

Bicycle Bylaw Update - Proposed Revisions

ISSUE

The last revision to City of Saskatoon Bylaw No. 6884, The Bicycle Bylaw was completed in December 2011. In consideration of the Active Transportation Plan, and the evolution of transportation policies, revisions are recommended.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:

1. That Bylaw No. 6884, The Bicycle Bylaw be amended as based on the policy framework provided in this report; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 6884, The Bicycle Bylaw.

BACKGROUND

The Active Transportation Plan, approved in principle by City Council on June 27, 2016, contains an 80-point action plan that outlines improvements to new and existing infrastructure, programming, policies, and standards. Action item 6B.1, under the Education and Awareness theme, specifies the need to “review and update Bicycle Bylaw No. 6884 to ensure that it reflects best practice.”

City Council, at its 2018 Preliminary Business Plan and Budget meeting held on November 27, and 28, 2017, considered and approved the Transportation 2018 Business Plan and Budget. Included in Capital Project #2468 – Active Transportation Implementation Plan was the Bicycle Bylaw Update project.

DISCUSSION/ANALYSIS

The Administration has developed new bylaw content for consideration. The potential bylaw revisions describe the intention of proposed rules rather than the specific text that will form the finalized bylaw. Most revisions are adapted from regulations enacted in other jurisdictions. The technical documentation, including multi-jurisdictional scans, can be found in Appendix 1.

Item	Section	Modifications
1	Operation	<ul style="list-style-type: none">• Removed requirement for people cycling to ride as close to curb as practicable• Added hand signaling requirement• Clarified the number of passengers allowed• Clarified allowable loads
2	Bicycle Equipment	<ul style="list-style-type: none">• Added that a red rear reflector may be used instead of a light
3	Sidewalks	<ul style="list-style-type: none">• Added allowance for children under 14
4	Shared Use Pathways	<ul style="list-style-type: none">• Clarified Shared Use designation• Applied rules for park trails to all shared-use facilities

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Item	Section - Continued	Modifications - Continued
5	Bridges	<ul style="list-style-type: none">Removed requirement for people cycling to dismount on sidewalks
6	Cycle Tracks	<ul style="list-style-type: none">Added requirement for people cycling to ride in the direction of trafficRemoved requirement for people riding bicycles to use only exclusive bicycle lanes
7	Motorist Overtaking a Person Riding a Bicycle	<ul style="list-style-type: none">Added one-meter passing rule for two-way, single-lane streets
8	Freeways	<ul style="list-style-type: none">Updated Schedule A: Freeway System
9	Penalties	<ul style="list-style-type: none">New restrictions are being added so there will be new penalties
10	Electric or Power Assisted Bicycles	<ul style="list-style-type: none">Regulated federally and provincially
11	Helmets	<ul style="list-style-type: none">The City will continue to recommend helmet use by all cyclists and passengers and encourage provincial legislation for cyclists under 18 years of age

Engagement

In the spring of 2018, the Administration invited the following 13 stakeholder organizations and 2 City of Saskatoon Advisory Committees to comment on the current bylaw and to submit considerations for a revised bylaw:

- Biketrix
- Canadian Paediatric Society
- City of Saskatoon Traffic Safety Committee
- Greater Saskatoon Catholic School Division
- Meewasin
- Saskatchewan Cycling Association
- Saskatchewan Government Insurance
- City of Saskatoon Accessibility Advisory Committee
- Saskatchewan Healthy Authority
- Saskatchewan Prevention Institute
- Saskatoon and District Safety Council
- Saskatoon Council on Aging
- Saskatoon Cycles
- Saskatoon Public School Division
- Walking Saskatoon

The engagement consisted of an initial meeting with each group to explain the goals and objectives, as well as detailed explanations on the application and limitations of bylaws.

The engagement concluded with a roundtable meeting on September 26, 2019 with all stakeholders in addition to the Active Transportation Advisory Group. The Administration presented content of the proposed bicycle bylaw changes and each item being discussed by the stakeholders. Reservations were raised about sidewalk riding related to narrow infrastructure, courtesy, and increasing cyclist volumes: however, the proposed revision was supported.

At the roundtable meeting, helmet use was also discussed. Written support for the mandatory use of helmets was received from the Canadian Paediatric Society, Saskatchewan Prevention Institute, and the Saskatoon and District Safety Council. Written support for the continued encouraging use of helmets, but not mandatory use, was received from the Saskatchewan Healthy Authority. Verbal support for continuing to

encourage the use of helmets, but not mandatory use, was also received from the Greater Saskatoon Catholic School Board and the Saskatoon Public School Board. The primary reason expressed for encouraging the use of helmets, but not making them mandatory, was to not increase economic barriers to cycling.

Education and Awareness

A communications plan will be ready for implementation following adoption of any updates to Bylaw No. 6884, The Bicycle Bylaw. One key element will be revisions to the BYXE campaign, launched in the spring 2019 to educate residents about all changes. A news conference and additional advertising outside of the campaign may also be required.

Personal Transportation Devices (e-scooters)

The Administration has confirmed with the Province of Saskatchewan that an e-scooter is considered a non-compliant motor vehicle and is therefore currently prohibited from travelling in the public right-of-way. The Administration has struck an internal working group consisting of staff from Transportation, Solicitors, and Bylaw Enforcement to review and track how other jurisdictions are accommodating, or not, e-scooters. Accordingly, at this time e-scooters are not included in the Bicycle Bylaw proposed revisions.

IMPLICATIONS

Legal implications that deal with the enforceability of the new requirements under the bylaw are yet to be determined. Social implications, outside of safety, were not reviewed. There are no financial implications to the City of Saskatoon, however, there may be financial implications to cyclists. Environmental benefits gained by increasing active transportation have not been quantified.

NEXT STEPS

Upon City Council approval, the Administration will work with City Solicitors to prepare a revised bicycle bylaw.

APPENDICES

1. Proposed Bicycle Bylaw Project Report

Report Approval

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Approved by:	Terry Schmidt, General Manager, Transportation & Construction Department