

BYLAW AMENDMENTS TO SUPPORT THE CYCLE TRACK PILOT PROJECT

EXECUTIVE SUMMARY

This report proposes the necessary amendments to The City's bylaws to support the Centre City Cycle Track Pilot Project, as approved by Council.

ADMINISTRATION RECOMMENDATION(S)

That SPC on Transportation and Transit recommend that Council give three readings to the proposed bylaw (Attachment 1) to amend the Stephen Avenue Mall Bylaw 52M87, The Mall between Second Street S.E. and First Street S.E. on Eighth Avenue By-Law 26M85, the Municipal Complex Bylaw 38M2012, and the Calgary Traffic Bylaw 26M96.

**RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED
2015 MAY 20:**

That Council give three readings to proposed Bylaw **24M2015**.

Opposition to Recommendation:

Opposed: S. Chu

Excerpt from the Minutes of the Regular Meeting of the SPC on Transportation and Transit held 2015 May 20:

"FORWARD LOST MOTION

Pursuant to Section 155 (7) (a) and (b) of the Procedure Bylaw 44M2006, as amended, Councillor Chu requested that the lost motion with respect to Report TT2015-0429 be forwarded to Council for information."

"AMENDMENT, Moved by Councillor Chu, that the Administration Recommendation contained in Report TT2015-0429 be amended by adding a Recommendation 2 as follows:

"2. Recommend that Council direct the traffic engineer to exercise his authority to not allow bicycle riding on the Stephen Avenue Mall between 11:00 a.m. and 1:00 p.m. weekdays."

ROLL CALL VOTE:

For: A. Chabot, S. Chu

Against: G-C. Carra, P. Demong, B. Pincott, E. Woolley

MOTION LOST"

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PREVIOUS COUNCIL DIRECTION / POLICY

At its 2014 April 28 meeting, Council adopted TT2014-0159, as amended, which included the following:

That Council:

1. Approve the Centre City Cycle Track Pilot Project;
2. Direct Administration to open the Centre City Cycle Track Pilot Project in 2015 based on Alternative 3, the Centre City Cycle Track Pilot Project Network Map (Attachment 2) with the exception of 1st Street SE.
3. Direct Administration to create an evaluation plan for the pilot, incorporating what will be measured, including but not limited to the measurements in Attachment 3, as well as frequency and severity of collisions, impact to local businesses, and impact on motorist and pedestrian travel time. The plan should also include targets and benchmarks for each measurement and a description of how data is to be captured. A draft plan to be presented to SPC on Transportation and Transit for information no later than June 2014; and
4. Direct Administration to report back to the SPC on Transportation and Transit on the results of the Centre City Cycle Track Pilot Project Network with a final report no later than December 2016.

BACKGROUND

The riding of bicycles on city streets is governed by provincial acts and municipal bylaws. These include the *Traffic Safety Act*, the Calgary Traffic Bylaw 26M96, the Stephen Avenue Mall Bylaw 52M87, and The Mall Between Second Street S.E. and First Street S.E. on Eighth Avenue By-Law 26M85. In order to implement the cycle track pilot project, the bylaws require amendments.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Stephen Avenue Mall Bylaw 52M87

Stephen Avenue will be an east-west connection for the Centre City Cycle Track Pilot Project network. Currently, from 6:00 a.m. to 6:00 p.m. the street is only for pedestrians and cycling is not allowed. After 6 p.m. people walk on the sidewalks and Stephen Avenue becomes a one-way westbound street for drivers and cyclists. The intent of this project is to allow people to ride bikes eastbound and westbound on Stephen Avenue all day. The amendment to the Stephen Avenue Mall Bylaw 52M87 (Attachment 2) would maintain the prohibition of bicycles on the Mall, but empower the Traffic Engineer to allow cyclists on the road at the Traffic Engineer's discretion, facilitating the pilot project. Further, the amendment will update outdated language and references in the bylaw, such as the mention of the repealed provincial *Highway Traffic Act*.

The Mall Between Second Street S.E. and First Street S.E. on Eighth Avenue By-Law 26M85 (Olympic Plaza Mall)

Olympic Plaza Mall is the portion of Eighth Avenue South, between First Street S.E. and Second Street S.E. It adjoins Stephen Avenue to the east and will be a continuation of the east-west portion of the Centre City Cycle Track Pilot Project. The existing mall bylaw, The Mall Between Second Street S.E. and First Street S.E. on Eighth Avenue By-Law 26M85 (Attachment 3), does not allow bicycles on the mall between 11:00 a.m. and 2:00 p.m. on

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weekdays. The amendment to Bylaw 26M85 would empower the Traffic Engineer to allow cyclists on the road at the Traffic Engineer's discretion, facilitating the pilot project. The amendment would also update outdated language such as a reference to the repealed Calgary Traffic Bylaw 40M80.

Municipal Complex Bylaw 38M2012

Use of the Municipal Complex is governed by the Municipal Complex Bylaw 38M2012. The bylaw does not allow the operation of non-motorized vehicles, including bicycles within the boundaries of the Complex, which includes the surrounding sidewalks. The proposed amendment would add a section that empowers the Traffic Engineer to designate portions of sidewalks within the Complex boundaries on which bicycles can be ridden.

Calgary Traffic Bylaw 26M96 - Multi-Use Crossing

A multi-use crossing is a traffic control device approved by the Transportation Association of Canada. Similar to a crosswalk, a multi-use crossing is a distinctly indicated part of a roadway where both pedestrians and cyclists (without dismounting) can cross, indicated by road marking and signage. Sections relating to the operation of multi-use crossings would be added to the Calgary Traffic Bylaw 26M96 since two of these devices are proposed in the Centre City Cycle Track Pilot Project.

Stakeholder Engagement, Research and Communication

To develop the recommended bylaw amendments, engagement with internal stakeholders was required. These stakeholders included the Law Department, Roads, Transportation Planning, Animal & Bylaw Services, Corporate Properties and the Calgary Police Service.

Strategic Alignment

The recommendations in this report align with Council priorities to have a well-run city that is accountable and transparent. Ensuring that bylaws are current, obeyed, and meet the needs of citizens and the corporation is important to the effective management of The City. The changes also align with the best practices of external professional associations.

Social, Environmental, Economic (External)

The bylaw amendments proposed in this report have no direct social, environmental or economic consequences.

Financial Capacity

Current and Future Operating Budget:

The recommendations of this report have no impact on future operating budgets.

Current and Future Capital Budget:

The recommendations of this report have no impact on future capital budgets.

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Risk Assessment

Not adopting the recommendations of this report means that the Council approved Centre City Cycle Track Pilot Project would not be aligned with municipal bylaws.

The proposed amendments do not permanently allow or disallow riding bicycles on Stephen Avenue Mall, the Olympic Plaza Mall or the Municipal Complex. Whether the Cycle Track Pilot Project becomes permanent or is removed, there will be no need to further amend the bylaws. Either pilot project outcome is supported by these amendments.

REASON(S) FOR RECOMMENDATION(S):

Adoption of the recommendations in this report ensures that the Centre City Cycle Track Pilot Project will be aligned with The City's bylaws.

ATTACHMENT(S)

1. **Proposed Bylaw 24M2015**
2. Copy of 52M87 Showing Proposed Amendments
3. Copy of 26M85 Showing Proposed Amendments