
Bicycle Bylaw Update – Response to Saskatoon Cycles’ Recommendations

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated March 12, 2018, be received as information.

Topic and Purpose

This report responds to Saskatoon Cycles’ recommendations to amend the Bicycle Bylaw, No. 6884 (Bicycle Bylaw).

Report Highlights

1. Administration’s response to each of Saskatoon Cycles’ nine recommendations addressing seven specific provisions in the current bylaw are being provided.
2. The Administration is proposing that the potential modifications be incorporated in the Bicycle Bylaw Update project.

Strategic Goal

This report supports the Strategic Goal of Moving Around by improving the safety of all road users including people who walk, cycle, and drive a motorized vehicle.

Background

The Standing Policy Committee on Transportation considered the matter Brodie Thompson – Saskatoon Cycles – The Bicycle Bylaw, No. 6884 presented by Mr. Ben Ralston, and resolved:

- “1. That the Administration report back on each of the recommendations contained in the submission by no later than March, 2018; and
2. That the information be received and referred to the Administration for its review of the Bicycle Bylaw.”

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.” The Active Transportation Implementation Plan – 2018 Update, presented to City Council at its 2018 Business Plan and Budget meeting held on November 27 and 28, 2017, included the bylaw update in the 2018 work plan.

Report

Response to Saskatoon Cycles’ Submission

Saskatoon Cycles submitted nine recommendations addressing seven specific provisions in the current bylaw (Attachment 1). The Administration’s response to each

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recommendation is presented below. A detailed discussion that includes research and regulations from other jurisdictions is presented in Attachment 2.

The potential bylaw modifications describe the intention of a proposed rule rather than the specific text that will form the finalized bylaw. Most modifications are adapted from regulations enacted in other jurisdictions. Furthermore, the Bicycle Bylaw Update project is in its early phase, and consultation with other stakeholders may alter the potential recommendations in the final version of a revised bylaw. The Administration is not proposing to amend the Bicycle Bylaw to incorporate the modifications below at this time, rather they will be incorporated in the comprehensive review of the Bicycle Bylaw in the remainder of 2018.

Item	Saskatoon Cycles Recommendation	Administration’s Recommended Potential Modification to Bicycle Bylaw
1.	Either remove the requirement for a horn or bell or replace this with a requirement that an audible warning be given before pedestrians are overtaken and passed. (Bylaw Section 6)	A person riding a bicycle on a sidewalk designated as a “Shared Pathway”, multi-use pathway, or park trail shall: a) operate the bicycle to the right of center of any such sidewalk, trail, or path; and b) alert anyone about to be overtaken by sounding a horn or a bell a reasonable amount of time before overtaking.
2.	Either remove the requirement for cyclists to stay close to the right curb or revise this requirement to include a greater number of exceptions. (Bylaw Section 8)	A person riding a bicycle shall utilize only that portion of the street as is intended for the passage of motor vehicles, except that bicyclists may ride in an unmarked parking lane.
3.	Consider implementing a one metre minimum passing distance for motor vehicles overtaking cyclists within city limits.	None. Addressed by provincial Traffic Safety Act.
4.	Remove the blanket prohibition against cycling on sidewalks and replace this with either area or behavioural restrictions as to where and how cycling on sidewalks can be safely conducted or provide exemptions for children under 12 and temporary use of sidewalks to avoid hazardous conditions. (Paragraph 8)	A person must not ride on a sidewalk unless otherwise directed by a sign. The Summary Offences Procedure Act indicates that no person under the age of 12 years is liable to be convicted of an offence under any Act, regulation or bylaw. Notices of violation should never be issued to a person who is under 12 years of age.
5.	Remove the prohibition against stunts and acrobatics on bicycles. (Bylaw Section 10)	Repeal section 10. Addressed by provincial Traffic Safety Act.
6.	Remove or substantially revise the prohibition against passengers on bicycles to accommodate the full variety of bicycles designed for such purposes. (Bylaw Section 11)	A person riding a bicycle must not use the bicycle to carry more persons at one time than the number for which it is designed and equipped.
7.	Remove the load restrictions on cyclists. (Bylaw Section 12)	No person riding a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand on the handlebars or interferes with the normal operation of the bicycle.
8.	Remove the requirement for cyclists to use cycling lanes or revise this requirement to include a greater number of exceptions. (Bylaw Section 13)	Repeal section 13.
9.	Remove the requirement for cyclists to dismount before passing pedestrians while crossing bridges in the city. (Bylaw Section 21)	Repeal section 21 and designate bridge sidewalks as “Shared Pathways” subject to rules identified in response in the first recommendation.

Bicycle Bylaw Update Project

The Active Transportation Plan identifies education and awareness initiatives geared towards motorists and active transportation users. These initiatives encourage all parties to “share the road” safely and respectfully.

An amended or new bicycle bylaw will:

- Complement the City’s vision for pedestrian and bicycle mobility.
- Be easy to understand and feasible to implement.
- Provide an effective enforcement tool to complement the Traffic Bylaw, No. 7200 and provincial Traffic Safety Act.

In addition to the recommendations received from Saskatoon Cycles, the review will explore the following items:

- Update of definitions.
- Clarification of sections of the Traffic Safety Act to be directly applicable to cyclists.
- Operation of power-assisted bicycles.
- Rules of the road for cyclists and motorists related to All Ages & Abilities (AAA) Facilities (multi-use paths, protected bicycle lanes, raised cycle tracks) and Secondary (non-AAA) facilities such as buffered bicycle lanes and on-street bicycle lanes.
- Enforceability and increase of penalties.
- Other issues identified through stakeholder consultation.

Project timeline:

2018	March – April	<ul style="list-style-type: none">• Community Engagement #1: Information Gathering• Active Transportation Advisory Group (ATAG)• Meetings with Stakeholder organizations
	May	<ul style="list-style-type: none">• Update Bylaw Proposal
	June – August	<ul style="list-style-type: none">• Community Engagement #2: Review of Proposed Bylaw
	November	<ul style="list-style-type: none">• Report to City Council
2019	January	<ul style="list-style-type: none">• Bylaw Implementation
	April	<ul style="list-style-type: none">• Education Campaign

Public and/or Stakeholder Involvement

The Administration met with the Board of Saskatoon Cycles to discuss their recommendations. Additional stakeholder involvement will occur through 2018.

Communication Plan

A detailed communication plan will be developed as the project progresses. An education and awareness campaign will be initiated in 2019 when the bylaw changes are enacted.

Policy Implications

At the end of the Bicycle Bylaw Review, the Administration will recommend the revision of the existing Bicycle Bylaw.

Financial Implications

There is sufficient funding within Capital Project #2468 – Active Transportation Plan Implementation to complete the review, update and engagement at an approximate cost of \$60,000. The Bicycle Bylaw Update project was identified in the 2018 Capital Budget.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications. There no options to the recommendation.

Due Date for Follow-up and/or Project Completion

A report outlining a recommended bylaw will be presented to City Council by the end of 2018.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Submissions to the City of Saskatoon Standing Policy Committee on Transportation – Bylaw No. 6884 “The Bicycle Bylaw” submitted by the Board of Saskatoon Cycles Inc. – July 2017
2. Detailed Response to Saskatoon Cycles’ report dated July 2017

Report Approval

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Reviewed by: David LeBoutillier, Acting Engineering Manager
Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities

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