

**HRM SUBMISSION
RE BILL 93
AMENDMENTS TO MOTOR VEHICLE ACT
NOVEMBER 23, 2010**

The Halifax Regional Municipality is pleased to provide comments in respect of proposed amendments to the Motor Vehicle Act regarding the protection of users of bicycle lanes.

I Bicycle lane Definition

Section 1 of the Bill defines the bicycle lanes to be a marked lane designated by a traffic sign for the exclusive use of bicyclist. We have two changes with respect to this definition.

Firstly, we recommend that consideration be given to allowing that the designation of a bicycle lane be effected not only by designated signs but also by pavement markings in the same way that other traffic control measures are in many instances designated by pavement markings e.g. crosswalks. From a traffic management point of view this provides greater traffic management flexibility. Although it is true that all pavement markings at some point are covered by snow thereby affecting their effectiveness during inclement weather, nevertheless, pavement markings because of their relative cost can be more cost effective than signs in that the markings can be placed with a greater degree of frequency and therefore achieve a higher level of awareness of the presence of such lanes. So we are hoping that you will give consideration to allowing the HRM Traffic Authority to use both to notify the public of the presence of such lanes depending on the locational circumstances.

Secondly, we recommend that consideration be given to deleting the word "exclusive" from the definition. As it now reads, only those lanes which are for the exclusive use of bicycles are afforded the protection of these provisions. This works well in the urban areas where the bicycle lane is inside the curb. Where it does not work as well is in rural areas where there is no sidewalk or curb and the bicycle lane/ pedestrian/ wheelchair/ roller blade lane immediately abuts the travelled way. You may wish to consider an amendment which affords similar protections to those non-exclusive bicycle lanes.

II Stopping or Parking in Bicycle Lanes

Section 7 of the Bill prohibits the stopping or parking of vehicles in parking lanes. We believe that greater flexibility of this roadway space is important to facilitate transit, accessible parking and overnight parking. Therefore we recommend three exceptions

be permitted - bus stops, accessibility parking, and time limited overnight parking. We are proposing that these exceptions would only be permitted where the HRM Traffic Authority so designated the space for such use.

III Roundabouts

Section 9(2) of the Bill provides that cyclists travelling in roundabouts may ride in the center of inside lanes but have to travel to the far right of the outside lanes. The Transportation Association of Canada (TAC) in its 2009 Bike Way Traffic Control Guidelines recommends that cyclists ride in the centre of all lanes in a roundabout. We recommend that this provision be amended to accord with the TAC recommendation by deleting the words "in a lane other than the far right lane" from the proposed s. 171 (4)(b).