

## Traffic Bylaw Amendments for Cycling

<b>Date</b>	October 28, 2020
<b>To</b>	City Council
<b>From</b>	Citizen Services
<b>Service Area</b>	Roadways & Transportation
<b>Item No.</b>	CM20-32

### RECOMMENDATION

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Administration recommends that City Council:

1. Approve the amendments to *The Regina Traffic Bylaw, 1997*, No. 9900 (Traffic Bylaw) as outlined in Appendix A to this report.
2. Direct the City Solicitor to prepare the necessary bylaws to amend *The Regina Traffic Bylaw, 1997*, No. 9900.

### ISSUE

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This report provides recommendations for amendments to the *Traffic Bylaw* which will allow for the operation of the new bicycle lane installed on Park Street in 2020, along with some housekeeping amendments.

### IMPACTS

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#### 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:

- *4.32 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.*
- *4.6 Develop a strategy to increase awareness of active transportation mode opportunities and their benefits.*

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

## **OTHER OPTIONS**

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Review these amendments at the January 2021 meeting of the Public Works and Infrastructure Committee. Enforcement on improperly parked vehicles could not take place until the bylaw amendments are passed.

## **COMMUNICATIONS**

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Educational materials are posted on the City of Regina's (City) website at [Regina.ca/cycling](http://Regina.ca/cycling) and will be further added to as needed. Pending approval of the bylaw amendments, information on the changes will be posted online where appropriate. Residents along Park Street will be made aware of any bylaw changes that have an impact on parking behaviours.

Bike Regina, as a main cycling advocacy group, has also been made aware of the content in this report.

## **DISCUSSION**

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At the September 23, 2020 meeting of the Public Works and Infrastructure committee, a report was brought forward outlining Bylaw amendments for cycling and motorist safety and to protect bicycle infrastructure. A referral motion was passed, and it was resolved that further engagement be done with the cycling community on the amendments outlined in the report. Several amendments specifically meant to allow the City to enforce parking on a new design of bicycle lane constructed on Park Street between 17<sup>th</sup> Avenue and Douglas Avenue in 2020 to ensure safe passage for cyclists. There was no discussion about these amendments at the committee meeting by either the members or the delegation as the focus was on behaviors and safety.

These amendments are necessary to coincide with the opening of the new bicycle lane as the City will have no method to enforce if vehicles park improperly on or beside the bicycle lane.

The Administration consulted with Bike Regina on the amendments contained in this report and they had no concerns with the changes.

Amendment 1:

Add definition for 'bicycle lane buffer'. The definition of 'Bicycle' and 'Bicycles only lane' already exist in the *Traffic Bylaw*. This addition will permit the installation of a protected bicycle lane such as new installation on Park Street. It will ensure regulations can be established with respect to specific infrastructure, while ensuring motorists obligations are clear.

Amendment 2:

Add an exemption to *section 33* of the *Traffic Bylaw* for parking a vehicle on a street at the side of a bicycle lane buffer which is adjacent to a bicycles only lane.

This amendment will allow vehicles to treat the bicycle lane buffer for a protected bicycle lane in the same manner vehicles treat a curb for parallel parking. The combination of a bicycle lane buffer and parked cars provide enhanced protection for cyclists from moving vehicles who operate between the curb and the buffer followed by a parking lane.

Amendment 3:

Amend *section 33* of the *Traffic Bylaw* to require vehicles to park within 0.3 metres of the side of a bicycle lane buffer adjacent to a protected bicycle lane. Establish a fine for violation of \$70.

This amendment is important to ensure that vehicles do not park too far away from the bicycle lane buffer and encroach into a driving lane. This provision is necessary to support new protected bicycle lanes, including the 2020 Cycling Infrastructure Project on Park Street. A \$70 fine is consistent with the offence for parking too far from a curb.

Amendment 4:

Amend *sections 9.1 and 35* of the *Traffic Bylaw* to prohibit the parking of a vehicle on any portion of a designated bicycles only lane or bicycle lane buffer, and with an exemption for any vehicles owned by or under contract to the City of Regina, engaged in maintenance or construction activities. Establish a fine for violation of \$70.

This proposed amendment ensures that dedicated cycling infrastructure remains unobstructed for use by cyclists. It is important to note that the bicycle lane buffer should also remain unobstructed to ensure it can be effectively used as a protective space between passenger car door openings and the bicycle lane. A \$70 fine is consistent with other no-parking infraction fines, such as the fine for parking on a sidewalk.

Amendment 5:

Amend sections 9.1 and 36 of the *Traffic Bylaw* to prohibit the stopping of a vehicle on any portion of a designated bicycles only lane or bicycle lane buffer except where directed by a police or traffic control device, and with an exemption for any vehicles owned by or under contract to the City of Regina, engaged in maintenance or construction activities. Establish a fine for violation of \$70.

This amendment ensures that dedicated cycling infrastructure remains unobstructed for use by cyclists. A \$70 fine is consistent with other no stopping infraction fines.

Amendment 6:

Amend the list of bicycles only lanes in *Section 9.1(1)* of the *Traffic Bylaw* as follows:

- a. add Lorne Street from Victoria Avenue to 12th Avenue
- b. add Chuka Boulevard from Arcola Avenue to Keller Avenue
- c. add Wascana Gate South from Prince of Wales Drive to Wascana Circle
- d. add Park Street from Douglas Avenue to 17th Avenue

This amendment is a housekeeping update to the designated list of bicycles only lane locations.

The alternative option is to wait until the next meeting of the Public Works and Infrastructure Committee scheduled in January 2021 and subsequent City Council meetings to pass the amendments. The City will be unable to enforce parking infractions and thereby keep the new bicycle lane on Park Street clear of parked vehicles. While the City does not anticipate the need for proactive enforcement this would be the final step to gain compliance if a voluntary approach is unsuccessful.

## **DECISION HISTORY**

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At the October 28, 2019 meeting of City Council, a referral motion (*MN19-19*) was passed and it was resolved that a report would be brought back to Community & Protective Services Committee containing additional cycling safety information and a municipal review of fines and Bylaws as they relate to Cycling Safety.

At its April 29, 2020 meeting of City Council reports (*CPS20-8* and *CR20-22*) were considered in response to *MN19-19* and it was resolved to implement an educational awareness campaign regarding motorist and cycling distances as well as the use of helmets and cycling safety.

At the September 23, 2020 meeting of Public Works and Infrastructure Committee, these amendments along with others were considered through report (*PW/20-6*). The committee passed a referral motion requiring a report back to the January 2021 meeting of the Public

Works and Infrastructure Committee. The amendments contained in this report are urgent and Administration has brought them back earlier for operational reasons.

Respectfully Submitted,



Chris Warren, Director, Roadways & Transportation

10/16/2020

Respectfully Submitted,



Kim Onra, Executive Director, Citizen Services

10/22/2020

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**ATTACHMENTS**

Appendix A - proposed amendments