

Results of Consultations on Motor Vehicle Act Amendments

Created in partnership with BNS, EAC, HCC, IMTB, Walk N Roll

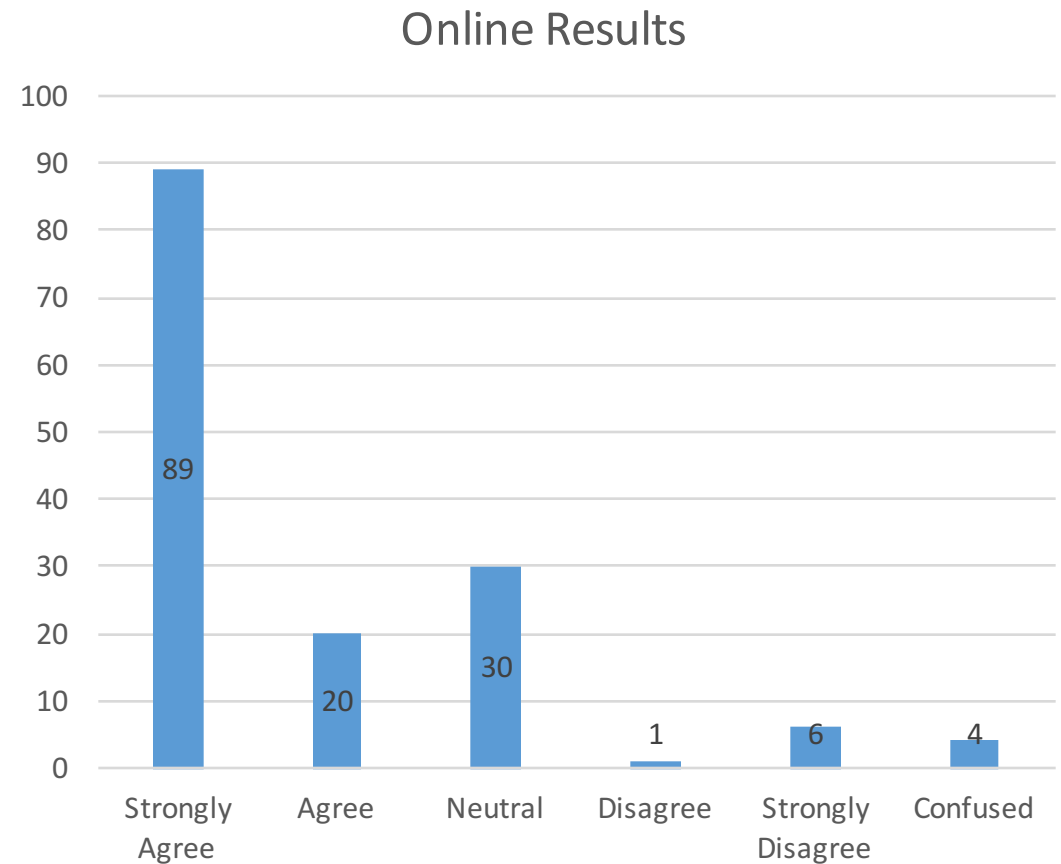
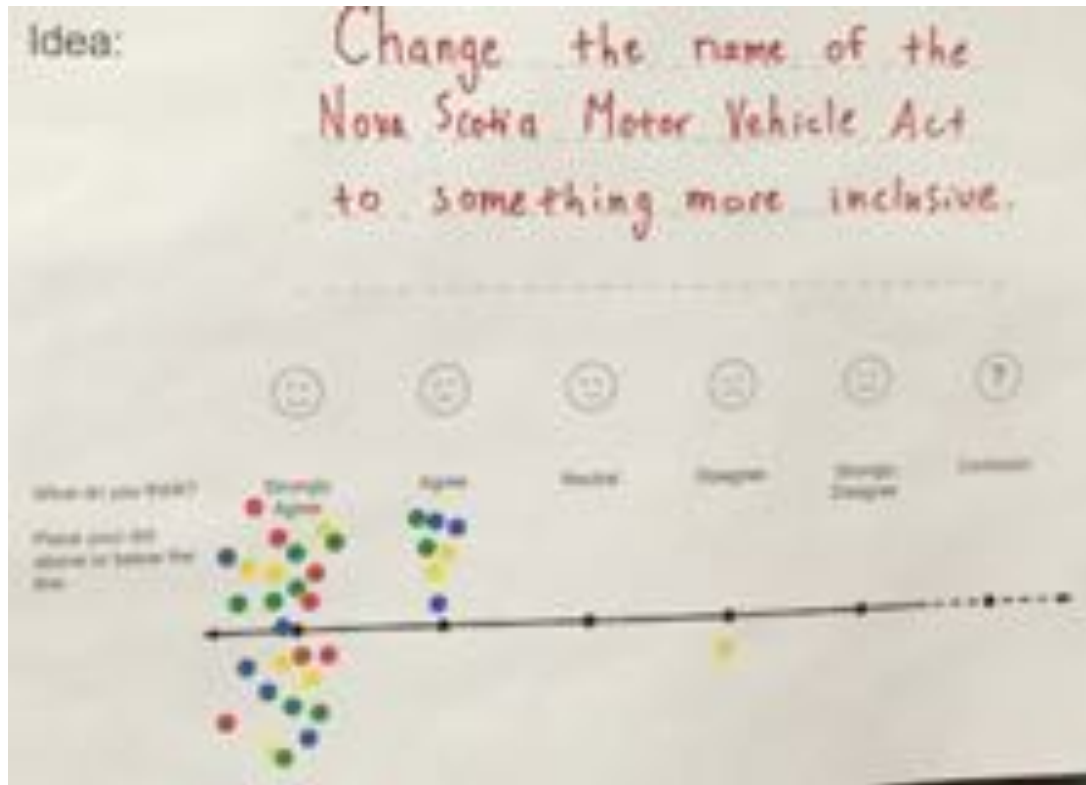
Draft One

January 28, 2016

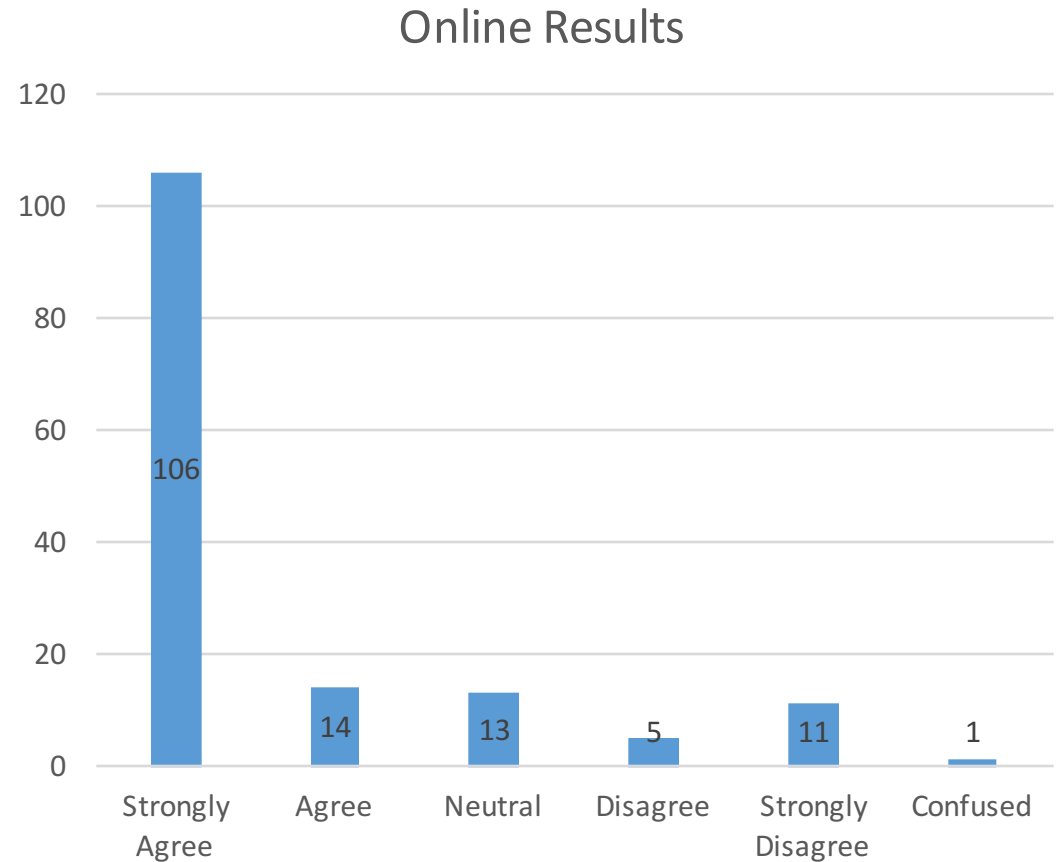
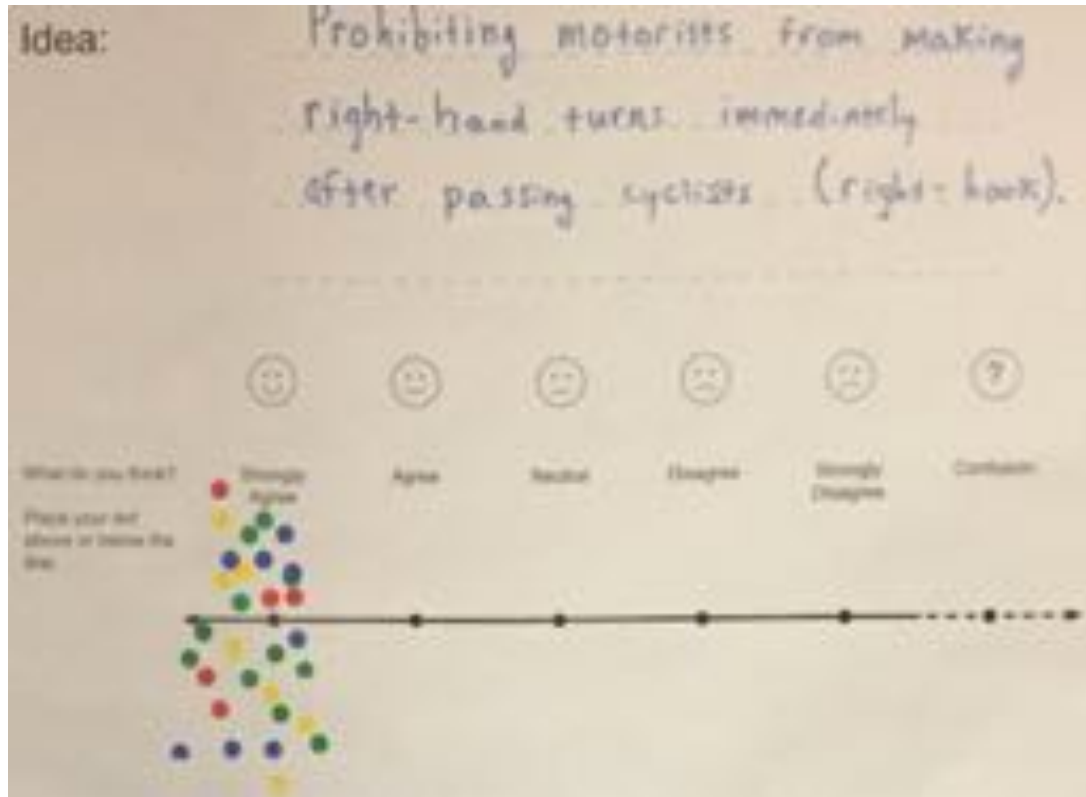
Requested changes

Items in this section involve a clear consensus to fix gaps in existing legislation

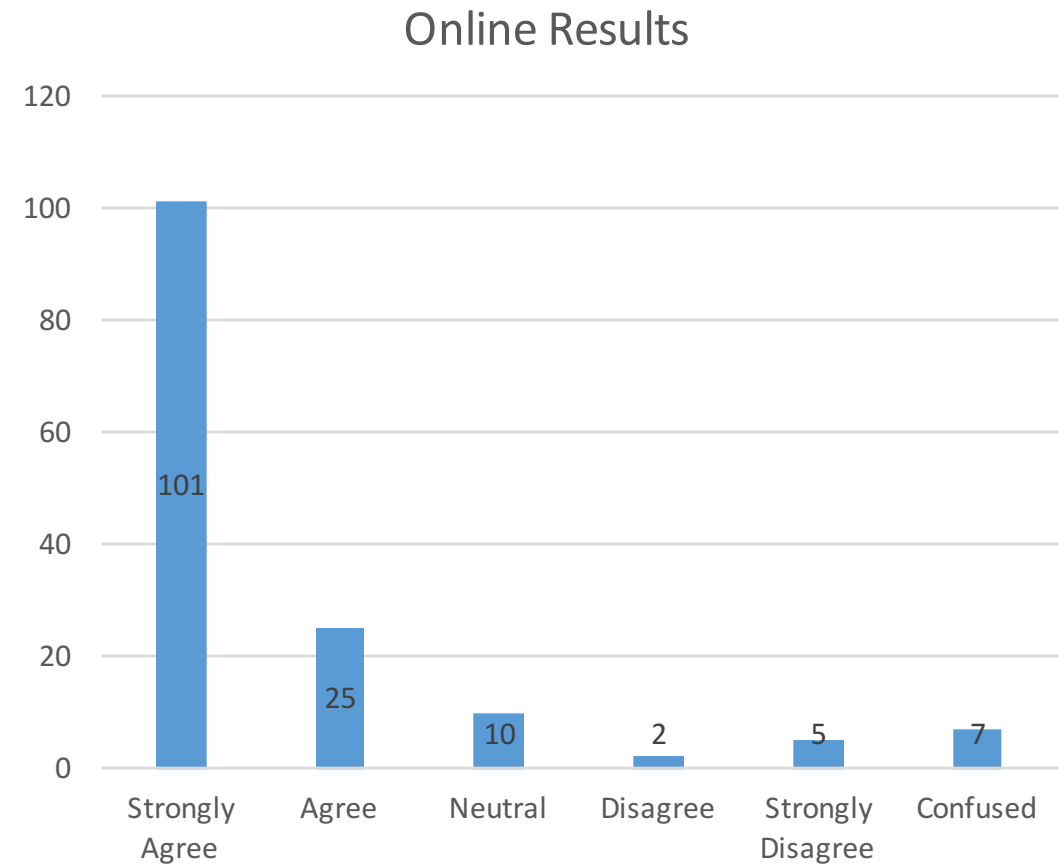
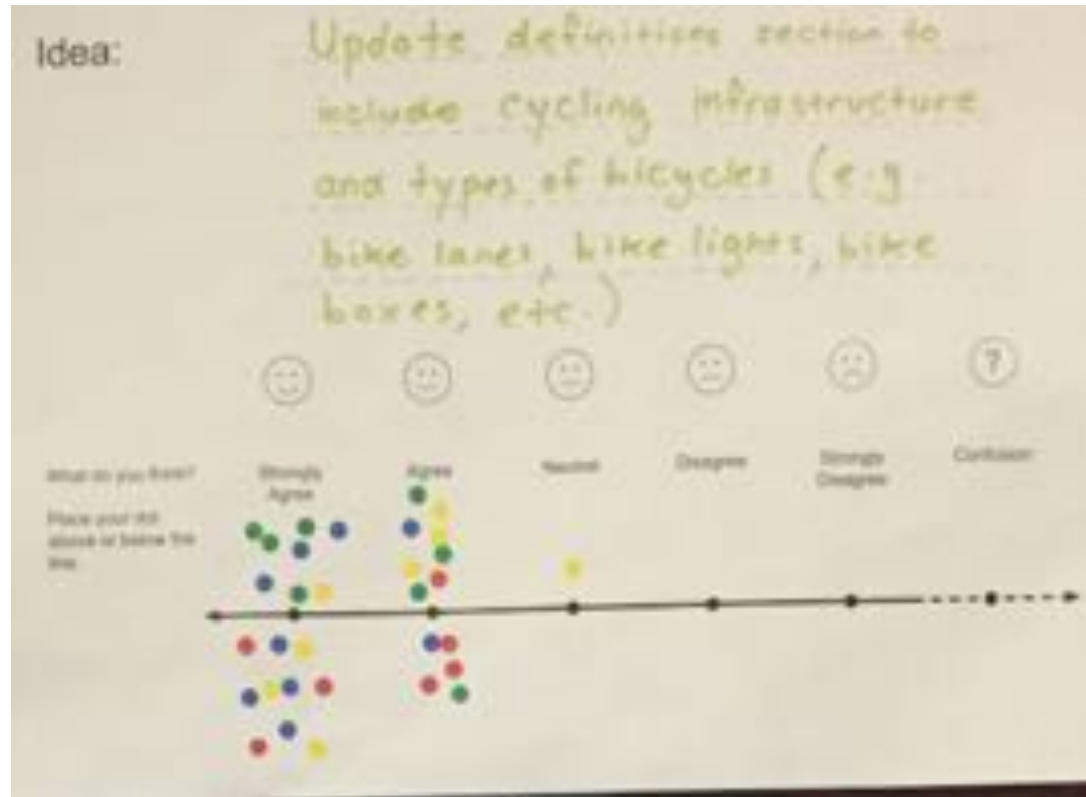
Change the name of the Nova Scotia Motor Vehicle Act to something more inclusive



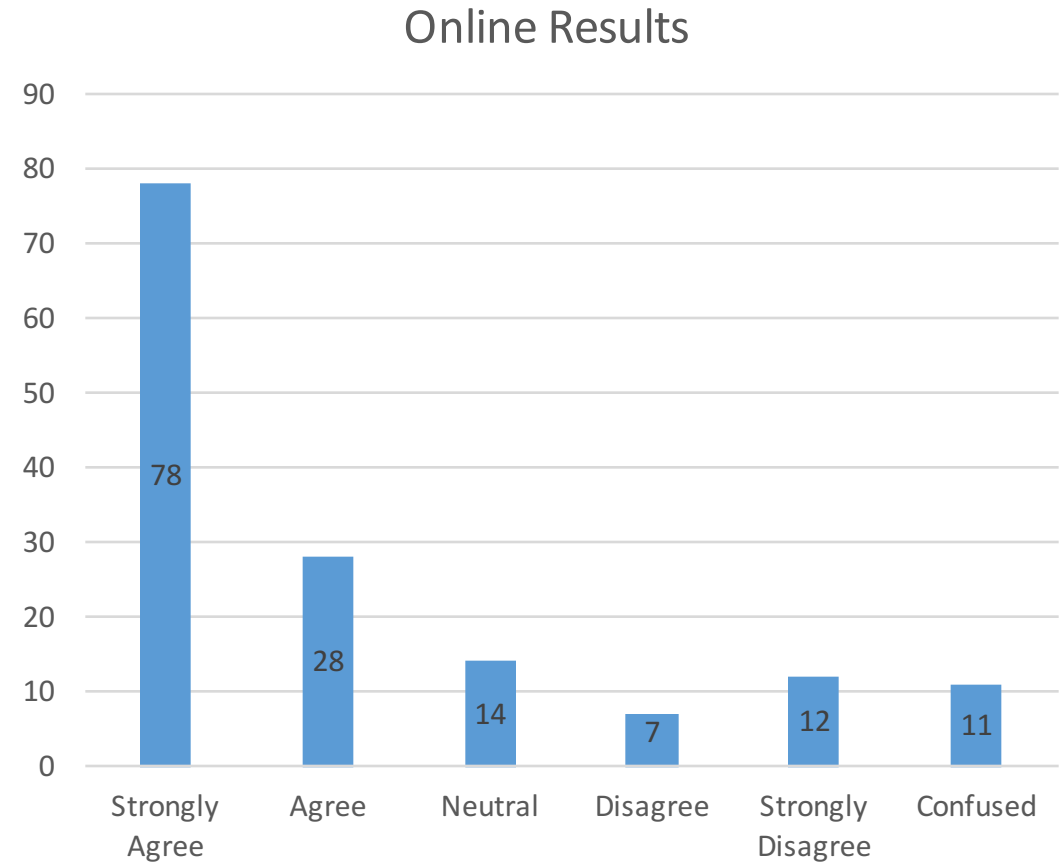
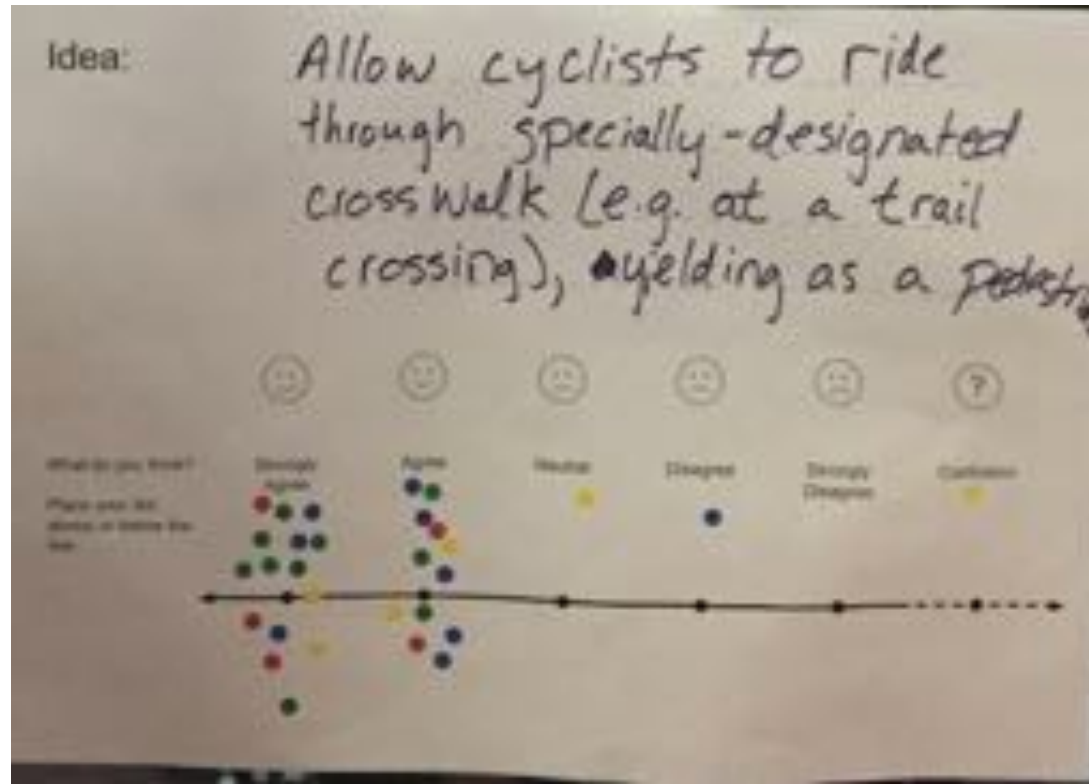
Prohibiting motorists from making right-hand turns immediately after passing cyclists (right-hook)



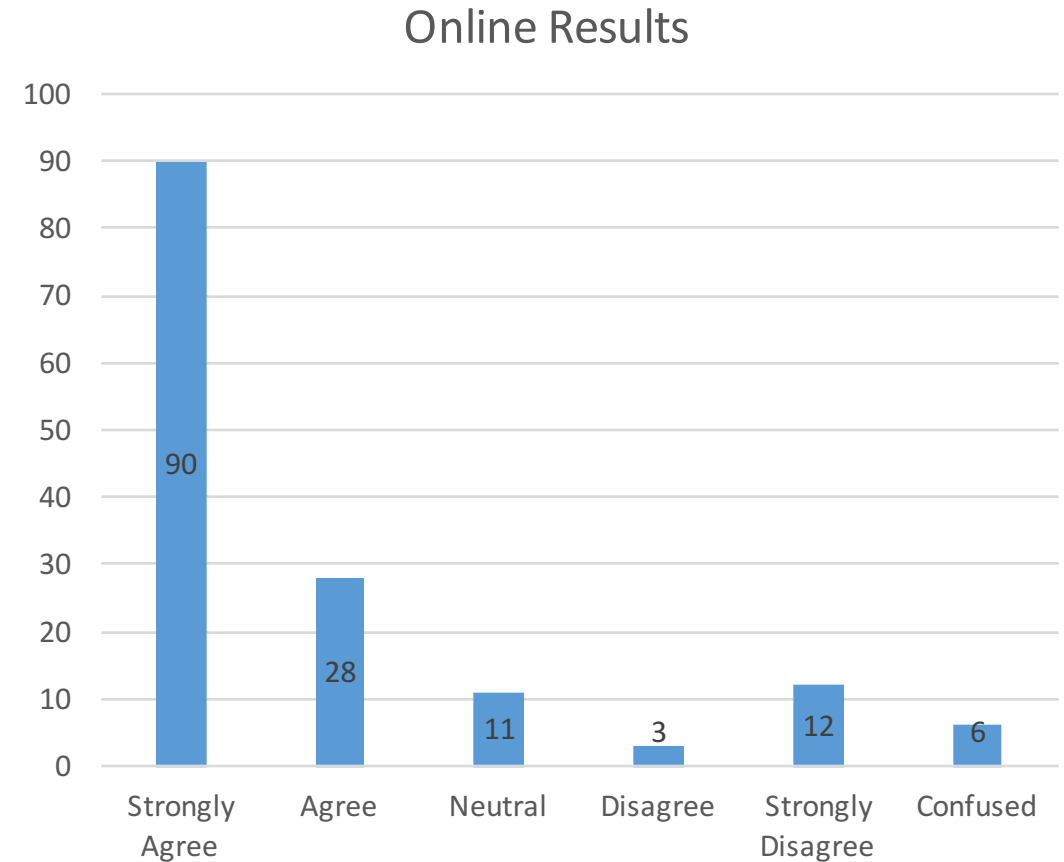
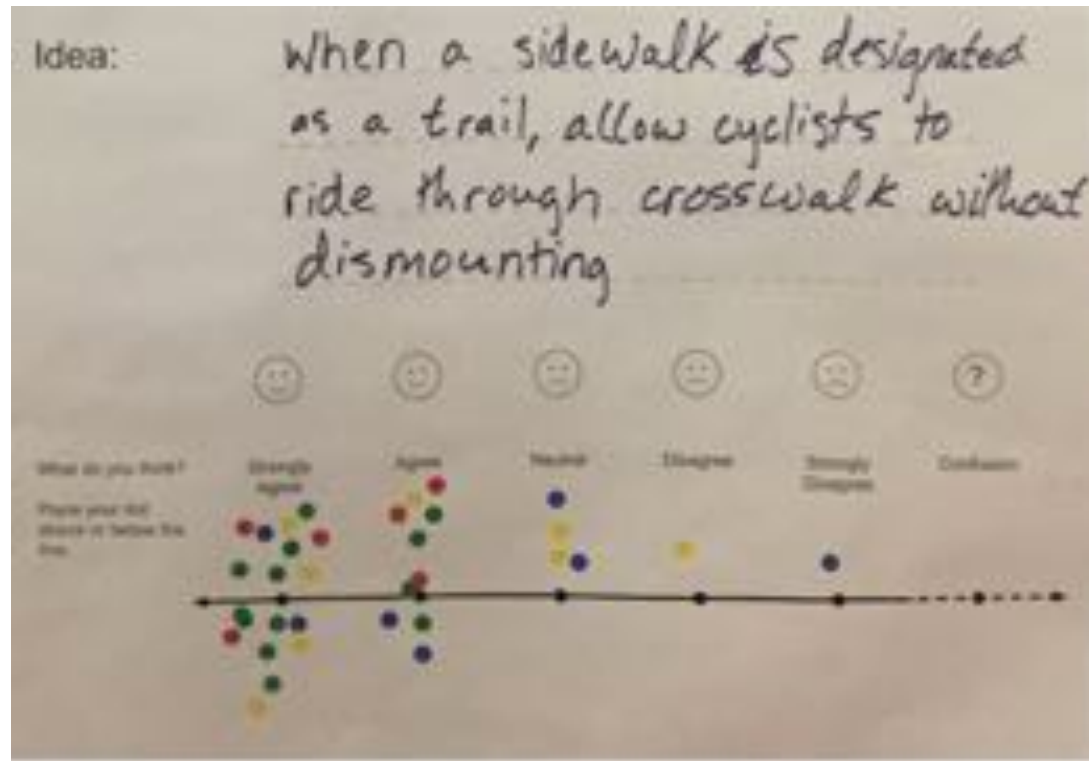
Update definitions section to include cycling infrastructure and types of bicycles (e.g. bike lanes, bike lights, bike boxes, etc.)



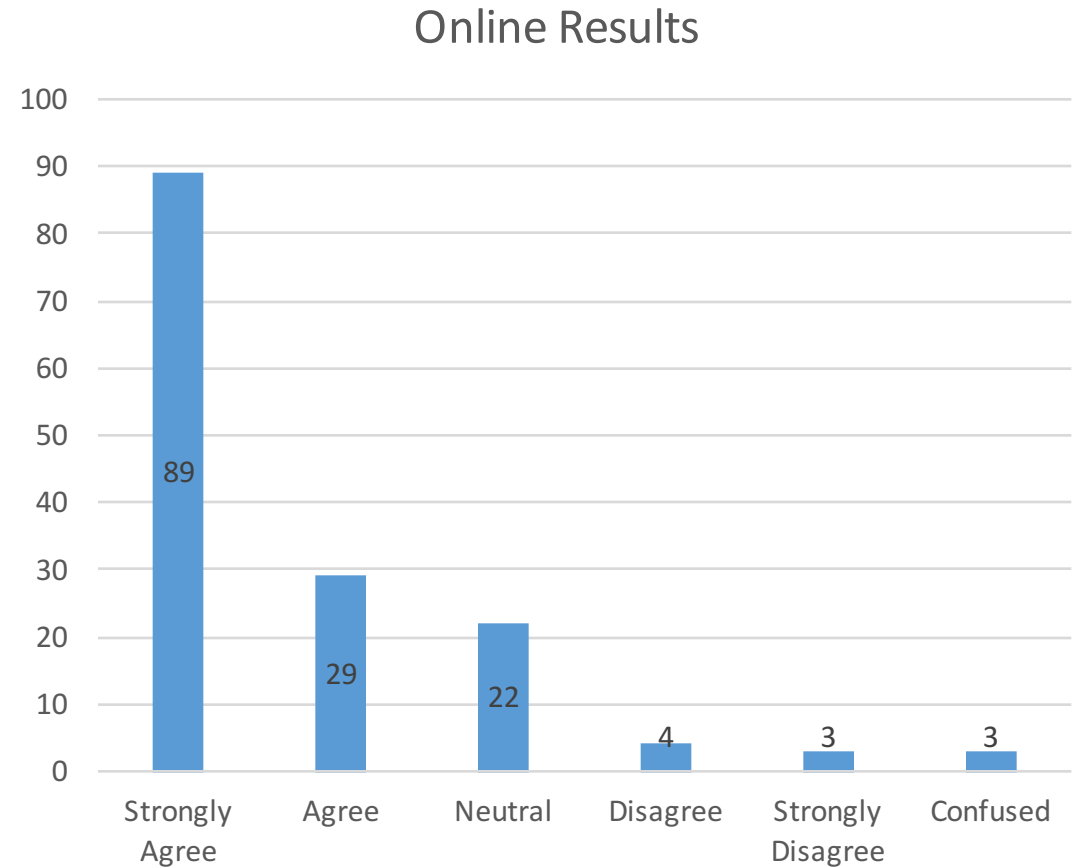
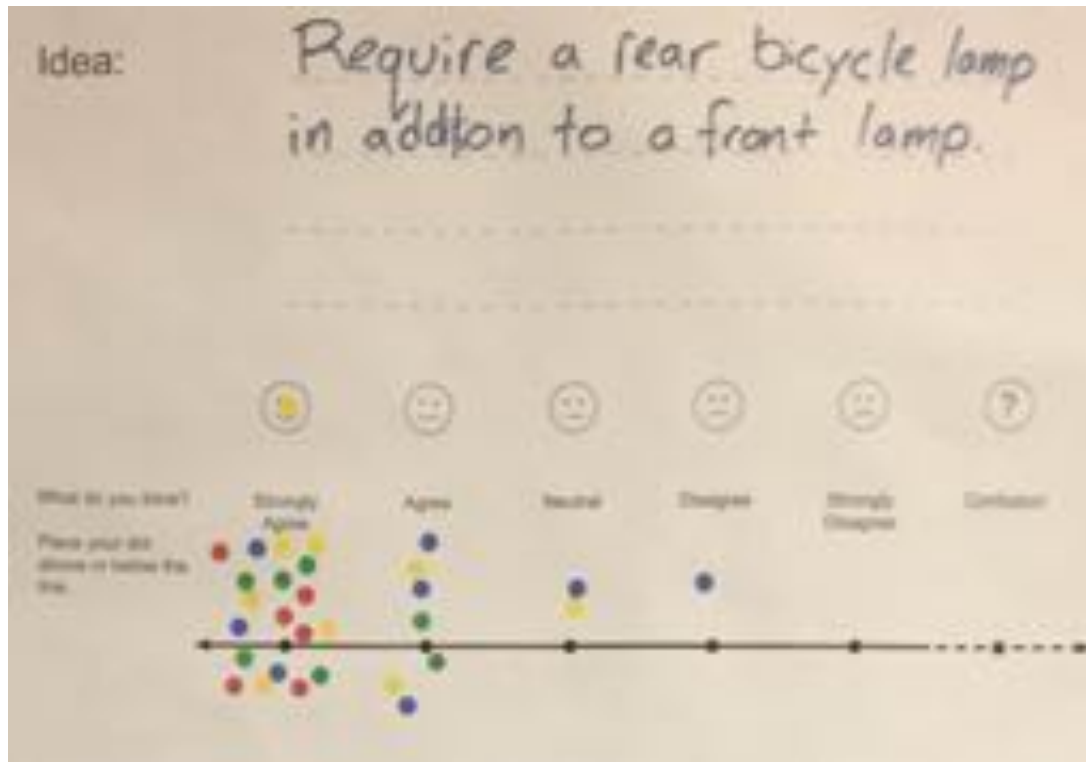
Allow cyclists to ride through specially-designated crosswalks (e.g. at a trail crossing), yielding as a pedestrian



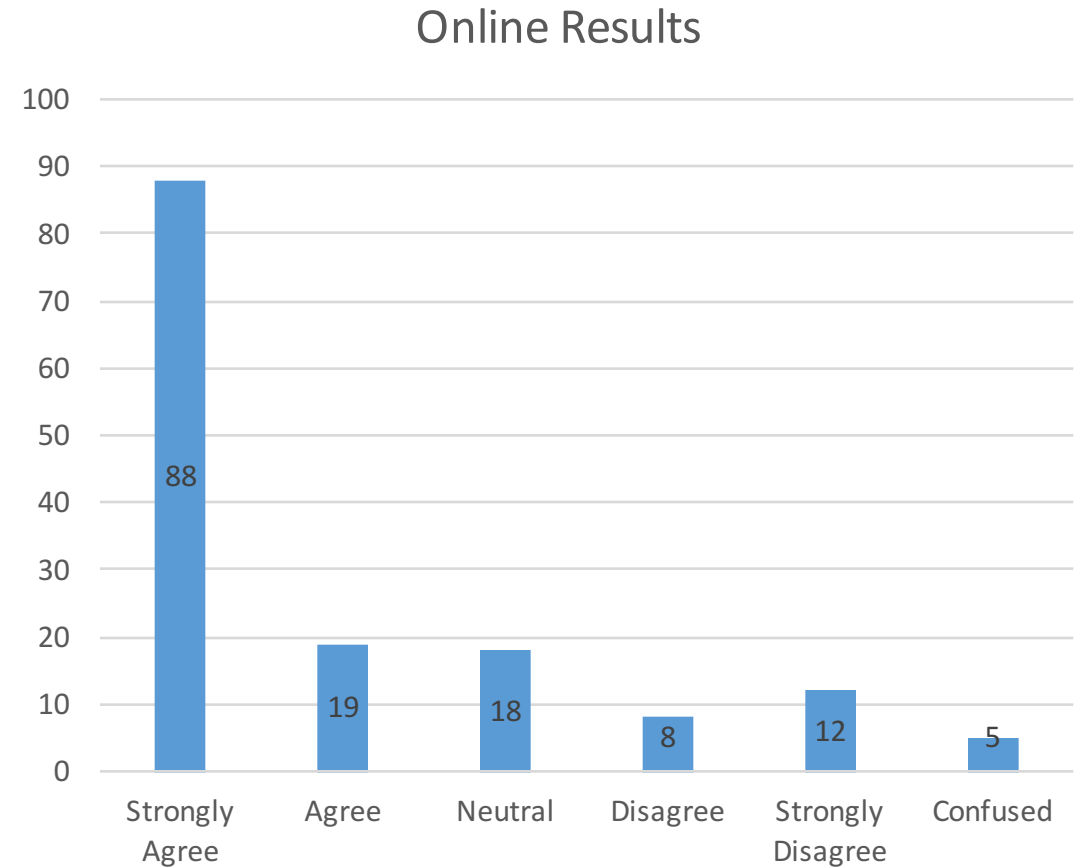
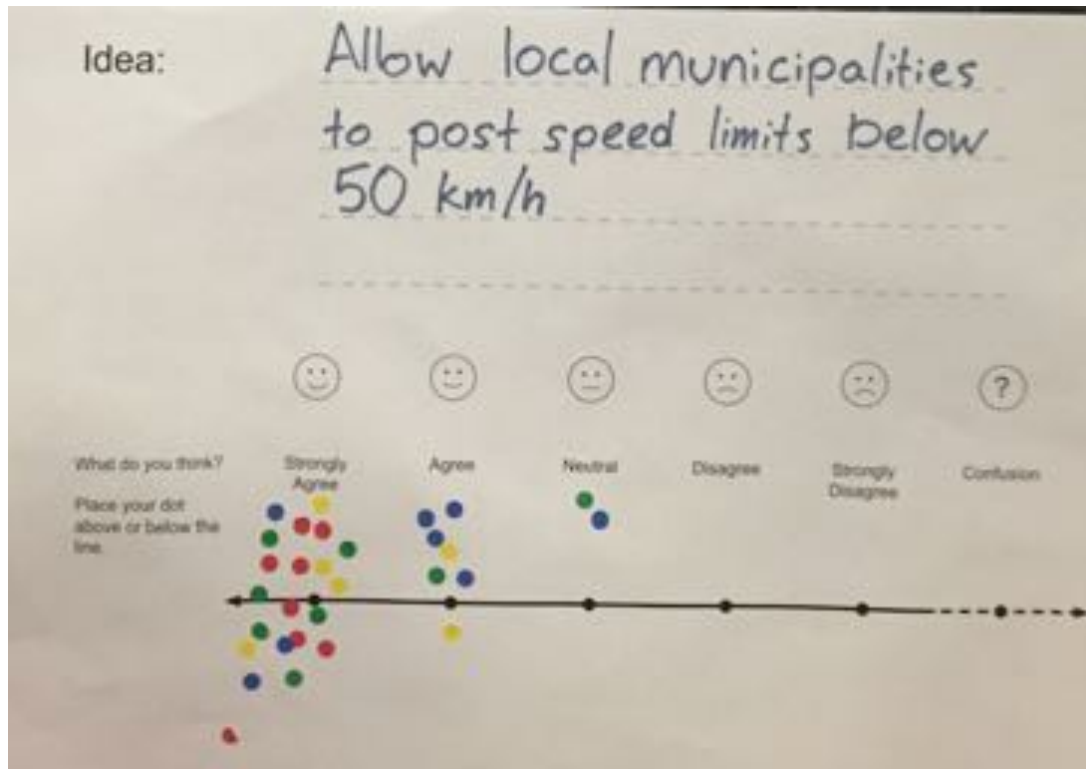
When a sidewalk is designated as a trail, allow cyclists to ride through crosswalk without dismounting



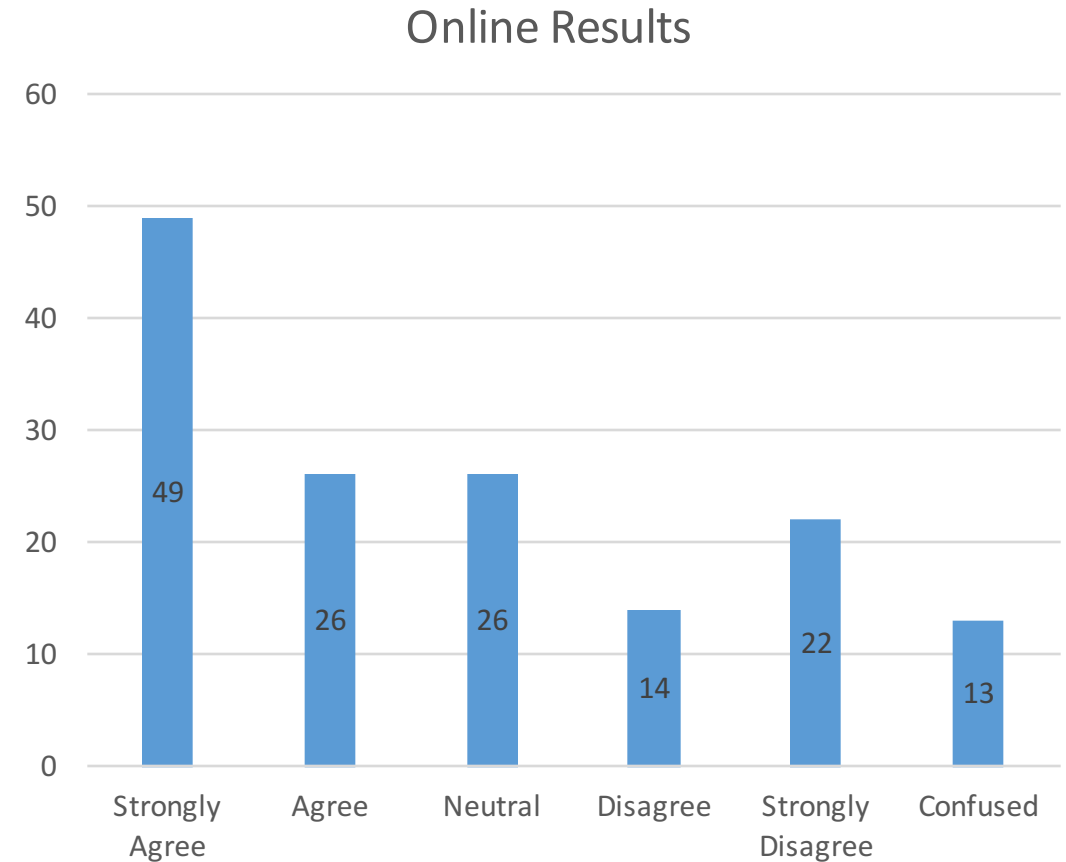
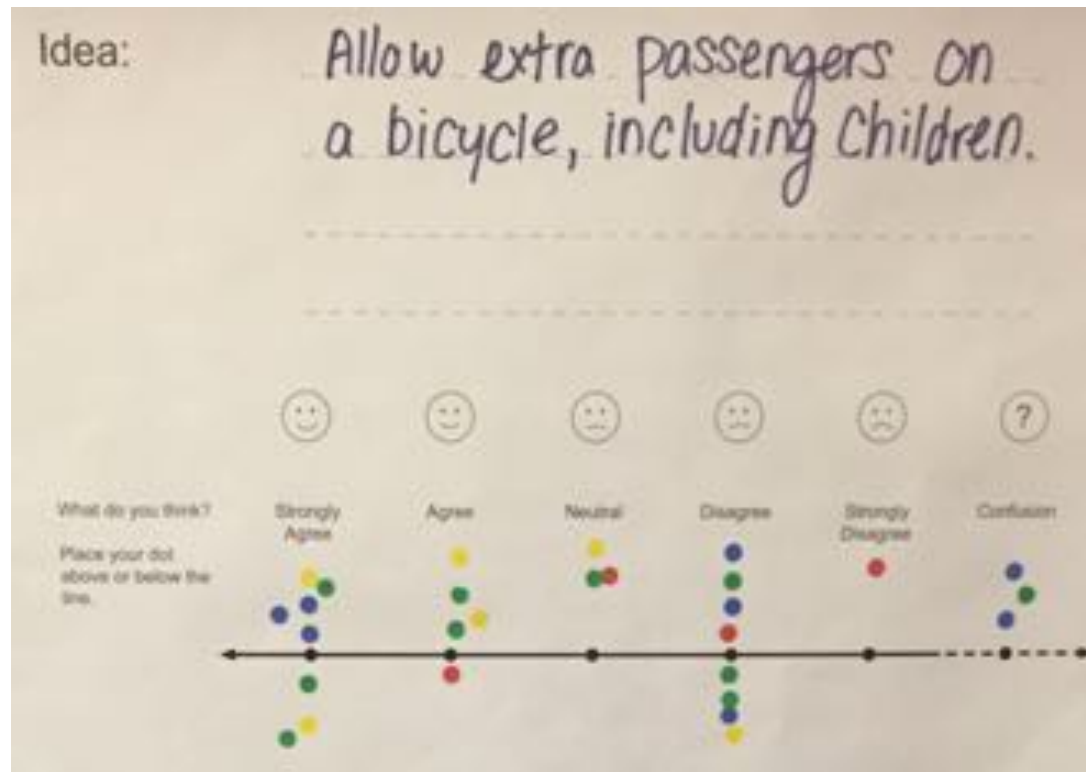
Require a rear bicycle lamp in addition to a front lamp



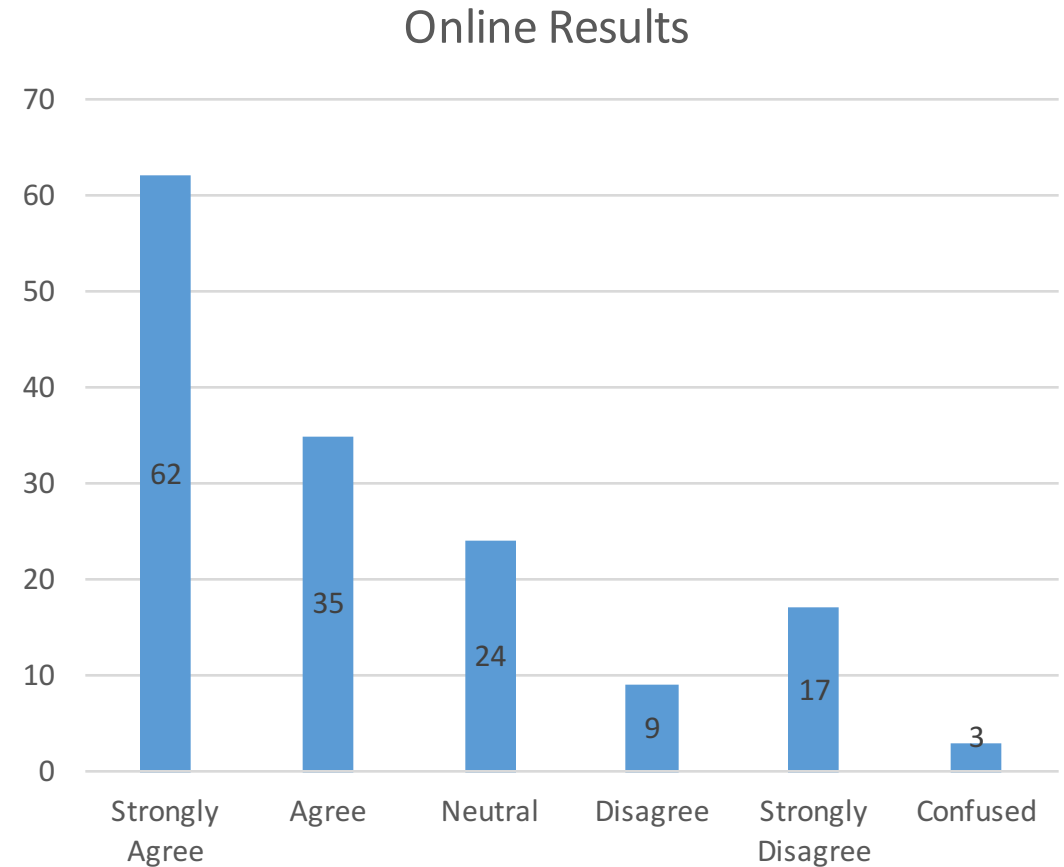
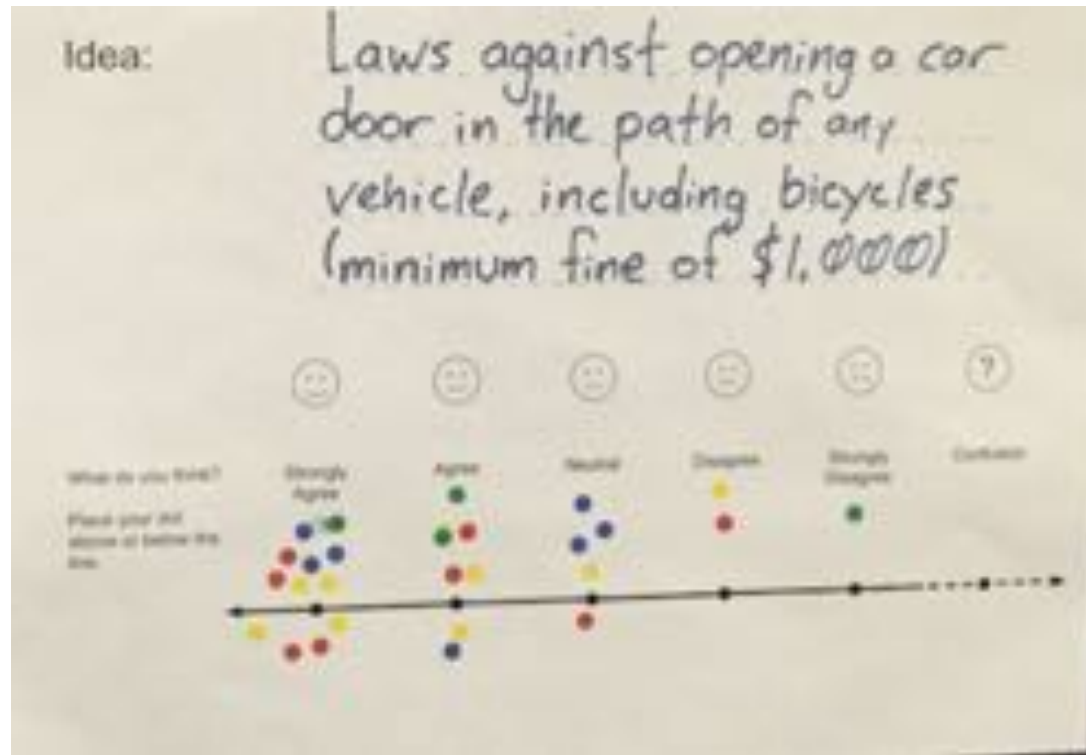
Allow local municipalities to post speed limits below 50 km/h



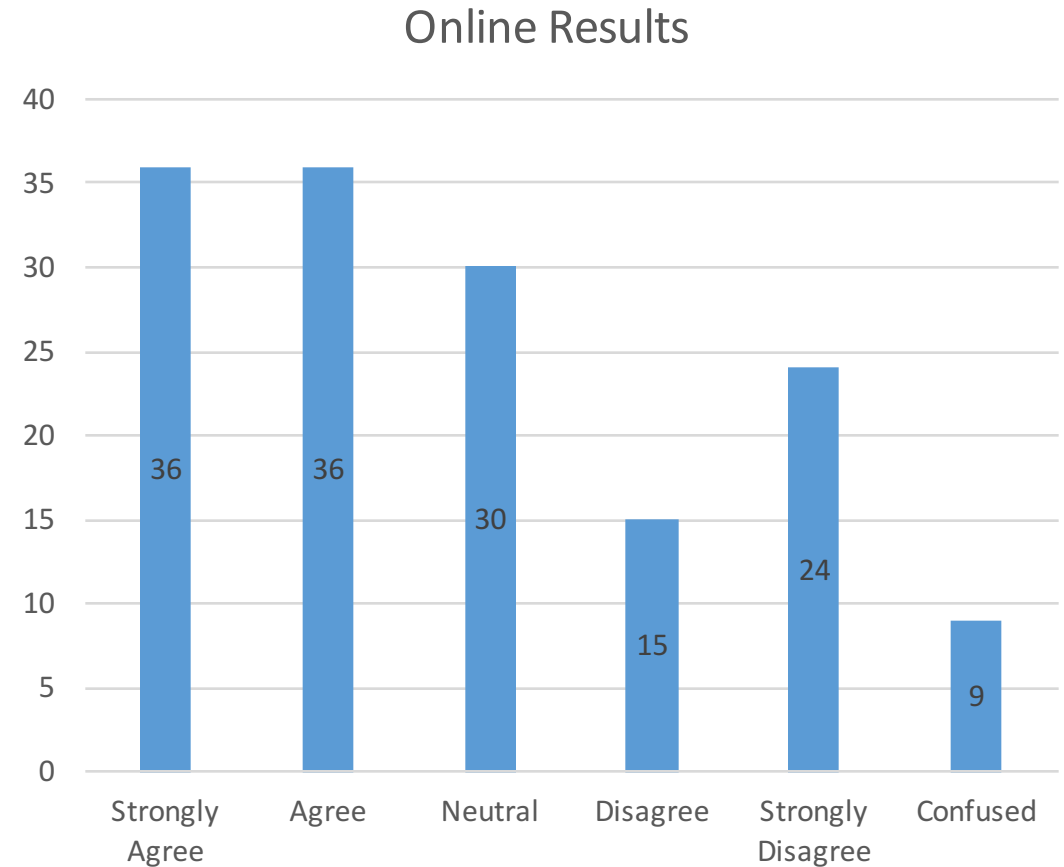
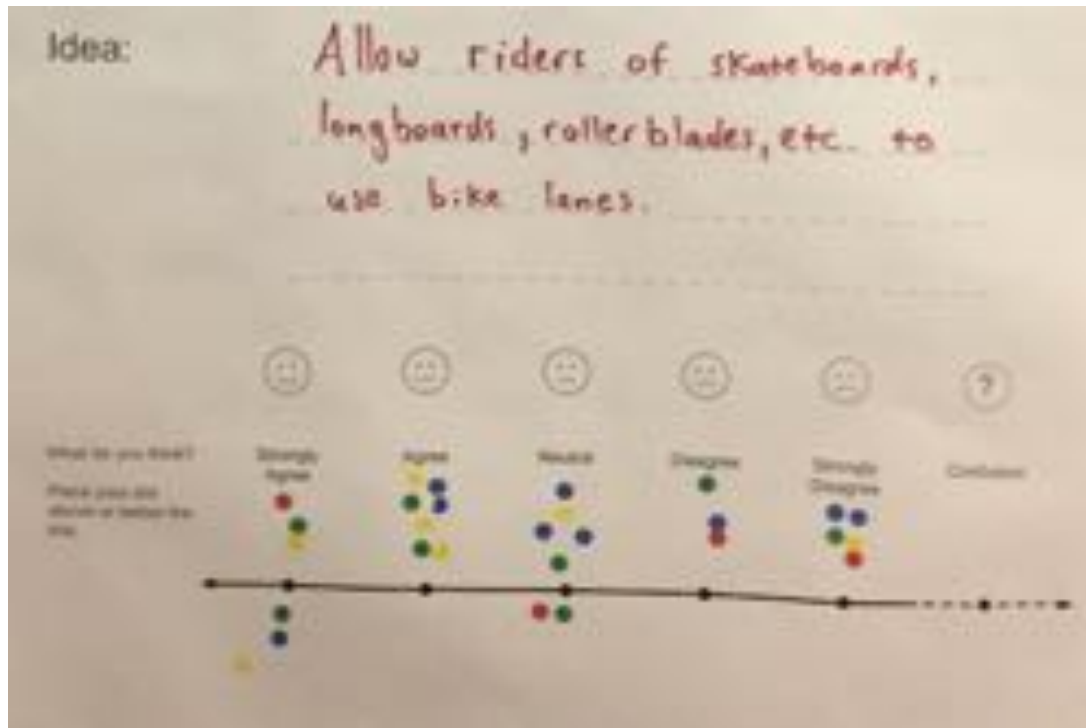
Allow extra passengers on a bicycle, including children



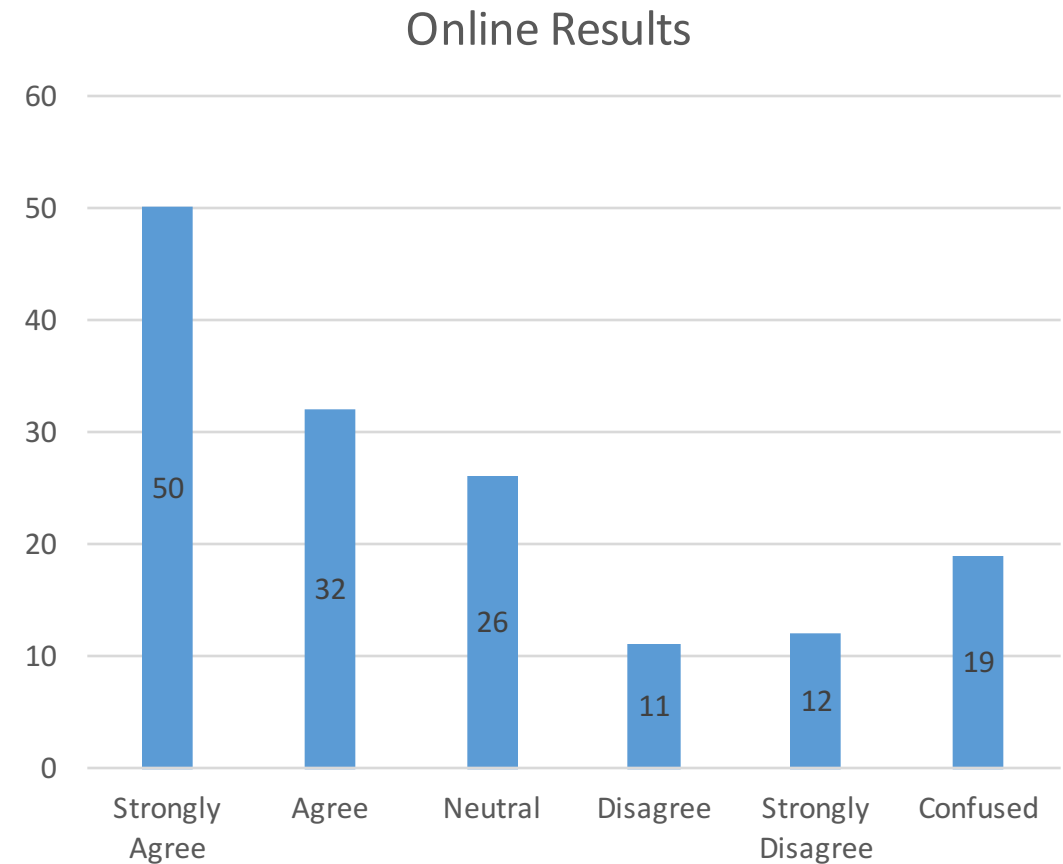
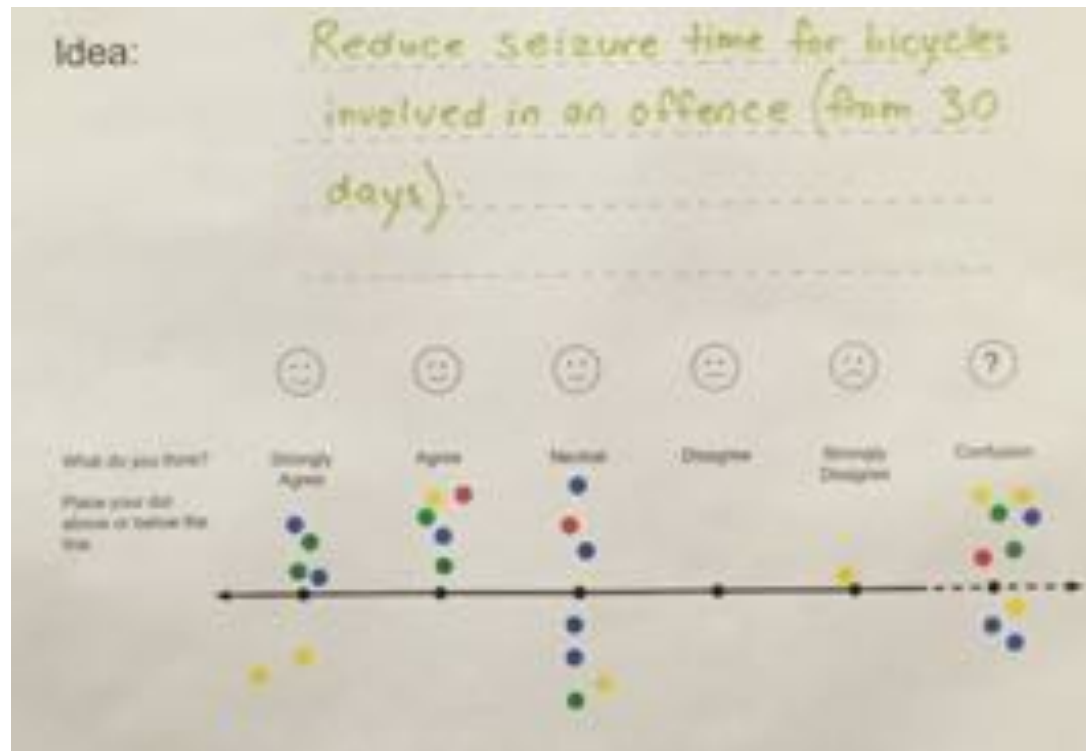
Laws against opening a car door in the path of any vehicle, including bicycles (minimum fine of \$1000)



Allow riders of skateboards, longboards, rollerblades, etc. to use bike lanes



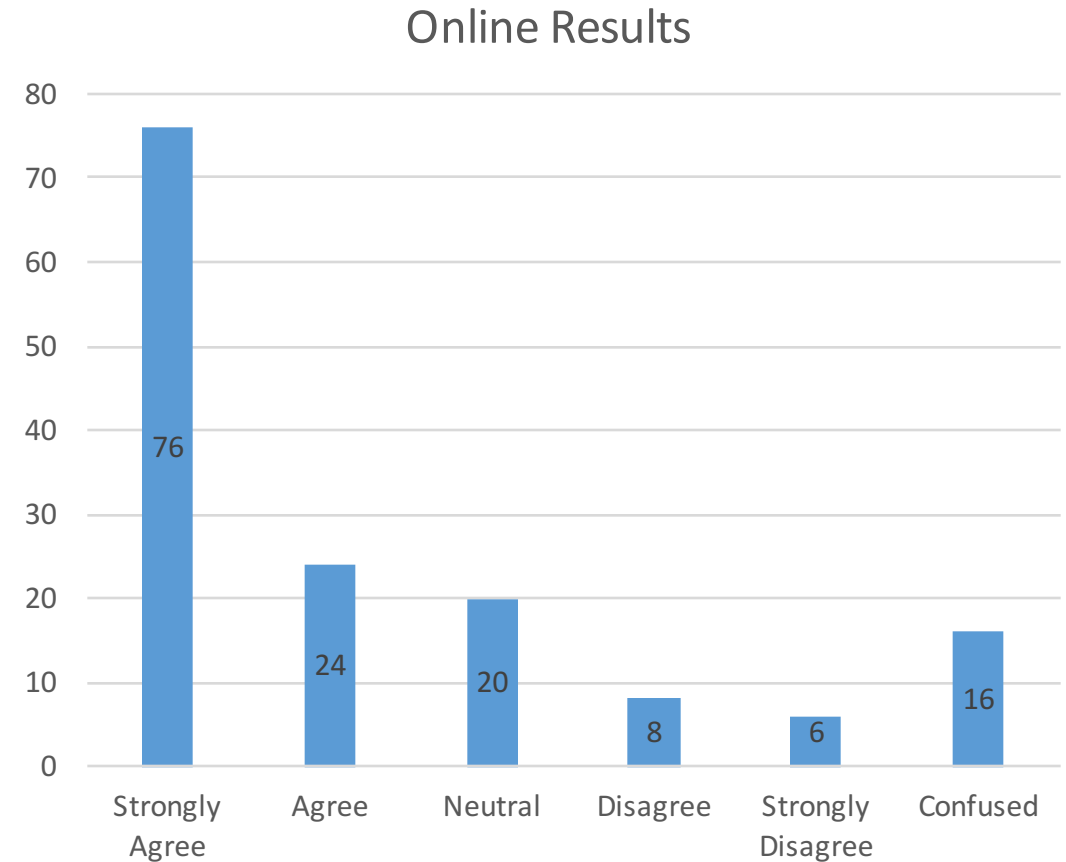
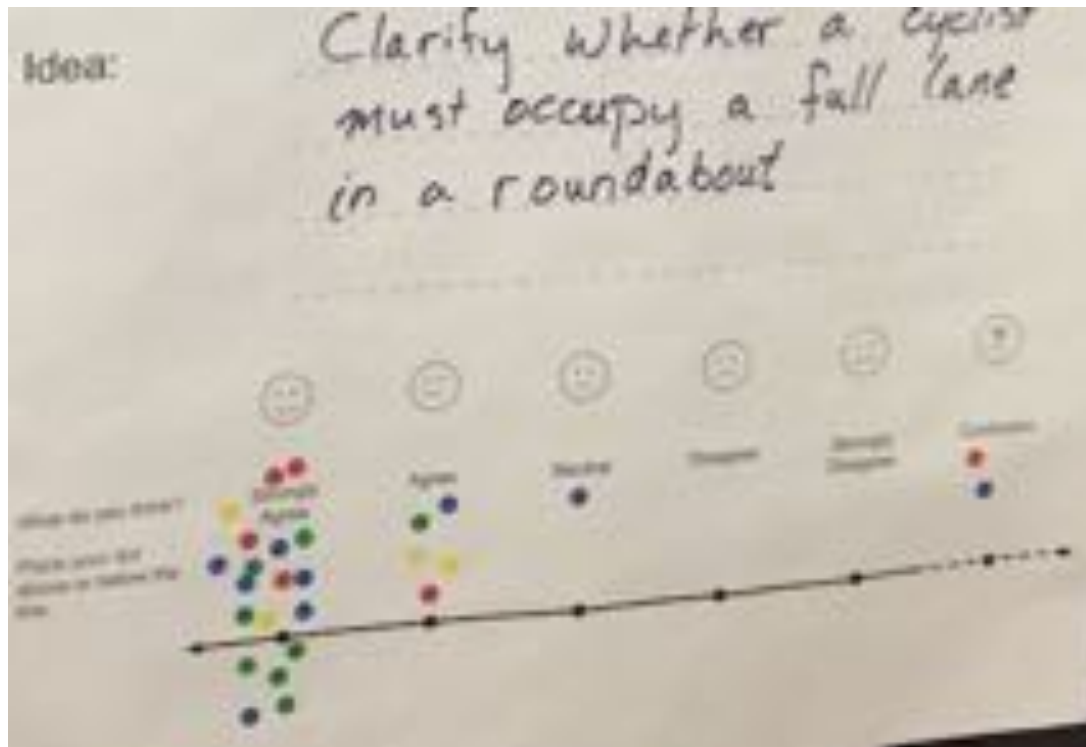
Reduce seizure time for bicycles involved in an offence (from 30 days)



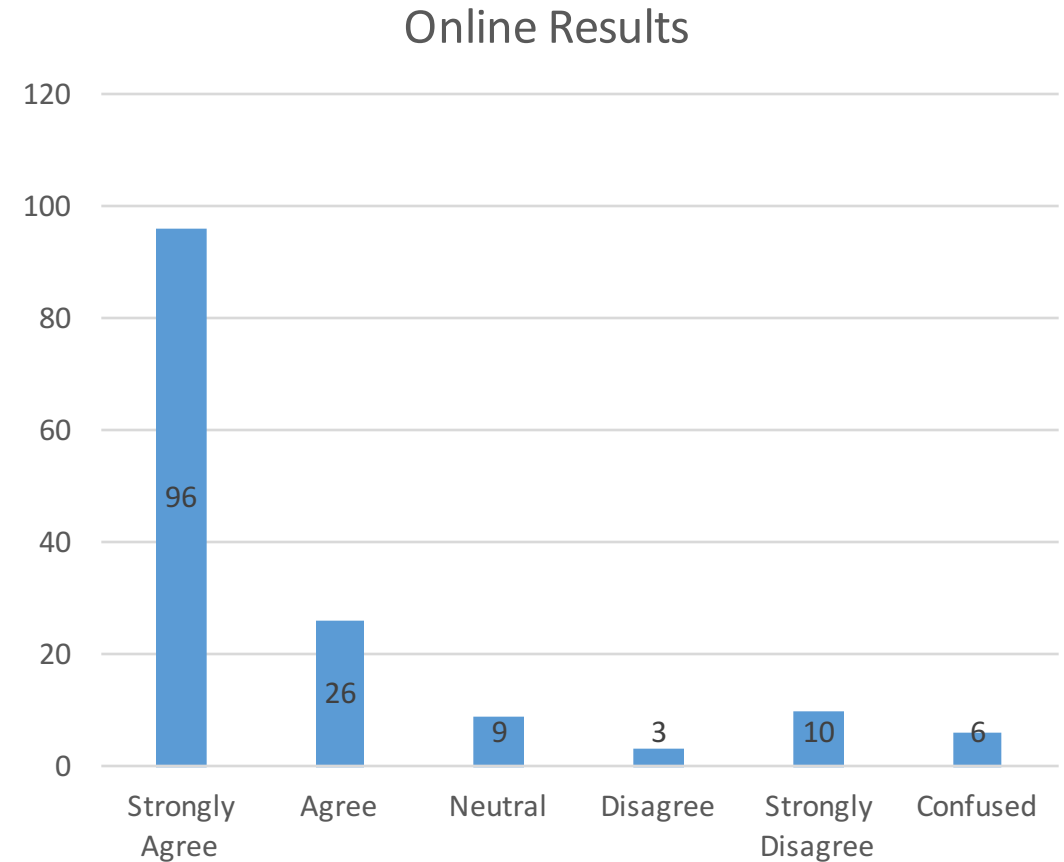
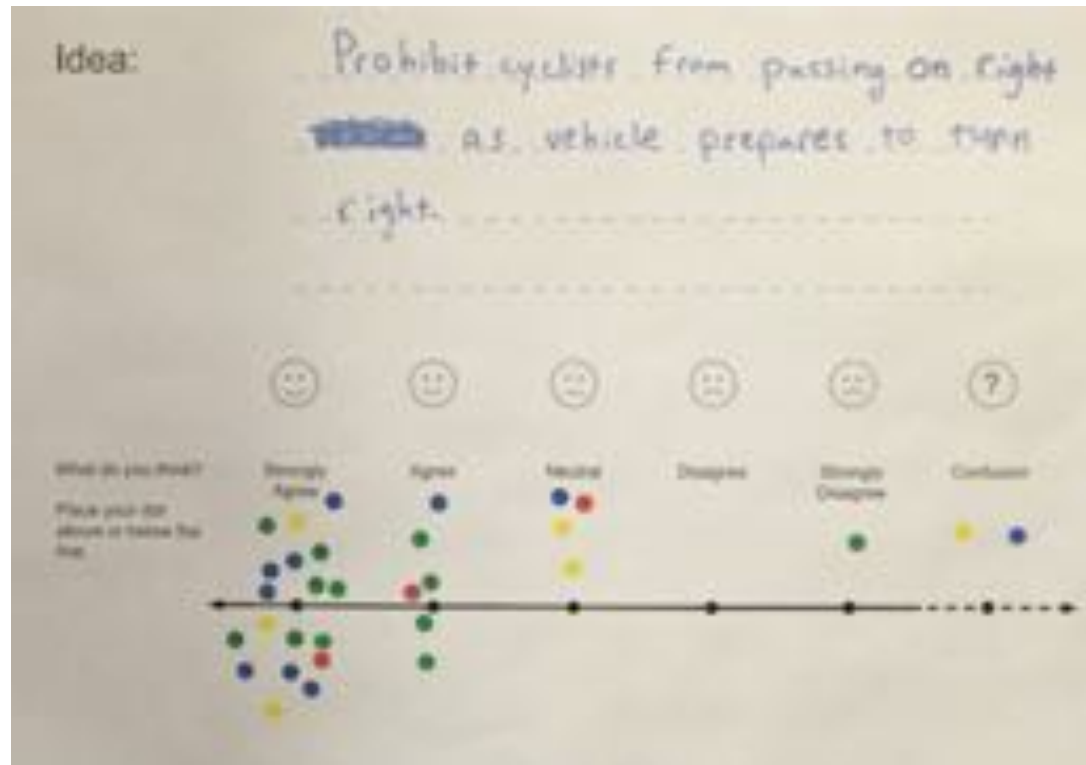
Clarification Needed

These items need clarification or education to ensure the public understands the intent of the existing rules

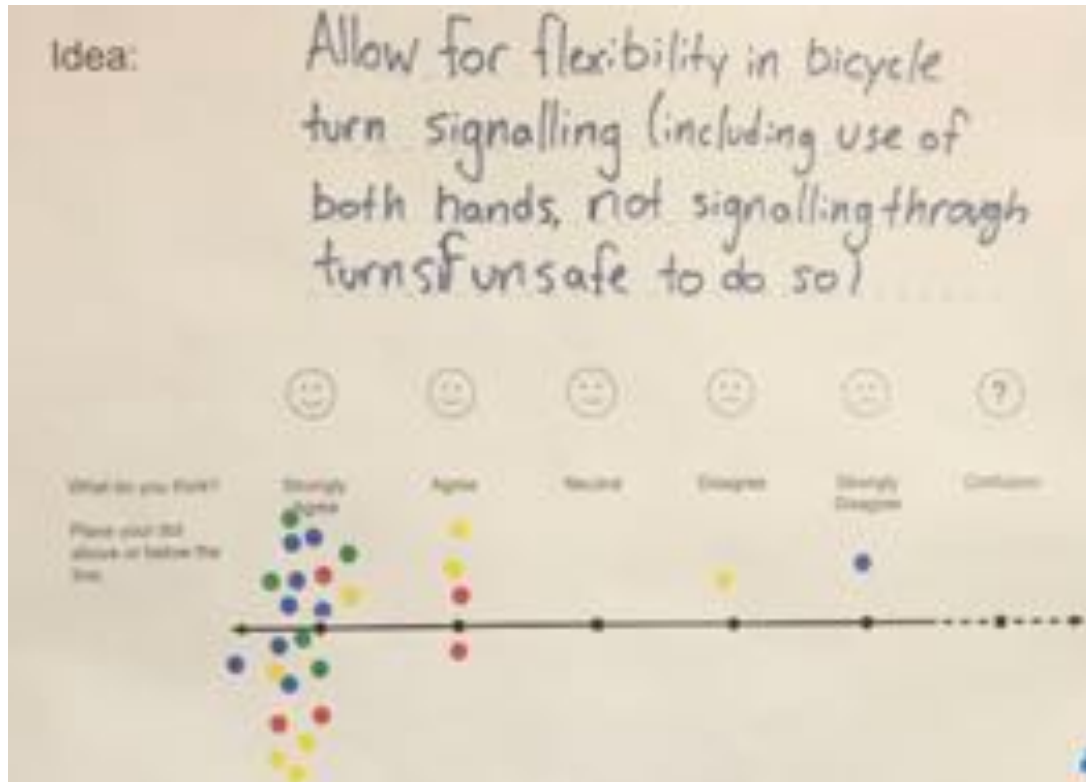
Clarify whether a cyclist must occupy a full lane in a roundabout



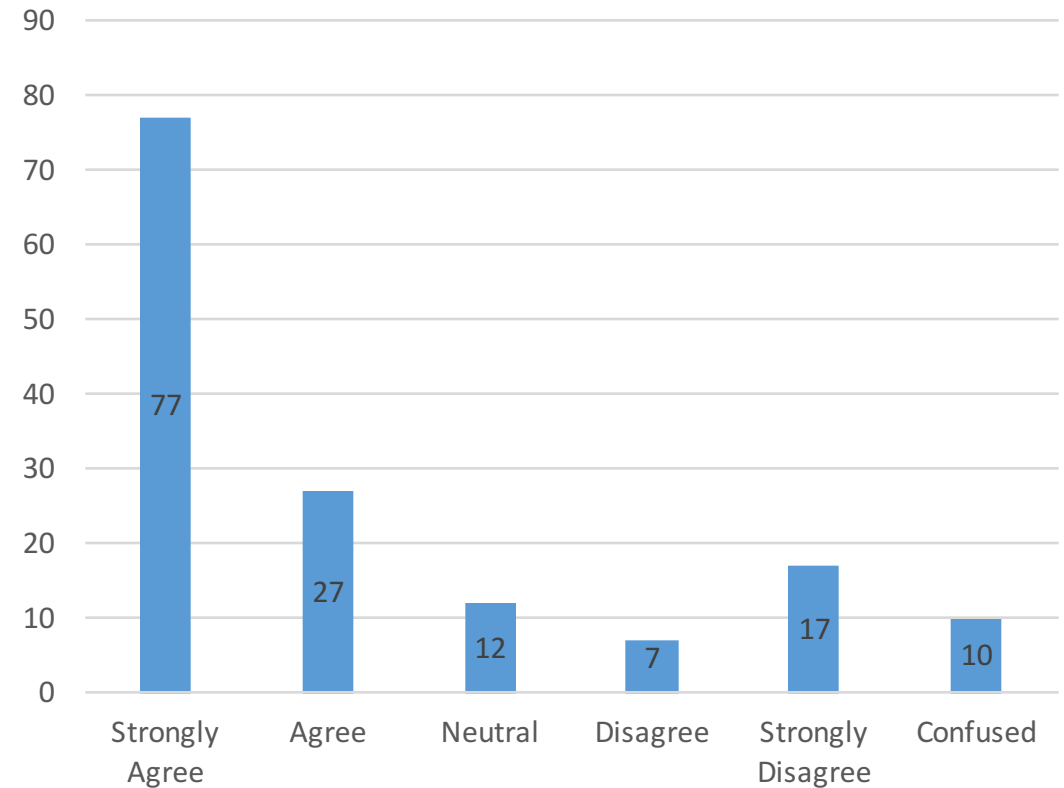
Prohibit cyclists from passing on right as vehicle prepares to turn right



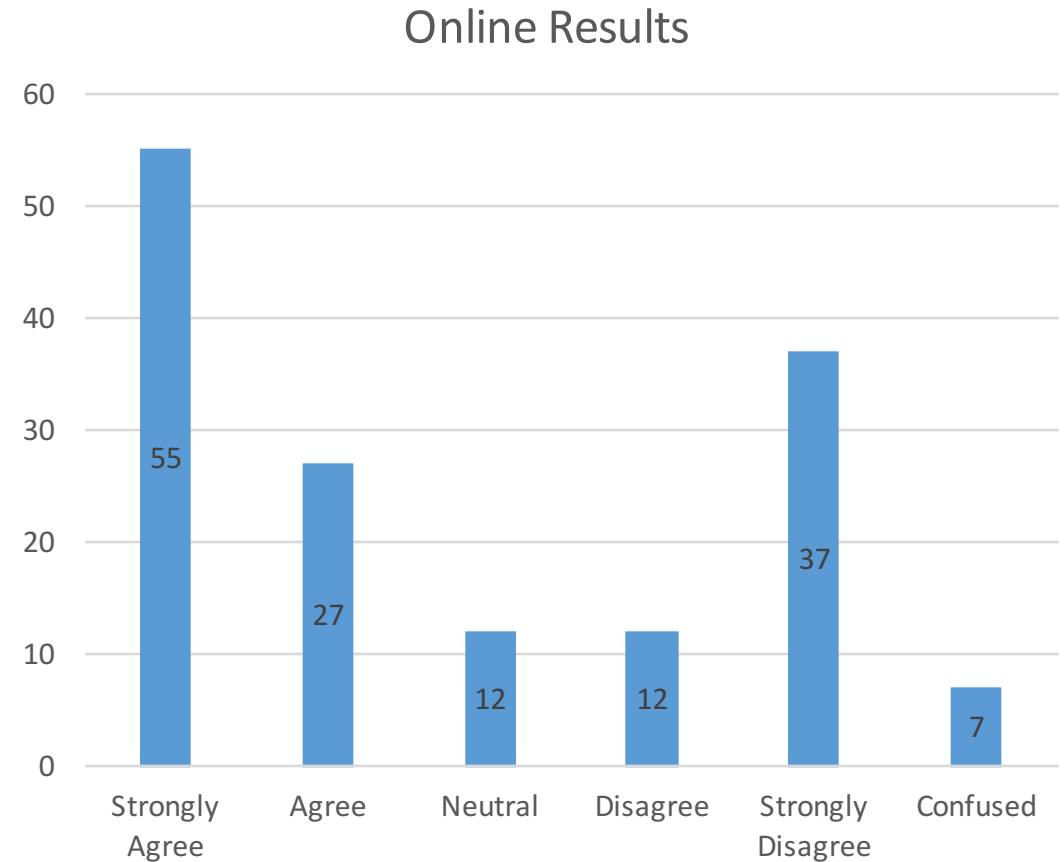
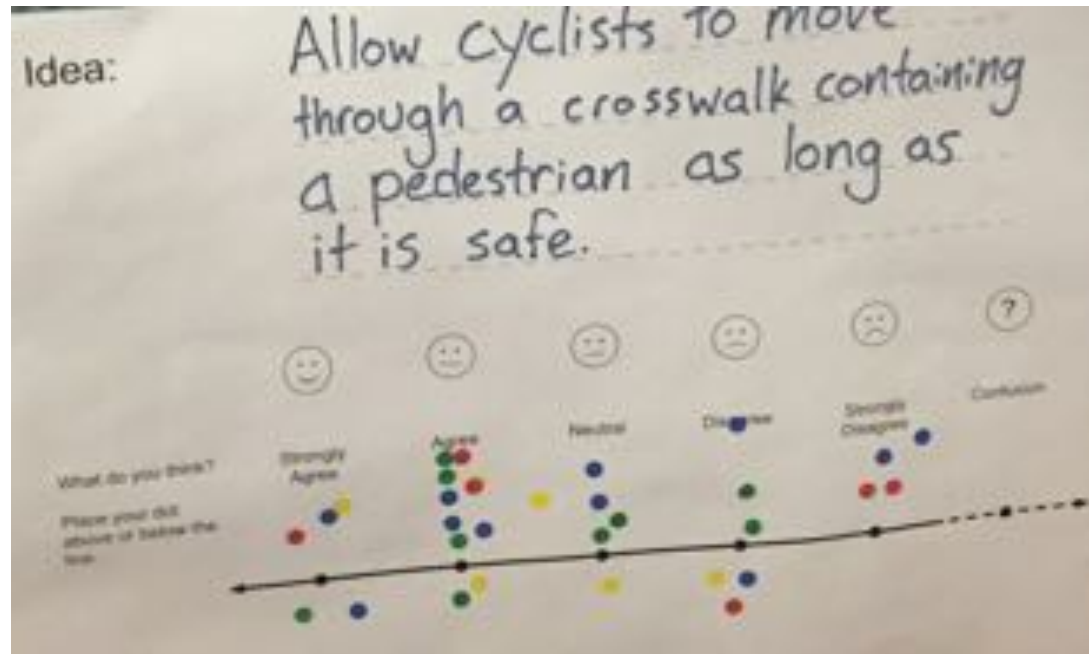
Allow for flexibility in bicycle turn signaling (including use of both hands, not signaling through turns if unsafe to do so)



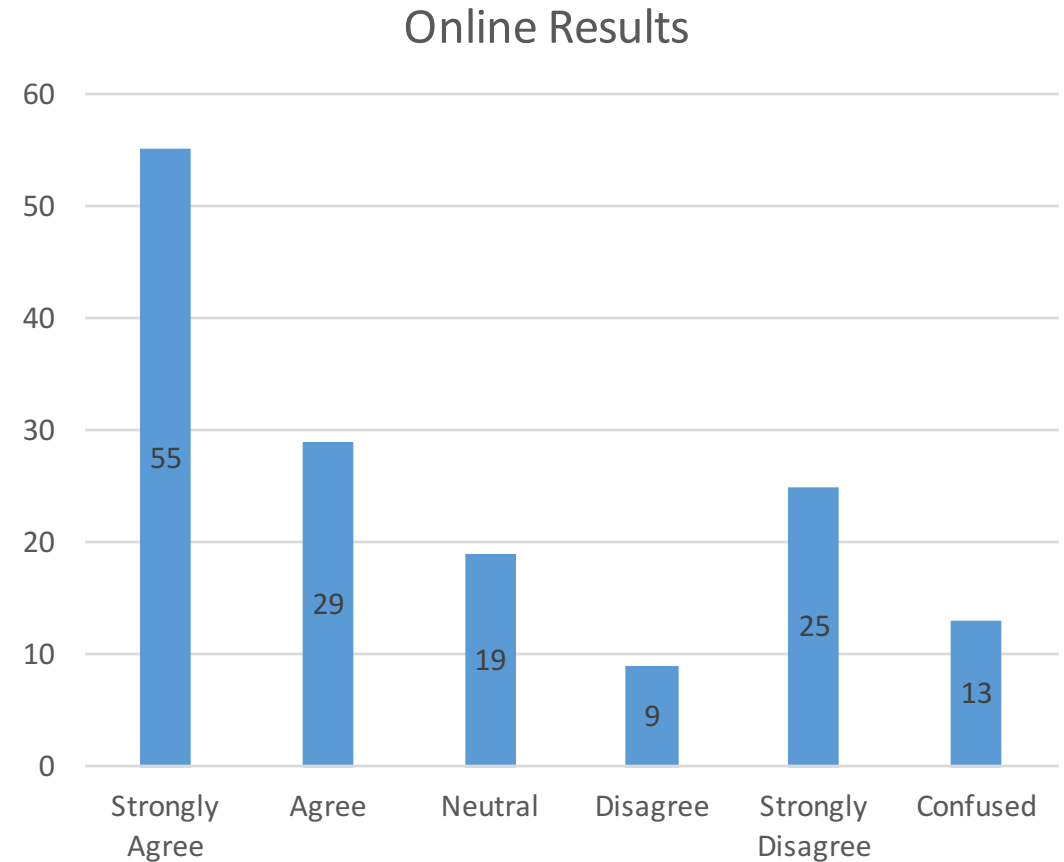
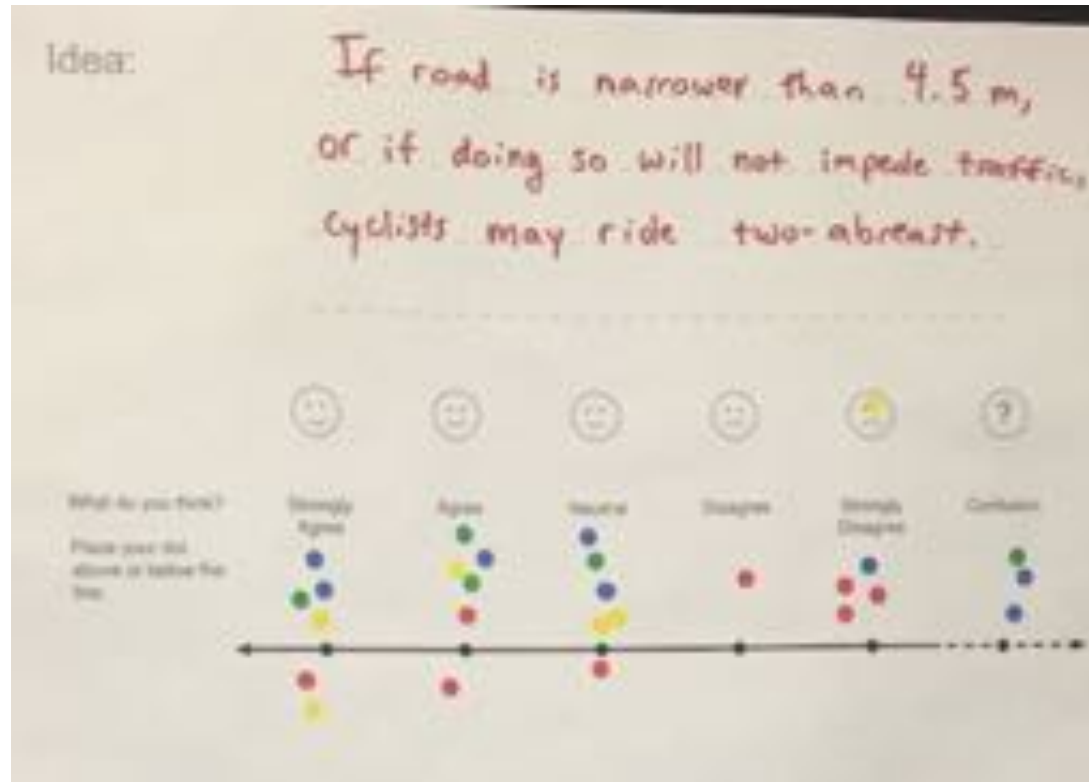
Online Results



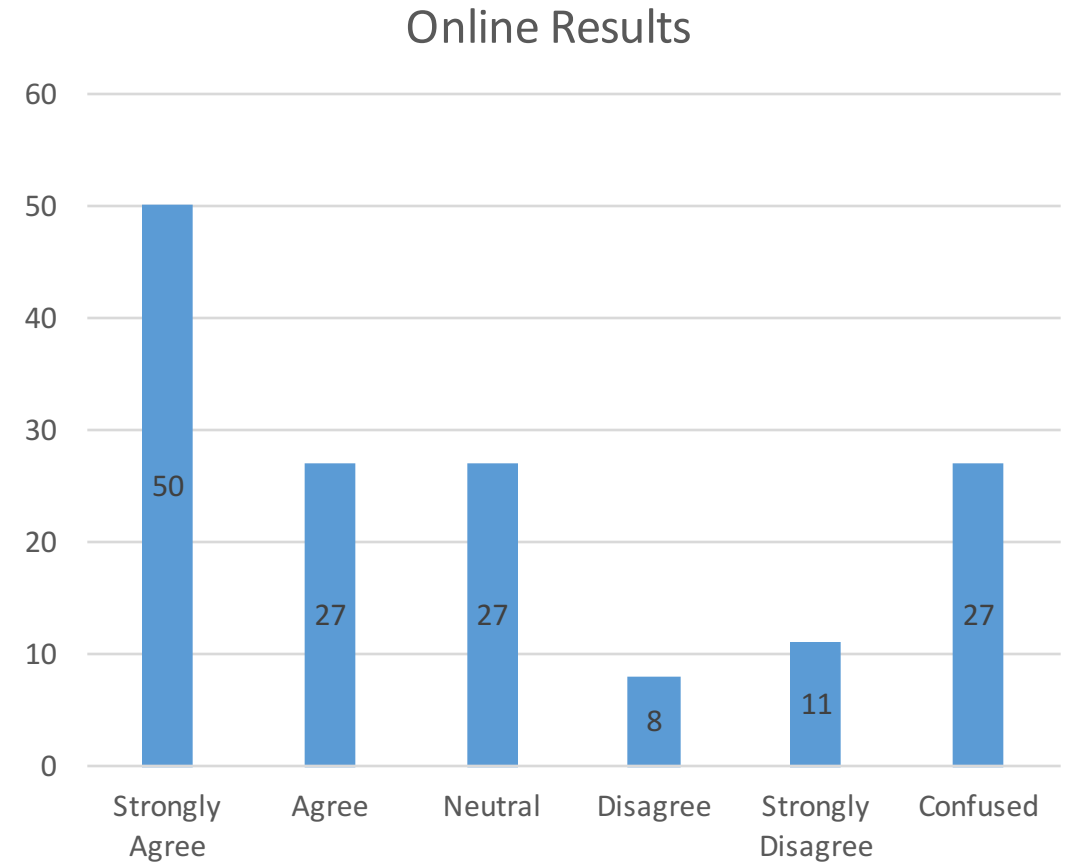
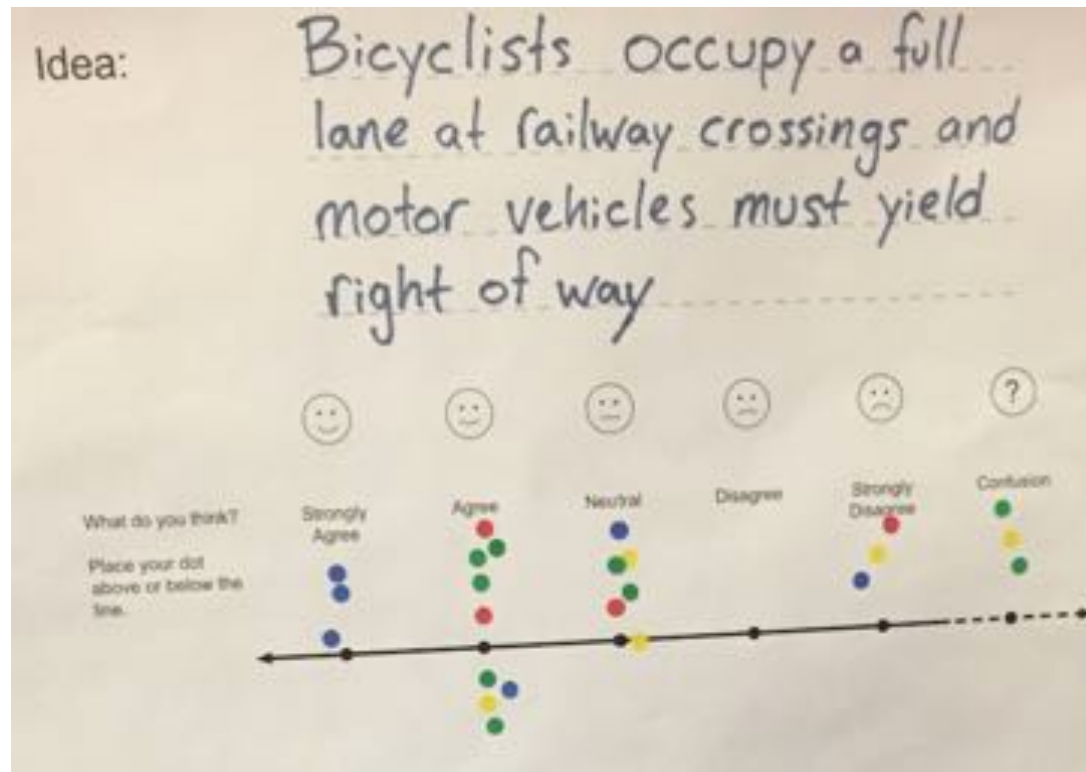
Allow cyclists to move through a crosswalk containing a pedestrian as long as it is safe



If road is narrower than 4.5m, if doing so will not impede traffic, cyclists may ride two-abreast



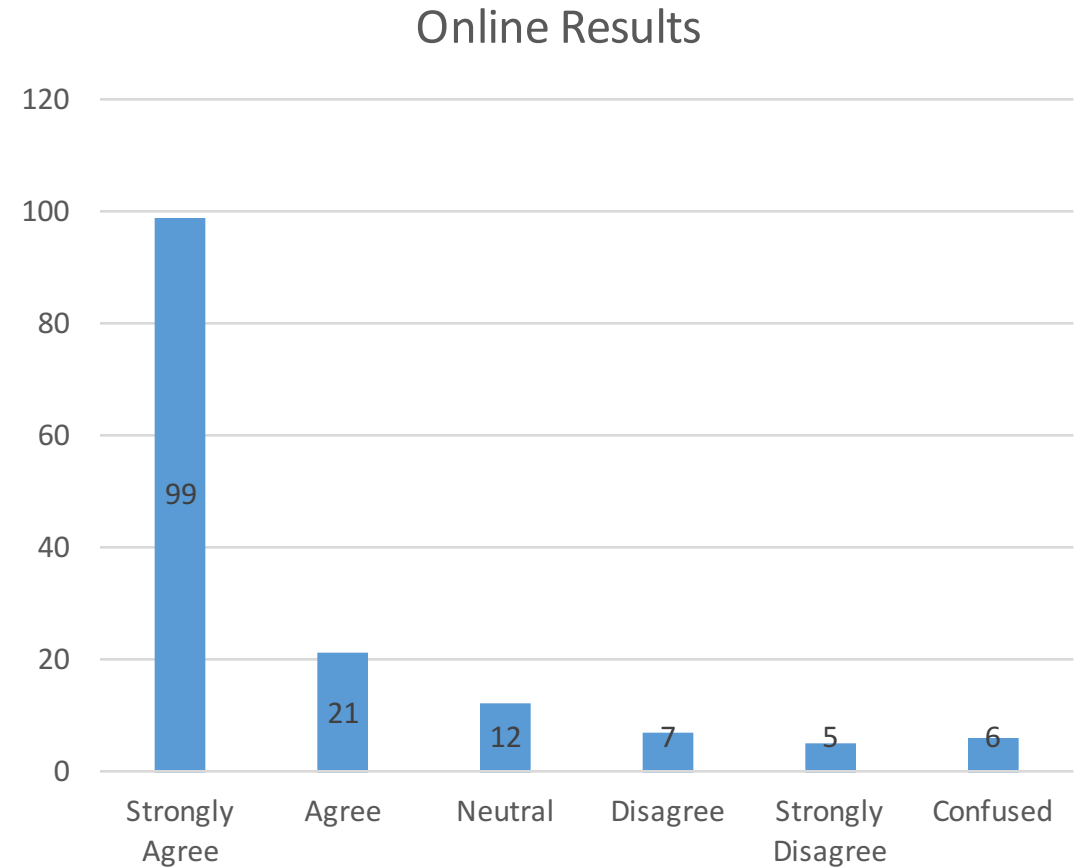
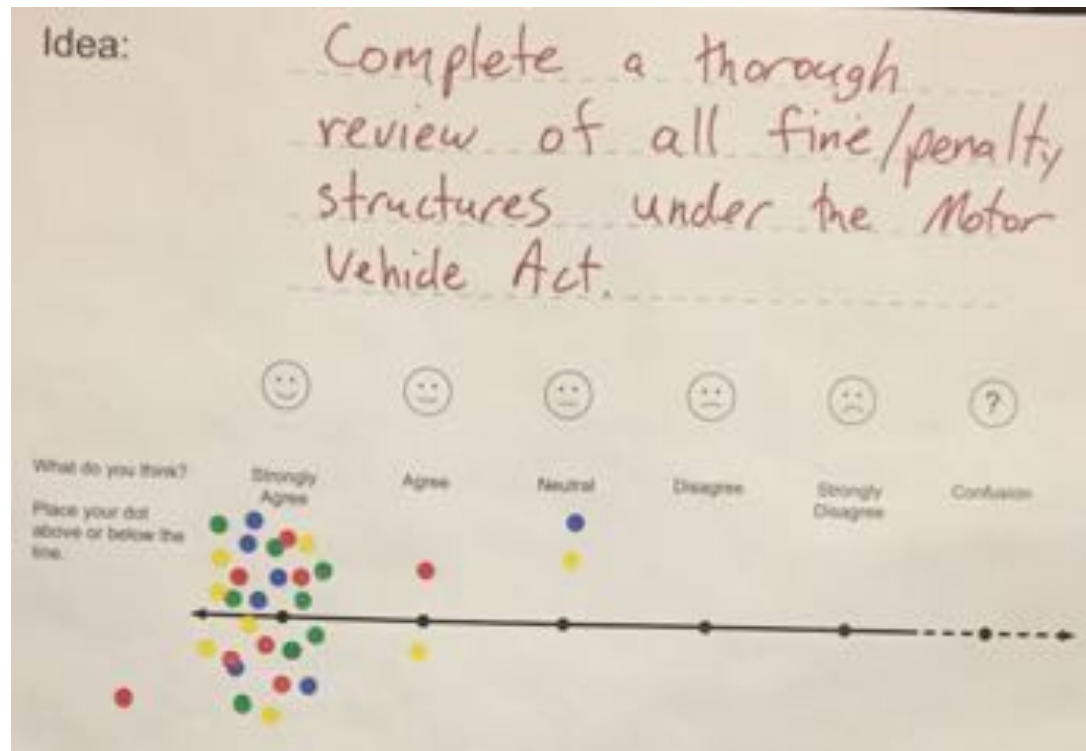
Bicyclists occupy a full lane at railway crossings and motor vehicles must yield right of way



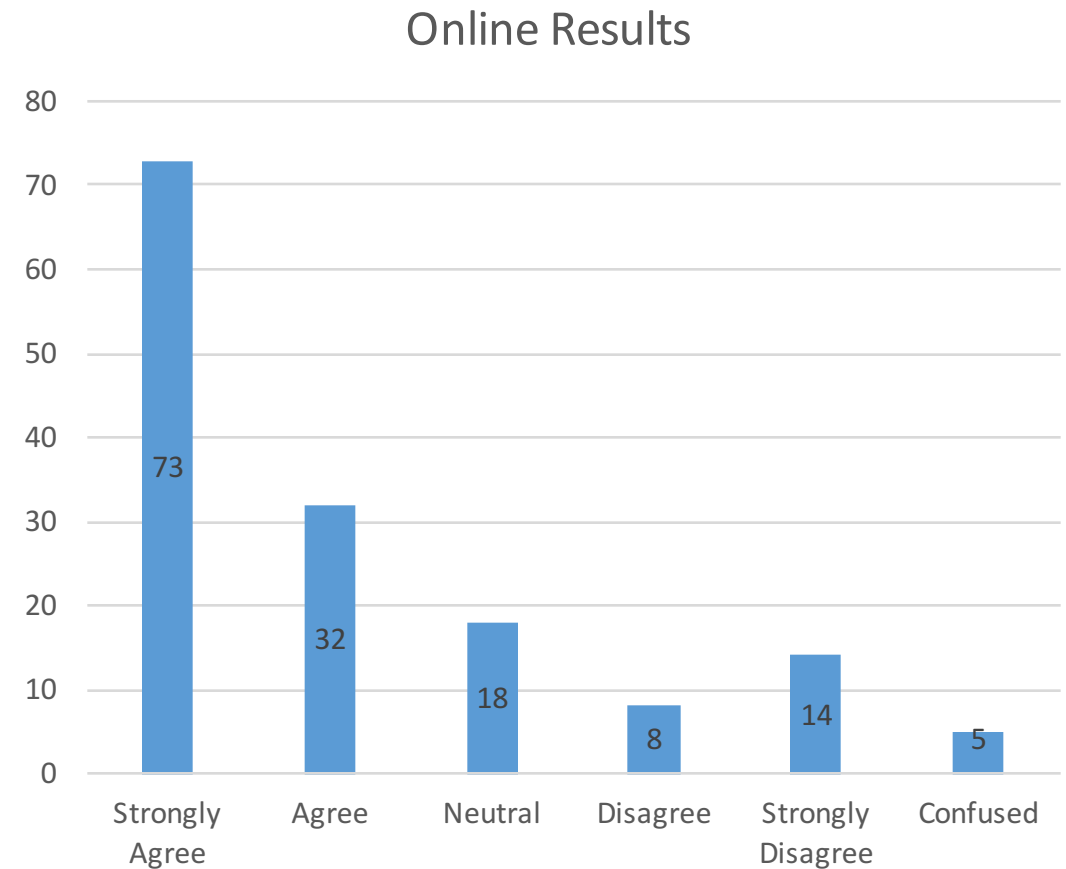
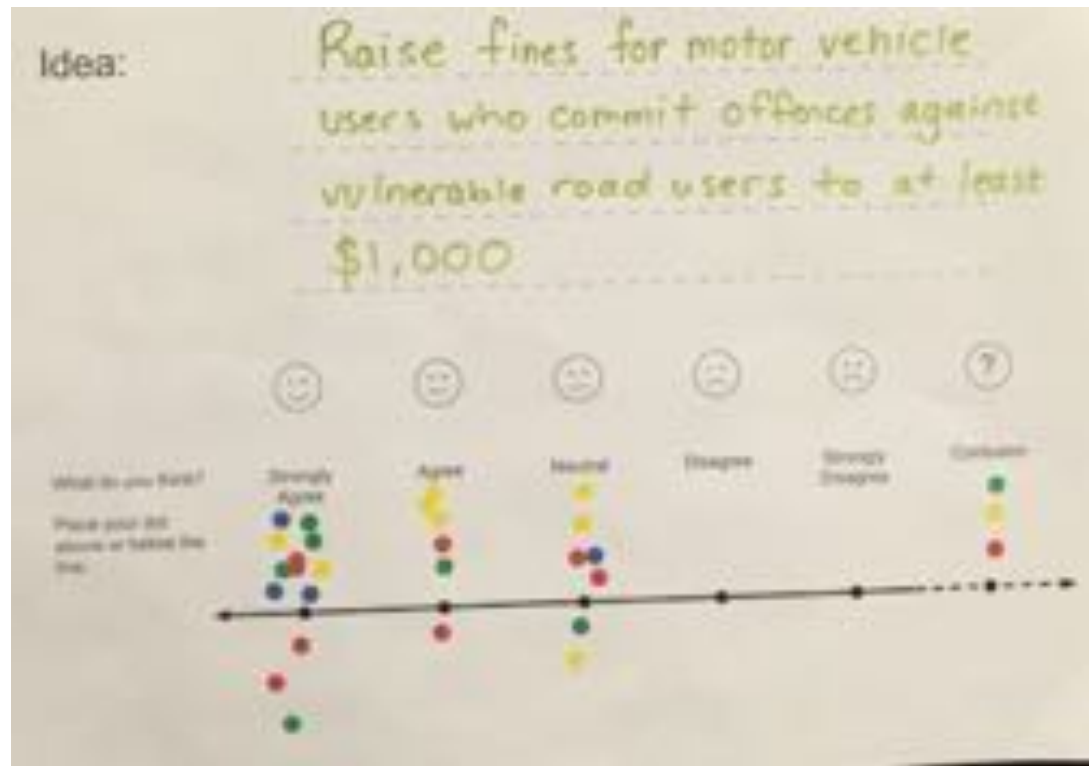
Create a ministerial commission on fines and penalties

A thorough review is needed to ensure the existing MVA penalties are enforceable, effective tools for public safety, meet the principles of retributive justice and deterrence, as well as ensuring the fines are equitable. This should be achieved through broad public consultation to develop North America's premier model of road safety.

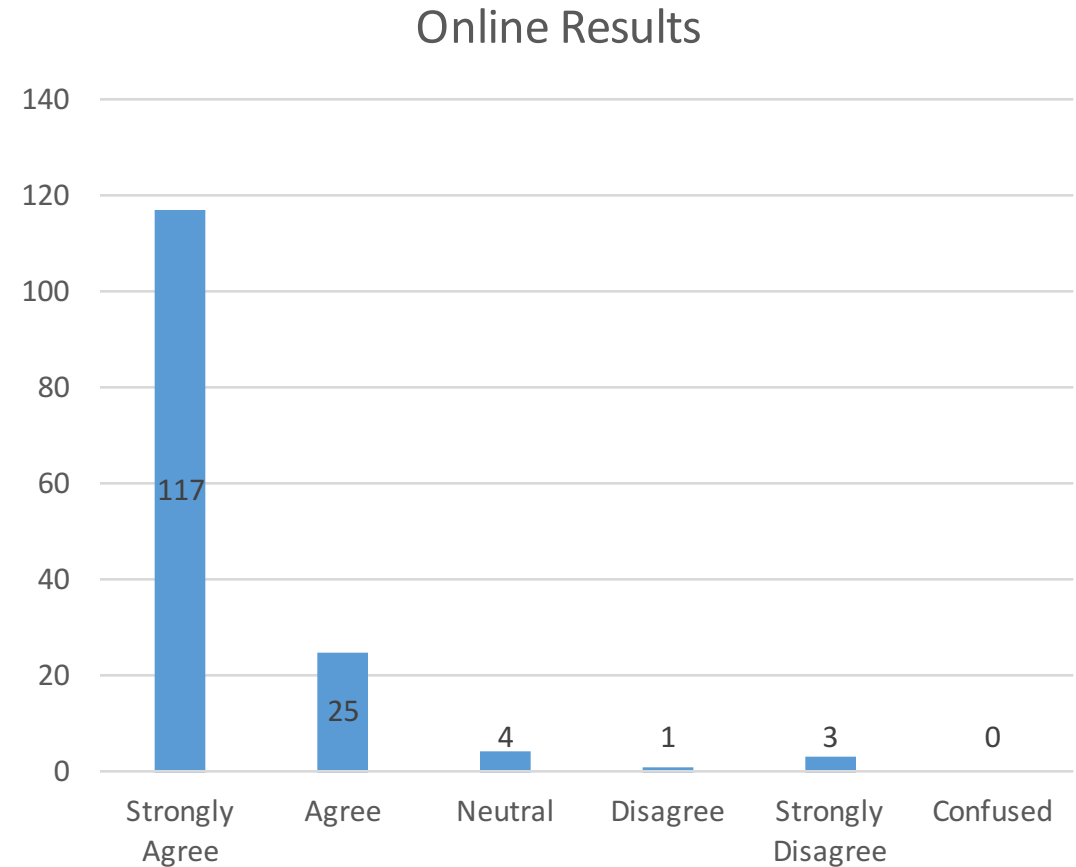
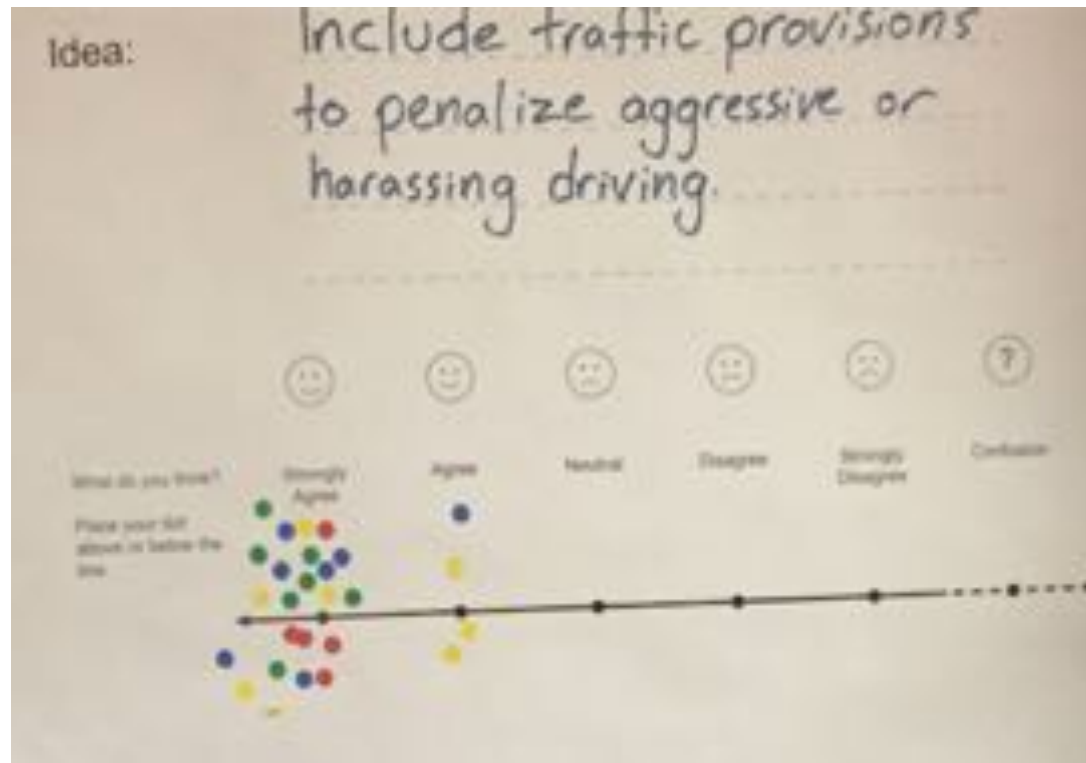
Complete a thorough review of all fine/penalty structures under the Motor Vehicle Act



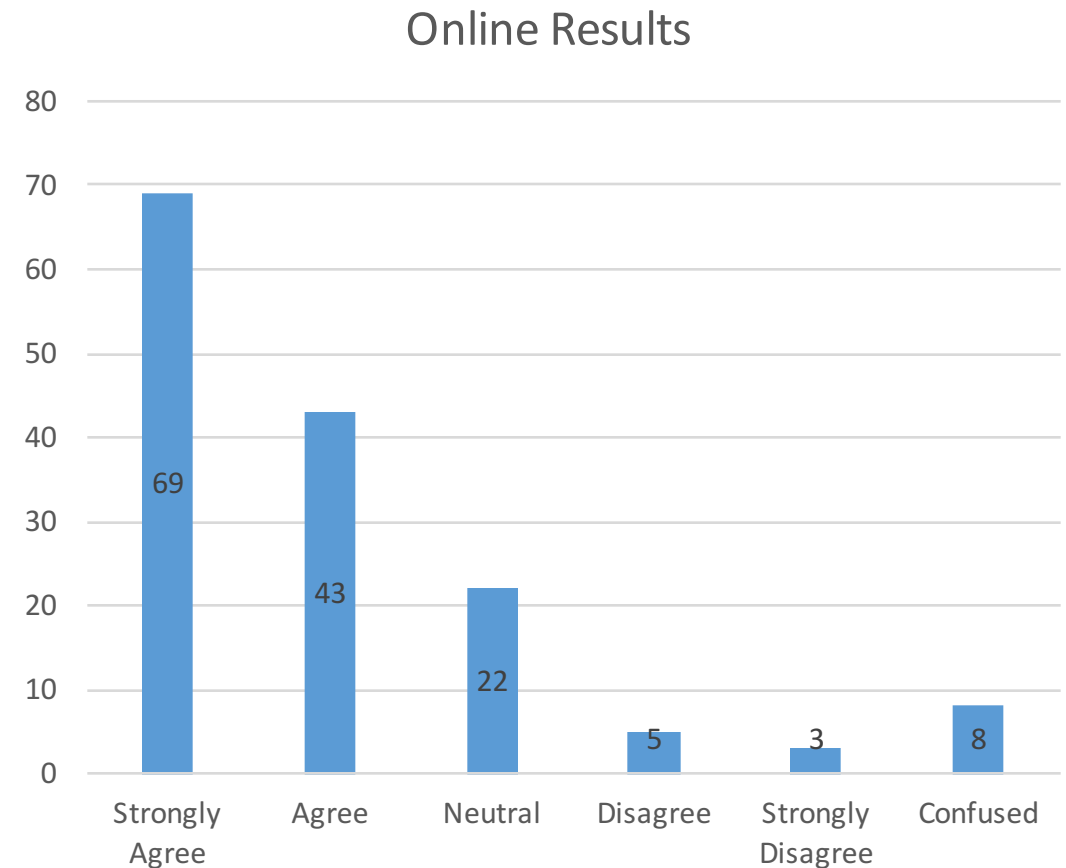
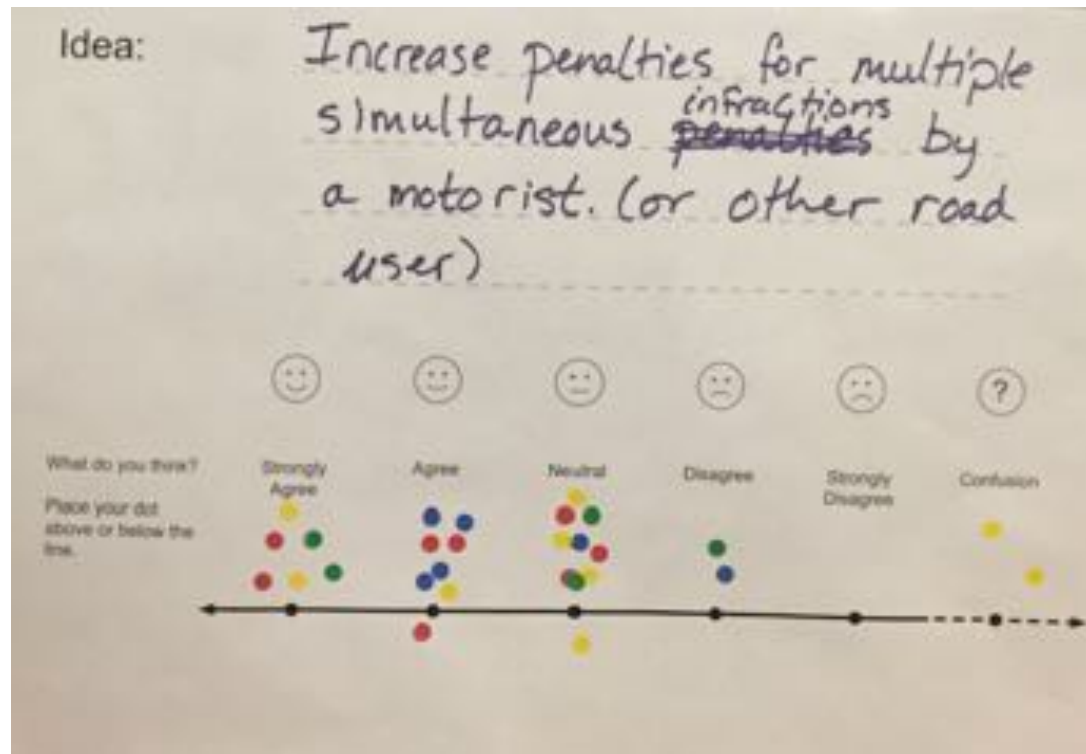
Raise fines for motor vehicle users who commit offences against vulnerable road users to at least \$1000



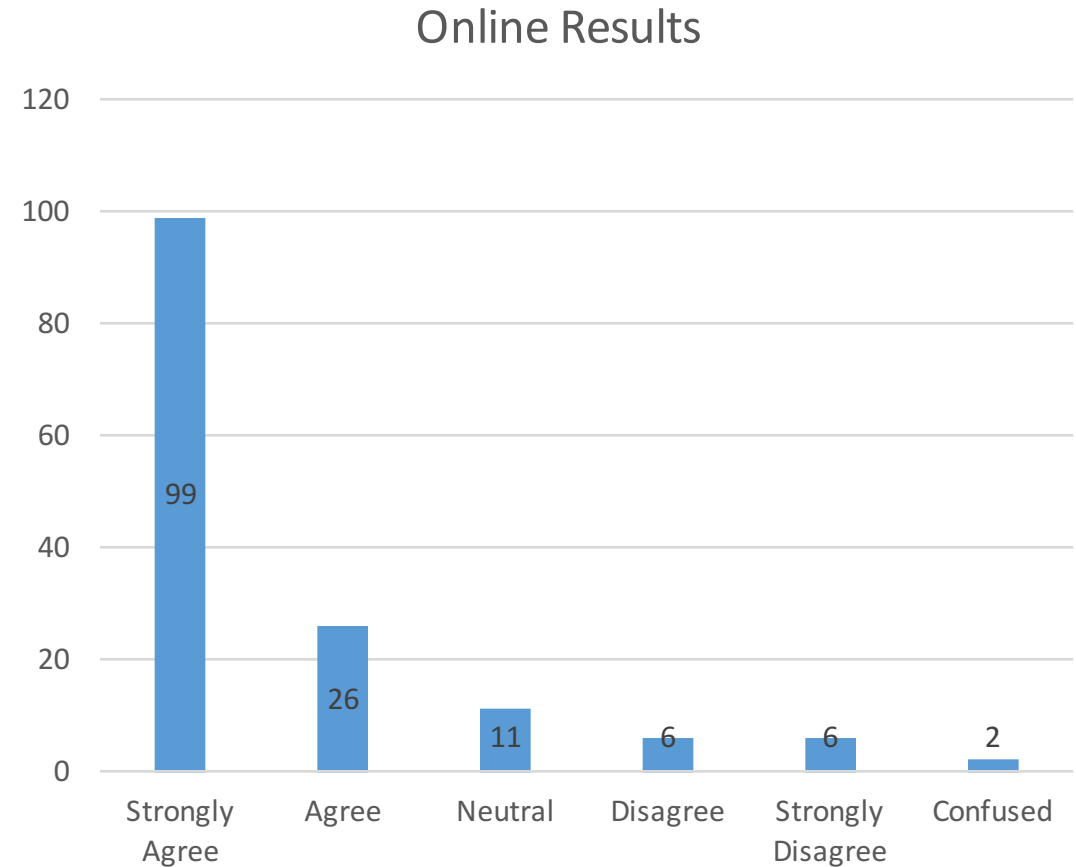
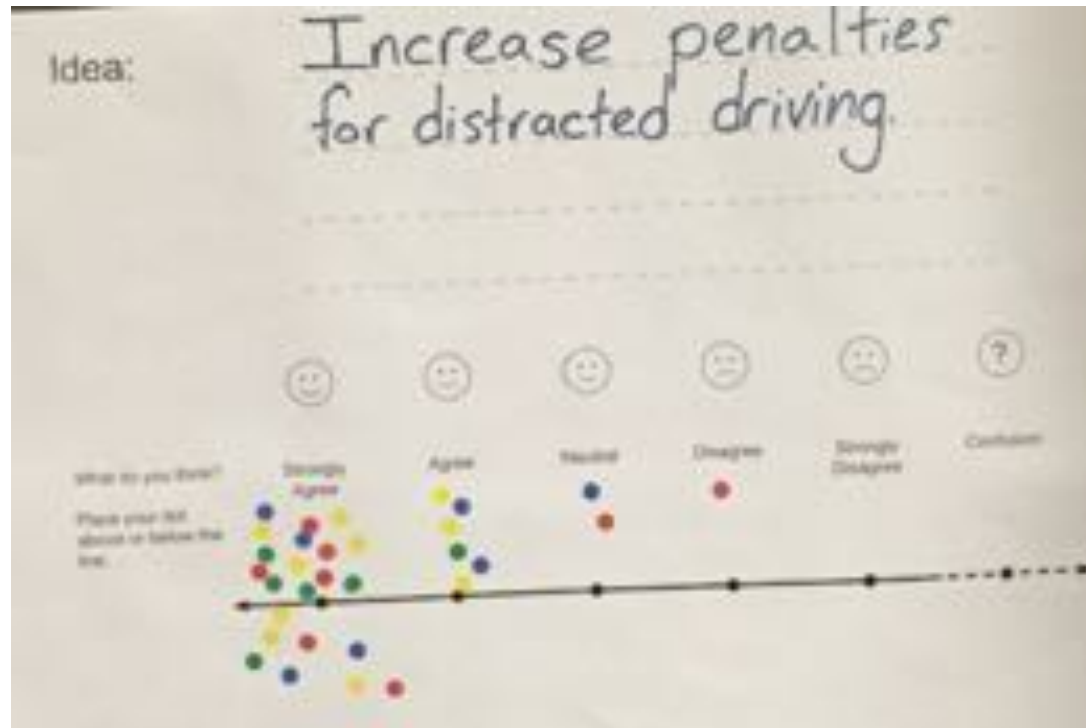
Include traffic provisions to penalize aggressive or harassing driving



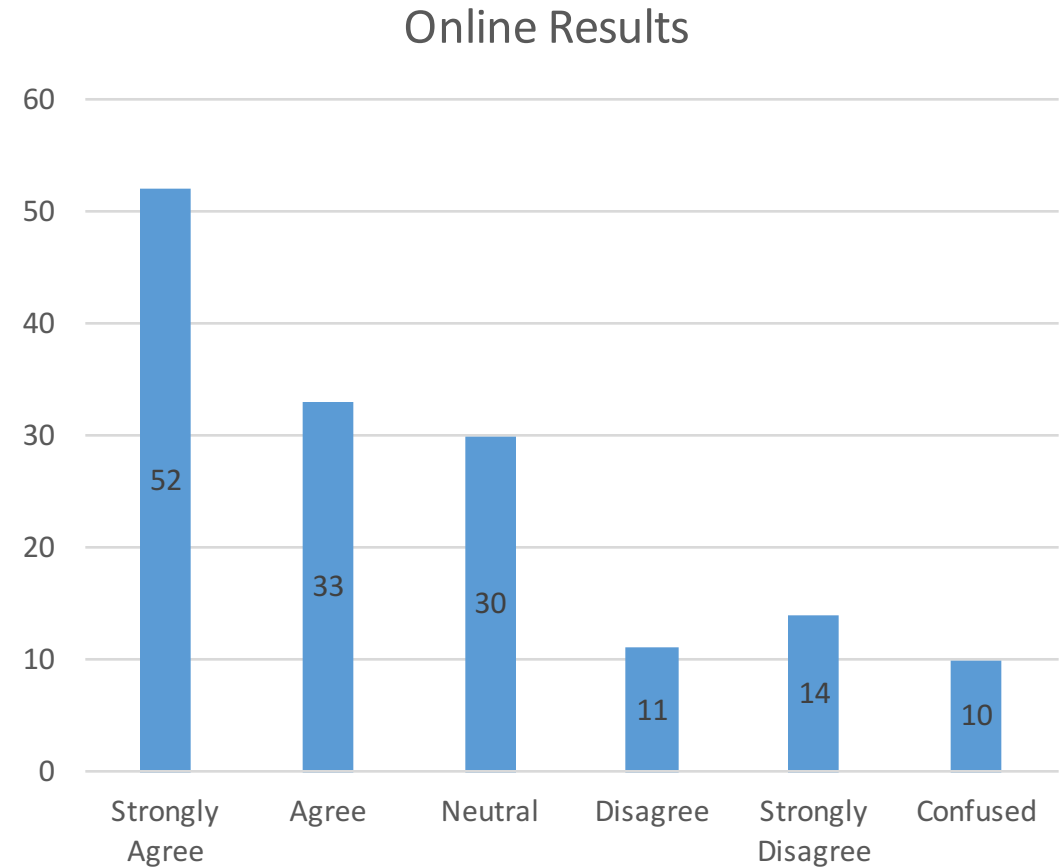
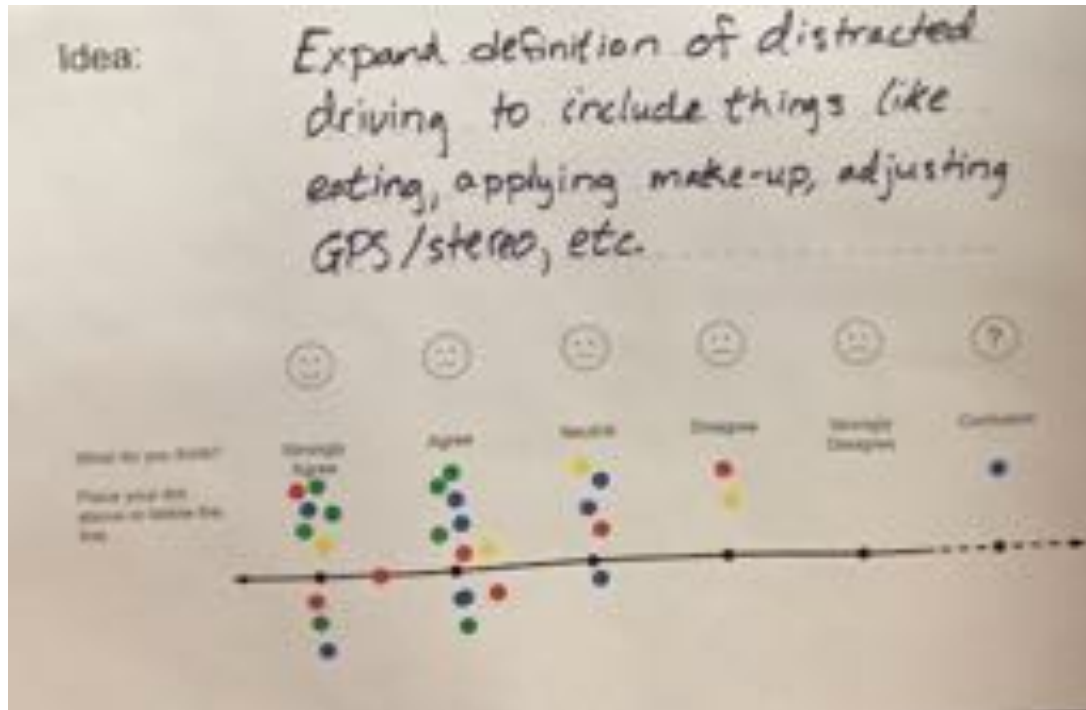
Increase penalties for multiple simultaneous infractions by a motorist (or other road user)



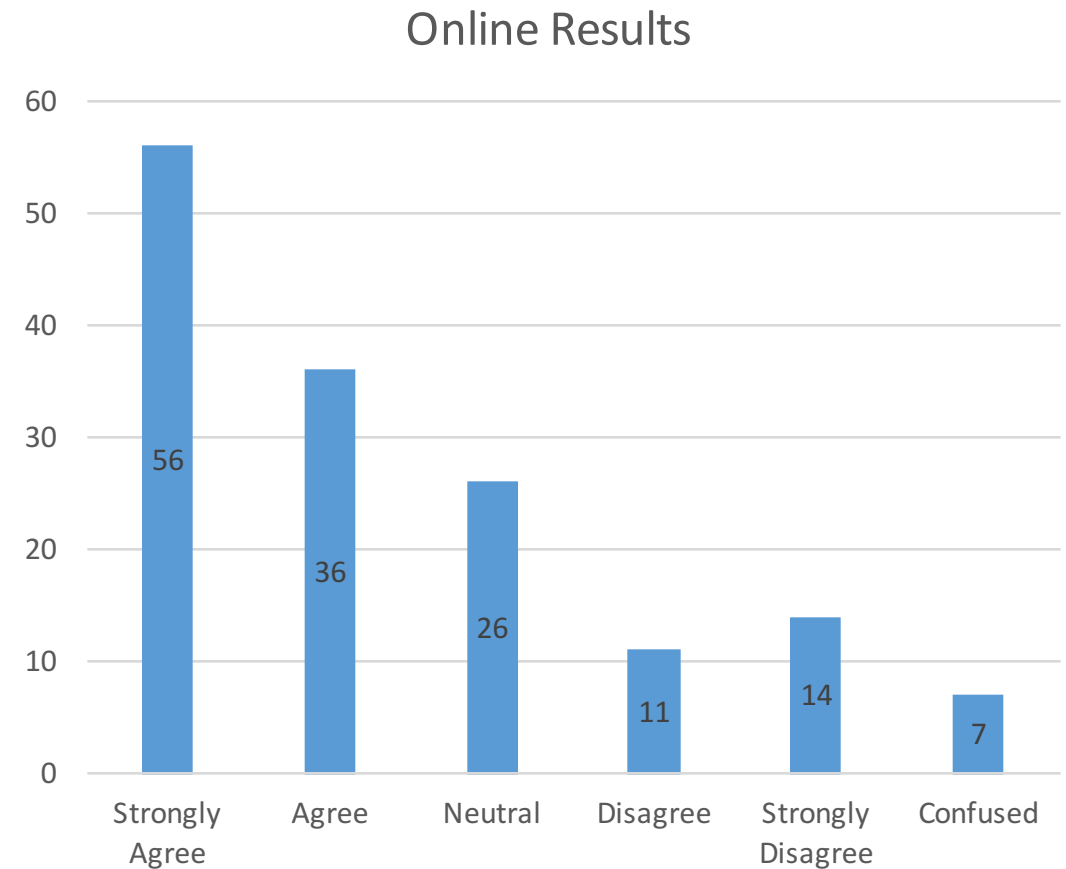
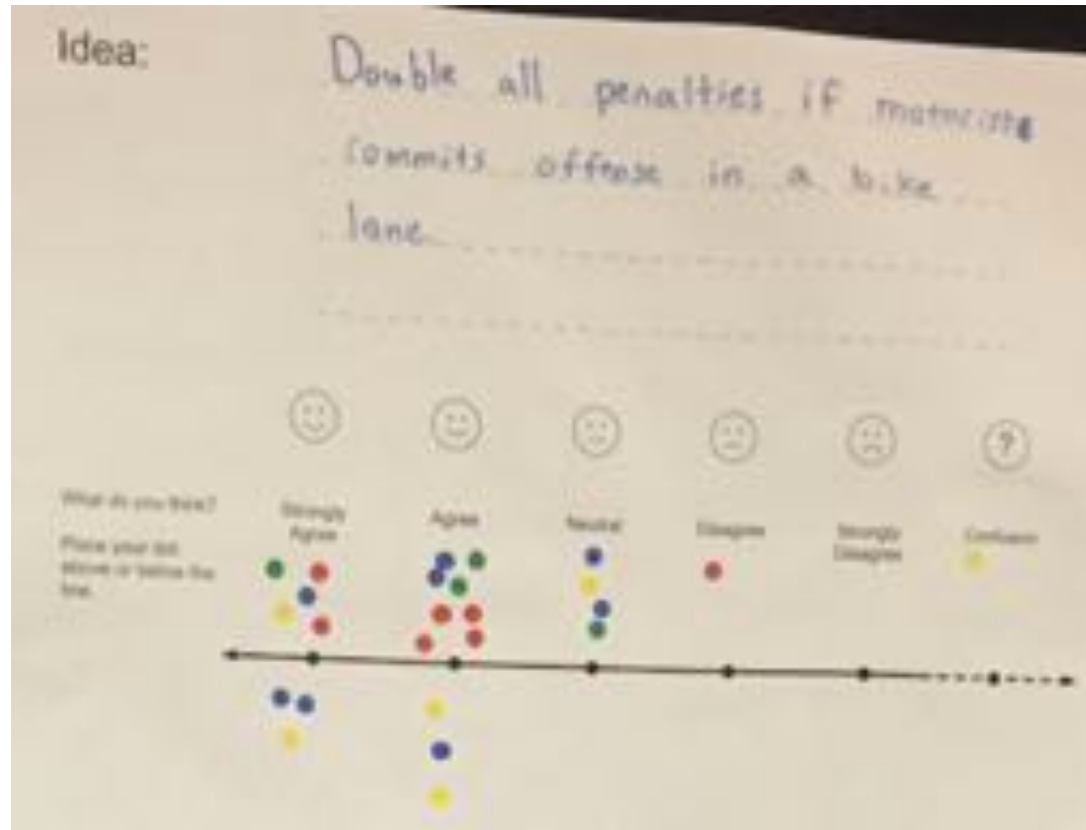
Increase penalties for distracted driving



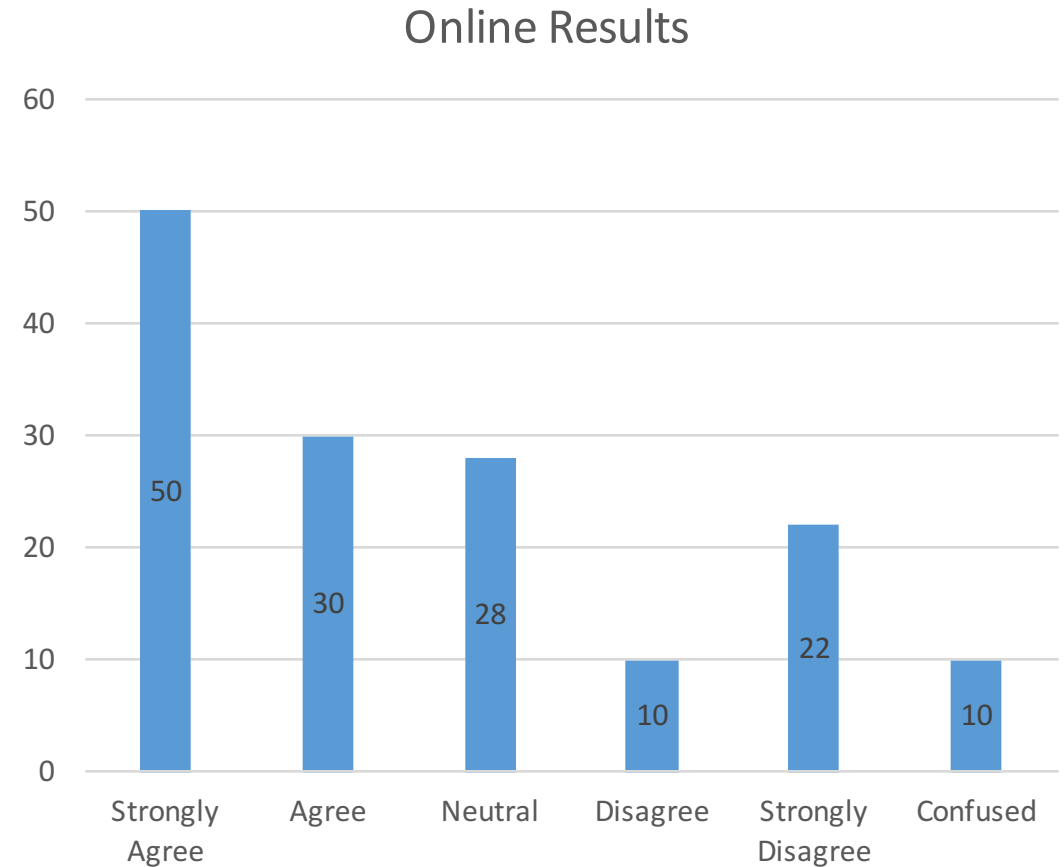
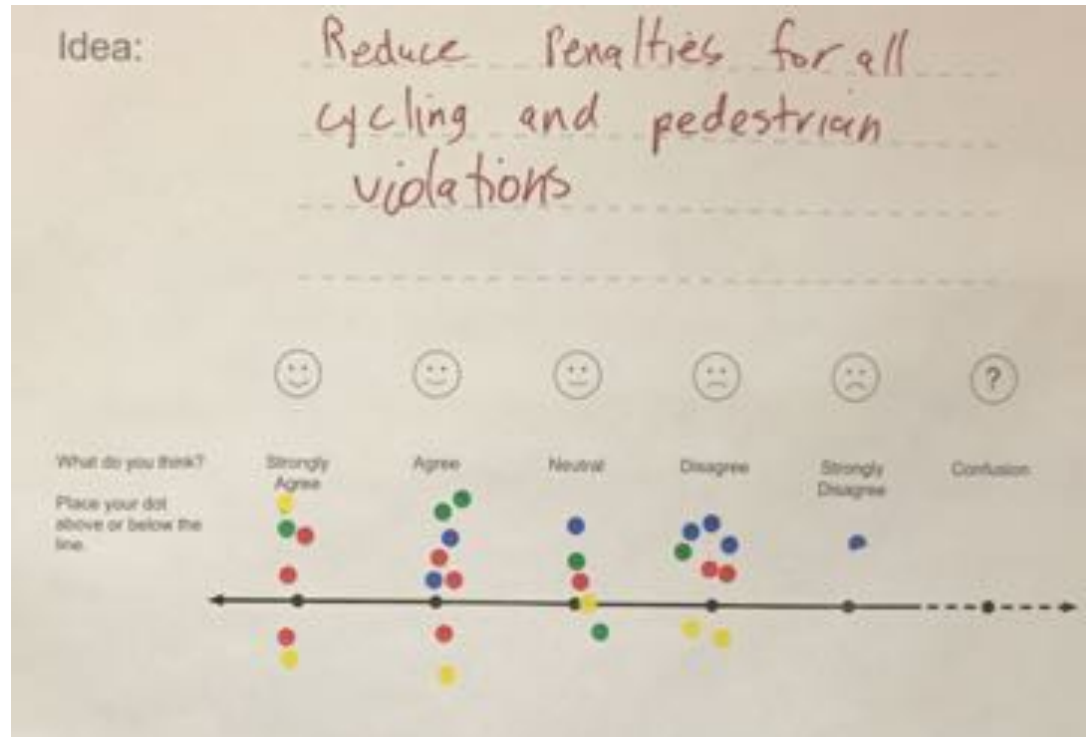
Expand definition of distracted driving to include things like eating, applying make-up, adjusting GPS/stereo, etc.



Double all penalties if motorist commits offense in a bike lane

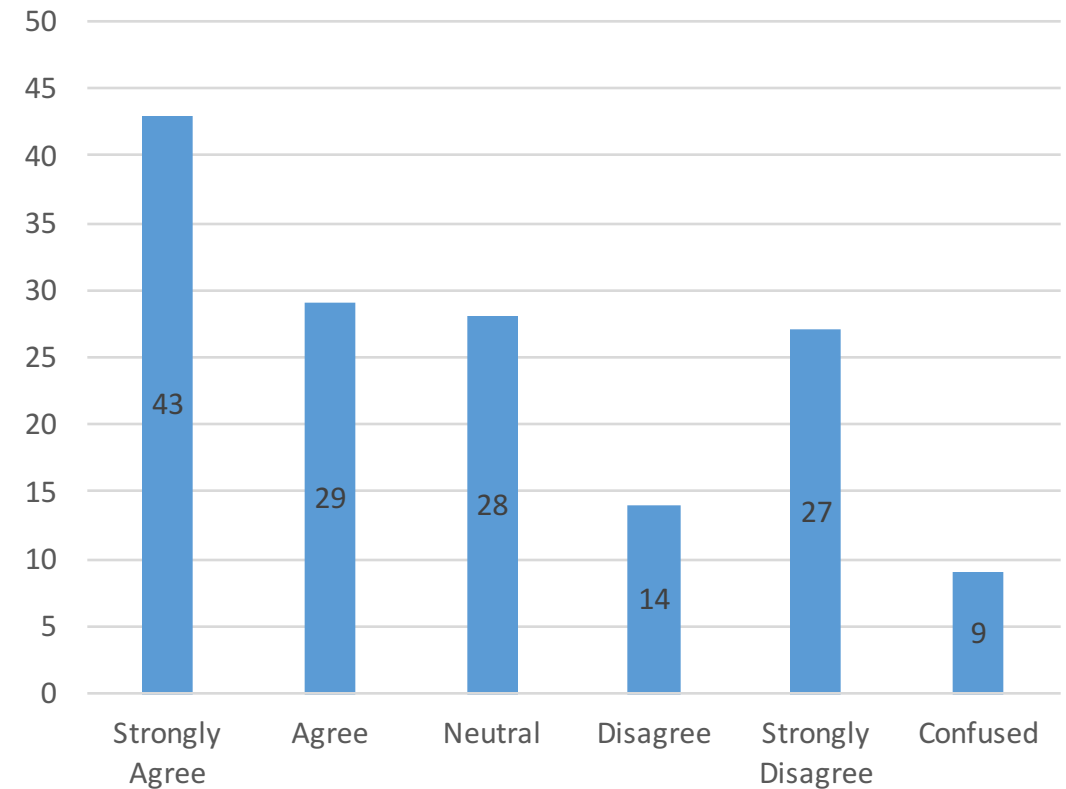
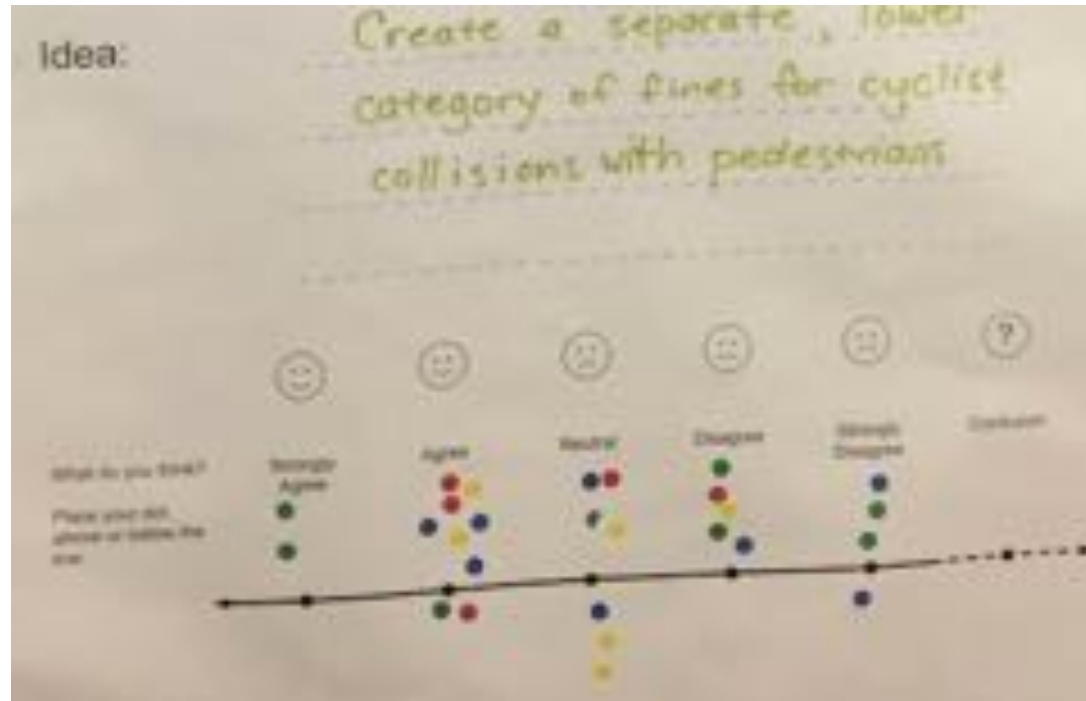


Reduce penalties for all cycling and pedestrian violations



Create a separate, lower category of fines for cyclist collisions with pedestrians

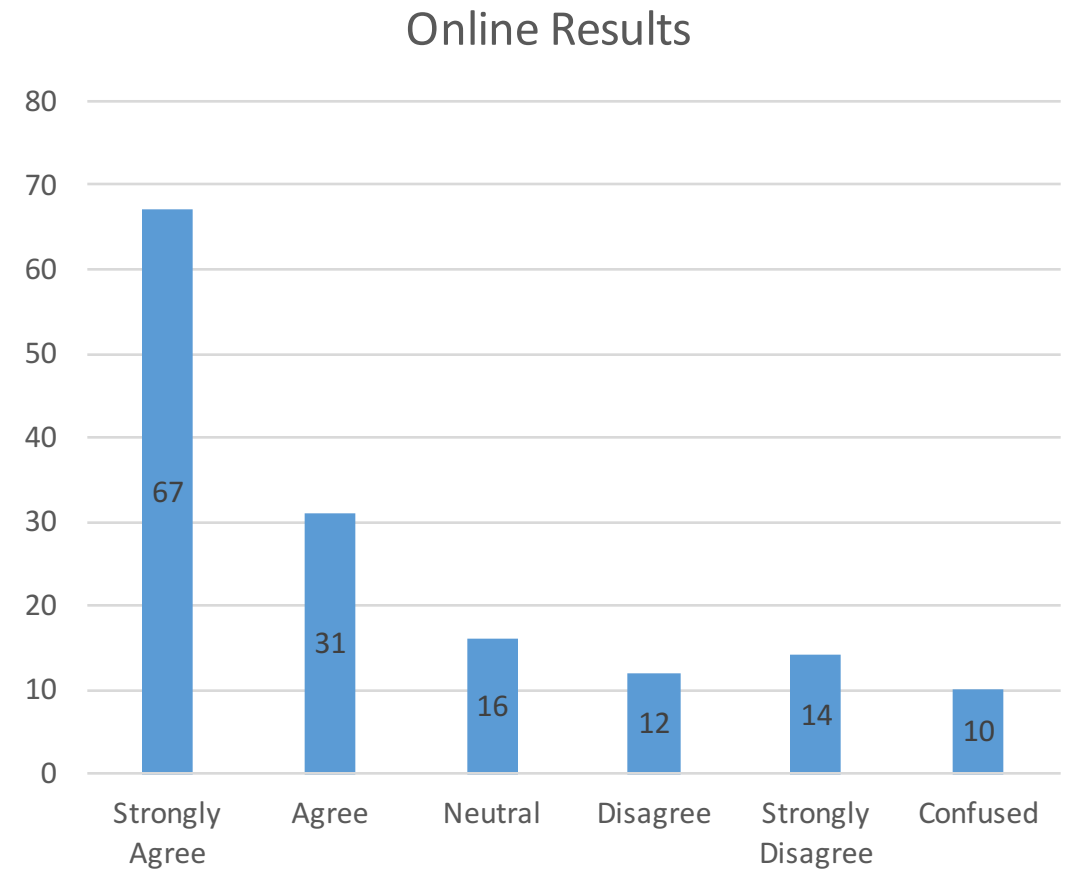
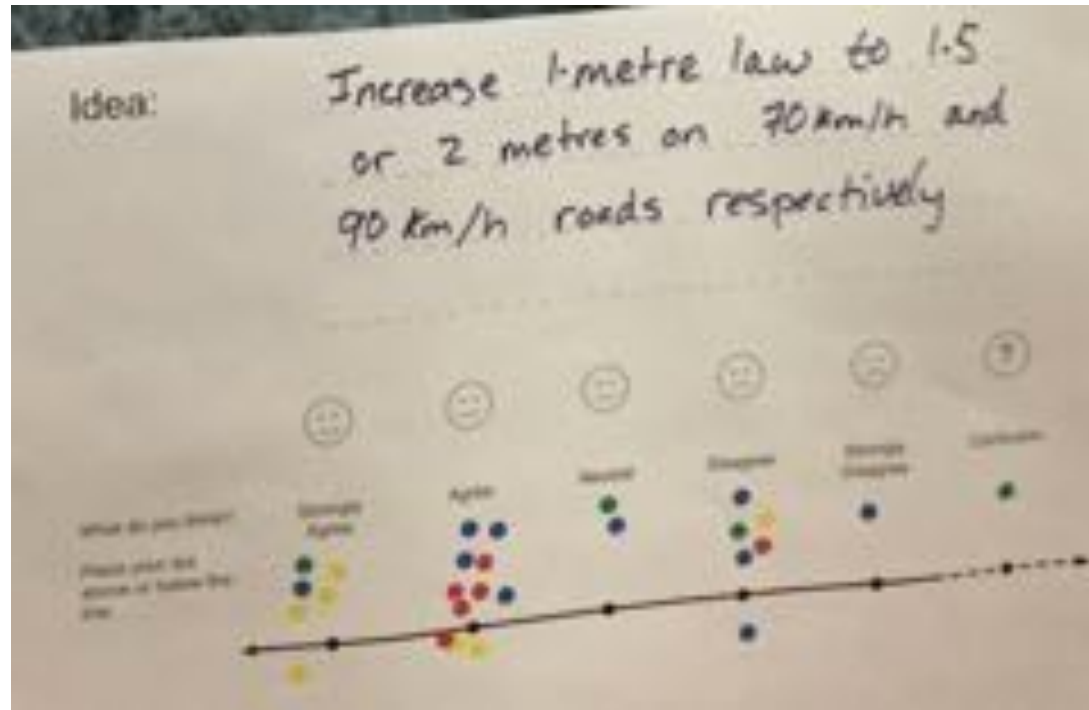
Online Results



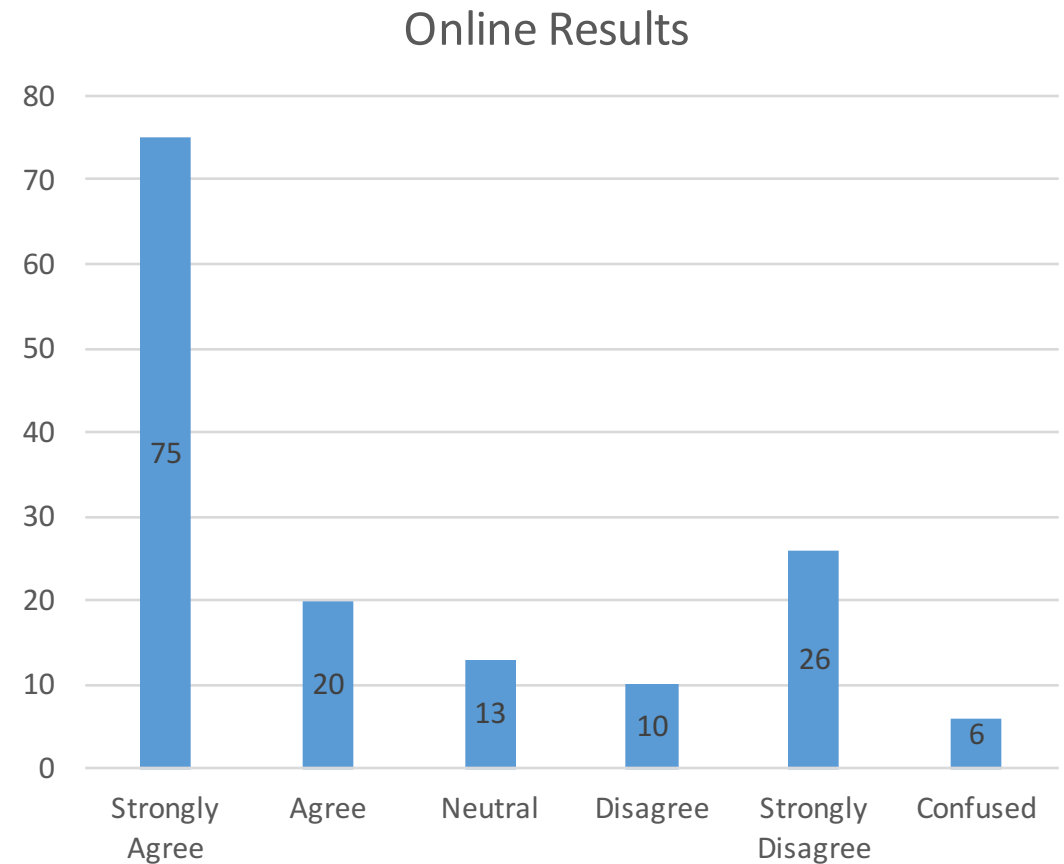
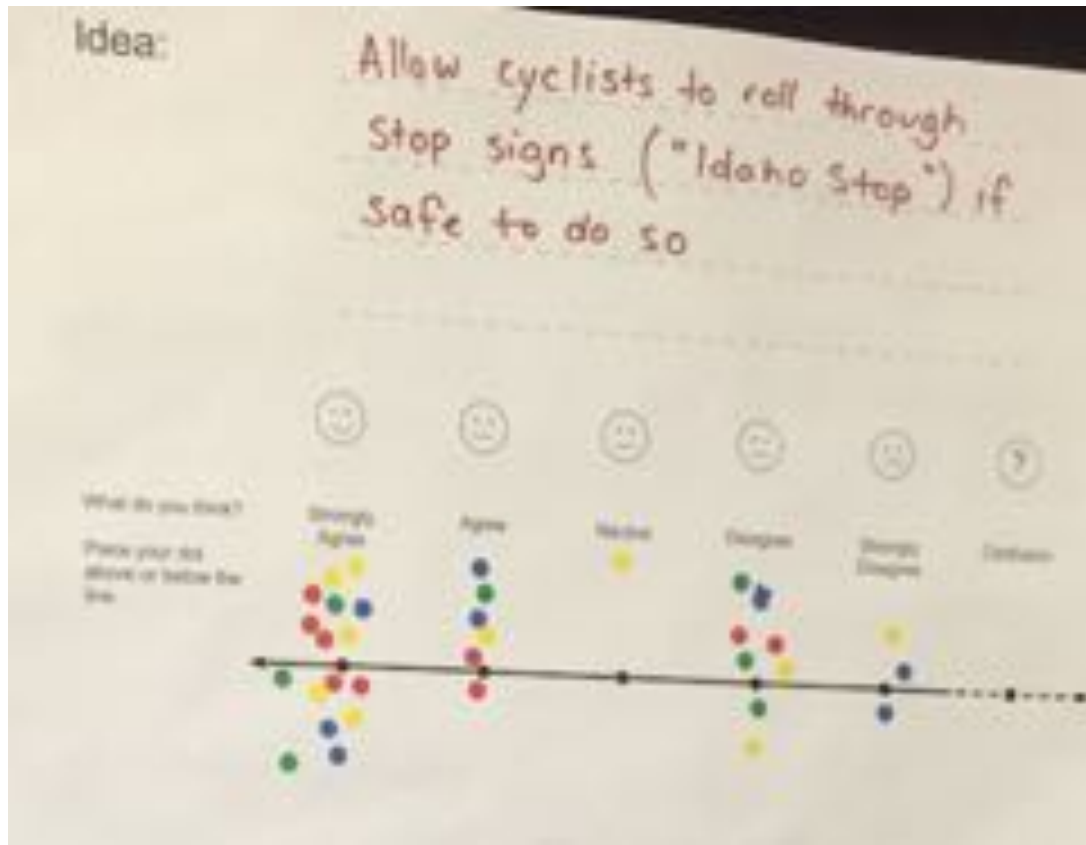
Other feedback

These items were included in the consultation to solicit public input, but are not recommended for further action at this time

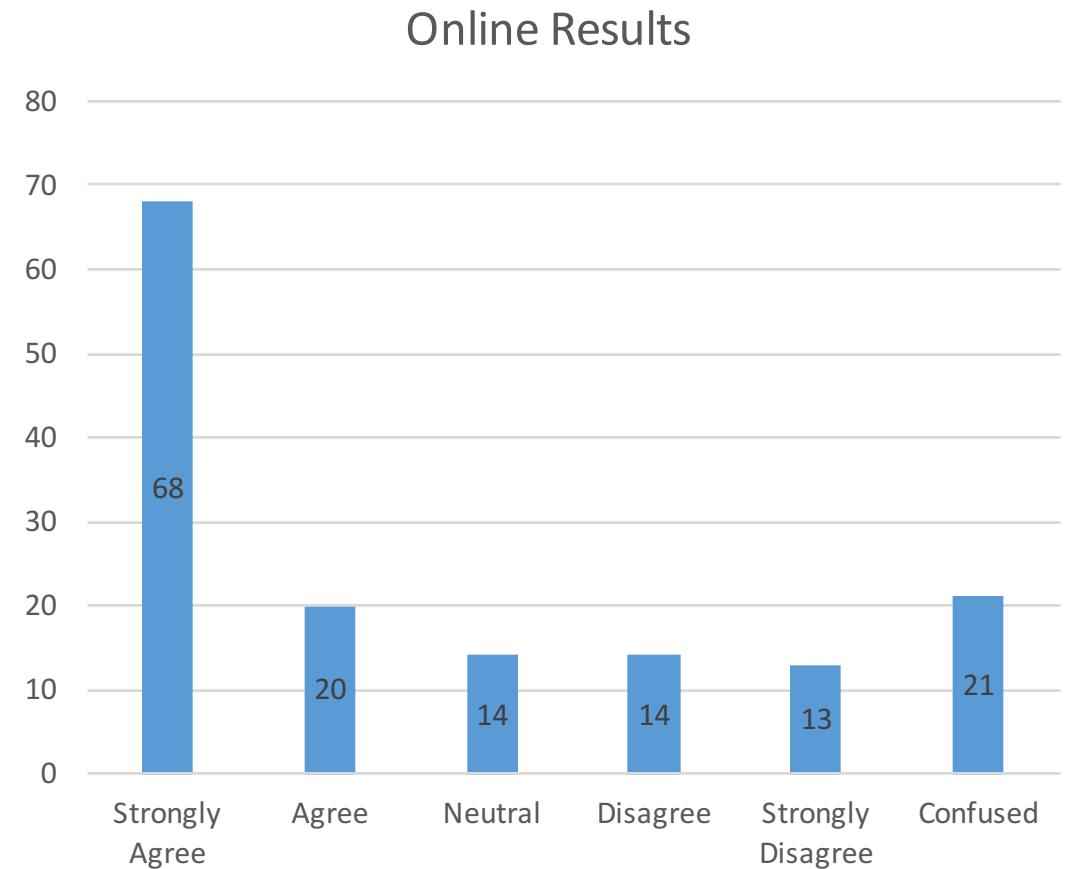
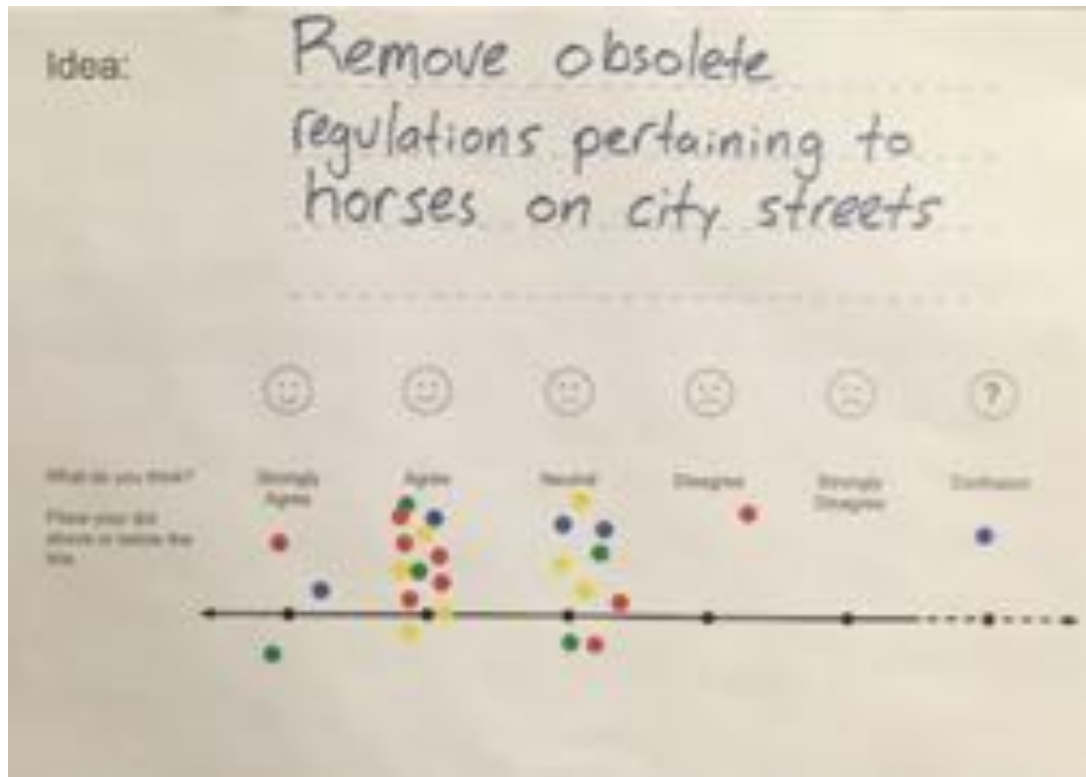
Increase 1 metre law to 1.5 or 2 metres on 70 km/h and 90 km/h roads respectively



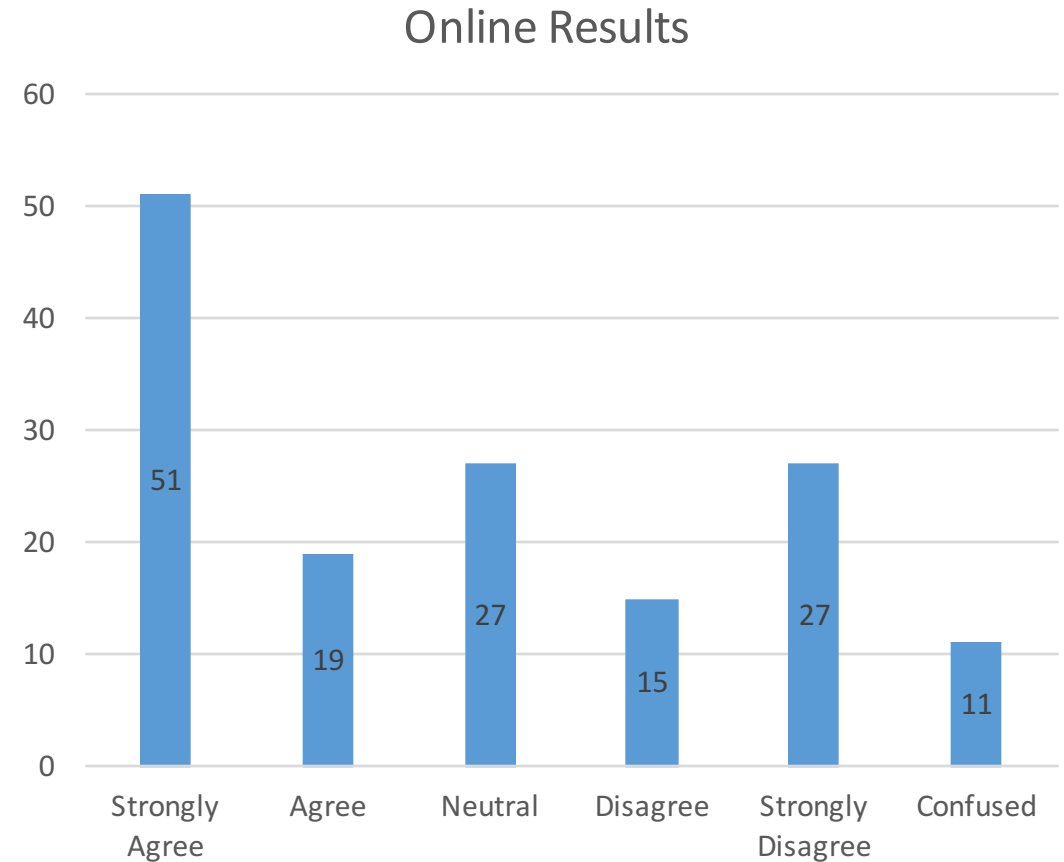
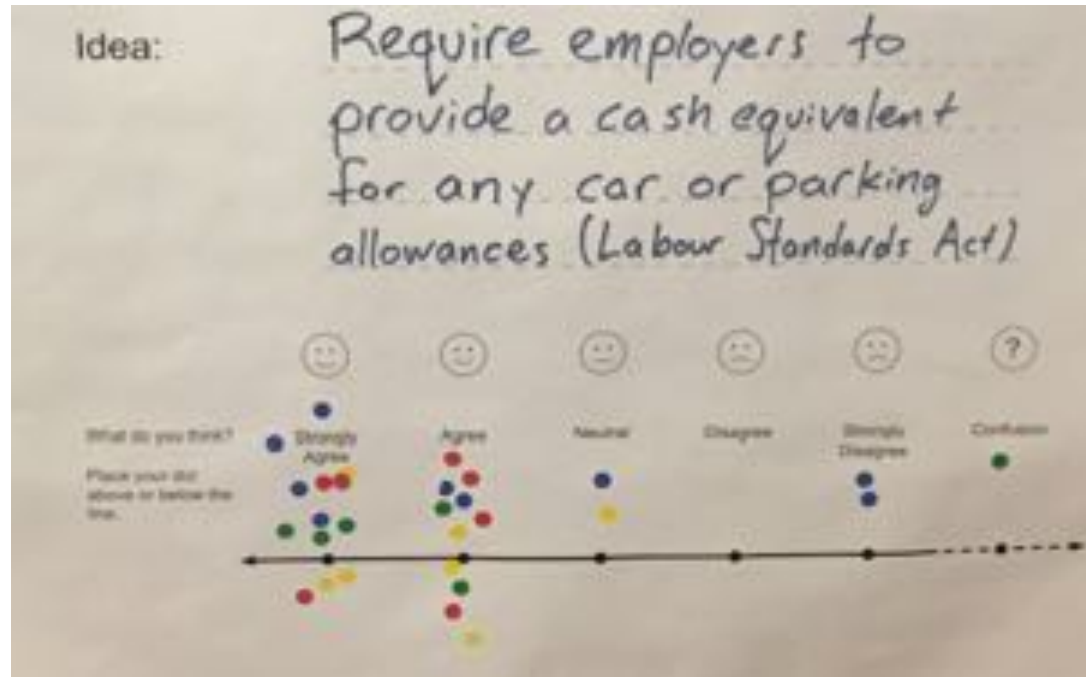
Allow cyclists to roll through stop signs ("Idaho Stop") if safe to do so



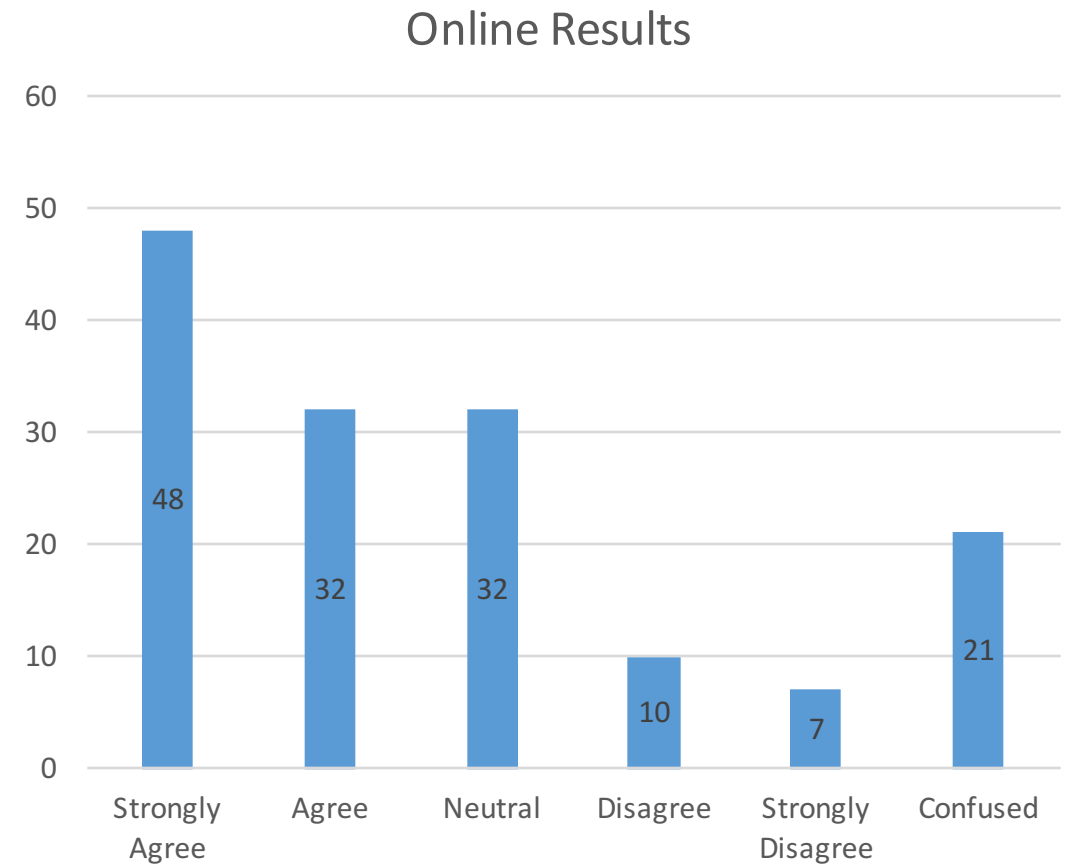
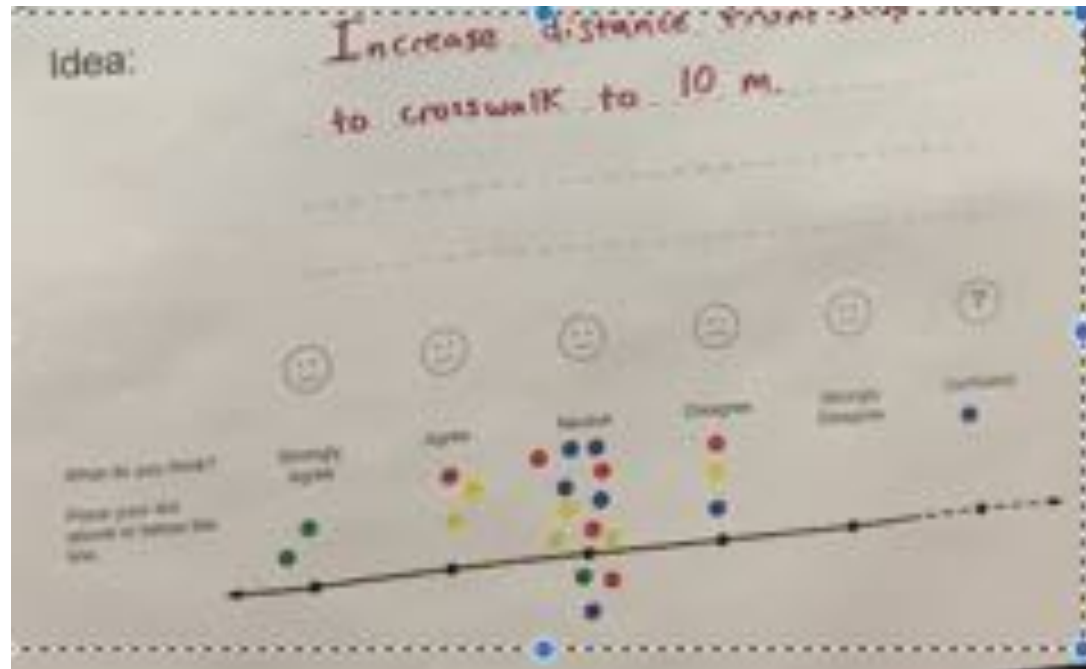
Remove obsolete regulations pertaining to horses on city streets



Require employers to provide a cash equivalent for any car or parking allowances. (Labour Standards Act)



Increase distance from stop line to mid-block crosswalk to 10m



Allow cyclists to travel against traffic on one-way, one lane streets

