



# **Community and Protective Services Committee**

**Wednesday, March 4, 2020  
9:00 AM**

**Henry Baker Hall, Main Floor, City Hall**



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**OFFICE OF THE CITY CLERK**

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**Public Agenda  
Community and Protective Services Committee  
Wednesday, March 4, 2020**

**Approval of Public Agenda****Adoption of Minutes**

Community and Protective Services Committee - Public - Feb 6, 2020 9:00 AM

Community and Protective Services Committee - Public - Jan 8, 2020 9:00 AM

**Administration Reports**

CPS20-7 Mayor's Arts and Business Awards

**Recommendation**

Community and Protective Services Committee recommends that:

This report be received and filed.

CPS20-8 Cycling Safety

**Recommendation**

Community and Protective Services Committee recommends that:

1. MN19-19 be removed from the List of Outstanding Items for the Community and Protective Services Committee.
2. This report be received and filed.

**Adjournment**

AT REGINA, SASKATCHEWAN, THURSDAY, FEBRUARY 6, 2020

AT A MEETING OF COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE  
HELD IN PUBLIC SESSION

AT 9:00 AM

**These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.**

Present: Councillor Bob Hawkins, in the Chair  
Councillor John Findura  
Councillor Jerry Flegel (Teleconference)  
Councillor Jason Mancinelli

Regrets: Councillor Andrew Stevens

Also in Attendance: Secretary, Tracy Brezinski  
City Solicitor, Byron Werry  
Legal Counsel, Chrystal Atchison  
Manager, Licensing & Parking Services, Dawn Schikowski  
Policy Analyst, Benjamin Cowman

APPOINTMENT OF CHAIRPERSON AND VICE-CHAIRPERSON

The Secretary called the meeting to order and following nomination procedures for the position of Chairperson, Councillor Andrew Stevens was declared Chairperson of the Community and Protective Services Committee for 2020.

Following nomination procedures for the position of Vice-Chairperson, Councillor Bob Hawkins was declared Vice-Chairperson of the Community and Protective Services Committee for 2020.

(Councillor Bob Hawkins took the Chair.)

APPROVAL OF PUBLIC AGENDA

**Councillor Jason Mancinelli moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.**

ADOPTION OF MINUTES

**Councillor John Findura moved, AND IT WAS RESOLVED, that the adoption of the minutes for the meeting held on January 8, 2020 be deferred to the next meeting of the Community and Protective Services Committee.**

**Councillor Jason Mancinelli moved, AND IT WAS RESOLVED, that the minutes for the meeting held on November 7, 2019 be adopted, as circulated.**

### ADMINISTRATION REPORT

#### CPS20-6 Taxi Bylaw Review

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##### Recommendation

The Community and Protective Services Committee recommends:

1. That the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
  - a) permit the use of digital taxi meters ("soft" meters);
  - b) allow taxi services to charge fares outside of the City's set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
  - c) update fees charged by the City;
  - d) implement further data collection requirements;
  - e) increase permitted vehicle age to 10 years;
  - f) change the decal requirements;
  - g) allow the use of an inflatable spare tire;
  - h) set out the review and approval process for "certificates of approval" issued by the Regina Police Service for taxi drivers; and
  - i) make housekeeping changes as identified in Appendix A.
2. That this report be considered at the February 26, 2020 meeting of City Council.
3. That the City Solicitor be instructed to prepare the necessary bylaw to implement the amendments to The Taxi Bylaw, 1994 as described in this report, to be brought forward to the March 25, 2020 meeting of City Council.

The following addressed the Committee:

- Delno Van De Kemp, representing Van De's Accessible Transit;
- Sandy Archibald and James Archibald, representing Regina Cabs;
- Glen Sali, representing Capital Cabs; and
- John Aston, representing Regina Airport Authority Inc.

**Councillor John Findura moved that the recommendation contained in the report be concurred in.**

**Councillor Jason Mancinelli moved, in amendment, AND IT WAS RESOLVED, that**

**recommendation #1 e) read “remove the vehicle age requirement from the bylaw.”**

**Councillor Bob Hawkins moved that the associated fee for conducting the transfer fee remain at \$50.**

**The motion was put and declared LOST.**

**The main motion, as amended, was put and declared CARRIED.**

**ADJOURNMENT**

**Councillor John Findura moved, AND IT WAS RESOLVED, that the meeting adjourn.**

The meeting adjourned at 11:12 a.m.

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Chairperson

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Secretary

AT REGINA, SASKATCHEWAN, WEDNESDAY, JANUARY 8, 2020

AT A MEETING OF COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE  
HELD IN PUBLIC SESSION

AT 9:00 AM

**These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.**

Present: Councillor Andrew Stevens, in the Chair  
Councillor John Findura  
Councillor Bob Hawkins

Regrets: Councillor Jerry Flegel  
Councillor Jason Mancinelli

Also in Attendance: Council Officer, Tracy Brezinski  
City Solicitor, Byron Werry  
Executive Director, Citizen Services, Kim Onrait  
Director, Fire & Protective Services, Layne Jackson  
Director, Roadways & Transportation, Chris Warren  
Director, Transit & Fleet, Brad Bells  
Current Manager, Operational Services, Nathan Luhning  
Manager, Emergency Management & Business Continuity, Jeff Rowden  
Manager, Traffic Engineering, Faisal Kalim

APPOINTMENT OF CHAIRPERSON AND VICE-CHAIRPERSON

**Councillor John Findura moved, AND IT WAS RESOLVED, that the nominations of Chairperson and Vice-Chairperson, be deferred to the February 6, 2020 Community and Protective Services Committee meeting and that Councillor Andrew Stevens take the Chair for the meeting.**

APPROVAL OF PUBLIC AGENDA

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.**

ADOPTION OF MINUTES

**Councillor John Findura moved, AND IT WAS RESOLVED, that the adoption of the minutes for the meeting held on November 7, 2019 be deferred to the next meeting of the Community and Protective Services Committee.**

## ADMINISTRATION REPORTS

### CPS20-1 Spring and Summer U-Pass for the University of Regina

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#### **Recommendation**

That the Community and Protective Services Committee recommends that City Council:

1. Delegate authority to the Executive Director Citizen Services (or designate) to negotiate and approve a contract with the Students Union of the University of Regina (URSU) for a U-Pass program in the spring and summer, starting in May 2020 for a duration of three years, as detailed in this report.
2. Direct the City Clerk to sign the applicable agreement on behalf of the City, once the agreement has been reviewed and approved by the City Solicitor, and upon approval by the Students Union of the University of Regina board of governors.
3. Approve an increase of \$360,610 to Transit & Fleet's budget for 2021, which will be offset by the revenue collected from URSU.
4. Approve this report at its January 29, 2020 meeting.

Neil Middlemiss, representing the University of Regina Students' Union, addressed the Committee.

**Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

### CPS20-2 On-Demand Transit Service Pilot

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#### **Recommendation**

That the Community and Protective Services Committee:

Approve the route changes regarding the On-Demand pilot outlined in Appendix A and Appendix B, to be implemented April 26, 2020.

**Councillor John Findura moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

### CPS20-3 Emergency Measures Bylaw Amendment

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#### **Recommendation**

That the Community and Protective Services Committee recommends that City Council:

1. Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to include the amendments included in this report.

2. Approve this recommendation at its January 29, 2020 meeting.

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

CPS20-4 Alley Lighting

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**Recommendation**

That the Community and Protective Services Committee:

1. Remove *CPS17-11* from the List of Outstanding Items for the Community and Protective Services Committee.
2. Recommend that this report be received and filed.

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that this report be received and filed after removing CPS17-11 from the Outstanding Items List.**

CITY CLERK'S REPORT

CPS20-5 Review of Outstanding Items

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**Recommendation**

It is recommended that the Community and Protective Services Committee:

1. Delete the following items from its List of Outstanding Items:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
MN16-11	Community and Protective Services	1915 Retallack Street – Former Victoria Campus School Site
IR18-18	Community and Protective Services	Pathway Lighting
MN18-12	Community and Protective Services	Sunday Transit Improvements

2. Forward the updated List of Outstanding Items to Executive Committee for information.

**Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**



ADJOURNMENT

**Councillor John Findura moved, AND IT WAS RESOLVED, that the meeting adjourn.**

The meeting adjourned at 10:45 a.m.

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Chairperson

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Secretary

## Mayor's Arts and Business Awards

<b>Date</b>	March 4, 2020
<b>To</b>	Community and Protective Services Committee
<b>From</b>	City Planning & Community Development
<b>Service Area</b>	Parks, Recreation & Cultural Services
<b>Item No.</b>	CPS20-7

### RECOMMENDATION

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Community and Protective Services Committee recommends that:

This report be received and filed.

### ISSUE

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The Mayor's Arts and Business Awards (MABA) event was established in 2007 to build relationships between the arts and business sectors in Regina, and to showcase the talent and increase the profile of the local arts community. After a hiatus, engagement with the arts sector on options to renew the event was initiated. This report outlines the results of consultation and next steps for the 2020 event.

### IMPACTS

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#### Accessibility:

Consultation results included emphasis on ensuring the event is financially accessible to members of the arts community. Reduced rates and complimentary ticket options will be included in the 2020 event.

#### Financial:

An annual budget of \$10,000 is allocated to MABA within the Executive Committee line of the Community Investment Grants Program. To offset the costs of the event, sponsorship opportunities will be available.

Policy/Strategic:

Goal 2 of Regina's Cultural Plan, *Strengthen the Artistic and Cultural Community* prioritizes opportunities to build community and increase awareness and support of the arts and artists. A renewed MABA event will provide promotion and recognition for artists and will create opportunities to build new partnerships with local businesses that strengthen the sector and enhance the vibrancy of the community.

Additional impacts include:

- Opportunity to celebrate local artistic talent and the role the business community can play in support of the arts.
- Recognition of local achievement in the arts.
- Strengthens the City's reputation as a sustainable community that takes pride in the culture and creativity that contributes to building a lively city, attracting new residents and visitors.
- Upholds the community's viability and quality of life that is closely related to the vitality and quality of its cultural engagement, expression, dialogue and celebration.

## **OTHER OPTIONS**

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Through consultation, consensus emerged that emphasized the value in a renewed annual MABA with an increased focus on promotion and profile for the event, and for the nominees and award winners.

## **COMMUNICATIONS**

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The development of a marketing and communications strategy is underway which includes recommendations from the Advisory Circle.

## **DISCUSSION**

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A consultation and stakeholder engagement plan, focused on the performing arts (music, dance, theatre), visual arts, film and literary arts, was created to collect meaningful input from the local arts sector in consideration of reviving and reinventing the MABA. It was important to ensure the stakeholders involved felt respected and that the process included stakeholder perspectives and creative ideas.

Between the fall of 2018 and the spring of 2019, interviews were conducted, followed by an online survey. Interviewees expressed the importance of reviving the MABA annually, the fact that businesses should continue to be involved and suggested the need for better marketing. In addition, the importance of linking the awards to advancing truth and reconciliation was expressed.

As a next step, an Advisory Circle, comprised of representatives of the local arts sector, was created to guide and advise on the following aspects:

- business involvement
- award categories
- nomination and adjudication process
- event format entertainment
- accessibility
- coordination and/or collaboration with other local arts awards or events
- advancing reconciliation.

Based on advice from the Advisory Circle, the following award categories have been proposed:

- *Emerging Artist* (two awards) – recognizes an artist in the early phase of their career (under five years). Cash award of \$2,500.
- *Artistic Achievement* – recognizes an artist who has achieved renown for their caliber and contribution to the arts. Cash award of \$2,500.
- *Reconciliation through the Arts* – recognizes an artist or arts initiative that advances truth and reconciliation. Cash award of \$2,500.
- *Arts Leadership* – recognizes a person or organization that has shown exceptional support of artists and/or art projects, organizations, and festivals.
- *Business Champion of the Arts* – recognizes a local business that has demonstrated sustained or exceptional commitment to and support for the arts. Award is a piece of art.
- *Installation, Exhibit or Residency* – artists with the interest and capacity can be nominated for the opportunity to display or perform their work for an extended duration in a municipal or business venue sometime in 2020.

Eligibility criteria: nominees must be based on Treaty 4 territory for at least one year prior to nomination. Both individuals and groups may be nominated.

Overall the consultation showed strong support for a renewed event that promotes the arts sector and recognizes excellence and innovative partnerships. Planning for an event in spring of 2020 has begun. Administration is providing in-kind support from staff as this initiative is strongly aligned with the Cultural Plan and cultural development priorities. A call for nominations and additional event information will be released in the coming weeks.

## **DECISION HISTORY**

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There have been no previous decisions related to this recommendation.

The recommendation in this report is within the delegated authority of the Committee.

Respectfully submitted,

Respectfully submitted,



Laurie Shalley, Director, Parks, Recreation & Cultural Services

2/18/2020



Diana Hawryluk, Executive Director, City Planning & Community Dev.

2/26/2020

Prepared by: Emmaline Hill, Manager, Social & Cultural Development

## Cycling Safety

<b>Date</b>	March 4, 2020
<b>To</b>	Community and Protective Services Committee
<b>From</b>	Citizen Services
<b>Service Area</b>	Roadways & Transportation
<b>Item No.</b>	CPS20-8

### RECOMMENDATION

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Community and Protective Services Committee recommends that:

1. MN19-19 be removed from the List of Outstanding Items for the Community and Protective Services Committee.
2. This report be received and filed.

### ISSUE

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This report provides options and implications of enhancing cycling safety through lane distances and protective gear in response to motion *MN19-19* from the September 30, 2019 meeting of City Council.

In addition, this report includes research into cycling safety bylaws in other municipalities.

### IMPACTS

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#### Financial Impact

There are no financial implications for the recommended option. However, if one of the other options requiring a communication campaign were to be approved, a funding source is required and would need to be determined through the 2021 budget approval process.

#### Policy/Strategic Impact

The available options are consistent with *The Official Community Plan, Bylaw No. 2013-48* (OCP), specifically:

*Section D3, Goal 1 – Sustainable Transportation Choices, “Offer a range of year-round sustainable transportation choices for all, including a complete streets framework.”*

- *5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.*

The available options are consistent with *The Transportation Master Plan*, specifically:

- *4.5 Amend the Traffic Bylaw No. 9900 to reduce barriers for those using active modes.*
- *4.6 Develop a strategy to increase awareness of active transportation mode opportunities and their benefits.*
- *4.32 Increase education and awareness about how motor vehicles and cyclists can safely share road space. Materials and resources should be developed with community partners including SGI Canada.*
- *5.15 Adopt an Engineering, Enforcement, Education and Emergency (4E) approach to road safety.*

There are no accessibility, environmental or other implications or considerations.

## **OTHER OPTIONS**

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Administration reviewed the following options to consider regarding cycling safety:

### **Motorist and Cyclist Distance:**

#### Option 1

The City of Regina (City) enact a new section to the *Regina Traffic Bylaw No. 9900 (Bylaw)* requiring motorists to maintain a distance of 1.5 metres when passing a cyclist with a speed higher than 50 kilometres per hour, and one metre when passing a cyclist with a speed of 50 kilometres per hour or less.

Research has shown that municipalities such as the City of Calgary have not been successful enforcing similar regulations. In fact, the municipality research showed that there have been no tickets issued in any of the jurisdictions that had a bylaw in place. Additional details can be found in Appendix A.

Regina Police Service (RPS) has also stated that such an infraction will be difficult to enforce as RPS does not have the capability of accurately measuring the horizontal distance between a car and a cyclist while both are in motion.

Advantages include:

- increased safety for cyclists when vehicles adhere to the passing distance
- the bylaw approval process would increase awareness of appropriate passing distances and serve as community education

Disadvantages include:

- challenges of enforcing the bylaw section

- difficult to determine fault in the case of an infraction
- increase in traffic congestion where there is not adequate space for cyclist and motorist on the roadway
- may create a false sense of security for cyclists that motorists will obey the bylaw

#### Option 2

The City undertake a communication campaign to educate motorists on appropriate cyclist passing distances. The estimated cost is expected to be between \$15,000 – \$25,000, and the City would look to partner with community stakeholders such as RPS, Saskatchewan Government Insurance (SGI) and Canadian Automobile Association (CAA).

Advantages include:

- the campaign would increase awareness of appropriate passing distances and serve as community education

Disadvantages include:

- without an enforcement mechanism there may be no noticeable changes to driver behaviour
- funding required not included in current budgets

### **Helmets and Cycling Safety:**

#### Option A

Enact a new bylaw that requires cyclists on all roads to adhere to some or all of the following:

- Canadian Standards Association (CSA) approved helmet for all cyclists with no age restriction
- a bell or horn in good working order
- a white front light and a red rear light mounted on the bicycle, or wear reflective clothing
- white reflective tape for the front and red reflective tape for the rear forks

Many studies show that bicycle helmets save lives and are endorsed by organizations such as the Canadian Paediatric Society. Most provinces have enacted provincial legislation requiring cyclists to wear a helmet. Provinces such as Alberta and Manitoba make it mandatory for individuals under eighteen to wear a helmet, whereas provinces such as British Columbia and Nova Scotia make it mandatory for all ages. Saskatchewan is one of four provinces/territories in Canada that does not have provincial legislation for wearing bicycle helmets. Municipalities have the ability enact their own bylaws in the absence of provincial legislation, something the City of Moose Jaw did in 2018 when they made helmets mandatory for youth under sixteen to wear a helmet.

A bicycle is defined as a vehicle under *The Traffic Safety Act*, meaning that cyclists have the same responsibility to obey traffic laws and could be fined should a violation occur. Examples of fine structures from other municipalities are provided in Appendix B and range between \$29 - \$155 for violating the helmet laws.



Advantages include:

- increase in cyclist personal safety
- increase in awareness from the motoring public for cyclists

Disadvantages include:

- added cost to cyclist may serve as a barrier to entry
- potentially discourage and suppress cycling
- enforcement may have negative perception in the community

#### Option B

The City undertake a communication campaign to educate residents on the benefit of wearing helmets and the use of additional safety equipment on bicycles. The estimated cost is expected to be between \$15,000 – \$25,000, and the City would look to partner with community stakeholders such as RPS, SGI and CAA.

Advantages include:

- increased public awareness of the benefits of bicycle personal protective equipment
- no financial barriers to entry for the cyclist
- increase in safety for the cyclists that choose to utilize the safety equipment

Disadvantages include:

- lack of regulation may lead to no noticeable changes in the use of safety equipment on bicycles
- funding required not included in current budgets

Helmets and cycling safety would be part of a communication campaign that could also include safe passing distances.

## **COMMUNICATIONS**

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None with respect to this report.

## **DISCUSSION**

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The City is striving to provide residents with improved transportation choices, and cycling is a healthy option which is encouraged and promoted through the Transportation Master Plan. Regina's Official Community Plan (OCP) also encourages promotion of cycling to provide education and awareness. The idea of encouraging bike safety through education is currently the most effective and economical option. In addition to educating the cyclist, an awareness campaign would also educate the general public about helmet safety, safe passing distance and cyclists understanding the rules of the road and how they apply to them.

Administration conducted a jurisdictional review of how other municipalities handle helmet laws, passing distances and other cyclist infractions. The review shows that many municipalities have specific bylaws with respect to cyclists, but most municipalities do not enforce the offences that relate to such bylaws.

Enacting a new bylaw that would mandate passing distances between vehicles and cyclists is difficult to enforce. There is a device available but cost upwards of \$1,000 and could only be installed on the bike, which will signal the cyclist with a beeping sound. Without the device installed on personal bicycles, RPS cannot accurately measure the horizontal distance between the vehicle and cyclist. It will be difficult to obtain an accurate measurement without significant financial investment to the cyclist.

Through discussions with Bike Regina, they are not in favor of mandatory helmets as they are concerned with discouraging cyclists due to increased barriers to begin the activity. Over 60 per cent of Canada's helmet laws are introduced through the provinces or territories and Saskatchewan is one of four provinces/territories yet to introduce a provincial helmet law. Without a provincial law in place, the City of Moose Jaw implemented a helmet bylaw of its own. However, the Moose Jaw Police Service focuses its attention on education and awareness and not on enforcement. The City of Saskatoon is working on a report to bring to council in 2020. The report will include information on safe passing distance, helmets and allowing children under the age of 14 to be able to ride bicycles on the sidewalk. Appendix B provides a breakdown of which provinces and/or territories have helmet laws and what age groups are affected by such laws.

Administration also investigated additional auxiliary safety devices such as horns, front and back lights and the fines that would be associated with not complying with a potential bylaw change. Appendix B contains examples of fine amounts for each infraction as per other municipalities.

In researching other communities, it became apparent that minimum passing distances and cycling safety gear requirements are difficult to enforce. Tickets and/or violations are rarely issued by police forces and bylaw changes are generally used for education purposes only. Therefore, Administration is not recommending any options and this report is intended to provide information.

## **DECISION HISTORY**

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At the September 30, 2019 meeting of City Council, motion MN19-19 was considered.

At the October 28, 2019 meeting of City Council, this matter was referred to Administration to provide a report to the Community and Protective Services Committee in Q1 of 2020.

The recommendation in this report is within the delegated authority of the Committee.

Respectfully submitted,

A blue ink signature of Chris Warren, consisting of a stylized 'C' followed by 'W' and 'R'.

Chris Warren, Director, Roadways & Transportation

2/9/2020

Respectfully submitted,

A black ink signature of Kim Ohra, featuring a large, looped 'K' followed by 'O' and 'H'.

Kim Ohra, Executive Director, Citizen Services

2/25/2020

Prepared by: Syed Mukhtar, Engineer-in-Training

### **ATTACHMENTS**

Appendix A - Jurisdictional Review – Safe Passing Distance of Cyclists

Appendix B - Jurisdictional Review – Helmets & Cyclist Safety

## **Appendix A**

### **Jurisdictional Review – Safe Passing Distance of Cyclists**

Administration reached out to other Municipalities and Provinces within Canada and there have been no tickets issued specifically for “1 m and 1.5 m passing rule”. Police do give out fines under the *Traffic Safety Act* such as “careless driving” and “failure to maintain center of the traffic lane” if the motor vehicle is too close the cyclist.

Municipalities/Provinces research:

<b>Jurisdiction</b>	<b>Bylaw or No Bylaw for Passing Distance of Cyclists</b>	<b>Comments</b>
Calgary	1 m – 60 km/h or less 1.5 m – greater than 60 km/h	<ul style="list-style-type: none"><li>• Not enforceable by Police</li><li>• No tickets issued for educational purposes only</li><li>• Protected bike lanes</li></ul>
Edmonton	No Passing Bylaw	<ul style="list-style-type: none"><li>• Protected bike lanes</li></ul>
Hamilton	1 m passing distance	<ul style="list-style-type: none"><li>• Ontario Traffic Safety Act</li><li>• Looking for ways to enforce</li></ul>
Mississauga	1 m passing distance	<ul style="list-style-type: none"><li>• City states the Ontario Traffic Safety Act</li></ul>
Montreal	No passing bylaw	<ul style="list-style-type: none"><li>• Reasonable distance required</li><li>• Comprehensive dedicated cycling network</li></ul>
Moose Jaw	No passing bylaw	
Ottawa	1 m passing distance	<ul style="list-style-type: none"><li>• No tickets issued</li><li>• Device is approximately \$1000.00 and is to be mounted on the bicycle</li><li>• Comprehensive dedicated cycling network</li></ul>
Saskatoon	Currently being reviewed by Administration	<ul style="list-style-type: none"><li>• Information going to Council in Spring 2020</li></ul>
Toronto	1 m distance	<ul style="list-style-type: none"><li>• Ontario <i>Traffic Safety Act</i> states when crossing the cyclist</li><li>• Protected bike lanes</li></ul>
Vancouver	No passing bylaw	<ul style="list-style-type: none"><li>• Comprehensive dedicated cycling network</li></ul>
Victoria	No passing bylaw	<ul style="list-style-type: none"><li>• Protected bike lanes</li></ul>
Winnipeg	No passing bylaw	

## **Appendix B**

### **Jurisdictional Review – Helmets & Cyclist Safety**

#### **Provincial & Territories Helmet Laws**

<b>Age Limit – Mandatory Helmet Laws</b>	<b>Provinces</b>
Under 18 years old	Alberta Manitoba Ontario
All Ages	British Columbia New Brunswick Nova Scotia Prince Edward Island Newfoundland and Labrador
No Law in place	Nunavut Northwest Territories Quebec Saskatchewan

#### **Saskatchewan – Helmet Bylaw**

<b>Mandatory Helmet Law</b>	<b>Cities</b>
Law in place; 16 years or younger	Moose Jaw
No law in place (report going forward spring 2020)	Saskatoon
No law in place (report going forwards March 2020)	Regina
No law in place (report expected but no date provided)	Swift Current
No law in place	Prince Albert

Example of Fine Structure in Other Municipalities

Offence	Toronto		Mississauga		Ottawa		Hamilton		Victoria	
	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section
No Helmet	60	HTA 104	60	HTA 104	60	HTA 104	60	HTA 104	29	--
Improper Lighting	85	HTA 62(17)	85	HTA 62(17)	85	HTA 62(17)	85	HTA 62(17)	N/A	N/A
Improper Brakes	85	HTA 64(3)	85	HTA 64(3)	85	HTA 64(3)	85	HTA 64(3)	N/A	N/A
No or defective bell/horn	85	HTA 75(5)	85	HTA 75(5)	85	HTA 75(5)	85	HTA 75(5)	N/A	N/A
Fail to yield to a pedestrian	150	HTA 140(1) (a) (b) (c)	150	HTA 140(1) (a) (b) (c)	150	HTA 140(1) (a) (b) (c)	150	HTA 140(1) (a) (b) (c)	60	43(6)
Ride on a crosswalk or crossover	85	HTA 140(6) / 144(29)	85	HTA 140(6) / 144(29)	85	HTA 140(6) / 144(29)	85	HTA 140(6) / 144(29)	60	43(2) a
Fail to signal turn	85	HTA 142	85	HTA 142	85	HTA 142	85	HTA 142	N/A	N/A
Passengers not allowed on bicycle built for one	85	HTA 178(2)	85	HTA 178(2)	85	HTA 178(2)	85	HTA 178(2)	60	43(6)
Riding on expressways	85	HTA reg 630	85	HTA reg 630	85	HTA reg 630	85	HTA reg 630	N/A	N/A

HTA = Highway Traffic Act of Ontario

Offence	Vancouver		Calgary		Edmonton		Montreal		Winnipeg		Moose Jaw	
	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section	Set Fine \$	Section
No Helmet	29	--	155	OHV	155	OHV	N/A	N/A	63	145(4)	20	46(2)
Improper Lighting	N/A	N/A	N/A	N/A	N/A	N/A	90	A232	N/A	N/A	30	46(1)(f)
Improper Brakes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
No or defective bell/horn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30	46(1)(f)
Fail to yield to a pedestrian	167	127 (1)(a) (ii)	N/A	N/A	N/A	N/A	90	A349	N/A	N/A	N/A	45
Ride on a crosswalk or crossover	N/A	N/A	75	42(6.1)	N/A	N/A	90	A492.1	113	145(8)	30	46(1)(a)
Fail to signal turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	45
Passengers not allowed on bicycle built for one	N/A	N/A	75	42(6.4)	N/A	N/A	N/A	N/A	N/A	N/A	30	45(1)(d)
Riding on expressways	N/A	N/A	100	41(5)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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