on target specific areas and develop projects to address some of the largest issues in road safety today. Each subcommittee will be formed with a project already outlined so the work to be completed is clear and concise. These working groups will not only include members from the BCRSS Steering Committee, but also road safety partners in B.C. who will support the projects and bring with them a wide range of knowledge.

Through working in collaboration with communities, partners, and associations like HUB Cycling, the provincial government remains confident that we can double the percentage of trips taken by active transportation by 2030, while also improving safety for all road users.

Thank you again for sharing your thoughts and for your interest in making our roads safer.

Sincerely,



Patricia Boyle
Superintendent of Motor Vehicles
Ministry of Public Safety and Solicitor
General
Co-chair
Road Safety Strategy Steering
Committee



Dr. Martin Lavoie
Deputy Provincial Health Officer
Office of the Provincial Health Officer
Co-chair
Road Safety Strategy Steering
Committee