



Transportation Bylaw Changes

Summary What We Heard Report
15 January 2019

What we heard

All the comments we received were grouped into themes. While the most common themes were general support or general concern (like or disliking the proposals without additional explanation why), the more detailed ideas were:

- **safety** (both that these changes would improve or decrease safety)
- the challenges with different types of transportation **sharing the same spaces** (i.e. speed differences, clarity of signals, congestion)
- desire to have better **enforcement** and for all road users to **follow the same rules**
- the opinions that these changes would **make transportation easier for everyone**
- these changes could **encourage more active transportation** and/or use of pathways/cycle tracks

The following are the more detailed comments we heard as relating to specific proposed bylaw changes:

- Allow skateboards, inline skates and scooters in downtown public spaces and cycle tracks: comments were mostly about this change's impact on safety both that it would improve safety (for in-line skaters, skateboarders, pedestrians) or create a new hazard (due to speed, size and control of device or when mobility devices had to travel on roads without cycle infrastructure) and that the same rules for those public spaces or cycle tracks need to be followed by all who use them. The type of impact was very closely split between positive and negative.
- Permit cyclists to indicate a right turn with their right hand/arm: Impact was generally thought to be positive or strongly positive, with many saying this would improve safety and clarity. There were also safety concerns like increased confusion and the wish that people signalled more frequently.
- Create a safe passing law of one metre space between road users: Most said this would be a positive impact but a fair amount of responses said that it would be negative. Reasons identified that this would be positive were most often to substantially improve safety, while the negative impacts identified were fears of increased congestion or roads lacking space to do this.

For the other proposed changes, a few types of comments were made mostly:

- misunderstanding the proposed change for cyclist allowed to yield when exiting/entering between a road or sidewalk and a pathway: people took this to mean yielding would apply to all intersections and said that this was a bad and dangerous idea for predictability/safety or a good and useful idea for ease of use (i.e. rolling stop). However, the proposed change would not apply to all intersections.
- asked why some of these did not also specifically apply to pedestrians.
- asked for details on the meaning of the change about parking even when not against a vertical curb.
- agreed that allowing e-bikes on transit was fine but would also like to see bikes allowed on the train at peak times if going in the opposite direction of the peak-traffic flow (i.e. in the morning going out of downtown).



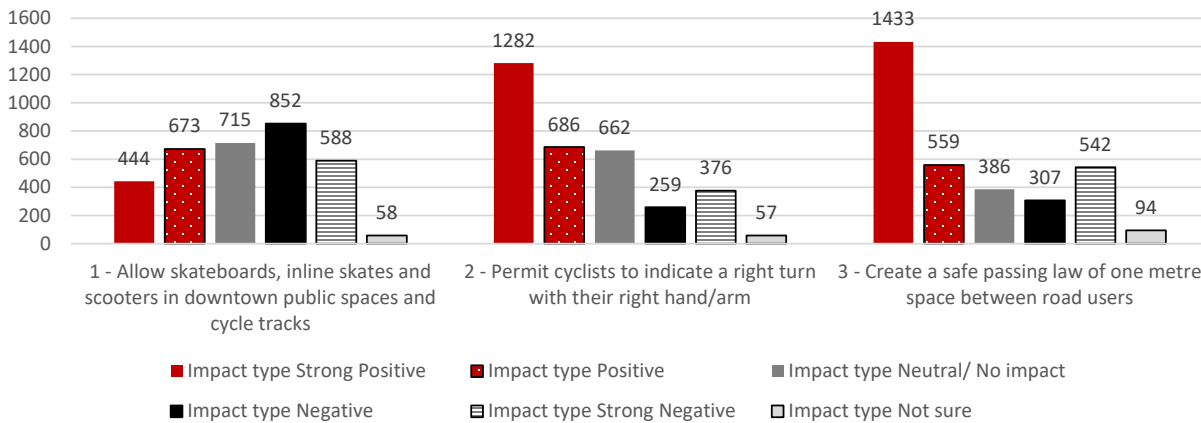
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Impact to you: Impact & Explanations (question 4)

Impact type has a bracketed number for response rates, and most frequent themes for each specific proposed bylaw change.

Bylaw Change's Percieved Impact



1. Allow skateboards, inline skates and scooters in downtown public spaces and cycle tracks				
For Strong Positive (444) or Positive (673) Impact	Makes things safer	General support of proposal	Encourages active transport or bike infrastructure usage	Not enough road space/congestion
For Strong Negative (588) or Negative (852) Impact	Safety concern due to speed differences	Rules aren't followed by all but should be	Not enough road space/congestion	General concern with proposal
For No Impact (715) or Not Sure (58)	Makes things safer	Rules aren't followed by all but should be	Enforcement: difficult to enforce these or need more currently	Not enough road space/congestion
2. Permit cyclists to indicate a right turn with their right hand/arm				
For Strong Positive (1282) or Positive (686) Impact	Makes things safer	General support of proposal	Safety concern due to speed differences	Makes things easier



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For Strong Negative (376) or Negative (259) Impact	Safety: increases confusion/can't be seen			
For No Impact (662) or Not Sure (57)	Not enough road space/congestion	Rules aren't followed by all but should be	Enforcement (see description above)	Safety concern due to speed differences
3. Create a safe passing law of one metre space between road users				
For Strong Positive (1433) or Positive (559) Impact	Makes things safer	General Support of proposal	Safety concern due to speed differences	Encourages active transport/ infrastructure usage
For Strong Negative (542) or Negative (307) Impact	Not enough road space/congestion			
For No Impact (386) or Not Sure (94)	Rules aren't followed by all but should be	Enforcement (see description above)	Safety: increases confusion/can't be seen	General concern with proposal

Mode of Transportation: Choose up to 3 (question 5)

Automobile	Bicycle	Walking	Personal mobility devices	Transit	Mobility Aid	Other
2786	1797	2188	167	1173	31	59

- For a detailed summary of the input provided, including all verbatim input, please see [the full engagement report back in the Research and Engagement Library](#) on Calgary.ca.

What we asked

We asked for people's perceived level/type of impact on three specific parts of the bylaw changes that were both the most likely to impact Calgarians and has the most possibility of change in City staff's recommendation to City Council. We also wanted to know if Calgarians has thoughts or questions about all the proposed changes and some of the common ways they travelled around Calgary.



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Engagement overview

This engagement was at a *listen and learn* level with the promise to “listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas” for City Staff to incorporate into a report and recommendation to City Council and the Council Standing Policy Committee on Transportation and Transit (SPC T&T) in early 2019. We wanted to know how Calgarians felt these potential changes might impact them and why. This engagement report will also be shared with the SPC T&T and Council for their consideration of Calgarians’ views along with the Public Hearing. However, given that there are many factors that may restrict what is possible in bylaw changes and the engagement level of listen and learn, this was best supported by online engagement that was open to everyone from November 23 to December 9, 2018. We received 8,045 visitors to the webpage and from that had 3,433 participants give their input (including a few “incomplete” responses where someone chose to skip one or more optional questions).