



City of
Peterborough

TO: Members of the Accessibility Advisory Committee

FROM: Susan Sauvé, Transportation Demand Management Planner

MEETING DATE: September 4, 2013

SUBJECT: Report AAC13-014
Presentation on the Active Transportation By-law

PURPOSE

A report to provide information and seek feedback from the Accessibility Advisory Committee (AAC) regarding the City of Peterborough new proposed Active Transportation By-law and the Community Safety Zone By-law.

RECOMMENDATIONS

That the Accessibility Advisory Committee approve the recommendations outlined in Report AAC13-014 dated September 4, 2013, of the Transportation Demand Management Planner as follows:

- a) That the Committee provide feedback on the new proposed Active Transportation By-law and the Community Safety Zone By-law; and
- b) That Report AAC13-014 is received for information.

BUDGET AND FINANCIAL IMPLICATIONS

There is no budget or financial implications to receiving the report at this time.

BACKGROUND

In accordance with the **Ontarians with Disabilities Act, 2001** (ODA) and the **Accessibility for Ontarians with Disabilities Act, 2005** (AODA) the AAC is responsible to advise and assist Council and staff in promoting and facilitating accessible City goods, services and facilities. This shall be achieved through the review of municipal policies, programs and services and the identification, removal or prevention of barriers faced by people with disabilities. The AAC is to review and monitor existing and proposed City policies such as the Purchasing By-law, the Licensing By-law to ensure respect for the accessibility of people with disabilities.

At the present time the City of Peterborough has several by-laws that regulate active forms of transportation such as cycling, skateboarding and in-line skating. These by-laws are due for administrative updates, and because the City has received requests from user groups for changes to them, the following by-laws have been reviewed:

- Chapter 729 of the Municipal Code (requirement for a bike license)
- By-law 09-164 – A By-law to Prohibit Vehicles on Public Lands or Property in the City of Peterborough
- By-law 91-71 Traffic By-law

Following the review of the above noted by-laws, and two public consultations held on Thursday November 1, 2012 and Wednesday January 30, 2013, an Active Transportation By-law and Community Safety Zone By-law were developed.

Active Transportation By-law

The original intent of the active transportation by-law review was to update the Traffic By-law, but the issues related to Active Transportation are distinct enough that it is more effective to have a separate by-law. The proposed Active Transportation By-law is provided in Appendix A. Schedule C of that by-law, which is reproduced below, includes a summary of permitted uses.

The rationale for permitting the safe operation of bicycles, skateboards and in-line skates on sidewalks includes:

- Many arterial and collector roads in the City do not yet have bicycle facilities;
- Many cyclists (25%) are choosing to use the sidewalks now. By permitting sidewalk use, education can be provided on how to do this safely.
- One current and significant threat to health is a lack of physical activity among the general population. People are more likely to pursue active forms of transportation when permitted to travel via muscular-powered conveyances where they are most comfortable.

- There are already a number of sidewalks in the City where bicycle use is sanctioned in the Traffic By-law and there are few, if any, complaints received.
- Each year the number of multi-use paths adjacent to roads increases. It is becoming difficult to distinguish the difference between a sidewalk and a trail. The Active Transportation By-law will bring a measure of clarity to this matter.
- By-laws that better support active transportation are youth-friendly; and
- Historical collision data for bicycles on sidewalks is in question. The most recent study, done in Toronto and Ottawa concludes a factor in collision rates, whether they are on the road or a sidewalk is the lack of experience/training among certain cyclists.

There are some questions about the impact of permitting cyclists, rollerbladers and skateboarders on the sidewalk given Peterborough's high population of seniors. With permission in place for these activities (which are already occurring), the opportunity for teaching appropriate etiquette is created. With or without the by-law, there will be inappropriate use of these modes. One of the indirect goals of this by-law is to engender a spirit of goodwill, resulting in increased respect for pedestrians, including on multi-use trails, which are the most common place for the active transportation modes to interact.

The permission to ride on sidewalks would not be granted to e-bikes or segways due to their higher average weight and potential speed.

The Active Transportation By-law prohibits sidewalk riding/boarding/skating in the commercial core. The reason for this is the high level of pedestrian activity and doors and doorways that open directly onto the sidewalk. Providing on-road cycling facilities in the downtown is a priority in the Transportation Plan.

The downtown has the highest number of cyclists and yet George and Water Streets are each a barrier for many cyclists. The Transportation Plan recommends a Cycling Master Plan for the downtown that is proposed to start in 2014.

If skateboarders and in-line skaters follow the rules of the road, there is no reason that staff could provide why they should be treated differently than cyclists. They have a proven ability to stop, can signal, can wear lights and reflective clothing to be seen and are often likely to choose a road over a sidewalk because the surface is more conducive to rolling. A lack of curb cuts on sidewalks can also be a deterrent to sidewalk riding.

Given that the Active Transportation By-law is quite different from what has been in place in the past, it is requested that the Active Transportation By-law be reviewed in two years to ensure its effectiveness and acceptance in the community.

Schedule C of the Active Transportation By-Law

Conveyance Location	Bicycle	E-Bike	In-Line Skates, Roller Skates & Skateboards
Multi-Use Trails	Permitted	Permitted	Permitted
Sidewalk – Outside of Downtown	Permitted	Prohibited	Permitted
Sidewalk – Within Downtown	Prohibited	Prohibited	Prohibited
Bicycle Lane	Permitted	Permitted	Permitted
Roads Where Speed Limit is 50 km/hr or less	Permitted	Permitted	Permitted
Roads Where Speed Limit is Greater than 50 km/hr	Permitted	Permitted	Prohibited (unless within a Bicycle Lane)

Community Safety Zone By-law

The Active Transportation By-law and the Community Safety Zone are the only aspects of the Traffic By-law 91-71 that remain relevant today. The Community Safety Zone By-law, (Appendix B), is therefore introduced to ensure that this aspect of the Traffic By-law remains active once the Traffic By-law is rescinded.

In a Community Safety Zone, speed limits can be lowered to 40 km/hr and speeding fines are doubled, encouraging slower vehicle speeds. The City currently has one Community Safety Zone.

Summary

The new proposed Active Transportation By-law and the Community Safety Zone By-law were presented to Council on June 24, 2013 by the Director of Utility Services. It has been recommended by Council that additional public consultation is required prior to the by-laws being endorsed by Council.

Submitted by,

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Attachments:
Appendix A: Proposed Active Transportation By-law
Appendix B: Community Safety Zone By-law