



Your Cycling Connection

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July 15, 2022

Mayor and Councillors
City of Vancouver (via email)

Dear Mayor and Councillors

Re: [Motion for the Requirement of Side Guards on Heavy Trucks in Urban Areas - July 19 2022](#)

We write today to express our strong support for additional measures to protect vulnerable road users.

We were shocked by the traffic death of Agustin Beltran on June 29th. Agustin was riding in a protected bike lane on Pacific Ave, and in a protected bike crossing of Hornby St, when he was struck by a semi-trailer dump truck, which was driven into the marked crossing when it was occupied. We need to focus on driver actions and responsibilities, but we also need to address the increased risk of serious injury and death when a traffic crash occurs involving a vulnerable road user and a heavy truck. Truck side guards would not have prevented this crash, but they could have reduced the severity of injury and prevented a fatality. Truck side guards are designed to prevent a vulnerable road user from going underneath the vehicle. A very similar crash in Victoria on July 4th, also involving protected bike lanes, a protected crossing, and a heavy truck, resulted in the victim being hospitalized, but without a fatality. This was partly due to the person cycling not going under the truck. While that truck did not have side guards, it was simply good fortune that the rider did not end up beneath the truck.

We strongly support the requirement for truck side guards on all City of Vancouver heavy trucks, as well as on trucks used by contractors supplying services to the City of Vancouver.

We support the requirement for the installation of additional blind spot mirrors.

We support a review of all City bike lanes in terms of turning conflicts, and mitigations to reduce the risk to vulnerable road users. We suggest that this should include automated cameras to enforce no right turn regulations that are already in place at many intersections.

We support the CoV advocating with regional, provincial, and federal authorities to expand these actions beyond the City of Vancouver, thus creating a consistent framework for truck operators.

We support the CoV advocating to ICBC and truck driving associations to deliver increased driver education to better inform drivers of their responsibilities regarding vulnerable road users.

Moving to zero traffic fatalities requires taking action. Thank you for your support of this motion.

Sincerely,

Jeff Leigh

Chair, Vancouver UBC Local Committee, HUB Cycling vancouver@bikehub.ca
Chair, Regional Advisory Committee, HUB Cycling hub.rac@bikehub.ca

HUB Cycling, 312 Main Street, Vancouver BC, V6A 2T2

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 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 close to 3,000 members and more than 45,000 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.