



Transportation Bylaw Changes

An overview of proposed changes

1. Hand Signals for Cyclists

Current scenario

Cyclists are only able to signal for a right hand turn using their left arm. The current Alberta Highway Traffic Safety Act uses the same signalling rules for cars as it does for bicycles.

From the Alberta Traffic Safety Act - Use of Highway and Rules of the Road Regulation – Section 11

Use of hand signals

11. Notwithstanding section 10, a person driving a vehicle may indicate that person's intention to carry out the following by doing the following...

(b) in the case of turning to the right, by extending that person's left hand and arm beyond the left side of the vehicle and upward as shown in illustration No. 2 of Schedule 1;

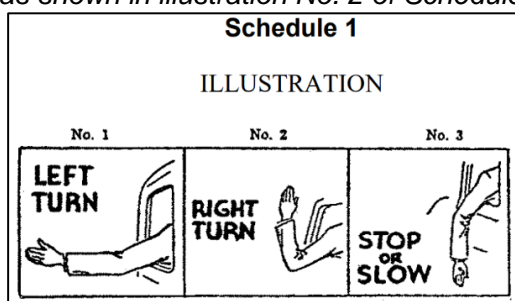


Figure 1: Alberta Traffic Safety Act - Use of Highway and Rules of the Road Regulation

What issue is this causing?

- The current regulation is not consistent or aligned with regulations in other Canadian provinces, Europe, Asia and other parts of the world.
- Many cyclists currently signal right-hand turns with their right arm.
- Signaling for a right hand turn using your left arm is not as intuitive and clear as signaling for a right hand turn with the right arm.

What change is being proposed?

Enabled by the charter, a new section of the Calgary Traffic Bylaw, 41.2, would be created to enable cyclists to use either arm to indicate a right turn. The proposed addition reads:

41.2 In addition to the hand signals permitted by section 11 of the *Use of Highway and Rules of the Road Regulation*, AR 304/2002, a person operating a bicycle may indicate the person's intention to turn to the right by extending that person's right hand and arm horizontally."



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Figure 2: Demonstrating arm signals that are legal under the current bylaw.



Figure 3: Demonstrating the proposed change. This adds the option of using the right arm to signal a right-hand turn.

Engagement

Sixty per cent of Calgarians surveyed are in favour of allowing signalling with the right arm. Twenty per cent of those surveyed were against the change. Those in favour site safety and clarity as the main drivers for support. Those against, said it would lead to confusion. Another frequent response from Calgarians included: wishing cyclists signalled more frequently, regardless of which arm they used.

Why now?

Administration is asking to enact this charter right because we are not compliant with international and professional practice. Implementing this change provides cyclists with more intuitive ways to signal. Cyclists who prefer the current way of right hand signaling (using the left arm) can continue using that method.

What are other jurisdictions doing?

It is common practice in Europe, South America and Asia for cyclists to use their right arm to signal a right hand turn. The U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA) recommends the use of a right arm signal. In Canada, the three most populous provinces allow for signaling using the right arm.

Jurisdiction	Able to use either arm to signal for a right-hand turn	Only allowed to use the left arm to signal for a right-hand turn
Ontario	X	
Quebec	X	
British Columbia	X	
Alberta		X

Next steps

The City will communicate the change to the public through the Liveable Streets education program with the support of community partners, along with any relevant print or digital materials required.



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2. Signage for Cyclists

Current scenario

Traffic Engineers have the jurisdiction to place cycling signs but having the authority to create new signage is a legal grey area. The Alberta Traffic Safety Act specifies that cities must use signs that are in the Manual of Uniform Traffic Control Devices (MUTCDC), which is produced by the Transportation Association of Canada (TAC). The last complete rewrite of the MUTCDC was completed in 1998. TAC is currently in the process of writing version six of the manual.

From the Alberta Traffic Safety Act - Traffic Control Device Regulation – Section 1

A traffic control device that is placed, marked or erected under the authority of the Traffic Safety Act must be in conformity with the design standards for the traffic control device that are prescribed in the Manual of Uniform Traffic Control Devices for Canada.

What issue is this causing?

- There are some instances where applicable signage from within the MUTCDC is not available for the scenario at hand. For example, there is no “Cyclists Yield to Pedestrians” signage in the MUTCDC.

What change is being proposed?

A new subsection of the Calgary Traffic Bylaw, 4(7), would enable the Traffic Engineer to create cyclist signage where no suitable or applicable signage exists per the MUTCDC.

The proposed addition reads:

4(7) Despite section 1 of the Traffic Control Device Regulation, AR 254/2004, the Traffic Engineer may establish and use signage and other traffic control devices in respect of cyclists where the Manual of Uniform Traffic Control Devices for Canada does not set out design standards for such signage.”.



Figure 4: An example of signage that is currently in use that is not currently in the MUTCDC.



Figure 5: An example of signage that is currently in use that is not currently in the MUTCDC.



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Engagement
The creation of cyclist signage was discussed during the creation of the City Charter, but was not brought forth as an item for the Calgary Transportation Bylaw public engagement consultations. Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.
Why now?
Administration is asking to enact this charter right to resolve ambiguity around creating cyclist signage, it also ensures the proper legislation is in place for administration to continue doing the work that's already being done.
Next steps
Administration will create cyclist signage as required.



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3. Safe Passing Bylaw

Current scenario
<p>Currently there is no quantifiable definition of unsafe passing for cyclists in Alberta. Quantifying a safe passing distance makes it easier to educate drivers about what is safe and unsafe behaviour. Implementing the safe passing bylaw legislates safe operating distances for shared networks. There is a current provincial unsafe passing law, however it does not quantify what a safe passing distance is.</p> <p><u>From the Alberta Traffic Safety Act - Use of Highway and Rules of the Road Regulation – Section 21</u></p> <p><i>Overtaking and passing 21(1) Subject to section 22, a person driving a vehicle that is overtaking another vehicle</i></p> <p><i>(a) shall, at a safe distance, pass to the left of the other vehicle, and...</i></p>
What issue is this causing?
<ul style="list-style-type: none"> Having no quantifiable definition of safe makes it more difficult to enforce the law with road users. Setting a standard distance at which a vehicle can pass a cyclist is becoming standard national and international practice.
What change is being proposed?
<p>Enabled by the charter, a new section of the Calgary Traffic Bylaw, 41.3, would implement a safe passing bylaw with a proposed fine of \$203. This matches the existing unsafe passing law penalty set forth by the province, however the provincial penalty also includes three demerits – The City is unable to enact bylaws with demerit penalties.</p> <p>The safe passing bylaw would dictate that when passing a cyclist going in the same direction, a motor vehicle must be a minimum of 1 metre (or 1.5m if the speed limit is over 60km/hr) from the outermost edge of the bicycle (i.e. the handlebars), regardless of if the cyclist is in a bike lane or not.</p> <p>A bicycle would not have to give another bicycle or a motor vehicle this specified distance when passing. The reasoning for this is twofold:</p> <ol style="list-style-type: none"> Cyclists are required under the Alberta Traffic Safety Act to “operate the cycle as near as practicable to the right curb or edge of the roadway unless that person is in the process of making a left turn with the cycle”. So unlike motor vehicles who can move to left and create the proper distance to pass a bicycle, a bicycle has to stay as far to the right as practicable and cannot always create the proper distance for passing. However, bicycles are still subject to the Provincial unsafe passing law, and if there is clearly unsafe behavior, the cyclist can be charged. While both a bicycle and a motor vehicle are considered vehicles under the Alberta Traffic Safety Act, a collision between a cyclist passing a vehicle, and a vehicle passing a cyclist have much different consequences. If a motorist collides with a vehicle while passing, there is a high probability of severe injury or death for the cyclist. If a cyclist collides with a vehicle while passing, which only likely to occur in congested traffic or in a very low speed zone, there is potential for damage to the vehicle and less severe injuries to the cyclist.



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The proposed additions read:

41.3 In addition to the rules governing overtaking and passing set out in Division 5 of the *Use of Highway and Rules of the Road Regulation*, AR 304/2002, a person driving a motor vehicle that is overtaking a person operating a bicycle must be at least:

- a) 1 metre between the motor vehicle and the bicycle if the motor vehicle is travelling at a speed of 60 kilometres per hour or less;
- b) 1.5 metres between the motor vehicle and the bicycle if the motor vehicle is travelling at a speed of greater than 60 kilometres per hour.



Figure 6: Example of drivers and cyclists operating on a shared network in Calgary.



Figure 7: Example of how much space 3 feet (1 metre) is needed when passing a cyclist. Image sourced from: bikingbis.com

Engagement

Sixty per cent of Calgarians surveyed are in favour of giving cyclists 1 metre to pass. Twenty-five per cent of those surveyed were against the change. Those who supported the change said it increases cyclist safety and comfort. Those that opposed believe that there is not always enough room to pass a cyclist at a 1 metre distance.

Why now?

There are a growing number of cyclists using the roadways in Calgary and across Canada. Having a safe passing law increases the amount of space drivers give cyclists, which can increase safety and comfort.

During the public engagement period for this proposed amendment, the province created Bill 214: Traffic Safety (Safe Distances for Passing Bicycles) Amendment Act, to legislate a safe passing law which has had first reading as of December 6, 2018. Administration wrote the proposed bylaw to match the potential Alberta change. If the Provincial Law passes, it supersedes administration's recommended bylaw change.



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What are other jurisdictions doing?

Ontario, Quebec, Nova Scotia, New Brunswick and PEI have all recently passed minimum passing distance legislation. In the United States, 32 states have a minimum 3 foot (1 metre) passing distance, two states have a 4-foot passing distance and three states require drivers to switch lanes when passing (if there is more than one lane proceeding in the same direction). France, Spain, Germany, Belgium and Portugal all have a 1.5 metre minimum distance law.

There have been many international studies conducted on the effects of minimum passing law. Research indicates that minimum passing distances should be adopted by cities, as the pros outweigh any cons.

Pros:

- Drivers do give cyclists more space after a minimum safe distance has been passed – however the increase can be minimal as is dependent on enforcement and education programs.
- It gives Police objective criteria for enforcing unsafe passing.
- It is inexpensive to do.

Cons:

- It is not an end all solution. Research recommends that building dedicated cycling infrastructure is the best solution to increase safety.
- Difficult to enforce. Clear video evidence can be required if a road user fights a ticket in court.



Figure 8: Queensland Australia is one of the many jurisdictions worldwide that has implemented a safe passing bylaw.

Next steps

If approved, the safe passing bylaw would take effect on September 1, 2019 and will be accompanied by an education campaign for road users. Further conversation with the Specialized Traffic Enforcement Unit and the Ward Traffic Safety Meetings will need to be considered to ensure ongoing alignment on enforcement and public awareness. Enforcement, education and awareness will be done using existing budget and resources. A more detailed plan will be determined once the bylaw change has been approved which will include communicating the change to the public through the Liveable Streets education program with the support of community partners, along with any relevant print or digital materials required.



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4. On-Street Parking Adjacent to Painted Lines

Current scenario

In accordance to existing legislation, drivers must park next to a curb in order to legally park their car on the street.

From the Alberta Traffic Safety Act- Use of Highway and Rules of the Road Regulation – Section 45

When parking a vehicle on a roadway, a person may only park a vehicle...the right wheels of the vehicle not more than 500 millimetres from the right curb or edge of the roadway.

What issue is this causing?

There are parking scenarios where a curb is not required to enable parking. For example, areas along the 12th Avenue S.W. cycle track.

Administration installed curbs to meet the Alberta Traffic Safety Act requirement. The curbs serve little to no safety purpose and add to the cost of the project.

What change is being proposed?

A new section of the Calgary Parking Bylaw, 5.1, would allow vehicles to park next to a painted line (when signed appropriately), rather than a curb. This bylaw would give administration the ability to use creative and potentially safer parking solutions at a lower cost. Time for implementation and construction would also be reduced.



Figure 9: Illustration of street cross-section. Image created using Streetmix

The proposed addition reads:

5.1 Despite sections 45 and 46 of the *Use of Highway and Rules of the Road Regulation*, AR 304/2002, where a traffic control device indicates that parking is permitted adjacent to a painted line on a roadway, that line is deemed to be the curb for the purposes of sections 4 and 5 of this Bylaw.



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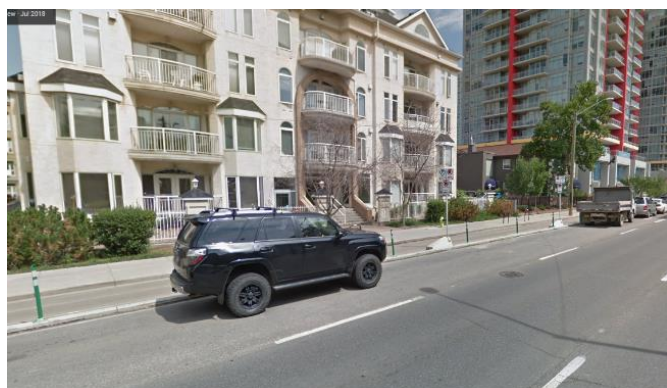


Figure 10: Demonstrating what is currently legal. A curb must be placed to comply with the Alberta Traffic Safety Act.



Figure 11: Other jurisdictions in North America use paint, delineators and signage to show parking, such as this example from Minneapolis, Minnesota.

Engagement

Citizens were informed about the potential parking change through the project engagement. Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.

Why now?

Administration would like the ability to create on-street parking next to painted lanes as it reduces the cost of putting in curbs and enables The City to have another tool to allow for parking.

Next steps

No projects are currently planned that would utilize this change. Internal education on the potential parking scenarios that may be realized will be conducted if the bylaw change is approved.



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5. Back-In Angle Parking

Current scenario
<p>Back-in angle parking / reverse angle parking is not permitted in Alberta.</p> <p><u>From the Alberta Traffic Safety Act- Use of Highway and Rules of the Road Regulation – Section 46</u></p> <p><i>When a sign indicates that angle parking is permitted or required and parking guide lines are visible on the roadway, a driver of a vehicle shall park that vehicle:</i></p> <p><i>... in the case of a vehicle other than a motor cycle, with one front wheel not more than 500 millimetres from the curb or edge of the roadway, or.</i></p>
What issue is this causing?
<p>Back-in angle parking is becoming a popular tool for jurisdictions to increase the amount of parking on main streets (in comparison to parallel parking). Back-in angle parking would be a parking option in some areas, for example: one way streets where nose-in angle parking would be difficult, or areas where backing out into traffic would be higher risk. The City does not currently have this as a tool in our parking tool box.</p>
What change is being proposed?
<p>Section 5 of the Calgary Parking Bylaw would be amended to designate areas where reverse angle parking can be permitted. Back-in angle parking would be reviewed on a project to project basis to determine its suitability. The proposed amendment reads:</p> <ol style="list-style-type: none"> 5. (1) Pursuant to section 11(2) of the <i>City of Calgary Charter, 2018 Regulation</i>, AR 40/2018 (the “<i>Charter</i>”), section 8(3)(b) has application on and after March 19, 2019. (2) When <ol style="list-style-type: none"> (a) a sign indicates that angle parking is permitted or required, and (b) parking guidelines are visible on the roadway, a person may only park a vehicle with the vehicle’s sides between and parallel to any 2 of the guidelines and <ol style="list-style-type: none"> (c) a wheel of the vehicle not more than 500 millimetres from the curb or edge of the roadway, and (d) the vehicle angled in the direction of travel authorized for the traffic lane that is adjacent to the lane on which the vehicle is parked. (3) When <ol style="list-style-type: none"> (a) a sign indicates that angle parking is permitted or required, and (b) no parking guidelines are visible on the roadway, a person may only park a vehicle with the vehicle’s sides at an angle of between 30 and 60 degrees to the curb or edge of the roadway and <ol style="list-style-type: none"> (c) a wheel of the vehicle not more than 500 millimetres from the curb or edge of the roadway, and (d) the vehicle angled in the direction of travel authorized for the traffic lane that is adjacent to the lane on which the vehicle is parked.



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Figure 12: Example of back-in angle parking in Washington DC.



Figure 13: Signage for back-in angle parking in Winnipeg, MB.

Engagement

Back-in angle parking will be reviewed and permitted on a per project basis after consultation with the community and other relevant stakeholders. At present, there are no current projects where back-in angle parking is being considered or recommended. The Calgary Parking Authority was engaged on the possibility of implementing this potential change.

Why now?

The Charter gives us the ability to add this potential parking solution to The City's set of tools. The City does not have any back-in angle parking projects scheduled, but in the case of a scenario that back-in angle parking makes practical sense, The City will be able to implement it.

What are other jurisdictions doing?

Back-in angle parking is allowed in jurisdictions across North America including San Francisco, Honolulu, Salt Lake City, New York, Portland, Philadelphia and around two-dozen other jurisdictions.

In 2017, The City of Winnipeg piloted back-in angle parking in their Exchange District. The change in parking created an additional 10 stalls over a two-block stretch. 82 per cent of respondents indicated that back-in angled parking was "easy" or "very easy". The pilot was deemed successful and back-in angle parking was made permanent in the area.

There are a number pros and cons to back-in angle parking compared with traditional angle parking.

Pros:

- When departing, the driver has a full field of vision of oncoming traffic. This eliminates the difficulty drivers have of backing into moving traffic.
- Puts the trunk or back of vehicle to the sidewalk for safer loading/unloading.
- Easier manoeuvre than parallel parking.

Cons:

- More difficult for parking authorities to ticket in paid stalls as the licence plates are not visible from the street. Parking authorities would have to do manual checks.
- When arriving at a stall, it is a more difficult maneuver into the stall than traditional angle parking.
- Potential congestion with the initial stopping and backing maneuver, like parallel parking.

Case studies of back-in angle parking show that they are more successful and welcomed by residents and business when they replace parallel parking versus replacing existing angle parking stalls.

Next steps

No back-in angle parking projects are currently planned in Calgary. For future projects, the community and the Calgary Parking Authority would be engaged prior to putting back-in angle parking in an area.



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6. Non-Motorized Skateboards, Inline Skates and Scooters

Current scenario

The chart below shows the current state of what mode of transportation is allowed where in Calgary.

Where different modes can operate – current						
Mode / Location	Sidewalks (outside the downtown)	Downtown Sidewalks	Stephen Avenue	Dedicated Bike Lane	Roadway	Pathway
Pedestrians	Y	Y	Y	N	N	Y
Bicycle	N	N	Y	Y	Y	Y
E-bicycle	N	N	Y	Y	Y	Y
Scooters	N	N	N	N	N	Y
E-scooters	N	N	N	N	N	N
Skateboard	Y	N	N	N	N	Y
Inline Skates	Y	N	N	N	N	Y
Mobility Aids	Y	Y	Y	N	N	Y

Figure 14: There are exceptions to the information above, for example those who deliver newspapers on a bicycle can use the sidewalk.

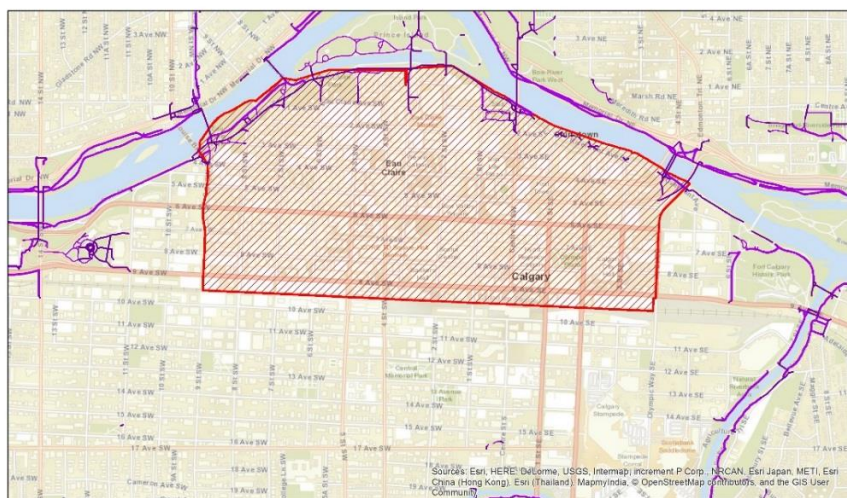
What issue is this causing?

- Scooters, skateboards and inline skates are banned from the Central Traffic Zone (CTZ) which encapsulates most of the downtown (see figure 15 for extent of CTZ).
- Scooters, skateboards and inline skates are legal on sidewalks everywhere outside the CTZ, unless otherwise marked and signed.
- There are currently people who safely use sidewalks in the CTZ as part of their commute with their scooter, skateboard and inline skates, which is illegal under the current bylaw.
- This means anyone using this mode to commute to work in the downtown must carry their personal mobility device (scooter, skateboard, inline skates) once they enter the CTZ.
- Currently scooters, skateboards and inline skates are not allowed to use dedicated bicycle infrastructure. Dedicated bicycle infrastructure serves as a safe way for people who travel by active mode to get around more efficiently.
- There are currently people who safely commute by scooter, skateboard and inline skate using dedicated cycling infrastructure in the CTZ, which is illegal under the current bylaw.



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Legend

- Pathway
- No Skateboard, Scooter or Roller Skate Zone

Figure 15: Skateboards, scooters and inline skates are not currently permitted in the Central Traffic Zone (shown above).



Figure 16 & 17: Using scooters, skateboards and inline skates in dedicated cycling infrastructure is currently illegal.

What change is being proposed?

Allowing non-motorized personal mobility devices (skateboards, scooters, inline skaters, etc.) on exclusive bike lanes and on sidewalks in the downtown core legalizes behaviours that are commonly accepted and currently in practice. Doing so reduces the risk of citizens being ticketed for socially acceptable travel behavior and encourages citizens to safely take advantage of more active travel options.

Non-motorized personal mobility devices using exclusive bike lanes at night will be required to wear a light so they are visible by other roadway users. The same rule currently exists in the Parks Bylaw for inline skaters using pathways at night.

The City also investigated modifying where mobility aids and e-scooters could operate. However, rules for operation fall under provincial jurisdiction and cannot be modified by The City of Calgary.



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Where different modes can operate – proposed

Mode / Location	Sidewalks (outside the downtown)	Downtown Sidewalks	Stephen Avenue	Dedicated Bike Lane	Roadway	Pathway
Pedestrians	Y	Y	Y	N	N	Y
Bicycle	N	N	Y	Y	Y	Y
E-Bicycle	N	N	Y	Y	Y	Y
Scooters	Y	Y	Y	Y	N	Y
E-Scooters	TBD	TBD	TBD	TBD	TBD	TBD
Skateboard	Y	Y	Y	Y	N	Y
Inline Skates	Y	Y	Y	Y	N	Y
Mobility Aids	Y	Y	Y	N	N	Y

For specific bylaw language for the proposed changes, please see attachment 2.

Engagement

Thirty-three per cent of Calgarians surveyed are in favour of allowing skateboards, inline skates and scooters in downtown public spaces and cycle tracks. Forty-three per cent are against the change. Those in favor said it encourages active transport and bike infrastructure usage. Those against said there is a safety concern due to the different speeds of pedestrians, cyclists and other active modes.

Conversations with Bylaw Services and Calgary Police Service (CPS) indicate that calls of complaint regarding skateboarding and inline skating within the downtown are minimal and generally relate to trespassing concerns, i.e. skateboarders trick riding on private property. Bylaw conducted a statistical search of their databases of the past five years and found two complaints about skateboards using sidewalks, both of which occurred outside the CTZ. CPS have no documented incidents between pedestrians and users of personal mobility devices in the CTZ in the past five years.

Why now?

In the 1970s to early 1990s, cities across North America banned skateboards and inline skates from most public areas including sidewalks, parks and roadways. In the mid 1980s Calgary banned backyard skateboard ramps and later banned skateboarding and inline skating on sidewalks across the city. In the late 1990s, society became more lenient and accepting of skateboarding and inline skating and saw it as a form of recreation and transportation.

In 1998 Calgary allowed skateboarding and inline skating on sidewalks located outside of the CTZ. In 2000, Shaw Millennium Park was established. In 2016, the ban on backyard skateboard ramps was overturned by Council. Overall, there was an indication that these active mode types were becoming more socially acceptable and they had minimal impact when it came to sharing pathways and sidewalks.

As many people work in the downtown and some people use the pathway network to commute using active modes, lifting the ban and allowing these modes within the cycle track allows commuters to finish the last leg of their trip legally.



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What are other jurisdictions doing?

Most jurisdiction across North America banned skateboards and inline skates, scooters and similar devices in the 1970s to early 1990s. Since then, cities have taken multiple different approaches to allowing them back in use. For example, in Victoria BC, skateboards, inline skates and scooters are treated the same as bicycles and are allowed on roadways, but not on sidewalks. In Toronto, they are allowed on sidewalks, but not roadways (unless there is no sidewalk).

Location	Non-motorized device	Pathways	Permitted on:		
			Sidewalks	Bike Lanes	On-Street
Calgary - City Wide (except Central Traffic Zone)	Skateboards and In-line skates	Yes	Yes	No	No
	Scooters	Not discussed in bylaw			
Calgary - Central Traffic Zone	Skateboards and In-line skates	Yes	No	No	No
	Scooters	Not discussed in bylaw			
Edmonton - City Wide (except Specified Areas)	Skateboards and In-line skates	Yes	Yes	No	No
	Scooters	Yes	Yes	No	No
Edmonton - Specified Areas	Skateboards and In-line skates	Yes	No*	No	No
	Scooters	Yes	No*	No	No
Vancouver	Skateboards and In-line skates	Yes	No	Yes	Yes**
	Scooters	Yes	No	Yes	Yes**
Victoria	Skateboards and In-line skates	Yes	No	Yes	Yes
	Scooters	Yes	No	Yes	Yes
Toronto	Skateboards and In-line skates	Yes	Yes	No	No***
	Scooters	Yes	Yes	No	No***

Notes:

*Except where designated as a bike path

**Minor Streets only (no lines)

With additional rules regarding helmets, headphones, lighting or reflective equipment, etc.

***Unless there are no sidewalks on the street

Next steps

People are already using skateboards, inline skates and scooters in the downtown. Lifting the ban decriminalizes existing safe behavior. The Traffic Engineer still holds the right to restrict any of the modes from an area if deemed necessary. Tricks, stunting or interfering with pedestrians is still unlawful. The public will be notified accordingly and site visits will determine what signs will have to be removed or changed. The City will communicate the change to the public through the Liveable Streets education program with the support of community partners, along with any relevant print or digital materials required.



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7. Yielding When Entering a Roadway or Sidewalk from a Pathway

Current scenario

Cyclists must come to a complete stop when entering a roadway from a pathway.



Figure 18: Currently, a cyclist would have to come to a complete stop before entering this roadway.

From the Calgary Traffic Bylaw 26M96 – Section 41

41 (8) A person riding a bicycle that is about to enter onto a roadway or sidewalk from a pathway must, unless the intersection is marked with a yield sign, stop the bicycle before entering the roadway or sidewalk.

What issue is this causing?

The action of coming to a complete stop before entering a roadway is not practiced by cyclists, nor is it required to be safe. Cyclists should look both ways and yield to traffic, instead of having to come to a complete stop.



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What change is being proposed?
<p>The offence will be changed from “Bicycle rider failing to stop before entering roadway or sidewalk from pathway” to “Bicycle rider failing to yield before entering roadway, sidewalk or pathway”. The fine will remain at \$100.</p> <p>subsection 41(8) is deleted and replaced with the following:</p> <p style="padding-left: 40px;">“(8) A person riding a bicycle that is about to enter onto a roadway or sidewalk from a pathway must, unless the intersection is otherwise marked, yield to any vehicle or pedestrian on the roadway, sidewalk or pathway.”</p> <p>The proposed bylaw would only apply when there is the absence of any type of signage, like when a pathway transitions to an on-street bike lane. The proposed change does not give cyclists permission to ignore posted Stop signs on the roadway. All cyclists must obey the rules of the road, including coming to a complete stop at a posted Stop sign and adhering to all other posted signage at all times.</p>
Engagement
<p>Citizens were informed about the bylaw change through the project engagement. No specific engagement question was asked as it was deemed to be legalizing a widely practiced existing behavior. There were some citizens that misinterpreted the question as cyclists being able to yield at Stop signs.</p>
Why now?
<p>This is an existing safe behavior The City is looking to legalize. Cyclists must still yield to pedestrians and cars.</p>
Next steps
<p>The City will communicate the change to the public through the Liveable Streets education program with the support of community partners, along with any relevant print or digital materials required.</p>



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8. Bicycle Parking in City Bike Racks

Current scenario
<p>Within The City's existing bylaw, bicycles parked in bike racks are technically considered "material" and are in the same category as household waste. Administration is proposing a change to the bylaw wording to allow bicycles to park in bicycle racks.</p> <p><u>From the Calgary Streets Bylaw 20M88 – Section 17</u></p> <p>(4) No person shall place, dispose, direct or allow to be placed, directed, or disposed, any Material belonging to that person or over which that person exercises control on a portion of a Street unless authorized to do so:</p> <p>(a) by the Traffic Engineer pursuant to this Bylaw or pursuant to the Calgary Traffic Bylaw 26M96; or</p> <p>(b) by any other Bylaw.</p>
What issue is this causing?
<p>Though the current language is not currently posing any issues, administration would like to ensure the correct bylaw language is in place for the sake of clarity.</p>
What change is being proposed?
<p>Allowing Bicycles to park at bike racks in the bylaw.</p> <p>Bylaw 20M88, the Street Bylaw, as amended, is hereby further amended by added the following after subsection 17(5) as subsection 17(6):</p> <p>“(6) Notwithstanding Subsection (4), parking a bicycle on a Sidewalk adjacent to a bicycle rack installed by the City shall be allowed under this Bylaw.</p>
Engagement
<p>Bicycle parking in city bike racks was not brought forth as an item for the Calgary Transportation Bylaw public engagement consultations. Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.</p>
Why now?
<p>To ensure the correct bylaw language is in place for the sake of clarity.</p>
Next steps
<p>None.</p>



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9. Allowing Electric Pedal Assist (E-Bikes) On Public Transit

Current scenario

Regular bicycles are allowed on the CTrain, E-bikes are not allowed on the CTrain. This is due to the current definition of what a bicycle is – the bylaw needs to be updated to reflect a change in technology. E-bikes are currently allowed on City buses anytime, provided a bicycle rack is available.

From the Calgary Transit Bylaw 4M81 – Section 14.1

“Bicycle” means a vehicle consisting of two wheels propelled by human power and includes a folding bicycle but does not include motor powered bicycles, mopeds, recumbent bicycles, tandem bicycles or bicycles with training wheels;

What issue is this causing?

E-bikes are becoming more popular and many are indistinguishable from normal bicycles. Treating e-bikes the same as human powered bicycles poses no issues for Transit.



Figure 19: Improvements in battery technology have led to an increase in the amount of e-bikes worldwide. E-bikes help riders get up hills and allow people to complete more difficult commutes.

What change is being proposed?

Allowing electric pedal assist bicycles on CTrains during non-peak travel hours (6:30 to 9:00 a.m. and again from 3:00 to 6:00 p.m.).

Subsection 14.1(1)(a) is deleted and replaced with the following:

- (a) “bicycle” means a vehicle consisting of two wheels propelled by human power or electric power and includes a folding bicycle but does not including motor powered bicycles other than an electric bicycle, mopeds, recumbent bicycles, tandem bicycles or bicycles with training wheels; and”

Bicycles that use other types of motors e.g. gasoline motors, are still not allowed on transit.



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Engagement
Citizens were informed about the potential change through the project engagement. Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.
Why now?
E-bikes are growing in popularity. They are similar to regular bicycles and should be treated as such. The bylaw should be updated to reflect this new technology.
Next steps
If the proposed change is approved, administration will work with Calgary Transit and Bylaw Services to inform peace officers of the change and to communicate the amendment.



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10. Active Modes On Transit Station Pedestrian Bridges

Current scenario
<p>Other than pedestrians, there are no active modes allowed on transit property, including bridges and pedestrian overpasses leading to transit stations. However, there are a number of these bridges that serve the purpose of both allowing people to access transit stations and allowing pedestrians and those using active modes to cross a roadway / river.</p> <p><u>From the Calgary Transit Bylaw 4M81 – Section 14</u></p> <p><i>No person, while on a transit vehicle or transit property or while in the 7th Avenue transit corridor shall use or operate any: (a) bicycle, including a motor-powered bicycle, moped, recumbent bicycle, tandem bicycle, or bicycle with training wheels; (b) tricycle; (c) roller skates, in-line skates or roller blades; (d) skateboard; or (e) motor vehicle (except in a parking lot or roadway). (f) Unicycle; (g) push scooter; or (h) electric personal transport vehicle.</i></p>
What issue is this causing?
<p>There are many scenarios where it is advantageous and safe to allow cyclists, skateboarders, or other modes to use a bridge. For example, where a bridge is wider and connects parts of a pathway network.</p>
What change is being proposed?
<p>A bylaw change that would allow the Director of Calgary Transit to designate which bridges different modes can be operated on.</p> <p>After subsection 14(14.1), the following is added as subsection 14(14.2):</p> <p>“(14.2) Despite subsection (14), the Director, Calgary Transit, may designate areas on transit property on which any vehicle or device listed in subsections (14) (a) to (h) may be used or operated.”</p>
Engagement
<p>Allowing active modes on Transit bridges was not brought forth as an item for the Calgary Transportation Bylaw public engagement consultations. Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.</p>
Why now?
<p>People are currently using personal mobility devices safely on certain bridges. Legal clarity is needed on where various modes can operate.</p>
Next steps
<p>Calgary Transit and Transportation Planning will review individual station pedestrian overpasses on a prioritized basis.</p>



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11. Definition of Sidewalk

Current scenario
<p>The current Calgary Traffic Bylaw's definition of a sidewalk conflicts with the Calgary Parks Bylaw definition of pathway.</p> <p><u>From the Calgary Traffic Bylaw 26M96 – Section 2</u></p> <p>“(am) “sidewalk” means that part of a highway especially adapted to use of or ordinarily used by pedestrians, and includes that part of the highway between the curb line (or edge of the roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved;</p> <p><u>From the Calgary Parks Bylaw 20M2003 – Section 2</u></p> <p>“(o) “Pathway” means a multi-purpose thoroughfare controlled by The City and set aside for use by pedestrians, Cyclists and Persons using Wheeled Conveyances, which is improved by asphalt, concrete, brick or any other surface, whether or not it is located in a Park, and includes any bridge or structure with which it is contiguous;</p>
What issue is this causing?
<p>Cyclists are able to use pathways, but not sidewalks. There are some sections of pathway which are in a legal grey zone whether they are sidewalks or pathways.</p>
What change is being proposed?
<p>A bylaw change that helps differentiate pathways from sidewalks. Subsection 2(1) (am) is deleted and replaced with the following:</p> <p>“(am) “<i>sidewalk</i>” means that part of a highway especially adapted to use of or ordinarily used by pedestrians, and includes that part of the highway between the curb line (or edge of the roadway, where there is no curb line) and the adjacent property line, whether or not paved or improved, but does not include a pathway designated by the Director, Parks pursuant to Bylaw 20M2003, the Parks and Pathways Bylaw;</p>
Engagement
<p>Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.</p>
Why now?
<p>This item was identified by administration as an item that needed to eventually be updated.</p>
Next steps
<p>Administration will review what sidewalks should be declared pathways.</p>



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12. Definition of Skateboards, Scooters and Bicycles

Current scenario
<p>The current Calgary Traffic Bylaw does not have a definition of skateboard or scooter and the definition of a bicycle needs to be updated to align with the Calgary Parks Bylaw definition of a bicycle.</p> <p><u>From the Calgary Traffic Bylaw 26M96 – Section 2</u></p> <p>(c) “bicycle” means a cycle propelled by human power on which a person can ride, regardless of the number of wheels it has, and includes a vehicle that:</p> <ul style="list-style-type: none"> (i) may be propelled by muscular or mechanical power; (ii) is fitted with pedals that are continually operable to propel it; (iii) weighs not more than 35 kilograms; (iv) has a motor that produces not more than 750 watts and that is driven by electricity or has an engine displacement of not more than 50 cubic centimetres; (v) has no hand or foot operated clutch or gearbox driven by the motor that transfers the power to the driven wheel; and (vi) does not have sufficient power to enable it to obtain a speed greater than 35 kilometres per hour on level ground within a distance of 2 kilometres from a standing start; <p><u>From the Calgary Parks Bylaw 20M2003 – Section 2</u></p> <p>(b) "Bicycle" means a cycle propelled by human power on which a Person can ride regardless of the number of wheels it has;</p>
What issue is this causing?
<p>As scooters and skateboards can be motorized, there needs to be a legal definition to allow non-motorized skateboards and scooters in dedicated bicycle lanes, while not allowing motorized versions. Motorized versions of these devices are currently not allowed on roadways under the provincial Traffic Safety Act.</p> <p>For the definition of a bicycle, cyclists use the pathway system and the roadway system interchangeably, currently there is not the same definition of a bicycle in both bylaws. If the bylaws don't match in definition, it could be the case where a certain type of bicycle (e.g. E-Bike) are allowed on roadways but not on pathways and vice versa. This causes inconsistency and confusion for citizens.</p>
What change is being proposed?
<p>The following definitions are being proposed:</p> <ul style="list-style-type: none"> (b) the following is added after subsection 2(1)(ak.1) as subsection 2(1)(ak.2): <ul style="list-style-type: none"> “(ak.2) “scooter” means a vehicle consisting of a footboard mounted on two wheels and a long steering handle, propelled by resting one foot on the footboard and pushing the other against the ground;”; (c) the following is added after subsection 2(1)(al) as subsection 2(1)(al.1):



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“(al.1) “*skateboard*” means a board with wheels that is ridden in a standing or crouching position and propelled by foot;”

Including the human powered component into the definitions of these modes, it excludes the use of motorized devices such as hoverboards in dedicated bicycle lanes. The City does not currently have the jurisdiction to allow motorized devices in dedicated bicycle lanes, with the exception of E-Bikes.

(a) subsection 2(1)(c) is deleted and replaced with the following:

“(c) “*bicycle*” means a bicycle or power bicycle, as those terms are defined in the *Use of Highway and Rules of the Road Regulation*, AR 304/2002;”;

This definition matches the provincial and federal definition of what a bicycle is, and will “automatically” be updated if the underlying provincial and federal definitions change. The disadvantage is that a citizen reading the bylaw will be forced to refer to the provincial and federal definitions in order to understand what qualifies as a bicycle.

Engagement

Items that were deemed to be administrative in nature with no option for input from the public were excluded to manage engagement scope and reduce confusion.

Why now?

By allowing non-motorized skateboards and scooters in dedicated bicycle lanes, it was legally prudent to create definitions for each of the modes.

For changing the definition of bicycles, since Parks and Transportation were concurrently updating their bylaws, it was deemed beneficial to match the definitions of a bicycle in each bylaw.

Next steps

Administration will continue to monitor bylaws for any required updates or discrepancies.