

Councillor finder:

<https://www.halifax.ca/city-hall/districts-councillors/district-look>

MLA finder:

<https://enstools.electionsnovascotia.ca/edinfo/>

Dear Councillor and MLA,

I am writing following two tragic crashes over the past two days that resulted in the death of two people, a motorbike rider and a cyclist. The cyclist was “doored” by a driver, but no offence exists for this. I have used an email template provided by [Vision Zero Kijipuktuk-Halifax](#), including some personal experiences and requests.

I am shocked by this tragic news and very concerned about my safety as a vulnerable road user. In HRM, vulnerable road users are involved in [4% of overall crashes, but in 22% of injury or fatal crashes](#). That statistic excludes motorcycle riders.

As a cyclist/pedestrian/motorcyclist I experience (describe what impacts your safety and where - what makes you feel vulnerable and unsafe and why?)

Alternatives to using a car are essential for health, cheaper travel and to reduce high levels of congestion, caused by excess car use. If we cannot cycle, ride or cross the road safely to the bus stop, we remain car dependent.

This is not a request for information. It is a request for action. I look forward to hearing from you on what **you** can and will do to bring about improved road safety for those who need it the most.

To my Councillor:

Our [current road safety injury and fatality goal](#) to “maintain a downward trend in the rate of fatal and serious injury collisions per 100,000 residents” is a liability to road users, especially those vulnerable to crashes. We know from the [widespread adoption of Vision Zero by Canadian municipalities](#) that we can set and achieve absolute injury and fatal crash reduction targets, using proven methodology that has been used effectively for decades.

Many communities across North America [have achieved their goal of Zero](#) traffic fatalities, and we can too. Many cities have also achieved [drastic drops in fatalities and serious injuries](#) since adopting Vision Zero. We have not.

We need ambition from leadership, which requires adopting Vision Zero as a Goal and initiating a comprehensive action plan, based on Vision Zero methodology, to get us there. We know changes can be made that are [lower cost](#) and which can be implemented widely. And that more expensive localized changes are not required alone to reduce crashes.

We need a refresh. We cannot allow transportation to continue in HRM where only driving is (relatively) safer and so the only viable option. We ask you to commit to Vision Zero by taking action now.

Photo ([HRM](#)): *Inexpensive tactical measures, widely deployed, improve safety for all road users*



To my MLA:

We need your active involvement. Legislation that was [due to be in force by early this year](#) is still not in force. That legislation and its associated Road User Regulations must better protect vulnerable road users by ensuring:

- An offence is introduced for dooring, [bringing us into line with most of Canada](#), alongside public awareness raising on [how drivers can safely open their door](#).
- Crashes resulting in injury or death to vulnerable road users carry fines and penalties that are appropriate and proportional to the outcome and impact on victims.
- Road User Regulations reflect feedback received from groups representing vulnerable road users and advocates, also public feedback. Comprehensive feedback was provided by [Bicycle Nova Scotia](#) and [Halifax Cycling Coalition](#) among others.

- You take steps to change our law so that municipalities have control over setting speed limits on municipal roads, allowing them to drop speed limits below 50km/h where and when they assess that can result in safety improvements. For example, our arterial roads which lack sidewalks or safe routes for cyclists. The Transportation Association of Canada publish [guidance on lowering speeds on arterial roads](#), where most crashes happen, and confirm *“Research consistently shows that reducing vehicle speeds dramatically decreases the risk of death or serious injury, especially for pedestrians and cyclists”*.
- Our Traffic Safety Act is accompanied with an approach to transportation that prioritises the safety of users. Above all, we need to return home safely. Please propose that our Province **adopt Vision Zero formally** and **develop a Provincial road safety action plan** based upon Vision Zero methodology and practice, meeting [national guidelines](#). This must set a goal to reduce and eventually eliminate fatalities. British Columbia adopted Vision Zero in 2016 and initiated projects such as the [Vision Zero in safety road safety grant program](#). Manitoba also adopted Vision Zero, developing an [action plan](#) to reduce fatalities and injuries.