



Transportation Bylaw Changes

Stakeholder Report Back: What we Heard

January 11, 2019

Project overview

Our primary goal is for all transportation options to be safe and attractive choices. The proposed changes to the existing bylaws are in response to permissions given by the City Charter as of 2018 and relating to a July 2018 Council Notice of Motion (C2018-0934).

Many of the changes are being put forth to legalize behaviours that are commonly accepted and currently in practice. Updates to various City bylaws will provide clarity and consistency regarding the use of bicycles and personal mobility devices, reduce the risk of being ticketed for socially acceptable travel behaviour and improve safety.

As part of the permissions given by the City Charter these bylaw changes require a Public Hearing of Council.

The proposed changes allow The City of Calgary to:

- Create a safe passing law, which would require drivers to give 1m (approximately 3ft) of space between a vehicle and a bicycle on city roadways, prior to passing cyclists.
- Modify existing rules on separate hand signals for cyclists, allowing riders to use either the left or right arm to indicate a right turn on our road right of way.
- Enable non-motorized personal mobility devices such as skateboards and inline skates to legally operate on bicycle infrastructure and in the downtown core.
- Permit drivers to park adjacent to painted lines where indicated when on-street parking.

The bylaws affected by these changes are:

- Traffic bylaw, 26M96
- Streets bylaw, 20M88
- Stephen Avenue Mall bylaw, 52M87
- Mall between Second Street S.E. and First Street S.E. on Eighth Avenue bylaw (commonly referred to as the Olympic Plaza bylaw), 26M85
- Barclay Mall bylaw, 17M84
- Parking bylaw, 41M2002

Engagement overview

This campaign was at a listen and learn level of engagement with the promise to “listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas.” City Staff will consider this feedback as well as other factors into a report and recommendation to City Council and the Council Standing Policy Committee on Transportation and Transit (SPC T&T) in February 2019. We wanted to know how Calgarians felt these potential changes might impact them and why. This engagement report will be



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shared with the SPC T&T and Council for their consideration of Calgarians' views along with the Public Hearing.

There are many factors to consider that can restrict what is possible in bylaw changes and with the engagement level of listen and learn, this was best supported by online engagement that was open to everyone from November 23 to December 9, 2018. We received 8,045 visitors to the webpage and from that had 3,433 participants give their input (including a few "incomplete" responses where someone chose to skip one or more optional questions).

What we asked

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

What we heard

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

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

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

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

this would be positive were most often to substantially improve safety, while the negative impacts identified were fears of increased congestion or roads lacking of space to do this.

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

- that misunderstood the proposed change for cyclist allowed to yield when exiting/entering between a road or sidewalk and a pathway where people understood this to mean yielding would apply to all intersections and said that either this was a bad and dangerous idea for traffic predictability/safety or a good and useful idea for ease of use (i.e. Idaho stop or rolling stop). However, the proposed change would not to apply to all intersections.
 - asked why some of these did not also specifically apply to pedestrians.
 - were confused or asked for more details on the meaning of the change about parking even when not against a vertical curb.
 - agreed that allowing e-bikes on transit was fine but would also like to see bikes allowed on the train at peak times if going in the opposite direction of the peak-traffic flow (i.e. in the morning going out of downtown).
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

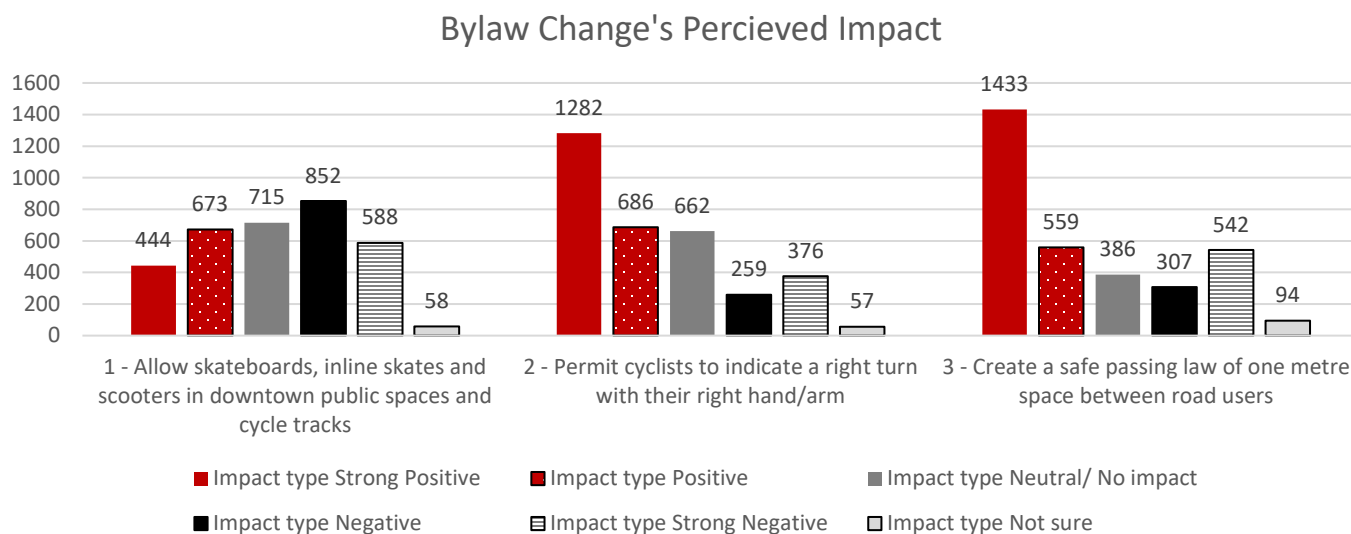
Next steps

- This report will be used by City staff in a report with recommended bylaw changes to Council's Standing Policy Committee on Transportation and Transit on February 27, 2019.
- Once approved by Committee a summary report and link to this report will be shared with City Council as part of the Public Hearing on March 18, 2019.
- Calgarians are invited to register to speak at the Public Hearing in March.
- This report and project updates will be emailed to all who have signed up for the email newsletter.

Summary of Input

SECTION 1 - IMPACT

Impact to you: Rating (questions 1-3)



Impact to you: Explanations (question 4)

While participants indicated what kind of impact they felt the changes would have on them, they could also explain why, ask questions or express written concerns or benefits. These were grouped into categories “concerns”, “benefits” and “general” and are listed by frequency below. Keep in mind that concerns may have been expressed by someone who felt it would have a strong positive impact and a benefit may have been shared by someone with a negative or neutral perception of the impact.

Benefit Themes	Explanation or examples (all examples are in “quotation marks” and are exactly as submitted or editing is indicated with ...)
Makes things safer	“needed changes for safer city” or “I think the proposed changes are all positive and will make our city safer for everyone.” or “Will make travel safer” or “Making it safer for cyclists and other forms of transport.”
General support of proposal	“... will all have a positive impact.” or “Yes please!” or “All positive changes!” or “Wonderful changes.”

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Encourages active transport or bike infrastructure usage	Benefits suggested for active transportation included: environmental, congestion relief, better use of bike infrastructure, exercise, etc. "I believe that more users of the pathways is a good utilization of the money spent to build them." or "Any changes that enable more human powered transportation is a good thing..." or "All of these things will improve the way our active transportation infrastructure operates and will reduce the number of drivers..."
Accommodate all/more users (more inclusive)	"I think making the roads more accessible to bikes / other non cars is great!" or "...will make existing infrastructure more accessible to non-motorized forms of transport..." or "...the changes will increase the accessibility of alternative forms of travel..."
Already happening so good to make it legal	"The proposed changes reflect what is actually happening on the roads and pathways..." or "Currently being done so likely no impact" or "These proposals are currently what is happening in our city..." or "...this isn't a thing already?!..." Also includes comments about how these practices are happening in other places already too.
Makes transportation easier	These changes would make it more intuitive, or make more sense. Many of the comments about the bylaw change making things easier related to hand/arm signalling. "As a left-hand dominant person this change would be appreciated..." or "...would make my trips safer and easier..." or "I ride a longboard... I think these changes would make it feel easier to get around town..."
Improves clarity/avoids confusion	"...whichever makes for a clearer more visible signal" or "A simple right hand indication for turning is much simpler and eliminates any confusion between it and slow/stop." or "Both arms of a cyclist are clearly visible from behind unlike both arms of a motorist which is why the original law was crafted."
Thank you	"Thank you for these positive changes" or "Thank you for recognizing skateboards!!"
Concern Themes	Explanation or examples (all examples are in "quotation marks" and are exactly as submitted or editing is indicated with ...)
Not enough road space/congestion	"The one metre rule will make it difficult for cars on single-lane roads where there is no bike lane they are not allowed to cross the Center lane or there is a median" or "...the 1m buffer would impede traffic and cause more congestion..." or "1meter rule will restrict traffic on some roads."



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Safety concern due to speed differences of different vehicles	"I'm not convinced that slow moving devices like wheelchairs and skateboardd are a good fit for the cycle tracks..." or "Skateboards, inline skates and scooters move at too slow a speed to ride with bicycles in the cycletracks." or "One of the main reasons for the creation of separated cycle tracks is the safety concerns created by the speed differences between cars and bikes."
Safety: increases confusion/can't be seen	"...having a separate bylaw for right arm signals will confuse anyone who comes here from out of town." or "...making this behavior switch easier is not desirable and only further heightens confusion." or "It makes up for very confusing and risky situations at no one's advantage."
General concern with proposal	"In general I am not in favour of having cycle tracks on the same roads as automobiles..." or "Horrendous, ill-advised changes proposed! Stop it!!!"
Safety concern due to size, space needed and passing	"My only concern about allowing other wheeled users in the cycletracks is directly related to inline skaters and their very wide stride." or "Permitting rollerblading on cycle tracks could be dangerous. They tend to have very wide strides extending over the center line and are hard to pass." or "...inline skates take up a significant amount of room side to side and are already difficult on the pathway system (as they travel from full side to full side of the path)..."
No need to/doesn't make sense to do this	"...cyclists' left arm...Changing this makes no sense to me." or "Rediculous and nonreason to change standardized hand signal convention." or "Traffic act covers the safe passing requirements don't need a bylaw."
Safety concern due to control of vehicle: user ability, mode stability, brakes, predictability	"...skateboards, inline skates...they tend to move in a more uncontrolled manner than bikes..." or "...inline skates which enable users to change direction too quickly..." or "Skateboarders are challenging to share the cycle track with as they do not travel in a straight line and often move laterally a lot." "Is the city confident that skateboard and inline skate users have -on average- sufficient skills to reasonably maneuver in traffic?" or "...Those without brakes should not be allowed on pathways and cycle tracks...sometimes quick stopping is required."
Skateboard-specific concern	"I wouldn't want skateboards in bike lanes as this could create conflicts with other users, particularly if the skateboarders are doing something other than commuting." or "I object to skateboards being permitted in bike lanes, because I fear they will use sidewalks to get to/from the bike lanes, and skateboards don't mix well with pedestrians." or "Skateboards could cause injuries to other pedestrians in crowded public areas especially Olympic Plaza."

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General Themes	Explanation or examples (all examples are in “quotation marks” and are exactly as submitted or editing is indicated with ...)
Specific concern about road users’ behaviours, infrastructure or location	Many of these comments identified specific road users or geographic areas (i.e. intersections, stretches of roads) where problems have been experienced such as traffic rule infractions, congestion or generally about road user behaviours.
Need more rules or for everyone to follow the rules	<p>The rules do/should apply to everyone, current or new rules will be ignored and these proposed changes will worsen/contribute to more rule breaking.</p> <p>“I feel that modifying or 'easing' the rules for cyclists ... is doing a complete disservice to all cyclists.”</p>
Suggested changes to different bylaw or modify the proposal	Most often suggestions were for a different amount of space besides 1m or wanting the space to apply to pedestrian as well or to say it can't apply within bike lanes; or wanting the bylaws changes to go further.
Enforcement	Generally concerns that these proposed bylaws would be hard to enforce and/or need to enforce existing bylaws more or first before changing bylaws.
Education	Education will be needed, suggesting specific types of signs/education, need more for education on existing bylaws and rules.
Questions/Don't Understand	Mostly questions being asked for more clarification, visual examples of 1 metre, more studies or rationale for the proposed changes or people saying they did not understand something (i.e. safe passing law or related to permitting parking even when not against a vertical curb).
Not in the area often, no impact or doesn't matter	<p>“...I don't see a significant impact...” or “I don't really care...” or “...I am already allowing 1m space between myself and anything I pass on the roads...This should have no impact on myself.” or “I don't feel the other changes will affect my commute.” or “I seldom go downtown so it has no impact for me.”</p>
Identified trade-offs	Conflicting ideas were described and appeared the person who wrote them was noting two ideas together as trade-offs, rather than as two separate reasons and that they needed to be considered as such. Often about arm signals being both good and bad, or 1m being safer but also challenging, or speed of bikes or skateboards as slower than cars but too fast for pedestrians. These comments often used phrases like ‘mixed feelings’ or ‘you need to consider’ or that ‘you can't please everyone’.
Other	- concerns that bicycles and non-automobiles should be licensed/insured

	<ul style="list-style-type: none"> - these bylaws would provide recourse when rules are broken - that anyone in bike lanes need to obey the same laws/rules (i.e. signalling, having a bell, speed limits, etc.) - other complaint about a City service, survey question or taxes
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SECTION 2 – MODE OF TRANSPORTATION

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

Several of these options have been modified to be more complete based on engagement input.

Automobile (includes ride share, taxi, car share, employer's vehicle, etc.)	Bicycle (includes electric or pedal-boost bikes)	Walking (includes strollers and running)	Personal mobility devices (Skateboard, inline skates, includes power boosted skateboards, longboards etc.)	Transit (bus, train, transit access)	Mobility Aid (wheelchair, walker, etc.)	Other*
2786	1797	2188	167	1173	31	59

*When "other" was selected the response was most often similar to other options and now those options have been updated to include those other suggestions. Remaining "other" selections included: motorcycle, a typically non-road transportation (horseback, boat, airplane), or less common mode like unicycle, roller-skis etc.

Analysis by Impact and Theme

Excludes the themes of "other" or "concerns about road users" due to the scope and broad nature of those themes. Includes up to 4 themes if they were similarly frequent. If fewer than four are listed that means the next most frequent theme was much less frequent.

	Most Frequent Themes			
When participants indicated all Strong Positive impact	General support of proposal	Makes things safer	Encourages active transport or bike infrastructure usage	
When participants indicated all Strong Negative impact	Not enough road space/congestion	Rules aren't followed by all	General concern with proposal	Safety: increases confusion, can't be seen

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When participants indicated all No impact	Enforcement			
1. Allow skateboards, inline skates and scooters in downtown public spaces and cycle tracks				
For Strong Positive or Positive Impact	Makes things safer	General Support of proposal	Encourages active transport or bike infrastructure usage	Not enough road space/congestion
For Strong Negative or Negative Impact	Safety concern due to speed differences	Rules aren't followed by all	Not enough road space/congestion	General concern with proposal
For No Impact or Not Sure	Makes things safer	Rules aren't followed by all	Enforcement	Not enough road space/congestion
2. Permit cyclists to indicate a right turn with their right hand/arm				
For Strong Positive or Positive Impact	Makes things safer	General Support of proposal	Safety concern due to speed differences	Makes things easier
For Strong Negative or Negative Impact	Safety: increases confusion/can't be seen			
For No Impact or Not Sure	Not enough road space/congestion	Rules aren't followed by all	Enforcement	Safety concern due to speed differences
3. Create a safe passing law of one metre space between road users				
For Strong Positive or Positive Impact	Makes things safer	General Support of proposal	Safety concern due to speed differences	Encourages active transport/ infrastructure usage
For Strong Negative or Negative Impact	Not enough road space/congestion			



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For No Impact or Not Sure	Rules aren't followed by all	Enforcement	Safety: increases confusion/can't be seen	General concern with proposal
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SECTION 3 – COMMUNICATION CHANNEL

How did you hear about this survey (question 6)

News	Facebook	Twitter	Calgary.ca ad	Digital display	CA or Ward Councillor	The City news blog	Road Sign	Other*
876	1221	510	96	19	35	21	57	295

*The most common “other” methods were: Word of mouth from another person or community group, Instagram, Reddit, advertisement on another website, LinkedIn, Radio or coming regularly to Engage.Calgary.ca to see what is open for input.

Verbatim Comments

Has there been any consideration to having animals with a person using these conveyances?
Use of skateboards etc in public space requires clarification. There is a difference between using a skateboard for transportation and jumping off/around public infrastructure (stairs etc) while people are trying to walk by. Also skateboards and scooters do not move at the same speed as bikes and therefore could cause dangerous interactions in areas with limited space like the cycle track. Using either hand for bike signals is confusing for drivers. You can not always see the right arm of a cyclist when driving.
The city should be encouraging active transportation and the above changes will help. What would also be great is if you expanded the protected bicycle lanes.
I am also FOR legalizing eBikes and eScooters on all bike pathways.
I can't emphasize enough how important the 1 metre limit is to me. Right hand signaling is a fairly obvious one, since bicycles don't have throttles on the right, and most people do it/understand it anyway.
The passing width is crucial because I have had drivers passing WAAAY too close when I'm on my bike but there was no official recourse or directive to make them do otherwise. Right-hand signalling is not visible to drivers. I don't think this is a good idea at all. Drivers rarely notice arm signalling anyway, hiding it on the far side of a cyclist won't help. All mobility types need to be accommodated.
The city does not currently enforce the laws that are in place for motorist or cyclists. Making new rules will not make a difference unless there is enforcement. The flagrant and complete disregard for Road Rules is evident even more so with the Advent of the bike Lanes.
These seem like common-sense rules which will all have a positive impact.
im not sure on the purpose of the right handed item is. skateboard adn inline skates already use the bike lanes so why not let them keep using it?
Thank you for trying to make Calgary roads safer for all users.
I ride a bike on the streets with cars pretty much every day. There are many streets I avoid because they aren't wide enough and the cars come way too close. I need to ride a reasonable distance from parked cars to avoid someone opening their door and hitting me. I don't see why skateboards, inline skates and scooters shouldn't be treated the same as bikes on 7th Ave.
Safer for all!
Every single one of those bylaws is routinely broken already and would be very hard to enforce.
The safe passing law is one of the worst ideas I've heard in a long time. Right now you can drive two lanes on parts of 17th with parked cars to your right. This law would essentially make 17th a 1-lane roadway for its entirety. There are so many other examples of very narrow streets like 9th Ave by the Fairmount where taxis are on one side hanging out into the lane, so you have to swerve to avoid them. The law would make that maneuver illegal.
My experience commuting downtown every day for work via car has left me with a negative impression of the bicycle lanes as many cyclists do not seem to obey the laws of the road and have come close to being hit because of this before (particularly at intersections that require turns). I also do not see a large use of these bicycle paths but it has caused additional congestion for cars, especially during rush hour times.

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<p>I don't understand the safe passing law - to me it sounds like a line up of cars behind a single cyclist on a road because they can't legally pass without pulling into oncoming traffic (on a one lane road). Even if there is no incoming traffic, it sounds dangerous to pull into the lane of opposite directions.</p> <p>I do agree with the skateboards on bicycle tracks, as someone on a longboard can move quick enough on there to not be a nuisance, and it's safer than being on the sidewalk.</p> <p>I don't know why turn indications were limited to left arm only anyway.</p>
<p>I think varying speeds within the bike lane between bike users and non bike users could be dangerous</p>
<p>Allowing signalling with both arms allows for a more natural and understandable pointing motion, increasing understanding and safety for all road users. The left-hand requirement is a hold-over from farm vehicles and other vehicles without signals, and assumes a driver situated on the left-hand side of a vehicle.</p> <p>A one-metre safe passing zone has been shown to increase cyclist safety, and will not disproportionately disadvantage drivers.</p>
<p>Considering most cyclists don't use any hand signals as it is I don't think this would help and could possibly confuse people. I believe many cyclists do not belong on the road ways and allowing them to not have to follow the same rules as everyone else puts them and motorists at a high risk of collision. Most of the time they see themselves as pedestrians and that vehicles should yield to them always but that is not the case and makes for very dangerous situations.</p>
<p>All helpful bylaws. The passing bylaw is critical as people already do not give enough driving separation. Have my doubts it can be policed or even followed</p>
<p>It sounds like the changes would be positive in terms of being inclusive and safe.</p>
<p>I own a kick scooter and already use it on the bike lanes in downtown. I was not aware that it was not officially 'allowed'. Making it officially allowed would be great! It is not ideal to be scootering or skateboarding down sidewalks anyway so being allowed to use the bike lanes would be excellent.</p> <p>In addition, allowing for more flexibility for signalling with your left or right arm sounds like a no brainer. It reduces confusion for everybody especially for drivers who may not be familiar in recognizing the signs. Or even for casual cyclists.</p>
<p>Any active transportation is good transportation.</p> <p>Signaling right turns with the right hand is natural and intuitive for drivers to understand. It makes it easier to everyone to be predictable on the roads.</p> <p>A 1m passing law is a bare minimum that should have been implemented years ago. Motor vehicle drivers need to be aware of how their proximity can endanger other road users. This allows police and bylaw another way to keep cyclists safe.</p>
<p>All 3 are very sensible improvements to bring our laws to reflect current practices elsewhere in the world! Yes please!</p>
<p>signalling turns by pointing in direction of turn is just obvious and common anywhere I ride a bike outside of North America. Making the obvious choice legal would help to avoid confusion.</p>
<p>Inappropriate passing distances (and speeds) are one of the main reasons why I and people I know feel unsafe on calgarian roads (mostly on bikes but in other modes too). Having a legal basis for this is important to enforce safe traffic behaviour and raise awareness.</p>
<p>One meter should be the absolute minimum for safe passing too many unnecessary close calls to count</p>
<p>The tiny amount of bicycle infrastructure in Calgary necessitates improvements to safety on shared roadways</p>
<p>Biggest issue, is cyclists that do not obey basic road rules. Going through red lights, going straight in a turn lane, jumping to the front of a line of cars that are stopped, only to make the cars pass them again</p>

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Bicyclists must adhere to the same laws as motorcycles. Changing hand signals away from provincial laws is not good. Cyclists should signal with left arm and come to full stops.
I think anything to make non-motorized transport safer and easier in Calgary should be encouraged! I'm a strong advocate of cycling and I think these changes are great!
I think allowing other vehicles in the cycle lanes negatively impacts cyclists in the lane but positively impacts pedestrians on pathways they may also use otherwise.
Please also incorporate the Idaho stop, allowing bicycles to treat a stop sign as a yield (i.e. yield to other traffic/rolling stop), and red lights as a stop sign (i.e. stop and allowed to proceed if traffic clear)
I don't really care if inline or scooters are allowed in the cycle tracks or in the public areas, if anything it will promote the use of the lanes or areas. I think there should be a provision that considers electric scooters (Bird etc.) as they really look horrid in California littering the paths. Regarding the turn hand, it may help people who do not know the hand signals feel more comfortable and use the lanes more. No issues with a buffer for safety. Realistically, I doubt any of this matters enforcement wise but it wouldn't hurt.
1. Where else are they suppose to go? Sidewalk and Road seem insane. 2. Why does this even matter in the first place? Communicate however you wish as long as people understand. Left means left, right means right. 3. This isn't a thing already?! What's the current law, don't kill people? Yes please.
My only concern about allowing other wheeled users in the cycletracks is directly related to inline skaters and their very wide stride. This may be dangerous to them and others if there is a collision.
often the sidewalks with strollers are fully loaded traveling in one direction meaning pedestrians traveling in the opposite path need to step into the bike lane to travel.. cars/ cyclists moving a meter away would be less unnerving... provided there is a lane for them to move into... but also given this I would hope cars and cyclist would move 1 meter away from pedestrians walking (in the splash zone) on a sidewalk that is next to the drive lane.
Drivers universally ignore hand signals from cyclists any way, so changing then would have no effect.
The passing law had the potential to make a difference if it police are willing to enforce it.
Slow speed "vehicles" in cycle tracks seems like a risky idea, particularly during peak traffic periods. That might be me being selfish and wanting to be able to speed to make particular traffic lights, however. I already signal with my right arm, so making it legal seems sensible. 1m passing space - I actually find Calgary drivers really good about this already.
As someone to commutes to work by bicycle very frequently, I am in strong support of creating more space between passing cars and cyclists. I have had a number of unsafe experiences due to drivers passing me too closely, and I have resorted to longer commutes on pathways to feel safe.
the safe passing law works if we can educate motorists that when overtaking any slow moving vehicle they are allowed to cross centre lines. Allowing slow moving cyclists to ride on certain sidewalks would reduce the risk to riders who physically cannot keep up with motor vehicles.
They are all good changes
These all sound good.

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1) Cycle tracks would provide a safe space for these users (skateboard etc.) To travel without disrupting pedestrians
2) As a left-hand dominant person this change would be appreciated, allowing me to use my right hand when turning right
3) As a frequent on-street cyclist I believe a safe passing law is imperative. I have been passed very closely by impatient drivers many times on Calgary roads. As a driver this would provide clarity in how to safely pass another road user.
the 1m pass law is long overdue!
Because if bikes are allowed everything should be allowed
The cycle tracks can accommodate different modes, e.g., skateboards and scooters as well as bikes. The hand signal bylaw needs updating to allow cyclists to use their dominant arm or to default to what's most intuitive.
Because if you are allows bikes you should be allowed everything else.
Good for commuting
All bikes should be banned from sidewalks given the amount of dedicated bike lanes now available and given the safe passing bylaw being implemented
I cycle commute and believe that adding more flexibility for non-vehicle road users will encourage more people to get out of their cars. As well, publicizing these changes will make drivers more aware of other road users.
It's good to have lots of transportation choices. We need more options that are somewhere between bikes and cars. Indicating turns with your right hand is more intuitive for everyone. A safe passing law is just common sense. It lets drivers know what the expectation is and gives the police a tool when drivers 'punish pass' cyclists or hit them.
I do not agree with allowing bikes to yield at intersections. They should not be treated differently than cars. There are so many near miss accidents downtown because of cyclists not stopping and assuming they always have the right of way because they are on a bike.
Most drivers and cyclists are unfamiliar with signals for right hand turn - using the right arm is clearest. A safe passing law will protect the most vulnerable road users I also think an Idaho stop should be allowed, and the requirements for e-assist bikes should (helmets, break lights, etc) should be updated to reflect the fact that these bikes (with speed limiters) are most similar to non-assist bikes, not to motorcycles.
As a cyclists & driver, I am indifferent to what arm is used to sign turns. Also happy to share bike lane with other wheels. Very strongly agree with 1m safe passing law. Shared bike roads are terrifying during rush hour. Drivers pass too close and too fast.
The cycle track is intended for cyclists moving at speeds higher than a skateboard or scooter, and as such they pose a safety hazard. As well, the sudden stop that can occur when a skateboard runs into small pebbles puts both skateboarder and cyclist at risk of injury.
Safe passing laws should have been implemented years ago. Allowing bikes to yield is an awesome idea. Bikes and cars are quite different. I use both and can attest that yielding with a bike is super safe. Allow skateboards and others in parks as long as they are not performing stunts.
I agree with all except the changes to what can use the cycle tracks. This seems like it will clutter up the cycle tracks with slower moving devices.
The passing law will be especially impactful in a positive way. I think overall the changes will be positive. I think there should be consideration to change the rules of bikes on trains to allow them up to 7am and up to 3pm.

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I do t think scooters and skateboards and skates should be allowed on cycle tracks
Having a safe passing space would make my daily commute safer. I have had numerous close calls and having the buffer would create a barrier, and safe space for better reaction time by everyone. Thank you for considering this, I would suggest a 1.5-2 meter buffer if possible following other municipalities.
Promoting a safe space for all levels of users would increase usage. If the infrastructure is in place then the next step is to ensure it gets used to maximum benefit.
Any form of transportation that isn't a car is a positive for our city. people moving under their own power is always a positive. simplifying the use of hand signals just makes more sense. the antiquated, car based turn signals are awkward and confusing to a lot of people. The creation of a safe passing law is very important. the number of times I have been "punished passed" is to numerous to count. Creating civility by enforcing a passing requirement will make the act of not being a motorist so much better.
I am in favour of the safe passing law as drivers tend not to give me a wide enough berth when passing. I wish something could be done about tailgating as well.
Will improve movement through the city. The safe passing law is fundamental!
To expand on the third option, I travel on 25 Avenue extensively and, despite the road having a solid yellow line, cars still pass, often with oncoming traffic, forcing passing cars closer to cyclists. Please ensure no passing happens where a solid yellow is present.
Just considering the dangers currently of being a pedestrian or a cycler, it's important to make intended actions such as turning on a bike much clearer to drivers / others with allowing a right arm signal. Also I've nearly been hit a couple times crossing the road as drivers never really give a clear choice of if they're going to let me cross or not, and even when crossing cars come right up to you and sometimes give no sign of stopping for you.
As a cycling commuter, I feel strongly that having a passing distance of one meter would contribute to my safety on the road and would help to ensure drivers are aware that this is the MINIMUM safe passing space.
Making it easier for bikers and other non-car vehicles will make it easier for me to get around
Cyclists signalling with their right arm seems so intuitive and natural that in my opinion, should of course be permitted. I do have some concerns of skateboarders and skaters in bike lines next to moving cars. Especially skateboarders, it seem to be far less safe for the skateboarder and morale of the drivers if they are on the road. How can one be sure of the skateboarders ability? It is far less a stable mode of transportation when compared to a bicycle. They should not be considered on the same side of that spectrum
We were always taught bike signals with left arm. We drivers notice signals using the right arm? We are visiting San Diego right now. They have walkers, joggers, bicycles, scooters all on the same track by the beaches. It is a nightmare, people trying to pass each other going both directions. So many near misses!
The changes sound fairly modern and common-sense. The only one that concerns me is cyclists not being required to stop... there is already a culture of not stopping at stop-sign intersections as a cyclist (e.g. 7 Street/3 Ave SW), so anything that makes it worse seems problematic.
YES. I particularly love the proposed change allowing bicycles to yield when the way is clear rather than coming to a full stop, and the 1m passing rule would make me feel MUCH safer as a cyclist sharing roads with motor vehicles.
It will allow for more legal transportation options, and bylaw officers and CPS can spend less time enforcing meaningless laws

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Using two hand (both right and left) would be a great aspect for motorist and cyclist to communicate more clearly. 1 meter would be a great passing law because of many motorist almost hitting cyclists always. Or worst hit them and run.
The passing law might prevent cars from trying to outrun the cyclists
Passing law is a no brainer, fewer close calls. Also hand signals left/right make more sense, better indication of what's actually going on.
I would only consider other modes of transportation if you control them. Too many cyclists dont use their bike lanes. I've been almost hit on the new pedestrian pathway in Eau Claire by a bike. You need more enforcement. Its getting tiring yelling at them to use their bike lanes.
In question one, I am mostly considering the permission of motorized scooters and wheelchairs. Re question two, I feel that hand signals are so rare these days that signalling a right turn with the right arm may have benefit to both driver and bicyclist Question three I hope I am already allowing a 1 m space between myself and anything I pass on the roads I'm so nervous passing a bicycle that I give plenty of space. This should have no impact on myself .
No impact for skates etc. So long as they are following the right direction they're less in the way than a bicycle going the wrong way or a car. Strong positive impact for right turns and meter passing law. I'm left handed. During rain or winter I use whatever hand is going to give me the most stability, which isn't always the left arm. Same as what is most visible to drivers. Often drivers don't understand the right hand turn signal. One meter passing law should be CHANGE LANES law.
I do feel safe biking on the roads here, the distance between cars and myself is usually well enough. Yielding instead of stopping before a pathway would have a positive impact as well. Being able to indicate a right turn by your right hand would be very good, it didn't even occur to me that this would not be allowed at the moment (coming from the Netherlands). Yielding when using pedestrian crossings by bike instead of stopping and walking would be a big improvement as well, if there are no pedestrians.
The other arm presents confusion. And, often 1 meter isn't possible. I don't see that one as feasible.
I don't fully understand the last question in terms of when it might apply - are both vehicles in motion travelling in the same direction? Or in the opposite direction? Or is one parked? Seems to me a metre may be impractical in some of those situations.
The safe passing law must happen. It is a matter of life and death and desperately needs enforcement when enacted. All others are conveniences.
Bikes should also be allowed to roll through stop signs rather than come to a full stop when safe to do so
Close passes are the worst part of my bike commute. Drivers don't seem to realize they are able to cross a single solid yellow line. Currently skateboarding is not allowed in our city center but is a valid means of transportation. Changing parking requirements allows for creative uses of roadways without limitations.
Thank you. I am so proud of my city for putting forth these ideas and hope desperately that they become bylaw, especially the "Idaho stop" and safe passing laws. Awesome work! Keep on making Calgary a landmark city worthy of the 21st century. If Idaho can do it... we can, too!!!
I've been swiped by two trucks while on a bike - would be great if there was a deterrent and punishment

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About time the bylaws get changed for safer cycling.
I see accidents increasing with number 2.
Road users already pass each other and give adequate space. Putting a 1m safe space law in place I think would not impact how people pass each other.
No, to all of the above. This website not working properly! Also, get rid of existing bike lanes, they are dangerous and a waste of space. The weather here is not conducive to biking 9 months of the year & only a small minority of the population actually rides bikes. Waste of tax dollars. Stop wasting money on these dumb ideas !
If possible, I'd like to make sidewalks and such bigger cause sometimes there isn't enough space
I believe that The City of Calgary should strongly support active transportation and should make it easier for folks to travel this way, this includes making changes to the bylaw to allow ease of access, make it safer for vulnerable road users, and allow Calgarians to get around by ebike, skateboard or scooter.
Other non motorized uses are already using cycle infrastructure without a negative impact. Right hand signals are legal in other jurisdictions (successful), can better and more clearly indicate direction of travel in many instances. Safe passing bylaw will have biggest impact on public awareness of the need to leave 1 metre distance for safety, protecting vulnerable road users.
There should be stricter enforcement of rules for cyclists. Many are dangerous and in an already crowded area like downtown, allowing more fast moving people on wheels is just going to cause so many problems.
I am only able to take my left hand off my bike, I lose balance if I take my right hand off, no idea why! So being able to signal with my left hand will be wonderful.
While I feel this 1m safe passing law is a huge step forward to enable safer cycling in Calgary, I hope the city's enforcement of this by-law will be given resources to be effective.
Scooters and skaters pose little threat, and add a great vibe to the city. I already signal right hand turns with my right arm - it's way less confusing to all. As a cyclist, legislating 1 m gives me some comfort since very few true cycle tracks exist in this city.
Bicycle riders feel they have no reason to follow the basic principles of the road. They feel entitled to not stop at stop signs, ride in the middle of the roadway and refuse to share the road. Fail to yield to pedestrians and vehicle traffic. Since I have to license and insure my motor vehicle to drive in city roadways I feel cyclists should have to bear the same cost and responsibility, after all, once they cause an accident they can just fuse off into the sunset without any responsibility for their irresponsible actions. No more bike lanes!!!!!!
Allowing skateboards, inline skates & scooters in cycle tracks is ridiculous: those are not vehicles! They do not use hand signals or have to follow the rules of the road as if they're vehicles and should NOT be permitted on the road!!!
I think the city can reduce traffic congestion by encouraging people to bike and walk. The city will have a healthier population if more people choose active transportation. Safety and simplicity will encourage more people to bike.
It would be awesome to ride my longboard on existing infrastructure. Also didn't know I couldn't use my right arm to signal, what's up with that?
These will greatly improve safety and active mobility

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<p>The safe passing law is a must.</p> <p>It would be great if Calgary allowed cyclists to come to a rolling stop at residential stop signs.</p>
<p>As a regular bicycle commuter, I appreciate that these proposed changes bring some conventional practices (like signaling with either arm) into compliance with the law. Often, I find that using my right arm to signal for a right turn is safer because it allows me to apply my front brake (and take advantage of the extra braking power it provides).</p>
<p>I also welcome additional types of mobility devices on cycle tracks - I think that will encourage multi-modal transportation and make other types of non-motorized transportation more attractive.</p>
<p>as a person with a mobility disability skate boarders scare me as they often whip past me while i'm walking on the sidewalks and c-train platforms downtown, nearly hitting me.</p> <p>My dad is hard of hearing and legally blind. He can't hear and see bikes, skateboarders, and inline skaters coming.</p>
<p>I don't think bikes should ever be allowed to be on the road with other vehicles. It's not safe.</p>
<p>It's good to know where a cyclist is going so they don't surprise drivers that are around them.</p>
<p>I think the new rules also need to go hand in hand with much more comprehensive driver training.</p>
<p>As a cyclist, I'm happy to share my space with other modes of active transportation. Also, more requires passing space is a no-brainer.</p>
<p>These changes should make forms of transportation on cycle tracks safer and more inclusive of various levels of biking skill.</p>
<p>I'm a cyclist happy to share my route with the other non motorized forms of transport listed above. As a cyclist, it is oftentimes easiest (and most visible/understood by others) to use my right arm to signal a right turn. I would definitely appreciate more space when being passed (although I wish this was common sense and didn't have to become a bylaw).</p>
<p>I did not know that skateboards and scooters were not allowed in cycle tracks! All forms of mobility should be encouraged not prohibited. Most cyclists don't signal a right turn with their left hand anymore so this law is antiquated. Legislated safe passing distances have been proved to increase safety for cyclists. I can't tell you how many times I have been buzzed by vehicles on my bike, many intentional! Also we need the Idaho stop! It is frustrating having to start and stop at so many intersections, especially when there is no traffic.</p>
<p>The passing space rule is huge for safety, especially if it is followed by driver education. The other normalize already common and safe behavior.</p>
<p>Seems reasonable. Making conditions safer for cyclists is a good thing!</p>
<p>In my experience most inline skaters and skateboarders exhibit a lack of concern and respect for other users of public pathways.</p>
<p>I am skeptical about the practicality of the safe passing law in some situations, but see why it is needed. People are already using scooters etc in the bike Lanes and signalling with their right hand with no ill effect.</p>
<p>These changes will make it easier to choose active transport which will make the City flow better. Improved cycle tracks or active transport connections across the City are good.</p>
<p>This seems like you don't have a clue. How about some enforcement of the existing laws like keeping cyclists off sidewalks, managing their speed and ensuring they yield to pedestrians</p>

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Maintaining space from bikes passing will ensure safety. Something should do fine to prevent cyclists from being doored. A campaign possibly.
My family and I live in Calgary's beltline. We bike throughout the year. Giving more flexibility to various modes of transportation will benefit people living, working, and moving through downtown.
I ride my bike more than drive and there are many drivers who drive dangerously too close to bikes. We need to keep a safe distance from parked vehicles which annoys some drivers. RH signal? Using the right hand is international and the only one I do. Many international people don't understand bent arm.
Cars often do not leave a safe space for cyclists. At times drivers drive aggressively and do not allow appropriate space for cyclists when they are using the road. The safe passing law would allow cyclists to feel safer using the roadway.
I don't know if these changes would have a big impact on myself, but I believe they could have the potential to help others.
I think if skateboarders are allowed on the street they are at risk to get hit by cars especially they sometimes speed up at the last minute
People signal now or they don't. I don't think that makes much difference. But allowing other modes into public spaces and the cycle tracks will help them get around easier and protect pedestrians on the sidewalks. Having a safe passing law, if followed, will be nicer for cyclists. People who are dangerous and "punish pass" now, will probably still do it regardless of a new bylaw. Hopefully there is increased monitoring and ticketing for not passing safely.
Anything that enhances non-motorized mobility is a boon for Calgary.
I feel the one meter passing thing will cause more stress than good.
Allowing alternate transport in cycle lanes will promote car alternatives. Signaling should be clear. Pointing where you're going is very clear. Safe passing will make an enormous impact by making people feel safer. The safer people feel the more likely they are to ride. I have dangerous passes daily and this would make a difference. Drivers must be educated on this
1) when skateboarders, in-line skates or scooters are in cycle tracks it is harmful to both cyclists and others. 2) as long as it is a clear signal either arm should be allowed to signal 3) when cars or busses pass too close it is dangerous to the cyclist especially in winter conditions
People on bikes are already a pain and cause everyone else grief when down town, don't add more.
Right arm signalling has proven to be less confusing for drivers and provides a clearer safer alternative. One metre is a standard in many areas and has been proven to protect cyclists. Particularly like the Idaho stop bylaw "Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. "
Biking on sidewalks with children when no bike infrastructure is available.
Car drives will be more aware of the people on the bikes and give enough space feel safe to cycle in the city. It's getting better but there is still ways to improve

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I usually signal a right turn or lane change with my right arm because it's more direct, visible, and impossible to misinterpret. A safe passing law is another no-brainer, people don't pass motorcycles or cars as close as they will bicyclists, which is not reasonable.

What I think is missing is some clarity on whether or not a person riding a bike should use the whole lane. The law should not just allow but recommend that people operating bikes be far enough out that they are easily visible and able to see what's ahead, just like other road users.

I like the message sent to everyone about sharing the road when you set a standard of 1m space for passing.

The only one of these I struggle with is the new users on the bicycle infrastructure. An education campaign will be necessary to ensure safe use with particular emphasis on passing and being passed. The allowed hand signals recognize what is already common practice. It is also safer in some situations. The safe passing law is long overdue.

Skateboard are already in the cycle tracks but not good at staying in their lane. Any hand signal is better than none. Drivers pass too close all the time. Any rule changes are useless without education and enforcement.

If you are not in a car, you should not be on the road as it is unsafe as you do not go the speed of the vehicles. They need to use the sidewalks so the sidewalks so be made bigger. And cars have a hard time seeing now vehicles. If people on bikes don't stop and continue into an intersection, they will get hit. Keep looking for better ways Calgary.

Not sure skateboards can keep up with traffic flow in a cycle lane. Extending the right arm for a right turn is very clear, especially for traffic waiting to turn out in front of you. Isn't one metre the law everywhere?

I already skateboard everywhere so you might as well legalize it.

When cycling, I signal with both hands, often the one which is more visible to motorists.

Cyclists should also be able to employ the 'Idaho stop' (yield vs stop) along cycle tracks/pathways.

Consider allowing cyclists to yield at stop signs.

These changes make it safer and more intuitive for people to use more active transportation, which removes barriers to use cheaper, lighter, and less destructive forms of transportation. They also update the bylaw to catch up with newer forms of transportation like electric assist bikes.

Can we make the Idaho Stop legal too?

Right hand signals are more different to see as a motor vehicle driver as the cyclists body may be obstructing the view. The passing bylaw is not well explained; therefore, I cannot pass comment.

Safety and inclusiveness

As a skateboarder, I hate being pulled over, for trying to get to work in a healthy, and clean way.

These are a small step in the right direction. Please pass them all ASAP.

Boosting transportation options and implementing reasonable bylaws.

While I'd rather have bike lanes reserved for cyclists only, the impact of sharing them with others would be minimal. However, a law which required motorists to give one metre would be a huge benefit if enforced.

Every proposed change is already a regular occurrence in my day to day ;-)

Close passing is incredibly dangerous and makes cyclists feel unsafe.

I feel that all of these changes are great and benefit some, even if they don't all benefit me directly.

Bicycles should be fined for not yielding or giving right of way to pedestrians on sidewalks or designated walking paths

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These are window dressing changes. There are no serious considerations for cyclists like the Idaho Stop. Glad to see e-bikes become legal but this isn't even low hanging fruit. It's already on the ground
Cyclists don't follow signs or lights so adding these things won't make a difference. There must be stricter rules on how cyclists ride.
1- these vehicles are better off sidewalks. 2 - aright turn signal with a left arm is more visible, but a rights is more common and more intuitive. 3 - at least 1 meter.
As some one who skateboards and is getting older i can happily give input from both parties (skateboarders and drivers) Using a skateboard to get around (no tricks involved) there should be absolutely ZERO reason to not allow scooters/in line skaters/skateboarders to use the city streets - similar to driving, there is a 'stunting' ticket if we misbehave with our vehicles. If skateboarders are pushing around, what's the problem [honestly]? Cyclists nearly 100% of the time, are never late to where they are going so no need for passing distance.
While I strongly support alternative means of transportation than by car, I would worry that the use of inline skates/scooters in bike lanes might detract somewhat from encouraging bicycling as a very practical alternative to using a car (in that the lanes could become crowded and seen as recreational). However to me the most important goal is getting people out of cars and using a different way to move around the city, so right now I would be happy to see any non motorized vehicle using the lanes! :)
Downtown bikelanes should be removed. Especially 12th Ave.
1 metre passing law will make me feel safer on my bike, especially when transporting my children by bike.
I can't believe it isn't already 1m. Using both arms for turning on a bike just makes sense.
I commute several thousand kilometres on a bike each year. Anything to improve the use of alternative transportation is a positive step forward.
Please do everything you can to get ppl out of cars.
Bicycle signal changes could be dangerous. Tourists and out of province may not expect or look for right hand signal. Near universal standards should not be adjusted even if they may be better.
Safe passing law would be great, because I've had folks try to pass with less than 6 inches available, creating a dangerous situation where there didn't need to be one. There are also a variety of intersections in the city where approaching an intersection at speed is difficult when using the left arm based on the angle of the turn
Encouraging active transportation use in our city is important. By limiting where these other uses can operate, the number of users are suppressed. I would hope that urban users of alternate modes would increase when the pathways, etc open up to them.
I fully believe that cyclists should follow traffic laws and come to a stop when entering a roadway etc. The fact that most of them do not do it now is already hazardous. They speed across pedestrian walkways. Here they don't stop, dismount and walk across. So, a vehicle looking for pedestrians will not see them coming at a fast speed from up the street and not be prepared. I've seen this a few times. Giving cyclists an option to not stop as other vehicles do will cause more issues, I fear. I'm not sure I understand the metre space idea.
Many of our neighbourhood streets do not have a metre of extra space.
Yielding instead of stopping when exiting the off leash park on my street would be a strong negative impact. The exit/entrance is busy and shared with people and dogs trying to squeeze in and out of the park. It's on New St SE.

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<p>The cycle tracks are not yet crowded enough to have an issue with more users of slightly different mode. My only concern with this is that bikes tend to be much faster.</p> <p>The signalling might be hard to see with a right arm, especially to cars.</p>
<p>Too much distraction and variance in the bike lane with multi forms of propulsion.</p> <p>I already signal with my right arm. I am not in a car.</p> <p>YES! YES! This gives the police something to work with in case of an altercation.</p>
<p>Allowing other active modes on the cycle tracks will increase usage and allow people more options to get around rather than private vehicle. Allowing indication of right turns with right hand is a gimme, already lots of cyclists do this. Safe passing law is a great step, however enforcement and education must be done for all motorists about this.</p>
<p>cyclists should have to come to a stop before entering or exiting a pathway or roadway For their own safety. I have been making a right turn at night and have had unlit bikes ride out in front of me- they travel at much higher speeds than pedestrians and there is often not enough time for them to be seen.</p>
<p>Fantastic initiatives. Long overdue and great to see. Make all changes ASAP.</p>
<p>It's about time. Especially the parking against a vertical curb.</p> <p>Can you look at what by law changes will be necessary to legalize the use of protected intersection?</p>
<p>As you said this is about normalizing behaviours that are already being done except for the passing rule. I'm most excited about the 1 m passing law. Some drivers are completely over confident when passing and way too close leaving no room for error. People should have to ride a bike while someone passes them very close before getting a drivers licence so they understand the risk.</p>
<p>Safe passing law could improve safety and peace of mind for cyclists. Allowing mobility aids in cycle tracks improves accessibility for people who use them.</p>
<p>With the future of transportation, I think it's important to allow more alternative modes of transport on our roadways (including electric scooters).</p> <p>Who knew you couldn't signal with your right hand?? Of course this should be legal.</p> <p>I assume the safe passing law is the vehicles when passing cyclists. I've nearly been hit while being passed so I fully support feeling safer on my bike.</p> <p>Idaho stop being legalized is long overdue. I can't wait to have some rights on the road as a cyclist.</p>
<p>My left arm is often unable to raise to shoulder height to signal.</p> <p>I am often passed quite closely by cars who seem to be trying to "teach me a lesson", i.e., "get off the road, cyclist!"</p>
<p>Skateboards and inline skates move at a different speed and style compared to bicycles. Will this cause issues on the bike tracks?</p>
<p>Scooters, inline skating, and skateboards are considerably slower than bicycles. This could lead to reduced use by bicycles as the cycle tracks would become less convenient and efficient.</p>
<p>This is a good start. It would also be nice to allow for children to ride on a bicycle with a parent - right now the regulations seem to imply that they cannot ride attached or on your bike.</p>
<p>Feeling safe is a key consideration when we think about biking. My wife and daughters do not and thus use the car almost always. Other modes on bike lanes are great if the speed differential is not too great.</p>

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<p>Didn't even know right arm signals weren't legal, I do it all the time already. Just by having the media attention of updating a safe passing law hopefully reminds people to actually follow that law. Not having to legally stop when going on or off pathways seems to be common sense to be legal. Hopefully even more work is done to make cycling more useful, and to have laws reflect that bikes are not cars, and are not pedestrians, so we can and should have our own set of laws that we need to follow, but that makes sense</p>
<p>We need safer roads</p>
<p>You should also recognize that an e assisted bike does not require a helmet</p>
<p>We need a passing law, vehicles pass too closely with inches to spare. Allowing multiple types of uses on the pathways would encourage people to exercise and limit vehicle usage</p>
<p>I think these changes will encourage more people to choose activate modes of transportation and alternatives to cars. I think this will have a positive impact on our environment, on the users and community vibrancy.</p>
<p>If bicycles are continued to be allowed I believe that inline skates and skateboards should be allowed as well. They have just as much right as cyclists....</p>
<p>The cycle tracks already are filled with non-cycling active commuters - let's welcome them and make it formally legal for them to be there! I have been nearly dose-swipes by cats while riding in the 10th Street bike lane. If the 1 metre bylaw is enacted, then at least motorists may have consequences for doing so (although enforcement will be difficult, without something like video evidence)</p>
<p>Attracting more bike users will help justify the ongoing investment in alternative to privy car transport. Like a snowball effect. Building protected bike lanes encourages more people to try using their bike. Then they learn it's not hard to get to work or school and we have another user that will consider leaving their car at home.</p>
<p>Bike lanes should be for vehicles a bit bigger than a person, that move a bit faster than a person.</p>
<p>More flexibility the better. Idaho stop for cycling a great thing.</p>
<p>I don't drive downtown often and find cycle lanes a bit confusing already. If cyclists are not stopping to yield I think it will be very unsafe and more accidents could occur since they're already difficult to see and using lanes that not everyone understands / sees</p>
<p>The proposed changes will add to the safety and vibrancy of the city. As a regular commuter cyclist, I get passed too closely by cars almost daily, and getting hit from behind is one of my biggest fears. I strongly believe people should have options when it comes to transportation, and I welcome other users to share the cycle tracks! The more people that are outside using our sidewalks, cycletracks, and pathways, the more lively, social, and healthy our communities will be.</p>
<p>Roads are too busy for drivers to be thinking about "do I have 1 metre to pass?". As it is we have scared drivers in Calgary who can't merge properly and clog up our faster roads.</p>
<p>My prime mode of transportation is walking, so my main concern is pedestrian safety. I am strongly opposed to allowing scooter, inline skates and skateboards on the Stephen Avenue mall and othe pedestrian walkways. Mobility devices are OK though. I'm also concerned about cyclists not being required to make a full stop when entering and exiting pathways and sidewalks. I'm all for making Calgary bike-friendly but not at the expense of pedestrians who seem to be dead (pun intended) last in the pecking order!</p>
<p>Different modes of transportation, when put in the same spaces, tend to create frustration and chaos.</p>
<p>I am generally neutral about permitting skateboards, in-line skates and scooters in bike tracks. I think it is the safest place to accommodate these kinds of users but it would also inconvenience / disrupt the fluidity of cyclist traffic. Perhaps in the future bike facilities will need to be wider the better accommodate the diversity of users and facilitate passing</p>

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I am regularly put at risk by vehicles that "close pass". It is a barrier to cycling.
Unsafe passing is a huge barrier to cycling in Calgary
Please also change the bylaw to permit back-in angle parking!
Skateboarders have been getting harassed and ticketed for decades for traveling from point A to point B. While our skate parks are great and all, it would be nice to have the freedom to respectfully travel elsewhere without having to worry about security & police.
There needs to be more emphasis in regards to respect others using the same space. All too often I have seen too many cyclist and skateboarders hogging the pathways and cutting others off.
Bike signals should be universal with left arm
Safety must be a priority. For everyone
Non cyclist cycle track users will reduce efficiency of the network and increase risk of conflict due to different speed and footprint on limited track space
Safety is paramount.
1M passing law would make me feel safer when cycling. The fact that it's legal to squeeze by a cyclist in a vehicle is unreasonable.
Drivers who are not in an enclosed vehicle need to be given a safe distance around themselves. The consequences are too great should they get hit
Left hand signaling for bikes is prettt universal. Ultimately we need a system and then educate the city to use them
I think anyone who is traveling at approximately the same speed should use the bike lane so long as they are respectful of other users
I don't agree that other devices such as skateboard and scooters should be in the bike lane. It's dangerous for them as the cyclists generally move faster, and difficult for the cyclists to navigate around them in the narrow bike lanes.
Safe passing law...what is this??? I'd suggest this isn't safe at all!!! How will this be enforced??? Legislating these types of behavior is an exercise in futility.
Cyclists should have to be insured and registered just like a car. To many people thinking they have more rights on the road then a car. I have all for sharing the road but the share the road and have the same rules as a vehicle. If a vehicle has to be registered and insured to be on the road so does a bike
I'd like more non-car options encouraged.
I had no idea any of these proposed changes were even illegal, and I do them literally every single time I ride a bike. So I very much approve of all of these changes.
Pedicabs should be allowed on Stephen ave mall as well. How is that bicycles and taxis (at night) are allowed on Stephen ave mall yet pedicabs are still prohibited
It's so important to give people more opportunities to get around without having to drive or be driven. More people should be taking active transit to reduce congestion, increase our health, and decrease air pollution.
I believe that allowing other modes of transport downtown is good, but allowing skateboards and in line skates on the cycle track could be dangerous to it's users.
Cyclists as a whole are the least courteous, most entitled of all road users. There is no accountability required of cyclists.

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1. Happening now why not legalize. 2. Few folks signal might be educational. 3. Would be better if a line was on the road (live on a street with a line already, sure helps. 4. Consider allowing bikes on designated sidewalks eg. MacLeod Trail. (Unused sidewalks in the city).
Anything that encourages transportation not involving automobiles I support
Also change the bylaw allowing bicycles to yield at stop signs and red lights.
Skateboards, inline skates and scooters on bike infrastructure is not safe. Typically, users do not go in a straight line, are slower than bikes and are recreational in nature (as opposed to bikes on cycle tracks, which are used for commuting). These recreational devices, which are often not operated with care or attention to others, should not be allowed on the cycle tracks.
The left arm is nearest to the more dangerous vehicle (the automobile) making that signal clearly visible to that driver needs to be the priority.
Safe passing law will help cyclists feel safer. Also, a rolling stop makes cycling more efficient
11 street sw south bound needs turning lanes and arrow, one ways as well need arrow, the back up during rush hour is terrible, take the buses out of downtown, we have the ctrain, why cant transfers be outside the core, stop putting up signs your not going to enforce!
The safe passing law isn't realistic. Determining what is or isn't three feet will be basically impossible and therefore useless. All violations or non violations will be discretionary. This is a great example of a bylaw which is unenforceable.
Why are we catering to this arrogant minority group? They are dangerous. They rarely abide by any of the current rules which is dangerous for those of us who know the current laws. And the money tied to this small group could be better used. Why increase my taxes for cyclists! The current proposed tax increase is outrageous.
Making it easier for people to make safe mobility choices will encourage active modes of transportation
I strongly support the 1m passing law. Getting buzzed by a car is terrifying and so dangerous. Making a mandatory passing distance is necessary. For the hand turn signals - using your right arm hurts no one, and is sometimes even more clear. I support this. Regarding allowing other users in the bike lanes, I support this because it is not safe for them to be on the sidewalk or the road, and they are not impeding anyone by using the cycle lanes.
More protected (physically separated) cycling infrastructure would have a better impact on safety than safe passing laws.
The next thing will be motorized skate boards ,bicycles etc with no insurance
I'd rather have scooters and sketboards off the sidewalks. Cyclists should indicate turns in the most obvious way possible. If bikes are on the road, then cars should be required to give them safe space; cyclists' lives are in danger.
Not sure why there is no question regarding yielding or stopping in this survey. Full stops should absolutely be required
These are indeed minor changes that will have little impact on me. I want to know if or when the City will begin enforcing by-laws that forbid cyclists from using the sidewalk as an alternate bike lane? This poses an actual hazard to pedestrians but appears to fall into the category of acceptable behaviour and is not addressed by the proposed changes.
Fully support safer biking rules. Most people that drive don't understand bike hand signals So this will help. Yielding at stop Signs will be amazing.

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<p>Until we license and then give out tickets to cyclist, I am not in favor. I am sick of them on the sidewalks almost hitting me. Sick of them breaking all laws and thinking the rule the roads and sidewalks. Sick of the money spent on bike lanes and a cycling coordinator. Yet the mayor always threatens to cut thr police service, never cycling or communications department.</p>
<p>I have been hit several times by drivers passing way too close. I'd recommend a 1.6 metre law to leave space for the RV mirrors that so many people have on their trucks. A safe passing law will only be effective if it is enforced. Approximately 88% of Alberta licensed drivers could not correctly identify the hand signals in a recent survey. Right turn with right hand is much less confusing.</p>
<p>NA</p>
<p>please explain to drivers. of which i am prodominatly one because of work requirements that licensing does not pay for roads. and nor does fuel taxes. that it's property taxes that mostly make things like roads and cycling infrastructure possible. i'm sick of reading about this as an argument against cycling in this city. also. very in favour of rolling stops for cyclists. there's enough studies to show it is safer for a cyclist to continue moving. and not coming to a complete stop.</p>
<p>These are cost effective changes that lower the friction of alternative (non-car) transportation, giving more room to those that will still drive while helping others feel more safe and enabled.</p>
<p>I believe these changes will encourage more people to move about our city in a safe way. This will have positive health implications for the user, decrease traffic which is beneficial for all citizens (and our environment) and begin a change in attitude about who the road space belongs to. The more ways we see people getting about Calgary, the more we will begin to change our attitudes about Calgary being just a "car city".</p>
<p>Having to signal a right turn with your left arm is left over from the days when CARs didn't have turn signals. Stupid that it ever applied to bikes. One Meter to Pass - You don't see cars passing other cars with less that amount of space. Don't let cars pass that close to cyclists.</p>
<p>Please reconsider requiring helmets on ebikes</p>
<p>Please include roller-skiing with these other mobility options</p>
<p>As a cyclist I have personally had a number of close calls with cars passing too close to me, so close at times I can tap on their windows to let them know how close they are. A minimum distance between vehicles and cyclists helps ensure the safety of cyclists. As always, a bylaw should be passed with a strong public awareness campaign, and enforced more strongly by the appropriate authorities to make it "stick".</p>
<p>Skateboards are too slow for cycle lanes, bicycles can travel 30 to 40km/h on stretches, skateboarders and rollerskates are much closer to pedestrian speed. Bike lanes are on the road and should allow for speeds closer to that of the adjacent vehicle lanes.</p>
<p>Although no cyclist even follows the legal use of manual signals today, I look for it on the left side, not everywhere. People *already* use inline skates and skateboards everywhere the cycle infrastructure exists, so legislating it won;t affect me as a pedestrian as it is.</p>
<p>Changes make sense and benefit all users</p>
<p>All safety improvements represent progress</p>

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Allowing skateboards and scooters is shortsighted. This WILL result in negative interactions and potential altercations with pedestrians. Also there will be injury accidents at some point. Calgary spent millions to build Millenium Park for skateboarding and that's the only place it belongs!

Allowing cyclists to simply yield WILL result in a fatal accident at some point. Signaling with either hand will confuse drivers. We need to protect cyclists not PANDER to them.

Cyclists MUST come to a full stop as always. Not a yield. While you are at it, enforce cyclists stopping at stop signs.

Love that scooters and skateboards are included.

i have no objection to motorized wheel chairs in the bike lane, but scooters, skate boarders, and skaters are too sporadic and cannot halt as safely.

Positive things come out of more and more people using cycle tracks. If so many people use them that they actually get crowded well more can be built. Moving people that way is much cheaper than finding ways to move more private vehicles.

Safer places for everyone to travel is important for expanding the available options for getting around the city.

A safe passing law, yielding instead of stopping at pathway/roadway intersections, would make my ability to cycle much more realistic. I feel very exposed and that the city is not protecting my wellbeing and quality of life.

The passing is sooo important for cyclist safety!! In addition language to officially allow cyclists to take up a full lane for saftey is needed.

Changing hand signals for Calgary only could be confusing. I don't see a benefit to any of these changes. Seems to be a 'keep busy' project.

Safe pass rule proposal is awesome. Mixed slow speed items like wheelchairs and bicycles on cycle tracks is only asking for trouble with safety. Arm rule is not a big issue to me.

I think supporting all modes of transportation is important. Ensuring safety is critical. Doing away with irrelevant rules just makes sense.

No skatebaorders in Public space. they are typically not used as a means of transport.

I think it is more inclusive of skate boards scooters etc... which is a good thing the safe distance is a huge benefit

These are all fantastic changes and I support all of them. If the Idaho stop rule is implemented, please ensure there is lots of publicity in a variety of forums to make drivers aware.

All excellent! Very happy to see these laws getting updated to keep pace with common sense (what even is the right/left arm rule?) and advancing technology (the personal mobility device update).

This is a great step in the right direction - hopefully we can see more like these out of City Hall in the future!

Most of the bike paths downtown are already dangerous to the bikers, and by increasing users, more people would be at risk. Downtown driving has so many natural distractions, let alone adding them.

We are a bike and alternative friendly city, so our bylaws need to reflect it - Having skaters and the like be able to use the cycle track instead of the sidewalk creates more opportunity for the slower and limited mobility people to use the sidewalk, and both areas are priorities for snow removal - During that rancorous arguments about the Olympics, people said that "if we can't have decent snow removal and make mobility easier for all Calgarians, we can't afford the Games"... so if that was one of the major hold-ups, let's go for it. Changes good.

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I think it's dangerous for scooters and skaters to be in bike lanes. Esowcially if LIMEBIKE is allowed to bring in their scooter to Calgary. Scooters could be left in bike lanes and create extra hazards and deter from cyclist using the lanes. Also, they're not as fast and it's hard for cyclists to pass them in the narrow lanes.
Continuing to improve cyclist safety will allow more Calgarians to cycle.
Allowing others like scooters onto the cycletracks will take them off sidewalks and make it safer for pedestrians. It may be challenging to all learn to move together in the cycle tracks, but is a good idea. Signaling with either arm is a great idea, pointing in the direction I am turning is far mor intuitive. 1m /3ft space is great, just a tiny buffer of safety for cyclists that can mean life or death!
The legalization of a one metre safe passing space would further encourage drivers to consider the safety of the more vulnerable road users that they are trying to pass. Other cities have recently implemented such laws and I think it is great that Calgary wants to implement this bylaw. I never know if drivers even know what my hand signals mean when I use them cycling, so I don't know if changing the laws on them will have any affect. Skateboarders already use the cycle lanes downtown so I guess it might as well be allowed.
I cycle regularly and too many vehicles don't pass at a safe distance away from me. I usually use my left arm for hand signals but think the option to use either or is a no brainer and seems silly it isn't already legal.
Improve safety and participation
One meter? Separated bike lanes only make a difference
I think other wheels should be allowed but I don't think that will impact me personally. A 1 metre rule (if publicized and enforced) will greatly improve my quality (and possibly quantity) of life.
Left or right hand signals is simply a sensible update to the law. Individuals already use both hands- also this standard in Netherlands, land of bike riders. Yield law is also sensible and would increase quality of life for bicyclists, however, drivers will likely oppose. "Safe passing" idea is excessive, the roads already have plenty of space in the roads and lanes. This is unnecessary legislation.
No opinion on matters of scooters or in line skates. Just keep joggers off bike paths, they are incredibly careless.
These are all things currently accepted on the cycling paths already, so there isn't much of an impact. Allowing cyclists to use their right arm is clearer than the left arm motion for a right turn, but also makes it possible for those differently limbed to make their intentions clear.
Our regulations must jeep up with changes in transportation and we must enable environmentally responsible alternatives to travel.
1. Skateboards, inline skates, and scooters promote healthy living akin to bicycles, and should be permitted where bicycles are. Adding to that, skateboards and inline skates should be permitted in public areas and spaces where bicycles are not permitted, such as sidewalks and Stephen Ave pedestrian mall. Scooters and bicycles should continue to be restricted. 2. Unsafe, right hand of cyclist may be obscured due to drivers sitting on the left side of their vehicles. 3. What's the point? Only time I can imagine this is when traffic is at a crawl.
There are not enough cyclists on the road nor any of the other modes of transport listed to make any of these changes. What we need are more roads for cars. Stop pushing for bikes etc and focus on the real issues in this city!
Give more people the opportunity to travel how they would like to - where infrastructure and social mores permit a given behaviour, it doesn't make sense for that behaviour to be criminalized.

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<p>1.) I sometimes use a skateboard as a mode of transportation, when sidewalks are not too smooth and there is a safe & smooth bike path available for me to use on my skateboard</p> <p>2.) I grew up in Holland, where bike/hand signals are so different. For me it makes sense, that when turning right, I use my right hand, and look over my right shoulder to make sure it's safe and clear to turn. Same when turning left, use left hand and look over left shoulder.</p> <p>3. I know a few too many stories of close calls—> this would improve safety for all!</p>
<p>A safe passing law should come with an education campaign as to what that looks like (which would hopefully include why cyclists aren't always as far right as possible door zone, potholes, lane too narrow etc) and enforcement possibilities... close passes are the number one reason I change my route, or refuse to ride at certain times and on certain roads... unsafe passes have shrunk my ability to cycle in our city.</p>
<p>Can't make path/take away lanes, etc from downtown and then make it illegal to pass bikers unless you have a ton of space (3 m is too much).</p>
<p>By allowing the cycle tracks to be used by all non motorized non pedestrians will free up road and side walk space as well as keeping non motorized individuals safe from those that are motorized. I think allowing the arm to indicate which way you're turning makes sense, cyclists don't have blinkers. The safe passing laws are needed as most bike lines are simply painted lines, no barriers and leave non motorized road users at risk.</p>
<p>Cyclists need the extra space to avoid getting hit by mirrors of passing cars. Many individuals already use cycling infrastructure with in-line skates. Not a fan of skateboards though, as they tend to be far slower than surrounding vehicles.</p> <p>Allowing cyclists to yield at pathways will legalize an already widely practiced behaviour. It will reduce travel time for those who currently abide by the law. Please consider widening this bylaw to apply to stop signs in communities as well. Many cyclists currently "Idaho" or rolling stop.</p>
<p>Makes everything safer</p>
<p>More safe travel options are necessary to fight climate change and build urban communities that are not car dependant protecting cyclists with sensible bylaws and building safe infrastructure are key for Calgary's future as a liveable city for everyone. If you build for cars only everybody loses, if you provide lots of options that efficiently utilize space everybody wins. Including cars.</p>
<p>These changes are a big improvement over the existing laws. I'm pleased to see that the City of Calgary is considering these improvements. Existing laws are flawed. They cause confusion and conflict between dissimilar modes. There are a few other laws that are a barrier to active transportation. I support an expansion of the amendment to also include a few other aspects that will help improve safety and improve the practicality of active transportation. I encourage the City to include other suggestions from pro-cycling advocates.</p>
<p>People using mobility scooters, skateboards and inline skates travel much slower than a bicycle and should remain on the sidewalk</p>
<p>I don't think it's a good idea to allow mobility on things that don't have brakes, seen people crash into prams for example.</p>
<p>Looking forward to these amendments which will reduce conflicts. Consider expanding the amendment to further increase safety for vulnerable road users.</p>
<p>#2 creates too many options. If driver on left side of cyclist, which is far more common, cannot see right arm. #3 lot of road ways are far too narrow to have vehicles move 1 m to left! This puts oncoming traffic in danger as well!</p>

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High visibility safety vests should be required for all cyclists on any roadway.
The city continues to cater to cyclists and all non-vehicular traffic travelling our roads. When these cyclists start to pay licensing fees and requiring insurance, then we can look at changing bylaws. Until this happens, the City needs to quit catering to cyclists, and making concessions for them to the inconvenience of vehicular traffic.
I rarely walk downtown. I already give that much space when passing
Only problem with this is there are so called cycle lanes in certain areas where there is not room for a car to give 1 meter space without driving into oncoming traffic.
Not requiring bicyclists to stop at a stop sign could potentially lead an increase in unsafe situations as cyclists fly through intersections or around corners without slowing down. As someone who has been nearly hit on a number of occasions by cyclists not paying attention to pedestrians, I believe this change will exacerbate this issue. Further, I believe that giving cyclists special rules and exceptions on the roadways will further dilute the idea that cyclists are vehicles too and need to be treated as such by other road users (mainly vehicles).
Cyclist signaling with the right hand depending on the angle of the drivers could be hard to see in certain situations. Cyclist not stopping or yielding is something that is commonly done by cyclists but it is abused where cyclists believe they have the right of way in any situation. We need clearer more defined rules for cyclists on the road not to be lessening them and giving more leeway to cyclists
I hate that cyclists will not have to obey traffic laws about coming to a full stop when entering a roadway. Too many cyclists are already disrespectful of traffic laws and rules in Calgary and this will embolden cyclists even more. Traffic enforcement for cyclists is non existent in Calgary and will continue to be given this changes. However I expect these bylaw changes will pass without consideration of the public and this feedback is just another feel good process of the city to make people think they have a real say in changes.
Cycle paths should be for bikes and not for potentially slower moving users, changing well known signals to non driver side signals is dangerous- drivers should only expect to look at one side of a cyclist. More space when on roads would be nice.
I believe skateboards, scooters, and bike use should be supported more strongly than currently. These bylaw changes support these uses and should have minimal negative consequences.
Scooters, in-line skates and skateboards are much slower than bikes on cycle paths and cause conflict with passing. I don't think it's a good idea to allow them on downtown bike lanes.
No enforceability. Could be unsafe to do so in some instances.
I think there needs to be clear rules around sharing cycle tracks etc. The current multi use pathways become very difficult to use by anyone except pedestrians... People will walk across the paths, and turn around into your path when you warn them of your approach..
Not sure how you regulate #3. We try to share the road, but 1 bicycle should not create a traffic jam for many other people because they won't get over and let cars pass safely

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I think it's fantastic to give 1m of passing space, I do feel that most drivers are already giving cyclists that much space when passing.

I don't agree with the potential changing of hand signals, I feel positive that a majority of YYC's population should have some basic understanding of these already. I'm curious about the reasoning behind this proposed change:)

With the proposal that cyclists yield rather than come to a complete stop, I think needs to be applied properly & not haphazardly. I'm hoping this won't cause preventable accidents.

Bike lanes have already a negative impact. If bikes want to use the roads, they need license plates and insurance like everyone else. And respect the road rules.

I think everyone should have access to public spaces no matter what their means of transportation is. 1m for passing is a great idea.

people are already doing 1-2, but often not 3.

I am doubtful that there will be any enforcement of any of these, as there isn't much now anyway.

It is terrifying riding my bike in the city, motorists disregard and disrespect cyclists. Cyclists have literally died in roadside accidents and collisions because motorists don't care. There needs to be stricter laws surrounding how cyclists go about the city as well because there are a lot of cyclists who disobey road laws, which is why so many motorists don't care about the safety of cyclists.

Love all of them except I am worried about the bylaw surrounding cyclists not coming to a complete stop. This seems unsafe for all involved (cyclists, pedestrians, and motorists). Currently the full stop allows for manageable speed and predictable traffic patterns. Combine this law with the fact that most cyclists have casual signaling practices could mean increased dangerous intersections.

Anything that encourages others to find non-vehicle forms of transportation should be allowed. I see little different between any transport on wheels without an engine (skateboard, scooter etc vs bicycle). For the one meter clearance, people follow too closely already and there's is a bylaw but rarely followed. The space that drivers often give bicyclists before passing is scary.

I believe these changes would make public spaces and cycle tracks more inclusive for the users mentioned. The changes would also improve safety for cyclists and hopefully lead to more people cycling.

I think these changes are a good idea but they may not really have a huge impact on my life

The safe passing bylaw will give clear guidance to drivers on how to safely accommodate other users of the roads. The other changes are mostly common sense accommodations of changing methods of transportation

Most important is not mentioned. Get rid of mandatory bike helmet for e-bikes.

Make safer bike lanes everywhere

Removal of restrictions on alternative modes of transportation will increase the number of people using them, the safe passing bylaw will give an enforcement tool for police.

I think it's important to continually update bylaws affecting bikes etc as these forms of transportation are increasing and should be encouraged. I would also like to see further changes to bike traffic laws to reflect their separate and unique qualities, not as subject to the same rules as automobiles, which could cut down on driver hostility. For examples, the Idaho stop, and allowing bicycles to ride on a sidewalk if there's no safe route on the road. My son rides a skateboard, so I'm happy to see that change as well. Thanks!

Bikes should still have to stop at signs.

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Overall, this does just update the bylaws to reflect current practice & basic safety. I see nothing that further prioritizes Active modes over Shared & Private vehicles, however, which would align with our own existing transportation strategy & global best practice. This is a big miss in updating the bylaws on this main point. While appreciating that it makes sense for other wheels to use cycle paths/tracks, often they travel much more slowly than bikes, & weave more making it harder to pass safely. Helpful to reinforce "keep right except to pass."

I'm not sure how having a bicycle yield when entering a roadway or pathway creates a safer objective to me it would be a less safe rule allowing bikes to basically have a free flow a much higher speed onto pathways then a person walking. It also seems very dangerous to have bikes crossing roadways while not having to stop. It is much harder to judge a bike speed then a person's walking speed

Skateboard should be limited to skateboard parks. Kids travel at high speeds and often bump people walking

For question 1, the aim of the tracks was to separate cars and bikes. Allowing scooters, etc would move the problem to the cycle track by allowing different types of users. Most cycle tracks are narrow and heavily used now at rush hour.

Q2. Most don't signal anyway.

Q3. I cycle into downtown from the south we're there is no path or track. Cars come way too close that I often get scared enough and go on the sidewalk for my own safety. It's illegal i know but collision with a car or suv I will be the one injured.in YYC drivers feel they own road

I mainly commute by bicycle, and the signalling and passing changes will make me safer.

One meter is too close. Motor vehicles are permitted to drive at the maximum speed prescribed by law, which in many locations is 50km/h and higher.

If a cyclist gets a flat tire, hits a pot-hole, or slips on the abundant gravel on the side of the road (where cyclists are forced to ride by provincial regulations), a vehicle passing at a distance of 1m and a speed of 50 km/h will be unable to avoid hitting the cyclist, likely causing serious injury or death.

Some jurisdictions require an extra foot of space for every 10 km over 30km/h

Boarders & inliners are unsafe on any of our current pathways (except the wide promandes) They need to make wider sideways moves, usually ill-timed with cyclists, no way of sudden changes (direction or speed), and don't have to wear lights. Its all of these things that make their use of the roadways dangerous and ill advised. Further, currently suburban road lanes are used by other than cyclists, that is how this list of dangers came about. from direct interaction, in the real world.

Passing a cyclist must be done in a safe manner - i agree with a one meter minimum before passing a cyclist.

The best sightline for a car to see a cyclist indicating a arm signal to turn right or left must be done with the left arm - I do not agree with doing this with the right arm is a safe alternative.

I was going to write something, but then decided it really wont make a difference since the city doesn't care about the citizens at all. Why are we wasting money on cyclists? GET OUR DAMN ECONOMY BACK ON TRACK. Raising my taxes to pay for this crap. piss off.

Creating a more mixed transportation space, with better awareness of and protection for non-motorized transport, is an important step toward a more humane and sustainable life for Calgarians.

Good changes for allowing more non-motorized modes of transportation on public spaces.

Like the implementation of safe spacing for pass, although it can be hard with narrow streets around the DT area.

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It is pointless to add users to cycle lanes and adopt changes without enforcement of laws in cyclists.
Allow both hands to signal
I think existing passing bylaws are fine. I would welcome rollerskis on pathways.
These are reasonable laws.
Right turn signal with right hand much more intuitive and standard practice throughout the world. Parking change is necessary for easy implementation of parking protected cycle track
I believe more inclusive system increases use, awareness, and making these spaces accessible to a variety of users will have a positive impact. I find it easier to signal with my right arm. I do become nervous of my safety when cars are close and I don't believe drivers are aware how close can be too close.
Positive changes, to help pull our transportation worldview out of the 1960's automobile era...
Selections impossible to make with my browser. 1.Make tracks for all but imo wheelchairs won't mix well with bicycles.Enough room for 2 wheelchairs to pass? 2.Cyclists use right arm is common sense. 3.Passing lane of 1 metre is ridiculous and people will die. Not enough respect by either group forthisto work in allplaces. it's law but does everyone wait til people are out of crosswalks?(eg even saw a cop today!) Realistically, enforcement of existing laws (except speeding) is minimal/non-existent. This would be Russian Roulette on every street.
Electric skateboards and scooters are "last mile" transportation. We can take public transit for majority of our commute, finish the last mile with other means where transit is not available. Current self propel boards and scooter can travel up to 15 km. That is a viable for commuting.
A better option than a safe passing bylaw is to ban slow moving vehicles including bicycles from heavy traffic roads during rush hours ie 7-9am and 4-7pm.
Pedestrians have hard enough time avoiding cyclists who pay us no heed, now we will have to dodge inline skaters and skateboarders...seriously?
skaters should be equal to bikers
Enabling safer operation of no or low powered transportation devices stimulates use of these more enviro friendly and healthy travel modes. The availability of transportation options in a city 'is' where I desire to reside. Use of the appropriate transportation 'tool' for the journey makes far more sense than a car dominated transportation system.
No objections to these. I would love to see Idaho stops apply to all stops.
I skateboard on cycle tracks. I also bicycle on cycle tracks. I don't see any reason not to make these changes.
The proposed changes are all extremely reasonable and sensible. I would really appreciate the ability to make use of the cycle track when commuting to work by skateboard. The proposed changes would make me use my car less often. Thank you!
I am sick of the city sucking up to all of the cyclists and skate boarders. What is wrong with cyclists stopping? Automobile drivers must stop. Why is it such a hardship for cyclists to stop where they need to for safety reasons?
I bike daily in the bike lanes and I worry that there would be much congestion with other users allowed in the lanes. Most people cycle a lot faster than slate boards, roller blades, etc. This will push cyclists onto the road creating more risk.

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Cyclists are subject to existing legislation and should be held liable and sanctions for violations to same. 1 m is 0. Years ago we all had to take a course on bike safety in elementary school sadly not offered to any degree now. there is a plethora of cyclists that are hybrids ie they will be botpedestrians or motor vehicles. I really think Users should have to be issued user fees to use the cycle tracks - license plates or something thereby by being licensed they are required to acknowledge and abide by the rules of the road. Which is needed.

- 1 - You forgot wheelchairs otherwise its a good idea.
- 2 - The left had is more visible to traffic. You ride the bike with the flow of traffic not against the flow.
- 3 - If the streets were cleaned properly or continuously it would not be a problem because we are avoiding constant gravel and debris on the roads near the curbs.

We cannot predict what modes will come next. Stop focusing on permissions on mobility devices, and start organizing our roads based on speed of travel. E-bikes, scooters, skateboards, bikes, electric unicycles - who cares what people ride? Group them together as they all go around the same speed. Flexibility will future proof our transportation infrastructure.

- 1- Inline skates take lots of space, often taking more than one lane. However, it's safer for them and probably manageable so even though it would make the biking experience a bit worse, I think it's fair that they can use bike paths
- 2- I already do this - more intuitive
- 3- This is formalizing common sense

I would be more inclined to use cycle tracks and I like the idea of opening things up to more users

The Province has existing laws which are very sufficient for all modes to exist. Too many relaxations have been enjoyed by these modes with ZERO enforcement from YYC. YYC has zero jurisdiction over traffic signal laws inside the city. Equality for all - ICE stops so do wheeled.

I am not a Russian hacker for disagreeing with these changes as I am sure some on #yyccc will assert.

Can you make lanes better for anyone else except cars? Stop trying to 'fix' issues that are not problems. Can't catch anyone jwalking on memorial drive near Kensington but now your screwing up more areas. So frustrating.

all drivers including cyclists need to signal consistently. By changing the arm they use it will cause confusion and be potentially dangerous. By allowing different types of vehicles (scooters, bikes, skateboards) which all travel at different speeds, we would be setting the stage for more collisions, confusion and mayhem. I'd rather see all road users reminded of the rules of the road. Cyclist frequently break them and don't act as drivers, but more like pedestrians, this needs to be addressed before we encourage more variety of users

#1: Any change that supports active transportation is a net benefit to me, as more usage will encourage more infrastructure development in this area. #2: This is the clearest signal for a right turn; drivers don't typically understand a left-arm-up.

Either they are bicycle lanes or they are not. Wait for the slow moving crashes!!

No way. Please do not endanger people by allowing skateboards and other modes of transportation on cycle paths. Why are you even entertaining this ridiculous notion? The only thing I can come up with is that there is currently inadequate traffic to justify the existence of bike paths so let's put everything under the sun on them. Cycling paths were constructed for cyclists! Other modes of transportation will negatively impact the safety of cyclists because there will always be idiots who won't follow rules especially young immature kids.

To have mobility devices, skate boards, roller skates, etc., wobbling around in the bike lanes next to traffic is craziness. Just think about 10st street by SAIT and how that would work. Not sure who dreams these ideas up but this is not a good idea. NOTE: I am a senior that uses a mobility scooter!

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Absolutely horrible idea. These mobility devices should not under any circumstances be in operation in such close proximity to vehicles which are driving a speeds significantly higher then they are capeable of and weigh a drangerous amount more then they do.
Disagree with no stopping by bicycles when entering a roadway.
Where vehicles are parked legally, to pass them leaving 1M would put you in the oncoming lane especially busses! So you want to change the bylaw regarding skateboards etc rather than enforcing the current bylaw? Does that mean motorists who speed will see speed limits increased? (NO CHANGE OF CITY GIVING THAT REVENUE GENERATOR UP)
Cyclists often weave in and out. A motorist may initially leave 1 meter of space and the cyclist may take it away.
The city should require all bicycles to be licensed, this would help identify bad cyclists
Unless properly introduced, with a prolonged method of advertising it, signalling turns with both hands will go unnoticed by drivers and increase the amount of accidents. I support this measure, especially for riders with reduced arm motion, but unless the province buys in and amends their rules at the same time, this will be an uphill challenge. Calgary drivers just aren't very good or responsible with signalling and understanding them.
I cycle a lot and a few times each year drivers pass me amazingly closely trying to intimidate. I also think skateboarders have gotten a bad rap. They should be allowed more freedom to skate downtown.
bike is not the only mode of transportation
Leave safe passing to provincial oversight. Not a civic issue ban all e-bikes
Cyclists travel at much different speeds then wheel chairs, skateboarders and online skaters. I think having them on the cycle paths will be more dangerous. I also thought cars were already supposed to give 1 meter / 3 feet when passing.
I feel as though electric bikes and other electric modes of transport should be considered cars and not bikes
Travel in cycle tracks should have consistent speed, at the very least people using the cycle tracks(bikes, skateboarders,etc) should not be wearing headphones.communication is vital.
(1) negative impact of skateboarders who make a poor attempt at trick and lose control of their board increases potential for bystanders to be hit. (2) convention is for cyclist to use left hand arm because they are in the right side of the road, vehicles can see the left hand but note the right hand. (3) the 1m Pasding Bylaw would effectively only apply to drivers and never Ben enforced on cyclists. This creates an imbalance where the driver has to be concerned about the cyclist but the cyclist doesn't have to be concerned with the driver.
I think allowing skateboards etc. on bike paths would lead to more accidents.
The city still hasn't come to terms for looking out for people in bike lanes. I just don't think we as a city are ready to adapt to these changes as even my self i haven't learned to look out for bikers while turning left on a green light.
There are already segways and motorized bikes on the pathways that shouldn't be there. I can see the harm in adding skateboards and inline skates for the four weeks a year that people use them. One metre is not enough passing space, sounds like the bylaw would be there to help cyclists litigate after they have been hit but won't really do much to help them avoid being hit. Cyclists need to come to a complete stop when entering/leaving roadway - also walk across crosswalks and stop using the sidewalk and road interchangeably.
Rules dictate all hand signals are to be made with left hand/arm

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Changing bike laws to allow cyclist not to come to full stops at stop signs or red lifts us a horrendous idea. In my experience, cyclists already choose which traffic laws they want to follow (vehicle or pedestrian) based on what is convenient for them and not what is safe for all road users. My home is near a cycle route and cyclists that use the route often do so in excessively unsafe ways.
Increasing unnecessary, such as skateboards, inline skates, or scooters will impede the flow of traffic for cyclists and may increase physical harm to all parties involved.
If allowing bikes and bikes on c-train please enforce bike locations and permitted times. Almost daily people bring bikes on during non permitted time without consequence taking up valuable space. Also many times bikes land up in locations they shouldn't be further blocking access in the train. As well has some concern of permitting skateboards, etc in heavily used pedestrian areas.
1 & 2 don't affect me, and I have no concerns about them. 3 would give me greater safety as a regular bike rider.
Calgary has made great progress in adopting alternate modes of transportation, and is earning its reputation as an international leader in quality of life. I spend 5 months of the year traveling internationally and experiencing the bicycle amenities of many cities. The "safe passing law" is shared by all cities that have embraced cycling, and rolling stops for cyclist have become far more common. I have not seen any cities that have a shared cycle track with any mode of transport that does not have brakes, and would be concerned about safety.
The one metre rule also has to apply to bikes passing cars that are stalled at a light or a stop sign.
I agree with skateboarding and scooters on cycle tracks and in places where cycling operates. I'm not ok on public spaces where there could be significant pedestrian interference creating unsafe spaces. Need to design Streets for multiple users, can't keep making bylaws without investing in infrastructure to support.
Bike lanes are not required. Bikes and cars should share the road. Skateboards, rollerblades are already using bike lanes. Even walkers have taken to using the bike lanes in the core as they are cleared of snow hourly it seems when sidewalks are rarely cleared. Try walking downtown the last couple of winter's. Ridiculous.
Hand signals are important
I use cycle paths in the summer and need to go on roadways sometime due to construction, or the designated pathway on residential streets. I have been scared by some drivers driving very closely on occasion. Getting more people on pathways and bike lanes will make it more visible and drivers more aware.
These are all logical propositions. It's great the city is taking steps to legalize what should already be allowable practice.
Personally I think traveling around the city with inline skates it's very practical and makes my commutes much shorter
Cyclists should follow the rules of the road or stay off the road. let cyclists yield instead of coming to a full stop when entering or exiting a roadway or sidewalk - you're kidding right? They don't follow the law, so change the law. Really? Cyclists should always be 1 meter away from a passing automobile, else the cyclist will be given a ticket.
There are enough considerations to make now without doing some foolish measuring in our hreafsv
Using the right hand to signal a right turn is the most obvious and unambiguous way to signal.
1) not enough room for inline skates on cycle track, skateboards are too slow. I don't mind them in public spaces. Public space and cycle track should be two separate questions.
Hmmm, cyclists don't follow the rules, so let's change the rules.

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My family (2 adults + 2 kids) are frequent users of paths and bike lanes and would welcome these changes towards safer city biking. We also support speed limit change to 30-40kmh in residential areas.
Safe passing space should also apply to cyclists passing vehicles on the right, including those stopped at stoplights. Share the road.
makes sense
Keep up the good work. Let's keep calgary moving forward with even better bike infrastructure.
I live on a road linking bicycle paths. Keeping track of cyclists I encounter while driving on my street, 93% do not move to the right to allow a faster vehicle to pass. When I wait (yes, 2 seconds back!) for them to move over, to allow me to pass safely, most cyclists make rude gestures and expect me to cross the yellow line. This is unacceptable. I see no reason to make it even more difficult to share the road safely. Cyclists need a new class of operator's licence, with a test, a licence plate and insurance; a provincial responsibility.
Cyclists already overwhelmingly refuse to move to the right on single lane roads to allow faster vehicles to pass safely. This'll just put the blame on hapless auto drivers while scofflaw cyclists abuse the privilege of using the roads; with no license or testing of their road bylaw knowledge.
I think it should all be aloud
All cyclists should have to use hand signals and obey road traffic rules . Seriously skateboards in cycle lanes , come on . Cycles should not be on the road with vehicles but on sidewalks or pathways . They need their own defined road network
I feel like these changes will just help people get out and about more. The city is not that full of hoodlums who want to bend rules and i think it will encourage older folks and families to get out more often.
Having the cyclist changes will make biking safer and easier in the city.
People just need to be encouraged to move anyway they can.
For 1 I already see these in public spaces and on the path and have never had an issue, as long as they are used in thr same manor as currently used (except being legal) I am fine with it.
2 & 3 are would be positives for me, I am a cyclist (as well as driver and pedestrian!) and feel these measures would only make cycling in Calgary safer.
My only concerns with 3 are enforcement, out policevand bylaw officers already have trouble enforcing the rules we have so even with implementing this will it be enforced?
What I see is I hope that the law for any of these types of vehicles can obey the law and desinbark off there bikes at crosswalks. Many don't and you have to slam the breaks...they don't look both ways before xcross and I feel motorist are being blame for the stupidity of people that think you can stop on a dime. You can put all of this on the bike lane as long as they look and stop and obey the rules of the road. What I see I many accidents involving a car and bike, skateboard, mobile wheelchair...whatever they drive or ride.
Cyclists don't need any more accommodations. They are already a menace in the roads.
Vehicles are already required to provide space when passing, but bycyclusts aren't held to the same rules.

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Many cyclists currently disregard traffic laws such as yielding to oncoming traffic, stopping at lights and stop signs, and yielding to pedestrians. If the city changes the laws to accommodate the illegal activity it is telling everyone that if you disagree with the law and break it, it will be changed. This would send the wrong message. Rather than changing the law educate the public and enforce the rules.

Too many mobile items will clog the cycle tracks. They all travel a different speeds increasing potential for accidents among the mobile items. A safe passing distance of 1 meter could mean that a vehicle could be in oncoming traffic especially where there are parked cars and narrow streets. Cyclists need to come to a complete stop. This is really important because a vehicle may have already entered the intersection. This will be really confusing to drivers to try to decide if the cyclists is or is not going to stop.

Skateboards are not transportation

It's time to allow e-scooters on city pathways and sidewalks too. Come on Calgary, it's almost 2019 for gosh sakes. I'd like more efficient ways to travel to and from on my commutes. I'd ride a bike to work, but it'll get stolen. I'd take my longboard, but legally I can't. And I'd like one of those e-scooters, but I'll just get harrassed. So I just drive to the detriment of increased traffic downtown and the environment. It's time to join the 21st century.

Skateboards will get in the way on a cycle track and it will be dangerous. A one metre passing rule will not work because the paths and cycle tracks are not wide enough. Stop this silly micromanagement .

The current hand signals mirror those used by a driver sticking the left arm out a window and are not initiative for cycling. Pretty much every other country does it this way. The yield/stop proposal mirrors Idaho and is seen as a way to make cycling more efficient.

Make cyclists feel more safe on the road.

I live part time in Holland and Calgary is so far behind on this. We need to catch up... all these proposals are common sense.

Leave hand signals as is. Only left is legal

Can we also legalize bicycles on sidewalks? Yielding to pedestrians of course and lower speeds. More accessible transportation options is vital, I am positive these changes help contribute to the health and vitality of the city.

We should maintain the same bylaws that are accepted in other jurisdictions. using the other arms to signal will cause accidents. 1m is a large berth when a cyclist is already a metre from the curb. Why don't we add that if there is a bike lane then bikes must be found on this lane only not next to it (Elbow Drive by 38th sw is a dailey occurrence). Skateboards are for middle aged stoner boys who can't grow up. Also it has been proven that bikes favour the upper class white men. Commutes of women, low income and brown people matter just as much!!

Giving cyclists a full 1 meter could impede oncoming traffic and cause accidents. Most of our roads aren't wide enough

Calgary has changed. We own a car but drive it as little as possible, preferring to walk or use transit when we can

We should allow electric scooters and skateboards. These are the modernized versions of once perhaps impractical modes of transportation and would serve well as portions of a person's commute and to move about downtown and around neighbourhoods easily, with no carbon impact.

One metre much too close between users and road. Using right arm to signal right turn not visible to oncoming vehicles. Use of skateboards, inline skates and scooters belong on parkway paths; users could fall onto motor vehicles driving lane.

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The entire concept of cycle tracks is horribly flawed. Ask people 'what does that green paint on the road MEAN?' (Assuming they can see it under the SNOW). There are multitudes of answers and great confusion. Calgary is NOT Amsterdam! You live in Mahogany, I live in Sage Hill and I think you should bike to my home for Christmas dinner. Give your heads a shake! 'Alternative' signalling! Go to YouTube and watch <https://www.youtube.com/embed/Zh3Yz3PiXZw> about 'Alternative Math' How about we all just do whatever we chose and leave it to chaos?

1. Why are you missing most dangerous change of 'Allow cyclists to yield instead of coming to a full stop' on this list?! Strong NO to that change.
2. Start enforcing law/ebike drivers not using helmets. You are NOT setting good role model/safety tone/you enable unsafe driving habits.
3. Heavy Ebikes on CTrains=Lift risk to TransDriver/Unsafe CTrain Lift
4. !!!Reason you use left arm is because visible to vehicles on left side of them. Do NOT change that! / universal traffic rule /more unsafe rules/complexity to enforce/explain.

You are assuming all skateboarders are benign. Many are not and do. ot mix well with pedestrians. Same for cyclists. There is no licencing or training of either so you get the range from the wilfully ignorant to the honestly don't know better. The result is conflict with cars and with pedestrians. All in the interest of the few. This is not Europe where etiquette for cyclists and others is well understood. And yes I am an avid cyclist who also competes in bike events like triathlons. Allowing cyclists to not stop but yield will degenerate fast

The key is to keep bike lane traffuc moving at a fast speed. A large slow electric wheelchair and a bike doing 15k are not a good mix. I use the bike lanes as a transportation medium and cluttering these with slow traffic will push me back intoncar lanes.

Wait aren't these called CYCLE Tracks. They are already narrow and none of the users mentioned have brakes.

Cyclists don't signal (or stop at stop signs). You can permit them to use either arms, legs, wink once for left, twice for right.

Keen to give all moving on wheels together.

Because these are just common sense.

1 meter safe passage rules could result in most downtown bike lanes not allowing passing. If you also allow other slower modes of travel in the lanes there will be significant backups and people way start moving on to sidewalks and into traffic.

1- key issue is the inability of most newly mentioned devices (e.g. skateboards, in-line skates) to brake quickly and effectively-this must be a REQUIREMENT

2 - bike hand signals are universally (and globally) recognized! Changing them for Calgary doesn't make any sense. Calgarians need to learn to signal properly!

3 - safe passing spacing...in areas like Beltline, traffic cannot meet this requirement currently, frequently we must pass each other within inches due to on-street parking, parked delivery vehicles, open car doors, etc.

Will improve access for non-automobile modes of transportation and improve safety for users of these modes.

know rules of the road and signal properly.. no to electric bikes

More ridiculous ideas coming from the City of Calgary, where their number one employees are rejects of other industries. I believe you need another reminder that the city is frozen over 7 months of the year and sacrificing public space and creating bylaws for cyclists is plain wrong.

Safe passing distances should be required by law to ensure the safety of cyclists to prevent punishment passes, ensure room to maneuver, and prevent illegal lane splitting. Where dedicated bike lanes do not exist signage and laws should indicate cyclists may use full lane, this is to prevent unsafe passing.

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I feel other modes of travel should have equal access to roadways as bicycles. However, in terms of public spaces with pedestrians, all of them pose a hazard when their speed is not absolutely controlled to the same pace as pedestrians.

I am worried about the validity of the data collected by a survey like this when the decision to respond is not absolutely random, but rather open to being skewed by a smaller group with a particular agenda. It should not be the basis of decision making.

I primarily cycle and walk. These changes will make it easier to bike/walk and improve safety. I appreciate the consideration for cyclists.

Short downtown commuting is far easier by scooter than bike, so it's a welcome change. Momentum is so important to bikers, so allowing us to keep it going if it's clear saves energy.

If you are trying to kill car transportation in Calgary then your on the right track! It's enough already with the changes to our streets for bikes. Stop the madness to appease the few. I pay for a car license, skateboarders, scooters etc don't. Someone may get injured due to all the confusion already out there on our streets.

1. Although I'm concerned about mixing bikes with other modes travelling at different speeds, I think it's a worthwhile trade off to give skateboards, wheelchairs etc. a safer space to travel.
2. Many use the right arm anyway so it won't change much.
3. Absolutely! Been buzzed too many times by cars

There is room for sharing space in the bike track. Small inconvenience but worth it.
Hand signals are a no-brainer. Most places around the world use both methods of signalling. Easier to understand signals with both hands.
Safe passing is very important and 1 meter should be respected.

- #1) No..skateboards are too erratic and will cause too much confusion. Also no to scooters, we don't need young children out on a two-way bicycle track.
- #2) Really?!? This is something I learned at age 7 growing up(cycling) in Copenhagen. Hand signals should be mandatory and if not used, should then be fined! Every cyclist should know their handsignals by the time they sit their butt in the saddle!
- #3) Yeah? and who will enforce that? Common sense will dictate passing, don't make this a by-law issue.

Too dangerous to have rollerbladers, scooters, & skateboards on cycle tracks downtown - no brakes and very different speed. Cycle track already congested. Be like putting donkeys and horses on the roadway. Cyclists need dedicated lanes. Signalling with right arm - yes. Good change. 3 feet yes - many cities have this bylaw. Increase safety. City needs to continue improving cycling infrastructure. More paths and definitely better signage. Tourist would find it difficult to navigate here

Don't feel there is enough space in bike Lanes to allow for 1 metre

I ride ~8k Km/yr & cycle tour all over the world and passing space is key. As an example, drivers in Spain have been heavily ticketed for a number of years for passing too close. Now drivers there have been "trained" and it's a joy to ride there. It's dangerous to ride in my home city for some drivers are very aggressive. They ride in a 1000 kg, I'm on a 10kg bike. Who's going to lose if we hit! So great that you're suggesting the passing space. Now, if you enforce it, things will improve.

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If existing cycle tracks are already there (do NOT build new ones!) then let them be used by any "non-car" type vehicle. It gets them off the sidewalks and makes more use of ALREADY EXISTING cycle tracks. As far as signalling, who cares which hand is used? If it improves uptake of signalling in any form it's a bonus, as signalling is virtually non-existent as it is. The safe passing law is stupid. There is not enough room on a cycle track for it to happen (DO NOT EXPAND THEM TO SOLVE THE ISSUE!) Another unenforceable law doesn't do anything.

I think allowing more access to bike lanes will remove some of them from sidewalks. Points 2 and 3 above are basically a waste of time, effort and money. Bylaw and CPS can't and won't enforce current laws (e.g. bicycles on sidewalks), so why make more useless bylaws?

The requirement to use your left hand to indicate a turn dates back to a time when vehicles did not have turn signals and the driver's right hand was not visible inside the vehicle. Using your right hand allows one to point in their intended direction of travel and is more logical.

A safe passing law of one metre is needed. This will increase the safety of cyclists and may increase the number of people willing to bike. One less car is always good for the environment and congestion.

I think it's great that the City wants to extend safe, alternative transportation to inline skating, skateboards/longboards, etc!

If we allow bikes why can't we have them insured and licensed they are using our infrastructure expect all the consideration but pay nothing
All for bikes etc. But they must pay

Speaking as a cyclist, after finally increasing cycling traffic through the use of cycle tracks, allowing these changes will force cyclists out of them. You can think of this as the ultimate unintended consequence of a foolish and unsafe idea. As a cyclist I will avoid the downtown cycle tracks if I see wheelchairs in particular, but skaters and skateboarders as well. They have zero lane etiquette, will not provide any warnings of direction changes and will cause injuries and sudden and unpredictable swerving. 100% opposed.

none, all good, except one thing you could change to create a positive impact: DO NOT SALT THE BIKE PATHS in the winter!!!!!!

First, one thinks about these things, not feels. Consistency with provincial law is important - don't provincial laws dictate bicycle signaling? My experience with inline skates and skateboarders is that they don't act respectfully with either foot or road traffic. Now you wish to legalize this? Enforce existing laws. The final parking point should be accompanied by changed signage in the effected areas.

There's no good reason any of this should be an issue. Most of this is common sense.

Calgary needs to embrace the many ways people want to move about. We need to make it safe and encourage active mobility.

The proposed changes are common sense and would absolutely improve travel options in Calgary. I fully support it.

I see people with limited mobility, strollers, etc, struggling to traverse snow-piled sidewalks everyday. I welcome opening up the bike lanes as a safe option for them to get around. As a cyclist I have a lot of frustration from other cyclists who disregard safe practices - particularly in the bike lanes. I hope that allowing for other users onto the pathway will make some cyclists more conscious of their speed, passing behaviour, & general demeanour around others using the bike lanes.

Wheelchairs do not belong on the cycle tracks. They will be a danger to the wheelchair user as well as cyclists.

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The amount of room that inline skaters take up is much wider than a cyclist or skateboarder. That could cause issues as there isn't a lot of room in the cycle lanes.

Right hand signalling when cycling makes sense if it is used appropriately. I currently signal with right or left depending on the situation. If I'm in a road lane, I'm more likely to signal with my right, but if I'm on a path parallel to the road I will use the hand that is most likely to be noticed by the drivers.

More people on the paths is a good thing!

I cycle to work and the passing law will keep me safer as I connect to the track. I'm not in favour of skateboarding on the cycle track. They can't brake and I have nearly collided with skateboarders more than once.

Riding a bike is hard when a car comes too close. Having a required distance allows more safety. The bike path needs to be for bikes only if you want flow of traffic. Again a safety issue. It is no longer enjoyable to bike on many stretches of path because of the variety of users now. Perhaps restrictions on time the bike path can be used?

By making new rules of the road for bicycles, ie yield instead of stopping, use of both arms for signals will only create more confusion on our roadways. There are current rules in place for all these actions across Canada and they are understood by all road users that were trained to be on the road, by creating a specific Calgary set of rules for the road will only lead to more confusion and conflict between automobiles and bike. I am an avid cyclist, we need to stop creating car/bike conflicts by reducing confusion and forced road sharing

Hand-signals are under-used anyway, not understood by the VAST majority of vehicle drivers. Changing something already misunderstood is ridiculous. It would be far, far safer and far less costly to EDUCATE rather change an existing "law."

Allowing other transportation modes is a danger. My observations every day in my commute is that while they are all using them anyway(and have never seen a bylaws officer enforcing any rules) the cyclist use excessive speeds, blast through red lights, and even disregard the cycle lanes to continue riding on the roads that have cycle lanes. Again no enforcement. 1 meter passing rule. impossible on some narrow roads. Try adhering that on 5 st. Hazardous and all resp on vehicles. Cyclists don't follow rules so you change them?? No accountability

Pedestrians, bikes, toys and mobility aids are too much in the same place. All going different speeds all at different skill levels. Road laws saw you must use left hand to signal so that it is visible. Why should it be different here? Adds confusion and may cost a life

I absolutely do NOT agree with the yield rather than stop part of the proposed changes (which I noted was not one of the survey questions). Also it is ridiculous to group scooters/electric wheelchairs with skateboard/in-line skaters as the first have brakes and speed regulators and the latter two have no such control.

The safe passing law is unenforceable so why make it. Calgary drivers do not know the dimensions of their car on a good day, too judge 3 feet of clearance is going to be useless it will create situations where a driver has more than enough room and won't pass because they will be afraid of breaking this law.

I feel skateboarders should be allowed on cycle tracks, bike lanes, skateboarders have as much or more respect for the laws as cyclists do

1 I see more issues for allowing more mobile instruments in walking areas 2. How can you change this it's a universal law. Left arms are used because it is more visible to the drivers. The majority won't know that the city has change a universal law can't believe we pay these people to come up with things like this. 3. Stop creating more stupid laws. This law will not help drivers are drivers and will do what they want. More waste of time and money. What will this law do? Won't make the roads safer. It's peoples driving habits

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There are very few commuters on wheelchairs skateboards etc. to begin with. Our extremely long winters will not be changing these numbers. You seem to be hell bent on giving more access to a very small number of Calgarians at the expense of the majority. As much as you hope to make this a less car friendly city our weather will not make that a reality. I live in the suburbs and try to walk as much as possible. However your lousy snow clearing policy on roads and sidewalks makes this very difficult.

this would create a lot of accidents as not everyone follows the rules on cycle/pedestrian paths: stopping in middle of road to talk or text, going from side to side

Allow rolling stops (Idaho Stop) and intersections when safe to do so. Safe passing law for Calgary/Alberta is a must have!

Pedestrian safety in public spaces tops scooter/skateboard convenience.

Regarding safe passing, I don't understand how this would be enforced or even measured. Further slowing down traffic for the sake of a minority is not logical.

Allowing in-line skaters to use cycle tracks keeps them off sidewalks, which is safer for pedestrians.

Allowing cyclists to signal with their right hand just makes sense.

Cyclists should have to come to a complete stop when entering/ exiting crosswalks. They already constantly disobey stop signs and red lights. This is dangerous and more enforcement is needed.

Using skateboards for transportation is becoming more popular. I'm glad to see it included this new change.

I think the arm signal changes make a lot of sense. The old way is so confusing.

Having bylaws align with expectations of all transportation user, and actual use practices both encourages positive transportation methods and allows more people to use multimodal transportation.

A safe zone around bicycles completely logical as riding my bike near cars is terrifying. Using either hand to indicate a turn makes complete sense.

I have an ebike as I have a worn out knee. It allows us to have only one car as a family. My ebike is my main for or transport now for simple errands. I have lost 20lbs in the past year and it has effectively removed a car from city streets for me. Ebikes need to be completely part of the cycling infrastructure

I suggest we allow bikes on the sidewalks & I propose a bylaw banning bikes from the roads all together. Bikes slow down buses too much. Or make it legal for bus drivers to run over cyclists or "nudge" them out of the way. (just kidding about that one)

You didn't ask about allowing bicycles to yield instead of stop at roadways - really poor idea, at least now they almost slow down before racing through anyway, this will just encourage them and cause more hits or near misses.

While I do support allowing skateboards, scooters, and inline skates in downtown spaces I and cycle infrastructure sometimes they can be a bit of an obstacle and get in the way, specifically on the cycle tracks.

As a daily cyclist all of these changes are very positive! Allow cyclists to yield instead of coming to a full stop will have the most personal impact as it will make my daily commute easier. Sharing the bicycle lanes makes sense and helps justify the dedicated lanes by increasing overall usage. I strongly agree with the following statement:

"...legalize behaviours that commonly accepted and currently in practice. ... provide clarity and consistency ... reduce the risk of being ticketed for socially acceptable travel behaviour and improve safety"

Some of the cycle tracks could be 30-50cm wider. They are quite narrow and make it hard to go around a slower user safely.

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Motor vehicles pay tax to use the road and all others do not!

Stop catering to the minority and start listening to the majority - keep fringe groups in the fringe!

No other major city with similar climate and terrain have done such a disservice to motor vehicle drivers that Calgary has done.

Use common sense and smarten up!

I would like to scoot on the safe separated cycle tracks while running errands downtown. The 1 meter passing distance is a great start to encouraging others to cycle more, making the experience better and safer.

Just plain old common sense.

I don't feel that strongly about 1&2, but as a road cyclist, the one meter rule is a huge safety improvement, giving cyclists some space to react if something happens to their bike or if they see a dangerous object on the road.

We need to create a more welcoming environment for cyclists, and after safety, efficiency is critical to maximize every spent. In this vein, I'd like to see the "Idaho stop" rule adopted here which would allow cyclists to treat a stop sign as a yield sign and red lights as stop signs, provided it is safe to do so.

sometimes the ground isn't perfectly good... maybe its safer for kids on scooters and grown ups on skateboard toys to stay off the blacktop and stick to the Smooth cement sidewalks.. thanks for fixing the sidewalks and pathways quicker than the potholes in the street btw. . good job. honestly I just skateboard where the ground is smoothest and free of rocks and debris. -(grown man on skateboard toy)

The city is still trying to validate a bad decision and waste of taxpayers money. There is no impact on 1) as it is already being used. To require the drivers to have to look at both arms of the cyclist or other mode is distracting. Can the car driver have the passenger arm signal? the Rules much be consistent. Not sure what 3) accomplishes. You are suggesting that people are not getting 1 meter. Who is going to monitor It. The city does not monitor the current rules why add to the complexity.

One meter passing space is safer, bit will bring traffic flow to a crawl in and around the downtown core. Stop trying to turn the city into a cyclists/pedestrians utopia for a small fraction of the population.

1. There is little downside to this and it encourages people to be active and enjoy our outdoor spaces.
2. Using left arm hand signals for right turns is a legacy from left hand drive cars. Using the corresponding arm for whichever direction a bike is turning is simpler and more intuitive and this makes it safer and better for everyone.
3. Safer is better.

We welcome ways to keep our family active. Thanks for reducing some of the red tape and making it easier for us to get around by skateboard and bike around Calgary (we hope!!)

I am in favour of scooter, skateboard and inline skate use in cycle tracks, but feel it is dangerous in other public spaces. For the one metre passing requirement, unfortunately there is rarely that amount of space available on the roads, so this could have a very high impact on traffic flow. It would also encourage bike use off of designated bike lanes which provide the safest option for cyclists.

Cars don't have a 1 meter between them for allowance so why do that for other vehicles? Bikes should not be allowed on major road systems during peak morning or afternoon rush hours for safety reasons. Otherwise, if this bylaw is enacted 1 bicycle on a major roadway travels slower than the speed limit with a 1 meter allowance needed means a car cannot be in that same lane. So basically it removes an entire lane of traffic for 1 bicycle. We don't have robust enough road systems to accommodate this.

scooters etc ok in tracks not public spaces

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As a cyclist I frequently use my right hand to signal based on what makes sense. I pass people with the most room possible but in tight situations you may not have 1m. As a skateboarder I can't believe we haven't legalized skating downtown yet!
How many skate boarders use that as a means to commute to work???? Other two make sense: hand signals and safe passing.
Separation of modes of transport based upon disparate speeds is a great idea and ought to include skateboards, etc. I do not skateboard so while it does not affect me, I am surprised to learn they cannot use the bike lanes; they should be able to. Signalling intention ought to be encouraged for cyclists; this helps so I'm all for this. More cyclists need road rule training tho'. Minimum passing distance is fantastic. I've had drivers brush by me on purpose. A bylaw change is advertised legal backup to identify that this is not acceptable behavior.
Getting people around town outside of their cars will be important for the health of the population as well as improve the vibrancy.
It's about time!! Let's get this done.
The safe passing bylaw is extremely positive as it supports cycling on roads and provides drivers with the proper expected behaviour when encountering people on bikes
Scooters and skateboards should be given the same rights as bicycles
How do you measure 1 meter, Police are going to enforce this?? Tell auto makers to stop making their vehicles wider every year.
Opening up all the public spaces to inline skates, skateboards etc. This is going to require some education and management to ensure safe, respectful and orderly useage...in particular to those of us regularly using these areas to walk or jog. Will the boundaries of the cycle lanes be narrowed at all? Currently cyclists are often on the very edge of these lanes and in some cars or trucks there just is not 3 feet of passing space available! Using either arm assuming this is CLEARLY able to be seen and actually understood by motorists could be fine.
Motorized wheelchairs and scooters are wider that bicycles and pose a risk of injury to cyclists. One of the reasons that we have cycle tracks is that we escape the treat posed by motorized vehicles. You are moving their threat of injury from pedestrians on the sidewalk to cyclists on the cycle tracks. Their width will make it particularly hard to pass them on the cycle tracks
I'm in favour of allowing skateboards, inline skates, and scooters on cycle tracks. However, the question did not include wheelchairs. I think the wheelchairs that are designed for sport/fast movement would be fine. However, electric wheelchairs, seated scooters, and regular wheelchairs are much too slow and would be dangerous on the cycle tracks. These should be considered pedestrians and travel via the sidewalk.
The infrastructure is in place. We should use it to the maximum benefit for the transportation of all wheeled passengers. Yielding to pedestrians and vehicles of right of way is the law and must continue for safe operations at all intersections. Many cycle track users do not signal with their hands. It is a courtesy of a learned behavior. Consider education and pay per use permits for motorized wheeled transport.
Some of these are already occurring so a law saying they are ok is rather moot. Right of way should be established, between bikes wheelchairs and skateboards. Electric bikes, or motorized, should be limited to road as their speed capability exceeds pathway limits in some cases. Helmet laws need to be enforced for electric or motorized bicycles also. Really, without enforcement no bylaw matters.

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Scooters, inline skates and skateboards are not methods of transportation - keep them in parks or sidewalks as an amusement.

As for signalling, I always look to the bicyclists left arm - that is how it has been for years and I see no reason to change it. Getting people to use arm signals, I believe, is the bigger battle.

As to the passing bylaw, is this always possible on our roads and streets and then, is it even realistically enforceable. Don't enact a bylaw unless it is enforceable. This bylaw is not.

Scooters, skateboards, etc are often used responsibly in public spaces; however, very often they are not (too fast around pedestrians, in the way of people walking, etc). At the end of the day, the pedestrian is king (for better or worse), and operators of these vehicles often fail to recognize that.

I think the bike paths will be more congested than they already are. The inline skates, skate boards cannot be controlled by the operator as well as a bike.

Putting wheelchairs and skateboards on cycling lanes makes absolutely no sense. They operate with different rules at completely different speeds, and there is no safe way you can put them all on a narrow lane without introducing serious safety risk. Wouldn't it be nice if the city Council we pay so well through our taxpayer dollars actually came up with an idea or two that made sense once in a while?!

Most downtown areas, do not have enough room to allow skate boarders and inline skaters

More space for cyclists, safe passing law, would get more people cycling

Allowing skateboards, in-line and scooters on bicycle pathways is not a good idea at all. It will cause accidents on the cycle tracks, impede travel, and make for an overall poor experience. Why don't we first focus on getting the cyclists to OBEY the law and stay off the sidewalks?!?!

Would be nice to allow cyclists to yield at stop signs instead of coming to a complete stop. It's called an Idaho stop.

Hand signal will be a positive change for left-handed people. And it's much safer for motorists to allow more space while passing cyclists. It'd encourage more people to cycle & feel safe. However, I'm afraid existing infrastructure does not support this fully, especially the busy and narrow 5th street from Elbow Drive to 17Ave. There are 1-lane for each direction, I'd feel bad for cars not being able to pass cyclists as we are not that fast sometimes.

Allowing more traffic in the bike lanes will cause congestion and frustration for the users. It works on the pathways inside the parks but will not work downtown or on traffic thoroughfares throughout the city. Further, making a meter space allowance for passing bicycles will further congest traffic especially downtown whereby a car will have to wait for a space in the left lane to open up in order to pass the bike safely, causing slow downs and even more traffic congestion. City council is nuts.

Important to welcome multiple non-motorized forms of transport for both safety and to encourage use of eco-friendly modes of transport and encourage outdoor fitness!

Proponent for skateboarding in the city

- 1) I would be a recreational user but would become a 'rollerskate tourist', making special trips to fun areas to skate.
- 2) Does not affect me but it makes complete sense.
- 3) I am a motorist who already does this, if it were mandatory then other motorists would stop being upset at me for doing it. I have no wish to get too close to a person with less protection than my steel cage, it just makes sense!

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The safe passing law is just common sense, it is deplorable that we do not already have this in place. We have mandated seat belt use for decades yet the consequences when a motor vehicle strikes a cyclist are far greater. Allowing other forms mobility is being both inclusive and progressive, the position taken by some that there isn't enough to merit this does not make sense. Even if having some minimum number of users was somehow needed, how can that be known until it is legal?

These are already happening, so formalizing them in law makes a lot of sense. Let's do it!

Many times we have bikes that do not signal their approach, adding more of these vehicles will Africans the problem. Who is going to be responsible for the metre distance? The motorist or the cyclist? Seems very unfair to the motorist as they cannot move easily.

I was shocked to see these proposed amendments are not already in place.

I do not see a reason that skateboards and other personal mobility devices should not be permitted in public spaces and cycle tracks. I believe that cyclists indicating right with their right hand may cause a safety issue as when you are passing a bike you may not be able to see their hand go out if you are to the left of them.

My thought is this is fine for downtown only if this spreads to main roadways like crow child etc. Then absolutely not.

1) No issues with alternative modes provided rules are followed. 2) Would provide more flexibility in communicating turns. 3) Could promote safer passing and improve safety/comfort for vulnerable road users. Other) Need to streamline rules at pathway-street junctions, i.e. yield vs. stop, consistency of right-of-way for cyclists and pedestrians, any pathway crossing of roadway functions as multi-use for purpose of cycling.

The one meter passing space would be impossible on many Calgary roadways. It would then require traffic to follow a cyclist at reduced speed causing traffic jams. Also against allowing cyclists to ignore stop signs and not stop when entering roadways. If they are vehicles then they are vehicles.

Interesting how you left that one out of the engagement questions. This is why we don't trust city hall.

1. Scooters - yes. Not entirely sure about skateboards and inline skating since they seem to take up the entire width and frequently weave. Also no effective braking for them.

Allowing either hand for signaling is long overdue - many drivers don't understand the left hand only signals, whereas pointing your direction is pretty obvious. I think we (as a cyclist) should still have to come to a full stop. The safe passing law is the most important as many drivers make a point of passing as close as possible to let you know they want you off the road

I've seen other cities use bike lanes for skateboarding and it seemed to work just fine.

I'm not a cyclist, as for hand signals well I've only got one hand so I'm kinda screwed in that regard anyways. People on skates need more spaces to skate as we currently have very few and neighbourhood paths are usually quite rocky/bumpy/kinda dangerous on 8 wheels.

in support of anything to make commuting safer for cyclists, and making it easier to use the cycle tracks will encourage more people to use alternate modes of transportation

I don't feel it is safe for skateboards or inline skates to be on cycle tracks as they lack any sort of meaningful braking power. When travelling on a cycle path (especially downtown) the amount of stopping, some of which can be more sudden than others, could very well lead to an accident and/or injury by a skateboarder or someone with inline skates. Also, in regards to skateboards, many are quite fond of performing tricks and/or dangerous maneuvers. This is the last thing ANYONE needs when commuting especially in close proximity to cars (downtown).

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Simplifying self-propelled access / commuting/ transportation options are always positive! Speed restrictions and "yield to pedestrians" rules have to be in place
skate boards inline skates and scooters are already there and do not really impact my ride that much. I see no reason that they should not be allowed
These rules go a good distance to allowing all users to safely share the road.
As someone who has been hit by a car while cycling and is now very conscious of how close some cars travel to cyclists it is time to make a law regarding how close cars can travel. A meter is reasonable. Often drivers are not aware of how close they are to cyclists and how difficult this is for someone who could be injured in an accident. Right hand turn signal not well understood. Makes more sense to point in direction you plan to turn.
Skateboards tend to weave in and out of the lane, they pose a challenge to pass on tight cycle tracks in the core. Electric scooters would be ok and would be a great addition to the core, if they are not electric they would pose the same challenges to pass as skateboards. Inline skaters have a wide stride that impedes other users use of the cycle tracks. They are nearly impossible to pass safely if unless they are paying attention as I have been hit by two rollerbladers in the last year using the Glenmore pathway.
While I appreciate the thoughtfulness of providing transportation options for all, this is Canada. We *maybe have 6 months of the year that it is not snowing. That doesn't mean the other 6 months is 30 and sunny. This is not useful for Calgary as a whole and is a complete waste of my tax dollars.
It would be easier & more efficient - it makes sense It adds a measure of safety & makes riders of wheeled conveyances have more confidence
Range of speed of different transportation mediums in a shared, narrow bike lane makes for risky and dangerous travel when inevitable passing is required.
I feel that over the past ten years the city has failed miserably in their planning . City council has made poor decisions in general . The bike project was costly and has just increased traffic congestion in the downtown core and made it less safe . The traffic lights have to be better synchronized to move traffic effectively in the city . To make it safer for pedestrians at signal cross walks , there should be a delay from the time the pedestrian hits the button before they cross the street because they immediately start crossing without looking .
Update laws to reflect how cyclists actually behave already. Re: adding other travel types to bike lanes, the biggest thing to study = matching speeds. Bicycles easily get up to 20km/h or higher and are good at keeping a straight path in a narrow lane. Novice roller blade users may take up a lot more space and travel much slower.
I've seen many skateboarders using the cycle tracks and have no problem with it. I can easily pass them on my bike.
The more non-vehicle forms of transportation, and the easier to use them, in more places, the better!!! I support ANY infrastructure that supports making these things easier. I like to use my bike, and my feet, to get places. I am not a strong or confident cyclist. I do not feel safe cycling in many places in the city. Yet! Hopefully soon... we could be as cool as Copenhagen! Let's do that.
I feel that the bike riders should have to follow the rules and regulations of the road as a vehicle. They do not come to a complete stop at intersections now - they cut across using sidewalks rather than the roadways. They should be licensed like a regular driver, if they are using the roadways. Bikes seem to have the notion that rules and regulations do not apply to them. Yes there are some that are responsible, but a great majority are not. I disagree with this.

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Many people use non-motorized types of modes that aren't bicycles. We definitely should be inclusive. We also need to anticipate new modes that aren't popular yet, but may be in the future.

Several city streets have been designated for both motor vehicle and bicycle traffic. Extending road usage to other non-motorized mobility devices in the downtown core would be OK, as long as there is a firm commitment from the city to not extend it to outside streets, in which case the danger of collision between those non-motorized devices and motorized traffic would greatly increase.

Calgary needs to recognize the growth of TNC modes of transportation such as UBER and create more, better, safer zones for passenger pick-up and drop-off, even at the expense of on-street parking - particularly in the downtown area.

Also need to recognize that delivery service such as Skip-the-Dishes, UBER Eats and others have grown and provide short-stop loading/parking zones to allow drivers for those services to pick up and deliver.

Add to the safety of all Calgarians

As someone who rollerskates everywhere I would love to see these changes made. It would slow me to continue living a more environment friendly lifestyle as well as encourage other in fitness

There is no need to change the rules of the road for Calgary. Enforce the current rules. Especially enforce the rules for cyclists and pedestrians. There are just as many cyclists and pedestrians guilty of not following the rules as cars.

I'm not certain there are enough of these other modes of transportation out there to justify allowing them in bike lanes, and as a cyclist, every time I've seen this happen already, they're very much in the way.

Hand signals and especially safe passing are common sense. I'd love to be able to call in the plates of everyone who nearly clips me to angrily prove I should "get off the road", and have actual by-laws on my side so the police might consider doing something about it.

What about the pogo sticks??

Seriously, folks. Commuter cyclists are vulnerable road users, and the cycle tracks were created, in part, to address that reality. As near as I can tell, wheelchairs are already being accommodated on sidewalks.

Skateboarding and rollerblading are recreational activities and there are pathways for that.

I'm all for inclusivity and finding ways for skateboarders and skaters to safely utilize those methods of transportation is a good idea to encourage active transportation. However, putting them, along with wheelchairs and scooters, in bike lanes will only create unsafe conditions for everyone. The bike lane usage is getting stronger all the time. This would be a setback and cause injuries and frustration.

safer passing laws would remind drivers to share the road. introducing the dutch reach for opening car doors can also help with bicyclist safety.

As mentioned these are essentially deemed acceptable today, bylaw change formalizes it.

There needs to be tighter rules around how skateboard, scooter and skate users should behave when they are on walking and cycling paths.

Some are great ideas, but adding in scooters, skateboards and such to cycle infrastructure is akin to putting bikes back onto the roads....you mix slower, more venerable users in with (usually) heavier mass, faster moving traffic and, if done, I would expect an increase in collisions and injuries in the bike lanes.

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Cycle tracks are often underused so opening them up to non-motorized non-bicycle modes of transport will have limited impact on cyclists while also increasing safety on adjacent sidewalks. A cyclist signalling with their right arm is likely to be less visible to drivers than the left arm, because of the typical positioning of cyclists on roadways (i.e., in the right portion of the lane).

As I cycle mostly on roads that don't have bike lanes, I'm not really affected changes that might be made to allow scooters or skateboards in those lanes. But all cyclists would be positively affected by the common-sense change to allow signalling with either arm, and to have a minimum passing distance regulated. I think most drivers allow that anyway, but perhaps not.

The cycle track is for cyclists. By jamming the track with wheelchairs and skateboards you will create a situation where there are multipole speeds, safety considerations etc. in one place which will negatively impact cyclists. This was created for cyclists and that purpose should not be interfered with.

I commonly travel to work either by bike or on roller skates (quad skates, not inlines) and have been for approximately 15 years. Technically there are spaces I can't travel on skates and motorists generally look at both of these modes of transportation as a disruption of traffic flow. I believe both 2 and 3 are excellent additions to the rules of the road in the city.

Signaling with right hand means vehicles possibly not seeing the signal. Bikes tend to be on the right of vehicles, signaling with left hand means that vehicles stand a better chance of seeing the signal.

I don't see a negative impact in question 1 because this is already the norm.
I predict that allowing change to signals will be confusing resulting in serious accidents. There may need to be an exemption for people with disabilities. However the compliance with rules and cyclists is already low and isn't be enforced. This appears to be more of a move to remove the responsibility of enforcement to enforce the rules.
Again start enforcing the rules that are already in place with cyclists rather than changing them.

I think creating bicycle lanes and restricting motor vehicle traffic for such a very small amount of the Calgary population is money wasted. Spending more time and money discussing to bicycle lanes is a waste. It is already difficult and often unsafe traveling on roads and worrying about oncoming bicycles.

if bikes are allowed so should scooters, skate boards everything else. If you do not address the sidewalks but are making bike riding more acceptable then you are moving forward without fixing cracks the city bylaws have created. making sidewalk snow, ice, water slaves 5th class citizens. Still ignoring us. Turn signals should stay the same, the bikes should come to a stop at the stop sign, or you are giving into them at the sake of our car insurance. Make them by license plates and bike insurance if they are going to run stop signs, maybe life

Until the cyclists are policed and have to adhere to the rules of the current cycling lanes and road rules I think just will be an annoyance and waste of tax dollars. Longboards, skateboards, etc are on sidewalks-unfortunately so are cyclists-they basically can ride anywhere with no repercussions and pedestrians are at risk. Currently cyclists -less than 1% of the populations have more rights than pedestrians.

Quad skates to be included just like inline skates are.

who is going to police this law in terms of the distance provided? If I get a ticket for not providing enough space, I'll be livid. are they going to get out a measuring stick? I think this is a terrible idea. and just treat everyone as adults and let them use their best judgement.

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taxes keep going up and council occupies its time with issues/ideas that have no positive impact on the vast majority of citizens. It would be so nice if council was accountable for the \$\$\$ that they waste - what are councils KPI's?
Cyclists should continue to be required to come to a full stop when entering/exiting a roadway or sidewalk from/to a pathway.
Cyclists must be treated the same as cars and trucks, they must follow the same rules of the road since they share the same road. When entering a roadway as a car does you must come to a complete stop. Cyclists must start to obey the posted street signs and signals.
I considered scooters, skateboards and in-line skates not a mean of transport hence it's use should be confined to recreational areas.
The left side turn signal should remain. Quad skates should be included too not just inline skates! Where is the love Calgary?
i skateboard often, and my dad is a left-handed cyclist
As long as they abide by same rules every mode of transport should be allowed in same spaces Should be able to use signals with either arm. Logically makes sense. One meter passing law would have a negative impact on vehicular traffic if cars are forced to follow bicycles for blocks on end because they are not allowed to pass.
2) Permit cyclists to indicate a right turn with their right hand/arm: This is actually International standard. Using only the left arm is a holdover for motorcycles before turn signals were mandated for them.
3) Create a safe passing law of one metre space between road users: Provincial regulations already require this (to my understanding), so it only makes sense to apply it within City limits.
Cycle tracks are for bikes which often move as fast as cars and must follow the same rules as cars like traffic lights and yielding to pedestrians at crosswalks where wheel chairs, scooters, inline skates and skateboards are much slower and don't have to do those things as they are not a bike or a car. Bikes have brakes and are supposed to have lights and bells while these other don't have those things and probably can't. Type in 'bicycle laws in alberta' into google and read the top link which is https://www.lawnow.org/bicycle-law-in-alberta/
The left arm should be used to prevent confusion. Scooters and skateboarders are too slow and would only cause more accidents.
I am not sure how I feel about allowing skateboards, inline skates and scooters on the cycle tracks; it has potential for chaos unless all users, including cyclists, follow the road rules. As a cyclist, I should be able to indicate a right turn with whatever arm allows me to safely do so. I strongly agree with the safe passing law: I have been crowded/pushed into the gutter by drivers passing too close to me too many times to count.
Allowing wheelchairs, scooters, skateboards will only result in more injuries.
I think adopting the Idaho stop would be a better change these are positive steps.
Cars passing too close is very common and dangerous
Motorists are often confused by the current hand signals, pointing with the appropriate hand is much clearer. A safe passing law needs no explanation...
I don't think rollerblades, skateboarders and bicycles should be allowed in Stephen avenue for pedestrian safety.

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The majority of cyclists and motorists do not follow the current laws. Why make more? What needs to happen is more enforcement and education before we change what is already not working for both cyclists and motorists. Can we please focus on higher value objectives such as cleaning the streets during the winter.

Its odd that the most controversial of the changes were not included in the selections above. Under no circumstance should there be different rules for transportation methods. This is going to cause confusion, frustration and likely someone is going to get hurt. All vehicles should follow the same rules. Stop at stop signs, use signals....

Requiring drivers to pass with a metre of space between them and the next user will create dangerous situations as the drivers will be forced to move closer to oncoming traffic. This will increase the likeliness of accidents.

It is time city staff use come common intelligence with bikes, skate boards and skaters. There is no actual enforcement of traffic safety for bikers. It is a problem downtown. Cycle tracks should be removed from streets and the lost lane returned to automobile use. Any bike lane considered should not in any way encroach on a driving lane. Do not close or reduce driving lanes in any way for cycling. Calgary must start strictly enforcing traffic laws when it comes to bikes. The blind eye approach of city staff is not acceptable.

I am a quad skater and would like to use them to get to and from places in downtown Calgary without breaking any laws

Bicycles are already a liability on the road. To allow them more leeway to behave irratically will only increase the chances of collisions. They are bikes and they need to be off the road. I pay car insurance for if I cause a accident, who pays if they cause a accident? They sure as heck don't pay insurance to cover them for if they cause a collision, which is a major possibility. Get them off the road. They aren't a automobile.

I think that allowing for safe space to pass should make people more aware of their surroundings. Sharing the pathways is important and the different modes of getting around should be able to share a path while those who choose to walk are not impeding or in danger of getting run over.

Skateboarders tend to take higher risks when manoeuvring through crowds as compared to cyclists and inline skaters. I believe the law for cyclists to use the left to signal turns and stops is because motorists are usually to the of cyclists, except possibly on one way streets.

Vehicles passing too closely can be terrifying for cyclists and the occasional driver does it purposefully in order to bully cyclists off the roadway. Having a enforced safe passing distance with stiff penalties would go a very long way towards making roadways feel much safer. Another suggestion would be a 40 km speed limit when passing a cyclist on the roadway in the same lane. This would be a very cost effective way towards making cyclists feel safer. I am really pleased to see and strongly encourage these initiatives.

Such a wide berth is not practical where these "share the road" cycling lanes are squeezed onto existing roadways. Even without this regulation I have many times been in a situation driving where you have a line of 5 or 6 cars moving at 15km/h behind a single cyclist because of oncoming traffic not allowing room to pass. Cyclists and cycles riding on the road should be required to be licensed, insured and tagged just like any motorcycle... same fees/laws/penalties. I've seen far more close calls caused by unsafe cyclists than vice versa.

They have enough room and we spent enough money. If the current cycle track is unsafe it should be discontinued and the "trial" should be considered a failure. End of story, not to be reconsidered. A winter city such as Calgary, does not need this much space devoted to a barely used cycle track.

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Minimum metre passing distance could make it difficult for users as our infrastructure pathways and lanes do not seem to be wide enough. Safety is important, but practically speaking this one does not fit with common sense. Pass when safe. We do not require cars to be a metre away, only to pass when safe to do so. The same should apply to these modes of transportation.

Also question 5 should allow for more than 3 options. I believe this is a poorly developed survey question.

There is no mention of type of use being permitted to skateboards, in line skates, or scooters in downtown core. Concern for pedestrians being hit by riders doing stunts or excessive speed in a pedestrian dominate area. We drive, walk or cycle/skateboard etc. on the right side of the road and right handed signaling by cyclists would not be visible to a vehicle on its left traveling in the same direction & would take longer for an on coming vehicle to spot causing risk of accident. Current lane width does not allow 1 meter clearance

Confusion of signaling as there would be no standard every cyclist would do exactly as they pleased as they do now 95% no signal at all. Traffic lanes not wide enough now to allow vehicles to give extra 3 feet for passing. Waste of time and money for benefit of less than 1% of the population. Most major cities removing bike lanes because of upkeep costs and lack of use.

Parking downtown and maneuvering through downtown has already been impacted by the cycle tracks. This would make things worse than they already are. It's important to recognize that there are more drivers than cyclists. Cycle tracks are here to stay. Making it even worse for the majority of commuters will have a negative impact on an already suffering, vacant downtown core.

Non-motorized personal mobility devices and aids on bicycle infrastructure would provide additional safety to those users from motorized vehicles, due to the difference in travel speed. The speed difference between those users and cyclists are minimal.

The specific one metre space requirement between road users for passing each other should be more of a guideline, as it's not possible for people to visual what one metre would look like. Change the words "one metre" to "sufficient", if current laws / bylaws don't already state it.

Cycle lanes should be open to other mobility methods. Cyclists need to share if cars are required to share the roads with them. If cars and pedestrians are required to obey the signals then so should bicycles. It's a safety concern if they don't. Not everyone has the option to ride a bike and therefore needs to drive a car. They should not be punished for doing so.

Allowing scooters, skateboards etc into public spaces endangers pedestrians. It also allows an opportunity for the criminal element (purse snatching) which I have witnessed

Arm signals are standard, there is no reason to change they will not be recognized.

1m rule? I don't even know what that means??

Bicycles should be licensed to be held accountable. Every day I see cyclists breaking multiple laws and doing whatever they want not even using bike lanes. They do not perform as a motor vehicle because there is no accountability for their actions.

I think allowing scooters, wheelchairs, skateboards etc to use the cycle track is accidents waiting to happen, and sharing the designated cycle tracks will likely end in conflict and accidents. Also to suggest to someone using a mobility device that they must use the cycle track and not the sidewalk as they do at present time I think is very demeaning. If I was in a wheelchair I would not want to be in the cycle track at car level and closer to passing traffic, the sidewalk is a safer route for those in wheelchairs etc.

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<p>The safe passing amendment is great in theory, but drivers will need to comply & it needs to be enforced. It's like distracted driving, great in theory but you still see lots of people texting/talking and driving.</p>
<p>Bicyclists should have to buy a permit and insurance if they are allowed to be on the streets. 90% of bikers I see are a hazard to pedestrians and vehicle drivers. Pandering to a minority is not only undemocratic but in this case, dangerous. If a cyclist gets into an accident, should they not require insurance like the rest of us? Furthermore, cycling during winter should be banned. Cyclists, just like scooters in a bike bath, don't go the speed limit. That alone is a hazard.</p>
<p>Increasing accessibility to these areas will allow more options for persons to find alternative methods to commute. Not everyone has or desired a bicycle, I line skates, and roller skates as well as skateboards are viable options.</p>
<p>The world is changing and Calgary needs to keep things as safe as possible.</p>
<p>Cyclists need to abide by the rules of the road. It is very confusing if there are different rules for different kinds of vehicles and the effect is that cyclists don't follow any rules. Put more ownership on cyclists for safety so they are motivated to follow road rules and not create dangerous situations. Cyclists need to practice defensive cycling. Don't encourage dangerous cycling practices by putting the ownership on car drivers to give them more room.</p>
<p>Cyclists in Calgary tend to be more of a road hazard. They travel too slowly, choose not to stay in their lane and rarely signal to indicate what they plan to do when turning or stopping</p>
<p>The speeds that cyclists, scooters, in-line skaters and skateboarders can attain is alarming!! A pedestrian has no protection from any of the above modes of transportation!! It's going to create an "Us vs Them" Mentality.</p>
<p>I would skateboard into downtown more often using the bikelanes. I do sometimes now but am nervous about getting a ticket for being on the sidewalk. I think it's common sense to allow other wheeled devices other than bikes in the on Street Lanes. They are a safer space to be. As for passing distances I love this idea. I've been buzzed by cars while riding my bike numerous times. If drivers knew to stay at a safe distance it would make cycling much more appealing and less harrowing.</p>
<p>These changes are only beneficial for cyclists. It always seems the CoC is trying to restrict the rights for drivers(and actual vehicles). I see numerous cyclists breaking laws(running red lights, going onto the pathway, not signalling, etc) and yet nothing get done about it. Now, the CoC want to give these cyclists more freedom. The city is not designed to be a bicycle city.</p>
<p>I firmly believe that bicyclists should come to a full stop when entering/exiting a roadway from a pathway. The use of the left arm to signal is well entrenched and expected. The use of the right arm to signal will cause safety concerns to the public. I agree completely with allowing skateboards, inline skates and scooters to public spaces and cycle tracks as well as bicycles.</p>
<p>Cyclist far too often use roadway instead of dedicated cycling lanes today and this just gives the, the ability to negatively and unsafely impede vehicular traffic</p>
<p>The inline skaters and skateboarders I've come across seem to feel that they are pedestrians so they come across the roadways without even checking. A pedestrian walks slower so you have time to gauge if they're going to be coming across the street, you don't have that time with skateboarders. I feel that if they are part of the cycle track they will get worse and there will be more accidents.</p>

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<p>In-line skaters and skateboarders are not compatible on the existing cycle tracks as they are not wide enough to allow both sufficient room for them to operate safely</p> <p>Allowing cyclists to use either hand to indicate turns goes against years of learned behaviour and introduces confusion for any driver following them. There are enough distractions on the road without having to look for a cyclists right arm pointing somewhere to the right. If the arm is not fully extended at shoulder height most drivers will be unable to see them.</p>
<p>You missed the most serious problem for bike commuting: the lack of clarity of regulations on bridges and underpasses. Commuting for 20 years the most dangerous by far was going under the train tracks and over the bow river. Pedestrians were mad if you ride on sidewalk. Drivers were mad if you ride on the road. The railroad underpasses are in a word: Deathtraps!!!</p>
<p>When will you be taxing bicycle riders for all these tracks? How will you be able to enforce a one metre space when you guys can't even keep the roads cleared of snow?</p>
<p>This city is not built around cyclists. As such you start putting more people in harms way as vehicles are likely to swerve into oncoming traffic because cyclists are on roads with little to no shoulder.</p>
<p>Some roadways would not have the minimum 1 meter of clearance between parked cars, the cyclist and curb for a vehicle to pass. If this is on an uphill or an area of a street with a long stretch of roadway where there is no room to pass and no bicycle paths, it will take excessively long time for a vehicle to legally pass.</p>
<p>Bicycle riders seem to expect vehicle drivers to yield to them ... much as pedestrians assume they always have the right of way. I do not like the idea of increasing the traffic in bike lanes. Being a transit user as well as a driver/walker who has been injured in a crosswalk by an inattentive driver, I have experience across the board. The more allowances made for anything other than motor cars, the bigger the chance of an injury and those almost always assumed to be the driver at fault. How can adding even smaller users be a good thing?</p>
<p>Road users that do not travel at the speed of traffic create a frustrating obstacle to traffic. Often they are travelling in the lane or far enough in the lane such that a required 1 m clearance means having to cross over centre line to move around them. That is often unsafe and means having to follow a slow moving bicycle for a significant distance at a significantly reduced speed.</p>
<p>I don't see any question regarding the change on entering roadways. My experience with the majority of cyclists is they currently ignore the law requiring them to STOP AND DISMOUNT. Formally allowing them to YIELD introduces additional hazards for both the cyclists and any motorists in the area.</p>
<p>#1 - on in-line skates you have a lot more freedom and I fear they would weave in and out of the cycle track to get around other users/traffic</p> <p>#2 - just keep with current laws and keep it left hand so drivers always know where to be looking on a cyclist</p> <p>#3 - a good rule for safety of everyone, but really who is going to be able to go out and give bylaw fines for people not doing this?</p>
<p>Cyclists being able to use the right hand to signal should have already been legal. As only being able to signal with the left hand discriminates against left hand users who would want to use their dominant hand to control their vehicle. Also roller skaters and scooters should be allowed on cycle pathways as then they don't have to zoom by the walking path.</p>
<p>I think all non motorized transportation should be able to use the cycle tracks, that our taxes pay for</p>

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These are all good changes that recognize the realities of bicycle commuting in Calgary. One big improvement for winter biking would be to stop the snow plows from windrowing the snow from the car lanes onto the bike lanes along city streets. I know this would not be easy, but it's the one thing that discourages me from bicycle commuting to work all year round. I do appreciate the wonderful job the city does cleaning the bike paths in the winter. Would it be possible to place the windrow between the bike lanes and the cars? Thanks!

Cyclists do not respect rules of the road, place themselves in danger and cause difficult interactions with drivers. Giving them more perceived freedom of navigation on the road will only increase their sense of entitlement over vehicles resulting in an increase of tension and danger. Police rarely enforce traffic rules that cyclists violate and this needs to change for the safety of all

Cyclers should still stop when leaving the pathway are entering the main roadway not just yield Because there's speed is too fast when Entering Main Roadway

I feel that it would be unsafe for anything other than a pedal bicycle to use the bike lanes.
I feel that the use of the right arm for a right turn for cyclists makes sense.
I feel that leaving a metre of space while passing a bicycle is unreasonable. On some of the roads that have bike paths you have to drive close to the bike lane in order to be a safe distance from oncoming traffic. It would be more difficult for buses and trucks or other wide vehicles to maintain a metre from the bike lane containing bikes.

Bikes should still have to stop before entering a roadway. I see to many close calls cause buy bikes not acknowledging traffic on the road & leaving it to car drivers to avoid them. We need the space the full stop provides to keep all safe.

Close the bike lanes completely. Most of the cyclists that I see are generally on the sidewalks and in the street proper. Rarely are the bike lanes that I see used. 5 street SW, 12 Ave SW, 7 Street SW, 14 and 15 Aves SW. Most skateboarders do not give a hoot for anybody else and neither do inline skaters. There are paths around the City for these recreational users. Electric mobility devices are a nuisance to everybody'

Wheelchairs, electric scooter skateboards should not be allowed in the bike paths. Too slow

I commute by bike and the 1 metre space would make cyclists safer. I often signal often signal with either hand by pointing which diroi intend to go.

I don't think the cycle tracks are being used enough to validate their existence. Their use should be audited on a yearly basis and the numbers should be published to the public. The cost of construction and maintenance should be posted to the public as well.

I think that any active form of transportation, non motorized, should have accommodations to encourage it. However, giving people extra space when there isn't a lot to begin with is not good and only creates problems and congestion. There are sufficient safe driving laws to deal with people passing unsafely.

These are great ideas, but you are missing an an emerging & exciting transportation option - electric unicycles. These are small devices between the upright rider's legs which offer a safe and quiet ride and are much smaller than a bicycle without protruding beyond the rider. The unit I have has an integrated brake light, speakers, and headlight. Can you please make these legal to 20 mph, requiring helmet and brake light, even for a trial period? Thanks!

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Proposal 2) is NOT safe!! This will put both drivers and cyclists at risk of harm. Will a motorist also be able to signal using their right arm? Using the left is legal for a motorist according to the Highway Traffic Act. Don't contravene Federal law.

Proposal 3) is ridiculous. Cyclists are often in contravention of Federal law and we are pandering to them? This puts motorists - who are people too! - at risk.

Cyclists already have cycle tracks and sidewalks they are permitted to use. If not, why aren't bylaw officers ticketing for these offences??

I personally feel that making a law of a specific distance in which you need to be from a cyclist will still fear into people of getting a ticket for being too close. This will in turn cause more traffic concerns as people in the lane closest to the cyclist will move their vehicle partially into the adjacent lane, causing potential for accidents and further increasing traffic jams. I think that allowing skateboards etc in cycle tracks is a good idea as it decreases the risk of someone on a moving device hitting someone walking on the sidewalk

Additional element not addressed: we need to remove the helmet bylaw for ebikes (or at least ebikes with a top speed of 20 km/h like Lime bikeshare). It prohibits uptake that such bikes require helmets but pedal bikes don't.

I think the more we improve our city to be more friendly towards alternative means of transportation, the better. I personally love walking with a stroller. The better the roadways are for the bikes, scooters, etc., the safer the sidewalks are for me and my children to walk on. My husband rides his bike a lot and I would welcome a safer relationship between cars and bikes!!

I drive for a living. I rarely, if ever, see cyclists obeying any laws. Hand signals are not used, they do not obey lights, use crosswalks to cut through traffic at red lights & also go on sidewalks to avoid traffic. Changing rules to make things safer is not the issue. Enforcement & fines to make them act safe is the solution to the problem.

Flow and operating practices are more important than an exercise in inclusiveness. Skateboard, scooters, in-line skaters and cyclist all operate with different mechanics and occupy different amounts of space. At speed, this mix can put all user groups at danger. The is the only inclusive element that should be considered.

Allowing scooters etc would create safety issues for all parties. Current bike lanes are too narrow for multiple modes of transport. Would also contradict the one meter proposal.

Cyclists are already taking up too much space on the road and I feel like this one metre space is going to cause a lot of accidents with vehicles consistently trying to get around cyclists. I agree that transportation such as inline skates and skateboards and cyclists can all be grouped together as their travel pace is more consistent among them.

Drivers have enough obstacles to deal with while driving in this city. Adding this only makes that worse. This also can become another way that the responsibilities of cyclists are relaxed. Too many cyclists as it exists do not abide by common sense rules and some are a menace to drivers. Reducing driving lane space even further to accommodate bikes seems to be yet another notion this city has in the evident war on automobile transportation. This idea is rather ridiculous.

I currently do not cycle because it is too unsafe on our roadways. I also have many friends who refrain from cycling due to safety concerns. It is a common misnomer that the weather is the primary disincentive for cycling in this city -- it is safety!

1 meter rule may not be the best solution as that the roads are often too packed for road share. Cyclists on roads create more safety issues. Calgary traffic will only get more cars and more people as time goes on. Cyclists often travel and remain hidden in blind spots. Cyclists also need to yield and maintain distance. Cyclists should also be governed to stay to the side or off main roads, or restricted from high volume times. More permanent plan is needed.

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The roadways are for cars, they should be following the same rules as a car while on the roads and vehicles share their space with bicycles, as cyclists should do with in line skates, scooters and skateboards.
This would appear to be another social engineering campaign directed at making transportation by motor vehicle more complicated difficult and frustrating than it already is. That said, this city is in financial crisis; unemployment is rampant. Why is this even an issue?
Public input means little, we all avoid DT now due to lack of street parking close to our meetings. DT is dying because amateur cycle lane design. Good luck with your funding with businesses relocating, no tax miney, with DT being choked to death!
Bicyclists do not follow the rules of the road and will continue to abuse it no matter what the bylaw says.
Roads are not wide enough to allow drivers to give that much space, would not be able to get around bikes causing traffic backups, worse then they are already are. Not enough people use the bike lanes to make worthwhile. Also concern that many bikes do not obey regular traffic laws (ie do not stop at red lights, use sidewalks and cross walks when this is more convenient) they need to be treated as vehicles or as pedestrians but not both at the same time. If they are going to obey pedestrian laws then they shouldn't get bike lanes
Calgary doesn't enforce the current laws on drivers and cyclists don't share the road they think they are above such things
Community planning in Calgary has been traditionally driver centric. Without a major reorganization, this is not going to change. I.e. grid vs trail thoroughfares. We drive because we must. This is the major traffic consideration.
Skateboards etc move differently from bicycles and are not conducive to using the same spaces.
Hand signals and other traffic rules are confusing enough for most drivers. Special rules for cyclists will be cause confusion and lead to accidents for which cyclists will take the brunt.
Lots of bike lanes are not used in the city so it doesn't make sense to give them more space.
Road rules must be the same for all if they are to be effective. In respect to the 1 meter proposal cyclists should be given an optional route where the Los requirement can easily be met. If the cycle route is such that 1 meter may be an issue, it is not a logical choice for a cycle route.
Other vehicles ie skateboards Rollerblades etc should be able to use the lanes
Keep only cars on road wherever possible. Put all other vehicles on 'cycle' tracks. Keep pathways clean of snow and debris.
Skateboards etc on cycle paths are only viable where the path in the demarked edge of road where a cyclist can readily pass the slower moving traffic. Although in line skaters do consistently take more than just one cycle lane, there are few of them and for their safety they should be on the cycle paths.
Q1: All of these modes of transportation should be given equal access. Q2: Bike riders are very casual when it comes to their hand signalling - this will just further confuse the matter as drivers will not be able to anticipate their movement. Q3: Bike riders should not be further encouraged to ride on busy roads. Keep them on the cycle tracks or the bike path network - some of it on residential streets. Encouraging more of them to ride on busy roads will just result in an increased number of fatalities for bike riders - not a wise option!!!
Proper spacing for bikes is needed for safety and respect of cyclists

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It's called a motorway for a reason. Allowing cyclists to yield is only asking for trouble. You obviously don't get around much.
This will increase Inexperienced cyclists on roadways.
My wife and I commute daily by bicycle. My ride is 21km from Canyon Meadows to the Zoo. Her ride is 16 mm to Mt Royal University. We've both had many close calls in Braeside on the roads trying to get to the Glenmore bike path...brutal some of the ignorant drivers. Another consideration is having bike routes share dog parks, off leash areas. We have been chased, bitten, and owners yelling at us many times. City of Calgary, you cannot mix bikes and off leash areas!!! Please fence off the bike lane at 14th and Anderson road SW.
1m buffer zone makes sense in theory provided cyclists don't ride in the middle of the road. When they do, they will be a slow moving roadblock and cause dangerous passing situations.
I think it's important to have 8nline skates on bike paths I rollerblade everywhere and could use a place to legally do it just like biking. Others will appreciate this notion for various transportation but motorized wheel chairs may be best on sidewalks as the speed of them is lacking.
How much more money can we spend on this? The bike lanes have already cost the city enough and are barely used but have had a huge impact on drivers and businesses.
It will be unsafe for differing users to use the same cycle track. We travel at different speeds and I strongly do not support the user inline skates, scooters and skateboards on the cycle track. Let them continue to use the sidewalks. It's safer. Don't make me use the cycle track with my skateboard, I'll be killed
Forbid right turns on red to all motorized vehicles in downtown area.
Cyclists should be registered and insured to be on city roads like vehicles i have witnessed accidents caused by cyclists. And they need to follow the rules of the road just as cars do.
Where will the city come up with space for this? They should take it from the sidewalk, not from the road.
Why was there not an option to provide feedback on allowing bikes to yield instead of stopping? I think this is a bad idea as it would cause safety concerns.
I'm really keen on seeing a more cycle friendly and alternative transport friendly city. Safe, efficient and sensible.
Cycle tracks should be for bikes and other modes of transportation that move at the same speed and have same spatial requirements. Public spaces should not be used for skateboarding unless specifically designated
Cyclists are hazards on the road. We continue to cater to a minority.
1) Bike lanes should be for bikes. Adding other activities will make it unsafe for all. 2) The convention of signalling with the left arm is adequate, and adding an unconventional signalling method is not necessary and probably dangerous. 3) Creating a law with an actual dimension will cause drivers undue stress and cause them to leave even more space so they don't run afoul of the law. A safe distance is all that is required. Council should stop trying to fix things that aren't broken.
Allowing skate boards, inline skaters and scooters is insane. Skate boarders and in line skaters are usually young groups and they have no respect for others, the result will be more accidents and deaths. Scooter should remain on the main road. Shane Keating I do ask you to step down as Counsellor of the transportation committee.

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Confusion related to using right hand signals. Is an outstretched right arm supposed to be indicating a right turn (ie pointing the way you are turning) or a left turn (ie using left turn signal with right arm)???

Calgary is becoming too much of a "Nanny State". Drivers and cyclists should be more responsible for their own actions and the safety of others. Calgary has too many cycle paths that can only be used for a limited number of months given our weather conditions. Re. #2 - this is only common sense!

Left hand always used for signals should stay. Cyclists have to follow rules of road like cars. Other forms of transportation are known for braking rules on side streets. Once given bike lane status to skateboards, how do you control there use on other roads. See skateboards etc in big conflict with bike. Defeats reason of bike lanes

Would not permit passing on most road ways and increase head on incident risk to motorists. Particularly in poor weather conditions.

It is bloody ridiculous to share the cyclist lane with skateboards, inline skaters and scooters. It darn dangerous for cyclist because skateboarders and inline skaters do not bid by the law as I have seen often. If this bylaw passed, the City is only asking for trouble because I feel there will be frequent accidents to cyclists. Scooters belongs to the main road. Why change when it is working well? Shane Keating, I do ask you to step down as a counsellor of Ward Shane Keating to step down from the Transportation Committee immediately.

For the first, inline skaters and scooters already use cycle tracks, so I can't see much difference. For the second, I suggest working with the province to change the driving handbook before passing such a bylaw. When people are conditioned to look for a left-hand/arm signal to pass a driving test, such a bylaw will confuse them. The third is just common sense, and is unmeasurable, so why bother with creating a new bylaw? How are you going to be able to see if this bylaw has been violated, unless another road user is hit?

Some roads are narrow and this will cause excessive traffic when stuck behind them. A bicycle is a 'vehicle' but they dont follow dangerous slow speed laws, and you mix these two different speed groups together thinking they will fit. Allow bikes on sidewalks as they are seldom used. Also, when its snowing (8months of calgary) they're are less cyclists on the road. Instead of pandering to maybe 2% of the population, improve traffic flow and light rail access.

Impacts of electric scooters and other electric mobility devices on sidewalks and other pedestrian corridors should be evaluated city-wide. Concern if allowed on geographically-limited cycle tracks, then users will have on choice but to use them also on inner city sidewalks. Electric scooters can be dangerous to pedestrians and their use should be considered in context of safety. A variety of electric mobility devices (scooters, power assisted bikes, skateboards, portable segway) will be gaining increased popularity - comprehensive study needed.

Skateboarders and skaters travel at fast speeds and I can see how they combined with the cyclist could put pedestrians at risk. I've already encountered these problems with pedestrians and cycles sharing the pathways. I appreciate the safety needed for cyclists. I'm concerned about the space requirement. Vehicles already often have to go into the other lane or oncoming traffic to give cyclist room. Cyclist do not travel at the same rate of speed as cars and can cause traffic to back up.

Anything that protects bicyclists from cars and trucks will help me. I also like it when pedestrians and cyclists are separated but it is less of a safety problem in most instances.

Bicycles have all the rights and responsibilities of cars. Special regs will devalue that right. Horrendous, ill-advised changes proposed! Stop it!!!

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You are trying to mix 2 things that really are a conflict with each other. My experience tells me cyclists tend to disobey laws simply because they are agile enough to do so. Long before road rights.. make sure cyclists are licensed so they can be identified in infractions and insured as they can also cause serious accidents.

Bike lanes slow motor traffic and delay traffic signals... 8 Ave SW and 5st SW...turning left from 8 ave, south on 5 ST.. (lights on 9 ave for bike lane back up S bound traffic at 8ave SW)

And 9 ave into ingelwood, have to drive in right lane (bus and bike) to make a left turn, if driving in left lane, I have to cut some off to make my turn....

No one would be able to pass with a 1 meter space. Some streets are too narrow with parked vehicles. Try going to work following a bike or bus because there is no room to pass.

I don't feel that motorized scooters can travel at the same speeds as a cyclist on the cycle tracks. Skateboarding doesn't have much in the way of brakes but I think they can carry speed so they may be ok. Online skating takes more space that the cycle track allows.

A visual representation of the "one meter" rule would be preferred, as the wording makes it kind of confusing. Our existing laws should be better enforced before adding new ones, especially for many cyclists who switch between sidewalks and roads at their convenience, do not have bells, run red lights, and do not follow signage.

Where's the question of cyclists coming to a complete stop vs a yield, as discussed? Absolutely no to right arm signals .. if something's to remain universal and consistent, it's this! How about cyclists, in.ine skaters, skateboarders staying a minimum 1 metre away from pedestrians? Pedestrians are feeling less safe each and every day on sidewalks, pathways, crossing roads & at every intersection.

The danger to users on the pathway (wheelchair, skateboards, and cyclists)would be enormous. Wheelchair users take up more space than a normal cyclist and could create problems passing. Wheelchair users and skateboards should be left on sidewalks and walking paths. If this were allowed, it would be a deterrent for commuter cyclists trying to get to work, and could result in more accidents, and more vehicles on the road when the bike paths are no longer seen as a convenient option.

The cities bylaws continue to favour non motor vehicles on roadways designed and used primarily by motor vehicles. Typically I find most bike riders on the street do not obey road rules and further create dangerous traffic situations by their mere presence on the road. Further,the delays and dangerous maneuvers bike riders cause motor vehicles to make to accommodate their significantly reduced speed and disrespect for laneways is unacceptable. Bikes now have their overly accommodating bike lanes, use them. When they're not available,use the sidewalk

I am in favor of bike paths but oppose any further impacts on vehicle traffic. Driving in downtown Calgary is becoming ridiculous.

It is sometimes harder to ride with, pass, and to predict what skaters do on a bike lane when it is busy. Electric wheel chairs and mobility aids seem to decrease the rate of flow.

All vehicles that aren't cars should use the cycle tracks - skateboards etc not safe on sidewalks, the main purpose of which is walking. Cyclists can show consideration for slower moving vehicles. Right arm signals may be confusing but I really don't see cyclists using them now. One meter passing makes sense to me - however traffic can be slowed to a stop for a slow vehicle on the road.

There are some area of the city where one meter is impossible, especially if there are parked cars.

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I think that the people who ride should have to take out Insurance policies because if they hit u and it's there fault u have no recourse to getting damages fixed if they are not insured it's great the city wants to make it bike friendly but a lot of the people riding are not responsible and this would be a even play field for people who drive and would be able to recoup damages if hit by a rider and also for a pedestrian of hit by a rider

The 1 meter rule is hugely beneficial to the safety of all Calgarians who ride a bike, both children and adults. I very strongly support the implementation of this rule, safety should always take precedence over the possibility of inconveniencing someone by a few seconds to wait until it's safe to pass in their car.

Putting bicycles and slower, more maneuverable modes of transportation on cycle tracks will lead to some very bad accidents. I thought the whole point of separating cyclists from cars was to reduce accidents from the large speed differential? To now suggest throwing slow, erratic moving vehicles into the flow of the cycle track seems to defeat the whole point of the cycle track. May as well let pedestrians on the cycle track, call it a sidewalk and move the cyclists back onto the road.

I believe that bike lanes should be used my other transport method and just not bikes. It's not fair that bikers get special treatment

Cyclists often ignore current laws. Passing bylaws would slow traffic and prevent optimum traffic flow via cyclists preventing cars from safely passing

Bike lanes shouldn't discriminate against other non motorized transport

How would skateboards, skaters, etc. signal that they are passing? Or turning.. I wouldn't know, I'm a cyclist.

Because we live in such a sprawling city it is unrealistic to expect commuters to use our public transit or bike to work. Public transit takes to long, it would take 1 1/2 - 2 hours one way for me to commute by bus (no trains to where I work) and it only takes my 20 mins - 1/2 hour by car. With new bike lanes all over the place there is more congestion on the roads making commutes longer for some which effects the environment more. Blkers travel to slow so if a car has to wait for a break in traffic to pass with more space it will be a nightmare.

1) It will help free up space in the side walk.
3) it will create more dangerous situations where the cyclist will not be adequately aware of their surroundings due to a false sense of security from this law. While they have the right of way, they need to be able to read the environment around them.

Item 1, I see these often enough already that I assumed it was legal. Item 2, I have never encountered a single cyclist who signals at all in my life in this city. Item 3, forcing drivers to give 1 meter of space will effectively slow a whole lane of cars to bicycle speed any time there is even moderate traffic. Passing cyclists is hard enough.

I have mad man vehicles almost hit me while riding a bicycle on city roads. Many of these drivers do not feel they need to give any room to cyclist.

I also believe the cycle track during off-peak hours can accommodate other users without nay major impact to cyclists.

Cycling lanes should be for bicycles. Motorized Scooters and skate boarders do not travel in the same manner and can create unsafe situations.

Please keep arm signal the same - hand signals have always been with the left hand - get a life
Keep motorized vehicles the hell off bike path

OBVIOUSLY CHANGED PROPOSED BY SOMEONE WHO HAS NEVER RIDDEN ON THE BIKE PATH - THIS IS UTTER BS

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Skateboards and inline skaters move too fast to coexist with pedestrians. They are better accommodated in the cycle track. Hand signals with a right hand will not be visible to drivers, sitting in the left side of vehicles. It is safer for cyclists to have their hand signals seen by everyone. Consistency of driving laws with other jurisdictions is important. It will be difficult for drivers to estimate one metre of space. While drivers can assess that there is sufficient space to safely pass a cyclist, they may not be able to measure one metre.

This is poorly defined. What does a "safe passing law of one meter space between road users" mean? One meter in front, to the side, at what velocity? One meter at 70km/h+ passing sounds dangerous. If there is a bicycle lane, why does there need to be a one meter law. How will this arbitrary law be enforced? Can you clearly define this with a clear visual display. There should be a separate selection for skateboarders, another for inline and another for scooters - liner motion verses side to side.

Too many rules, changes that add to confusion for everyone. Seems like the city dislikes anyone that cannot for whatever reason ride a bike.

Why support an illusive meter passing law when you already have an easier law to impliment requiring drivers to pass in another lane. Only reason you'd support that is to make it difficult to prove drivers passed too close. Road lane markings leave no doubt.

Inline skates use 3/4 of pathway width. Nobody else has room on pathway when they use it. Skateboards are difficult to control on buckled pathway pavement which is typical here.

Many cyclists behave as if they own the roads already. Cyclists should be reframed from traveling with traffic and kept to accept designated cycling lane for both their own and everyone else's safety. We do not allow slow moving vehicles onto the freeway. Cyclists fall should fall into this same category on most main city streets. If cyclists do not know how to signal legally, then they shouldn't be allowed on roads, just like drivers who don't know how to properly drive.

I am concerned about mixing the velocities of the different modes on the paths. It is a source of problem between pedestrian, cyclists, and joggers/runners already.

Skateboarding is about as fast as running. As is in line and scooters. Inline might be ok on cycling tracks.

Skateboards and scooters don't mix well with bikes and generally travel more slowly. If riders come off their skateboards or scooters, their equipment becomes an additional out of control safety hazard to cyclists and pedestrians. Strongly support greater space between motorists and cyclists to reduce risk of accidents.

#3 would work both ways. Not just give bikers a safety margin but also require bikers not to bike so close to cars as they pass on the right when they shouldn't, etc. There are bad drivers but also lots of bad bikers.

Most bike riders don't obey the laws anyway

Cycle tracks should be utilized by users ither than just cyclists. I have a stand up electric scooter that goes 25 kph and i can't use the track or sidewalk. I paid for those too and just because i dont like to cycle i am still doing my part for the environment but dont currently have a safe and legal way to do so. It would be nice to be able to use the "bike lanes"

Since we're stuck with bike lanes we might as well put all the misfits in the same place. Off the road and off the sidewalks. Too bad it has to take away from cars for driving and parking.

"Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway"- to me this just sounds unsafe and could lead to drivers being surprised by cyclists entering the roadway and cause swerving.

I don't believe that skateboards , scooters, etc are appropriate for bicycle tracks as they do not travel at the same consistent speeds and would likely cause more congestion/conflict on the roads.

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Skateboards, in-line skates and scooters do not belong on the roads. If there isn't a 1 m space between road users, naturally, then that road isn't a safe place for cars and cyclists and users of skateboard//inline skates and scooters to travel together - many inner roads are too narrow for parking, 2-way traffic and 1 m passing. These roads should be cars only.

Allowing skateboarders etc in bike lanes would increase the likelihood of accidents, injury and conflict. It would interfere with cyclists ability to ride. I can't even imagine how the likelihood of collisions will increase. Cyclists will eventually move out of the cycling lanes and back on to the road.

There needs to be consistency in hand signals; with all the bobbing, weaving & ear-bud adjustments, it is already hard to decipher cyclists intentions. That is also the reason ALL vehicles, including cyclists, need to come to a full stop at STOP signs on roads!

More space for cyclists is positive, because it creates a safe space and encourages more people to ride bikes. I'm not sure about skateboards, inline skates and scooters because I think they may travel slower than bicycles, which could cause more congestion in the cycle tracks.

The one metre rule will make it difficult for cars on single-lane roads where there is no bike lane they are not allowed to cross the Center lane or there is a median. They will not be able to pass the cyclist and have to drive the same speed as the cyclist, which will back up traffic. I have been cycling on roads with my kids since they were little, and we don't actually need a metre of space. (Perhaps the bylaw could be changed to say that children or adults accompanying children can bike on the sidewalk when there is no cycle path.)

Bikes should be in the cycle track when possible not on the roads. Vehicles travelling on the roads should all go approximately the same speed. Bikes are often slower. I feel this proposed change will encourage some cyclist to avoid the cycle track and use the road making it more dangerous for all involved.

I've commuted by bike for over 25 years and never needed bike lanes before they were put in. The adhoc implementation of the lanes has made drivers hate cyclists more.

A question I would have is with regards to electric transportation in other categories being permitted. Electric skateboard, electric longboard, and other similar devices (OneWheel, Segway etc). I personally own an electric longboard (Boosted Board) and the cycle track is optimal. I'm wondering if these items would be excluded as I don't see them mentioned above.

The safe distance for cycling passing will help a culture of safety prevail where law and attitude currently give very little reason for drivers to perform safely around cyclists. The other two items are not a large effect.

Adding scooters or skateboards to downtown walking spaces could potentially create hazards to both pedestrians and those on wheels in situations where the items are used for leisure rather than transportation. The 1m passing rule would make things safer for cyclists, but will slow traffic considerably on roads where cars are parked in the left lane and traffic runs steadily in both directions. There will never be a 1m opportunity for passing in those areas, and cyclists simply cannot ride the speed of traffic. The potential for road rage is scary.

Despite owning and operating a car, I have from May 01 till Nov 26-2018, and as an active lifestyle, biked 1,825km on mainly Calgary riverpath and the downtown cyclepath system. For the first winter ever, I am going to continue where weather and snow cleared paths permit, bike year-round thru the winter. I am 52 years old and anything that the City does to encourage safe and active travel, as well as combining biking with public transit integration, is a positive strength for the City and its citizens.

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<p>Inline skates, scooters and skateboarders travel at a slower speed than most bikes. You would have increased congestion and greater risk of accidents. One metre passing rule is good...1 1/2 metres for 60 km/hr speed zones is also good. Most new drivers to Calgary are not familiar with the current right-hand turn signal anyway.</p>
<p>Creates more road rage. one meter is not much.</p>
<p>Enforcing a full meter leaves actual vehicles very little space on the road to drive safely. Veering into oncoming lanes will not improve safety for anyone. I also don't think cyclists will honour the 1m when they are passing. Full traffic laws for everyone, including STOPS at intersections will keep everyone safer, not just the cyclists.</p>
<p>I live in a neighbourhood with many cyclists and find that they do not adhere to the laws of the road on a regular basis. They often cut off pedestrians or nearly hit them by blowing through stop signs, or when a vehicle needs to pass them they do stay in their bike lanes. Better bylaws need to be made to hold them accountable!</p>
<p>Please keep all motorized vehicles off the bike paths, including electric motorized ones.</p>
<p>Bike lanes are usually empty so if you're keeping this traffic-clogging idea, you may as well allow others to use them. Make some money by selling annual permits to users. We have enough by-laws!</p>
<p>Speed differential between bikes and skateboards/inline is too great for this to work safely. Hand signals are good - many drivers don't know the left arm signal for right hand turn, I already use right hand to signal as I feel it's safer.</p>
<p>I commute into downtown by bicycle and recreational road cyclist on weekends. Vehicles often pass much close and at times when it is not safe to do so. The safe passing law will increase awareness and safety when vehicles pass cyclists. This is an important bylaw that needs to be instituted.</p>
<p>1) I believe that in downtown public spaces the use of skateboards and inline skates would be a benefit. However on cycle tracks these users travel at different speeds and have different width requirements. 3) I agree with creating a 1 metre passing bylaw for safer passing, however I believe that this is not an enforceable law.</p>
<p>Please consider the licensing of cyclists.</p>
<p>Change for change sake is a joke. Changing the rules so bicycles feel more safe is not going to create safety. It is going to create more frustration for drivers and more problems for everyone. Using the right arm is not visible to all drivers. It has to stay with the left. Not that I see many bicyclists using their arm signals at all. A metre of space will create more travel trouble for drivers. In a city covered with snow for many months, stop treating the bicyclists as the more important.</p>
<p>As a cyclist myself I think that it cyclists deliberately take up more space than needed and impede traffic. This would make it worse.</p>
<p>Many cyclist are not obeying, the rules of the roads. Don't see enough enforcement on them. They are their own danger on the roads.</p>
<p>Ridiculous idea. Calgary roads are already too busy so adding these Skateboards, wheelchairs, scooters to the already dangerous Calgary roads is just asking for more road problems and accidents! Also Calgary is a winter city for at least 4/5 months of the year and the city is not great at removing snow from roads so this is simply asking for trouble! More accidents and deaths!!! Calgary City Council - stop wasting your time and our money with this crazy idea!! So many other things to discuss and put money into!!!</p>
<p>Cyclists should stop where cars have to stop. A right or left arrow signal on a bicycle is best, especially at night. Arm signal is O.K. The one-metre law is not a good idea. It could tie up traffic, cause a vehicle to make unsafe movement into another lane, and create more feelings of entitlement to cyclists. When I am driving, I have found many people on bicycles should be given a ticket. The more constraints there are on vehicles, the bigger the problem</p>

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We have to make space for all transportation options. We need to be a greener city and bylaws like this could allow more people to feel comfortable commuting by bicycle.
Changing laws for a small minority is really a fools game in a winter city. Cyclists already feel and behave very entitled on road ways and the suggested change for a safe passing law and a yield instead of stop will make their behavior worse.
If you intend to have a 1 meter rule for passing on the roadway then there should be increased enforcement regarding bikes riding a too slow on certian roads. A bike traveling at 30km/hr on a 60km/hr road is just dangerous. What about a 2 lane road? As well stopping bikes from passing cars on the right at lights. Most bikes do not stop when exiting a pathway to a road. I do not ever think I have seen one stop. Maybe have this rule enforced prior to changing bylaws
in-line skaters actually take up more width than a cyclist. They are difficult to pass. Use of earbud headphones are also often a problem as users do not hear bells.
1 and 2 are wins, but 3 for sure is important as the kind of accidents it'll prevent are the kind that make riding in the road as a cyclist most frightening and dangerous.
As an avid cyclist and user of the pathway systems throughout the city. I feel that modifying or 'easing' the rules for cyclists, ie: yielding v. stopping and allowing cyclist to use the right arm v. the legal left to signal, is doing a complete disservice to all cyclists. The current laws/rules should be better enforced rather that altered. Too many cyclists are breaking the law daily downtown. "Easing" up on the laws will only make the interaction between cyclists/motorists worse.
Please allow "Idaho"-style stops for cyclists, meaning they can ride through (ignore) stop signs only if there are no vehicles at the intersection.
The safer you make cycling for everyone will encourage more people to get active and using the paths and cycle track
No sure if he impact of the non motorized changes. The changes to the hand singles work for me being a cyclist and the giving distance makes sense.
drivers are already providing space as necessitated by the driving conditions. forcing this can only be done if roads are wide enough. if roads are not wide enough, no cars would be able to pass, and will create unwarranted tension between drivers and cyclists.
i personally would prefer if cyclists were given an option to ride on the sidewalk if the roads are not safe due to heavy traffic
The above seem reasonable. I do not agree with the yield versus stop bylaw as I have seen cyclists who do not check traffic prior to proceeding and I do not agree with cyclists on sidewalks unless they are walking with their bike, this is a safety issue for other pedestrians.
1) Most cyclists I see on the cycle track have a basic level of skill on how to ride a bicycle with both hands on the handlebars and legs over the pedals so the motion and placement of arms and legs is predictable. The minute you introduce different devices, you increase the risk of a collision due to different speeds and different operation of the devices. 3) I would not have a concern with a safe passing law if all cyclists used common sense on the roads they choose to ride. Narrow, busy roadways with parked cars are not for bikes (ie Elbow Drive!
Bicycle operators would be safer if they followed the rules of the road. I personally have noted many times people riding their bikes on sidewalks and streets without concern for other pedestrians or other vehicles. I'm very frustrated with bicyclists that cause problems on the road without any reproussions ie a reckless driving tickets from the police.

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As a cyclist these changes would largely be for the better, particularly allowing rolling stops or yields at some intersections. I'm not convinced that slow moving devices like wheelchairs and skateboarddd are a good fit for the cycle tracks, but in other public spaces they would be fine.
The 1m buffer would essentially force cars to merge over or get dangerously close. When cyclists already don't follow the rules of the road this could further create a dangerous situation
Safety is my main concern. Skateboards, skaters and scooters are generally slower and more erratic so they would be a hazard in the bike lanes. Signalling a right turn with the right arm makes your intent very clear, and absolutely, motorist need to give ample room when passing cyclists as too often they try to squeeze by, making it extremely dangerous for cyclists.
Cyclists are a nuisance on the road and DO NOT follow traffic rules. If tickets for offences were given to cyclists at the same monetary value as vehicles and they paid the same road taxes as vehicles then lets give over part of the sidewalk to them.
Even if only a few skaters or scooters use the cycle lanes, it gets them off the sidewalks. Many jurisdictions now allow hand signals with both hands - it's 2018, let's join the times. Having been hit by a bicycle while walking, the 1 metre rule would help keep cyclists away from pedestrians and vehicles away from cyclists.
Right arm may not be seen by motorists, as bicyclist are typically in the right lane close to the curb. 1 meter passing space is not possible in many situations, especially in winter where improper road plowing and non existant snow removal has made a berm that takes up a significant amount of road space already.
Cyclists already do not obey the rules of the road most of the time and should not be given even more reasons to think they are invincible to drivers. The last thing we need is slower traffic on small roads due to a que behind a slow moving cyclist that can't be passed "legally" because there isn't enough space. The city is growing, stop trying to slow down its residents in a massive urban sprawl.
I saw the guy on the news today that is a promoter of the bike lanes and bike transportation use, he is complaining about the speed of inline skaters, mobility scooters on our beloved bike lanes that 90% + of the people of Calgary don't use, BUT have to pay for. I think he hit the nail on the head,...if you can't do the speed limit, just like on Deerfoot Trail, you SHOULDN'T be on that road! That includes bikes...so, that makes this topic worthless spending time any more time on. He agrees, can't drive the posted speed limit, stay off the road.
Often i am misunderstood by cars when i indicate a rt hand turn with my lt hand also many cars pass dangerously close.
Cyclists need to follow established rules of the road, no different than any other vehicle on the roadways. They should not be granted special considerations ahead of other vehicles.
I'm a cyclist and have no problem if vehicles overtake me, 1m is just a waste of space and time to worry about.
Cyclists don't follow rules anyways, so they will pass people at lights etc, and then it will cause people to go into traffic to pass cyclists and cause head on collisions. Should this happen I hope the city has a good insurance policy as they will be sued. Give your head a shake city of Calgary staff and councilors.
If bicyclists are not going to follow the rules of the road like they do now, how is giving them an extra meter of space beneficial? They will pass everyone at a light and then slow everyone down because you can't pass them. Terrible proposed rule.
Have you ever been cut off by a skate boarding person while walking on a sidewalk? I think that's the safest place for them because they are similar speed modes of transportation. One meter of space is only polite and I already give that... I'd consider biking if that was a thing.

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Skate boards and scooters are much slower and harder to handle than bikes. Same as the difference of bikes and cars. There is not enough people using them to warrant their own lane.

The entire premise of separating bicycles from other modes of transportation is due to the differentials in speed. It's why Cars for the most part are separated from bicycles, bicycles from pedestrians. Adding in slower moving objects back into these bike lanes creates a more dangerous situation for all parties that use the bike lanes.

In addition I believe signaling with either left or right hand to point where you are going is more appropriate, as the reason why left hand signals were developed is the inability to see the right hand inside car

Bikes should have to stop still. Regardless if they are in a cycle track they must act like a car does. Same rules for all is easy and efficient. No special deals for bikes. Many bikes still run red lights and do not dismount in cross walks. I would like to see bikes be registered and be required to get insurance.

Enforcement is going to be an issue given the lack of funding for CPS currently. Just like the ban on smoking weed in public places we are asking more and more from CPS without increasing operating budgets.

The city needs to focus on improving roadways for motorists not bicycles.

People are using the bike tracks to commute to work and these tracks are new. I don't think we want to crowd these tracks with so many other transportation modes just yet. In the core area the tracks are quite crowded already during rush hour. (I live in downtown so I see it) Perhaps an option is these other modes are allowed in non-rush hour times??

There are 6 changes outlined and the survey only asks for feedback on 3 of them?

The yield vs. stop for cyclists is a good idea - common sense and more consistent with rules of the road.

Wheelchairs and other devices not capable of approaching the 20 kph limit should not be allowed on cycle paths.

Drivers will be forced to change lanes or even be stuck behind a slow moving vehicle/cyclist. This will impede traffic flow and doesn't make any sense in a city with 8 months of winter.

Cyclists don't adhere to the rules of the road. They simply do what they want when they want with no regard for anyone else on the roadways or sidewalks.

I commute to work downtown every day on my bike, and always use the bike lanes. Occasionally, skateboarders do use the bike lanes, and they are easily passable because they're so narrow.

Electric scooters, on the other hand, tend to move slowly and be too large to pass on the one-lane bike lanes. They would plug up the system and render the bike lanes useless for commuting. Given their size and speed, it doesn't make sense to "fix" what isn't broken. Have scooter riders expressed an interest in using the bike lanes?

The cycle paths are already congested with bikes and pedestrians that don't look both ways. Further traffic will make it worse. I recently returned from San Jose where they had the scooters and it looked like mayhem. 1m passing law is a no brainer. It should be a greater distance if anything. The left arm signalling was adopted from vehicles in the old days where you would signal with your arm. On a bike, you can signal with both arms unlike a car.

The right hand arm signal is a no brainer. I have been doing it for 20 years, I NEVER use my left hand to indicate a right turn as very few drivers understand what I'm trying to do. The 1 metre passing space will undoubtedly save many lives, and also emphasize the fact that bicycles are legal vehicles on the road, as opposed to some object of nuisance to drivers.

Having a greater distance in order to pass cyclists is more safe. I've seen way too many close calls and have experienced being almost driven off of the road on my bike. They don't have this issue in Europe.

These proposed changes are common sense. They increase safety and communication between vulnerable cyclists and cars.

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It's fine to say give the cyclists 1 m of space but how can that when they weave in and out of traffic at a top light, run up between the cars and the curb or between the lanes of traffic so they can be first at the stop light when it turns green. Everyone who just passed them needs to do it again. There is a bike lane on 5 Ave but numerous cyclists use 4 Ave weaving from the road to the sidewalk and back so they don't stop. The majority of the cyclists don't stop, allowing them to yield will mean paying less attention when merging with traffic

Cyclist should only be allowed on roadways designed to safely accommodate bicycles. There are many places in Calgary where it is not safe for a mother taking her child on the back of a bicycle no matter what bylaws are in effect. This is a stupid bylaw taking more space away from motorists who pay gasoline taxes for roads to accommodate non contributing cyclists. Driving is a privilege but it seems cycling is a protected right. It is not. Design safe area's for cyclists and keep them off unsafe roads.

Roads are not designed for bike traffic and there is no licensing for cyclists. As such, many cyclists do not follow traffic laws. Many cyclists choose to ride as pedestrians when it's beneficial, and then as a vehicle also when it's beneficial.

The city cycle lanes are underused. If they are not going to be eliminated entirely - this may increase their usage. If the economy ever recovers and heavy traffic returns to the core - the bike lanes should be removed.

The safe passing law is critical to rider safety & is supported by other Canadian jurisdictions.

We should focus on making cyclist law abiding themselves prior to changing the laws. Currently they ride on roads and sidewalks when a bike lane is present, cut through traffic, run red lights, and are a nuisance and many roads.

There are still negative connotations associated with cyclists, and the more rules that both motorists and cyclists have to obey by will only help bridge some of the grey area that frustrate motorists/cyclists.

Allowing other modes of transport on the lanes would make it safer for pedestrians and those who are rising (skateboards, scooters etc).

Allowing the 1m buffer would impede traffic and cause more congestion as that would require the motor vehicle to change lanes to pass slower cyclists. Another issue is that cyclists will still pass motor vehicles in traffic by passing on the right. if this rule is to be implemented, cyclists should not be allowed to pass congested traffic on the right side.

Public spaces downtown can already be crowded with strollers and pets , allowing skateboards and scooters will make the congestion worse

For question 1 it's a matter of the best of a bad choices. You can choose to mix a medium speed (scooter) with a slow speed (pedestrian) or a medium speed with a high speed (bike). I choose wheels with wheels.

2) we need to be consistent with the rest of North America.

3) We already have so many laws that no one follows! What wil this one change? More fine revenue :(

Electric mobility devices should be allowed in cycle tracks to encourage them to be off of the sidewalks.

A one meter safe space is an okay idea however it should also include bicycles no longer being allowed outside of cycle tracks. Transport methods of similar speeds should be grouped together and cars not being able to pass bicycles will ultimately negatively impact the majority of people on the roads as the majority are in cars.

I see no problem with skateboards and roller bladers on the bike paths since they are small enough to get around but scooters and wheelchairs will occupy the full bike lane forcing bikers who are faster into traffic. The point of these bike lanes was to keep bikes safe not force bikers out of the dedicated lane. The safe passing law is something that's nice to have but if there isn't a meter available then what?

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e-bikes should have to follow the pathway speed limits the same as all other bikes. The pathway speed limit should be higher than 20km when out of the downtown busy core pathways.

Trying to force a 1 metre zone around cyclists is fine on a road with shoulders, the problem I have is all the cyclists on roads like Heritage Dr SW, or Southampton Dr SW where the speed limit is 60 km/h. Cyclists on these roads already create a hazard, if drivers need to always keep a 1m buffer, than cyclists should not be allowed on roads without shoulders where they cannot hope to match the speed of traffic. Heck, even without the buffer they shouldn't be on roads where they cannot match the speed of traffic.

All great recognitions of how cycling already is practised. Opening up cycle track (and cycle paths) to multimodal self propelled and electric assisted travel is also great.

Requesting the Province to change the traffic code for stop signs tho allow the Portland Stop would also be progress.

I feel that the purpose of a cycle track it to allow bikes to travel faster than they can on the sidewalk due to slow pedestrians. People who travel fast, such as skateboarders and roller blades should be allowed in the cycle track. People who travel at or near a walking speed, such as wheel chairs, should not be allowed in the cycle track and should use the sidewalk.

Item #3 is a little ridiculous. Users should be responsible when passing and shouldn't require a meter to pass safely. If you can't figure out if your vehicle will fit safely through a gap, maybe you shouldn't be driving at all. Stronger driver training would make a more noticeable difference in all aspects of transportation.

Item 1: better than on sidewalks and roadways; item 2: I watch for indications on arm closest to driving land (left); item 3: agreed so long as bicylists (etc) don't drive in the middle of a roadway lane

This is Calgary, how much money are you wasting for a tiny fraction of people to use these tracks a few months out of the year.

Bikers currently do not follow road laws now and many (not all) will carelessly cut in an out of traffic causing dangerous situations with vehicles. IF they learn to respect the road, then - and only then should they share the road. Too many times I've had bikers cut me off and curse or give me the finger as if I'm in the wrong. At stop signs, they blow through. At red lights, they'll cut vehicles off because they feel they have the right of way because the City of Calgary has given them the right of way. Thanks for that guys!

Cycle tracks should not be allowed downtown or on main streets. There is no respect shown by cyclists and no accountability because there is no enforcement. Dangerous, frustrating and causes road rage

I ride, walk & drive so have a perspective relating to 3 modes of travelling. I find cyclists can be quite aggressive (& not defensive) and ride on streets, sidewalks & bike paths often breaking laws. I have seen many issues with bikes & pedestrians entering cross walks when the hand is flashing. Perhaps signs need to go up describing what a flashing hand means. There is a major problem at 9th Ave & 11 Street SW (north bound). That intersection NEEDS a bike light. Having the bike path go straight when cars can turn right is a MAJOR hazard!

1) Alternative transportation methods should always be encouraged, and I think it's safer for these devices to be used in cycle tracks than on sidewalks.

2) I don't believe all drivers recognize the right turn signal using the left hand. It can be more clear that you're turning right when using the right arm.

3) I often feel vehicles are passing very closely and don't slow down even on residential roads. Communication on this as a new rule would remind them to provide adequate space in case a cycle has to move over to avoid a hole in the pavement,

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As someone who bike commutes on a shared lane (11th St SE), there are many days that having a 1 m buffer around me would feel much safer until i get into the designated bike lane. There are way too many people (including city of calgary transit buses) who squeeze you into the curb after they pass you tightly.
I'd also like to see an Idaho Stop being allowed. This would speed up everyone, rather than having to wait for cyclists at 4 way stops.

I think these changes are inclusive and appropriate. They provide more ways for more people to travel around Calgary.

Big improvements but don't stop there. There are lots of other amendments that can help to promote active transportation and provide more safe mobility options. For example, delete the law about how a bicycle must travel as close to the right side of the road as is practicable. This law is unsafe.

1. Not all self propelled wheeled modes are equal. Those without brakes should not be allowed on pathways and cycle tracks where controlled and sometimes quick stopping is required. 2. There are reasons for turn signals only with the left arm including visibility, consistency with other jurisdictions and modes (eg motorcycles), bike control remaining on the dominant hand/arm for most of the population.

Make everyone feel safer and welcome on roads

Separated bike lanes are awesome. But the east-bound cycle lane along 9th Avenue between the Municipal Building and Inglewood feels dangerous since there is no barrier between traffic and bikes. This route will get more cyclists since the new library opened, so please put up a barrier along this route.

Please put up a cycle light at 11 Str - 9 Ave SW (north bound) It's a major hazard & busy intersection. Cars turning right cross the straight through cycle path & bikes can be in a blind spot. Quiet intersections in Eau Claire have bike lights but the armory intersection does not???? Fix the current problem before adding more congestion. For safety, bikes should stop at a stop sign like any other vehicle. Pedestrians can be hurt & many cyclists do not ride defensively. Jay walking, people entering crosswalks at flashinghand is also a big issue.

Many bike lanes are already very congested at peak times. Allowing people to ride Skateboards, scooters and other such devices in them will only make them more congested and dangerous.

The city is catering to a small vocal minority. These policy divisions negatively impact traffic flow for the majority.

Bicycles which are NOT lining up in traffic lanes, and are NOT following the rules of the road are ROUTINELY passing cars which are lining up in traffic lanes and are following rules of the road with less than a metre clearance. Which forces cars to pass them again and again as they catch up.

If I had any hope that this law would be applied and enforced equally to bicycles as cars, it might be supportable. As is it will encourage bicyclers to continue/extend the dangerous behavior described above.

These things are already being done, and most users do these activities safely. If the changes are approved, some education should be provided to Calgarians in general, as well as drivers. This could be done by having pamphlets or posters available at registry offices to inform drivers of what safe and legal behaviors to expect from other road users.

Kids don't need to be downtown skateboarding, there are facilities for that and other areas

Right arm could be useful, not as confusing to motorists. Right arm out = right turn makes sense

Cars take precedence over bikes. We have work to do, not catering to 1,000 bikers in a city of a million people. Let bikes use sidewalks since nobody walks on them!

People already often signal their intent with their right hand. As long as the intent is clear, it promotes safety and should be encouraged. Same with the 1m passing rule. This SHOULD already be happening, but people don't always do this. Having it written into the bylaw will increase safety.

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I do not feel that allowing personal mobility devices such as skateboarding will improve the pathways and bikeways network. Infact I feel the great difference in speed between bicycles, skateboards or scooters will create a new hazard. The goal of the pathways and bikeways project is to increase safety and make it easier for calgarians to get around. This proposed change not only doesn't help commuters but actually makes it harder for them by introducing users that travel at lower speeds and in some cases have difficulty stopping.
These proposed Bylaw changes are long overdue.
There is already too many problems and distractions caused by the bike tracks. They should be removed not add more problems. Safety issues. As well bikers should require a license to help with costs and so they can be reported for being dangerous or when they smash into cars. Roads are for cars. When I drive in Bowness after snow the bikers are riding in the middle of the road and there are 30 cars lined up behind as they can't get by. Stop the insanity.
In regards to sharing space on the cycle tracks. Some of the vehicles suggested have to great a speed differential and are safe for the sidewalk. Scooters and in-line skates are probably fine on the cycle track.
Electric scooters and wheelchairs should be kept on the sidewalk. They are too slow for the bike track and would simply end up causing frustration and accidents.
Makes for a safer cycling environment
Why is there no question or input requested on the change to yield versus full stop for cyclists??
Cyclists should obey current provincial transportation rules including a FULL stop. No reason to change!
I am concerned about cyclist not yielding to traffic when entering a road way. I have experienced aggressive cyclists flying out onto the roadway in front of me from a pathway without even looking to see if it was safe.
Three feet between vehicles on a roadway when passing seem like a very short distance should it not be a larger buffer?
I think changing the cyclist bylaw to allow either arm to be used is confusing and should stick with the left arm only.
Being safe and mobile are important, these changes will give people more freedom. Freedom is integral to the the evolution of Calgary.
Doesn't allowing skateboards, inline skates and scooters in downtown public spaces and cycle tracks really defeat the purpose of having a cycle track? Cyclists use the tracks to commute. Last thing they want is a skateboarder or skater causing traffic jams...
A bicycle has full control of its speed through the use of brakes. Is the city confident that skateboard and inline skate users have -on average- sufficient skills to reasonably maneuver in traffic?
As a cycle-commuter, these changes would improve safety and encourage more people to cycle downtown, as well as use other methods (i.e. skateboard, longboard, etc).
Skateboarding should be encouraged as it is an inexpensive, environmentally friendly way to travel through our city.
needed changes for safer city
The current laws are fine, cyclists ignore safe cycling laws anyhow so the changes won't help with anything and just waste more money that Calgary doesn't have. How would the 1m law even be enforced? It's impossible to measure during the infraction so it will just be a guess.
These measures seem to protect vulnerable individuals (cyclists, pedestrians, etc.) and reflect how people actually travel. That said, changes need to come with enforcement of bylaws/rules for cyclists who don't respect the rules of the road.

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I like to longboard to work and I always adhere to bylaws during peak hours (I don't skate in the core during the day...late nite I'm all up in your bike lanes) but unclear bylaws on the use of boards in YYC have caused "righteous" civilians to attempt to push me off my board on the river path thinking they are upholding the law. This is dangerous for all involved. Changing the law to allow skateboards everywhere (unless explicitly stated) will help police police and citizens not put themselves at risk of great injury.

Thank you for these positive changes

For the love of god, look at how European countries are doing it and stop trying to reinvent the wheel. A lot of these problems have been resolved by other nations. All we have to do duplicate some of those planning ideas instead of coming up with new ideas with inexperienced city planners.

CYCLISTS DO NOT OBEY THE CURRENT TRAFFIC LAWS AS THEY STAND!!!! They are a vehicle and should be charged under the Alberta Traffic Act we don't need another stupid by-law that directly conflicts with current legislation!!!!!!

I feel the closer you allow bikes, inline skaters, skateboarders etc closer to traffic lanes is introducing unnecessary risk, harm and liability to the users of paths. Be very careful with bylaw changes and designs that move these types of pedestrian traffic closer to roadway lanes. I do not think the bylaw should be changed to allow use of skateboards and inline skates to be in all open areas due to safety issues. Bikes should have and obey traffic controls no different than automobiles, Full stop yes, use national standard signalling no change.

1. It would be okay to allow those on cycle tracks as tracks are usually empty Don't think it would be safe in public spaces where it could be dangerous for pedestrians This should have been broken down into two questions
2. Left hand signals have been ingrained into us for decades & are common around Cdn . Changing would cause major confusion & potential for accidents
3. Not sure what this means Is it when following a bike/vehicle or does it refer to a distance when passing? If it means when passing that would take vehicles out into oncoming traffic

I am concerned that the city believes that rewarding negative behaviour is the correct way to proceed. Many cyclists display disregard for the current laws, and the changes being discussed reward this by removing the laws that are designed to protect everyone. The city has repeatedly only looked at the issue from the side of cyclist and has failed to acknowledge that education and enforcement of the current laws can offer a simpler solution. Rewarding negative behaviour is not the correct solution.

Cyclists have too many special rights already . Rules are confusing to motorists and cyclists and will result in incidents in which the cyclist has no chance of surviving. They should have to ride on bike paths or as part of normal traffic flow if they choose to ride on the road. The utilization of calgary's roadways for a few months a year is a waste. Consider the volume before you spend tax money on a special interest group. I have NEVER seen a person using the special bike lanes on 8 ave SE.

Bikes are able to go faster (within the posted speed limit) than skaters and boarders. Cyclists are also more in control of their vehicle & they have brakes.

If we are going to give cyclists 1M buffer then we need to make it definitively clear in the law that filtering is illegal and enforce such law. As it is cyclists come far too close to vehicles trying to get ahead (only to hold up traffic and require cars to pass them again) and have no accountability without insurance or registration plates when they damage vehicles by doing so.

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Allowing cyclists to yield instead of stop is very important. The rules should allow more efficient use of bicycles throughout the city. Stopping and starting and getting on and off of bikes makes cycling less efficient, less appealing, and more dangerous. When it is safe to proceed, bikes should be allowed to just keep going.

As far as "Allow skateboards, inline skates and scooters in downtown public spaces and cycle tracks", man-powered modes of transportation should be encouraged downtown. I have concerns about them being on cycle tracks though.

Too many "entitled" cyclists who have no sense of personal safety or responsibility in traffic.. "Survey" responses will have no effect on council decisions re cyclists rules or responsibilities.. Cyclists operate with NO concerns about ANY (Police) enforcement of existing traffic act rules.. Thank You Counsellor Wooley..(NOT)

I support using either arm to indicate a right turn. I feel a bent left arm to signal a right turn is not widely known by the public, and could create confusion among drivers as to what the cyclist is doing. A right arm / right turn is intuitive and obvious as to intent. The proposed safe passing law of one metre would force drivers to, in essence, change lanes to pass a cyclist, something drivers have to do when passing another vehicle. So it is a very familiar operation already on the road. For safety, I already ride in the right car tire lane.

Skateboards do not Interfere with bicycle use , however scooters and inline skates do created major issues not compatible with speed or space

I don't see most changes as a big deal, but skateboards in public spaces can create a nuisance. However, the one question not asking input is the issue of cyclists yielding or stopping for merging. I hate to say it, but many cyclists fail to stop at stop signs, or upon merging already. If you remove the stop requirement, I can only see more issues of cyclists failing to even slow down. Many cyclists are traveling too fast for the turns they take and swerve too far into the path of others at this point. This will only increase under your proposal.

We don't need to take up anymore lanes for spaces for bikes traffic is already horrible and not everyone lives close enough to bike to work

I think these changes will make bicycle riders very unhappy. They travel on unreasonable speeds on pathways with no regard for pedestrians, and do not feel the need to ring their bells. They seem to feel that they should rule the road. I have been almost mowed down a couple of times but he's inconsiderate bikers. Definitely do not agree with the rolling stops. They will proceed as if they have all of the rights in the world.

Skateboards would have to used "politely" in congested areas. Perhaps priority rules would work. passing should be orderly.

One, there's nothing stopping people from using skateboards or inline skates in bike paths right now, so might as well make it legal. Two, according to Alberta Highway Safety act, bicycles are already REQUIRED to use arm signals to indicate stops and turns, so... that should be a given. Creating a safe passing law is nonsense though, drivers already swing into the oncoming lane to give bicycles a huge buffer when passing. The law should be the other way around!

And, start asking about motorcycles when making these laws, you Cowards.

Roads are not wide enough for some of these.

Cyclists already add to the congestion on the roadways. If they stayed on the cycle paths it would be one thing but they are often on roads that barely fit the cars (even if there are alternatives) and make it dangerous for both the cars and themselves. They are much slower than the other vehicles so we need to be able to get around them without going into other lanes. The roads aren't set up for this option. Time to require Bike Licenses. More traffic scooters, skates this city is becoming less pedestrian friendly all the time.

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A common sense passing law could make me feel safer on the streets. I don't feel the other changes will affect my commute.
All vehicles should come to a complete stop, rather than a cyclist yield approach. All the other changes improve safety, this counteracts it, and will create a further barrier positive relations between motorists and cyclists, noting the with the advent of ebikes and segways the global distinction is becoming increasingly blurred. Everyone would rather yield than stop. Safety for other users should be the concerns, not convenience for a single specific user type.
Sharing space meant for bikes undermines 1) the ability of bikes to be considered a realistic rather than 'hobby' or 'play' type of transport and 2) puts slower users at much higher risk of causing a collision because they behave erratically similar to pedestrians and because bikes are much MUCH faster than mobility scooters. THIS IS DANGEROUS!!!
Myself and my children use multiple modes of self-powered transportation and see the benefit of making City pathways and roadways more inclusive. Anything that The City can do to reduce automobile dependence and support safe commuting and recreational pathway use is preferred. Having City bylaws reflect current practice, as opposed to enforcing bylaws that do not have merit or are ignored, is preferred as well from a taxpayer perspective. Thanks for the opportunity to provide input.
I have traveled in Amsterdam and crossing a bike lane was more dangerous than the road due to behavior of scooters.
It's bad enough that cyclists don't have identifying plates/tags, as there is no way to find them after they cause an accident. Adding scooters, skateboards etc, is going to make it even worse. The reason cyclists must signal with their LEFT ARM is so that drivers, who are always on the left side of a bicycle can see the signal, ffs! If you are going to make me stay a meter from the person I am passing, then they have to stay as close to the curb as possible, 600 mm max.
skateboards and scooters can be slower and block cycle lanes for cyclists. The hand signal using just one arm is antiquated, not intuitive and confusing. Cars can overtake cyclist far too close, which is scary and dangerous for the cyclist, a meter space will be welcome
Skateboards and Scooters, they're gonna do what they want regardless, No Impact Cyclists Signal, Heck, they're running lights, stop signs yield signs etc and you want them to signal, what a joke. Creating a 1M space, ha right, tell atet to Calgary motorists.
As long as other road users know where a cyclist is going, either hand for signalling should be fine. Cars often do not leave enough space when passing and having that rule on the books should help to educate motorists on the importance of leaving space. I think the gap should be wider at 1.5 m.
As was and still am against the cycle tracks on city roads to begin with, yet having more users on it take them off the sidewalks, making it safer for pedestrians, and people with strollers. Also, allowing such in Olympic Plaza will turn it into another millennial park free-for-all.
I don't think allowing bikes to yield rather than stop is a good idea. Larger vehicles must stop. Bikes should be treated the same. Bikes can move too fast as it is not allowing larger vehicles time to react - this only increases that risk.
These changes will lead to more collisions between users of the infrastructure. An assumption of one metre of space between road users is difficult to police and can create an inappropriate assumption of safety. Cyclists indicating with their right arm from the right lane will be difficult to see from the left side of a vehicle that is in proximity to the cyclist leading to more collisions. Further, motorists from other cities will not expect cyclists to signal in this way.

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Considering the very low number of cyclists compared to personal automobiles and pedestrians, the City of Calgary is biased towards cycling priorities and in particular, cycle tracks.
Scooters and in-line skaters would be a hazard in the cycle track because they are too slow and would push cyclists to use the road. Mobility aids such as scooters and wheelchairs belong on sidewalks.
Driving laws can be created but no one will follow as there is no one out there to enforce it. Honestly, even if passing change is made, lots of people will not even know about it. Just like the change in the compost schedule. I still saw people putting out the bins 2 week after the change in schedule was made.
I cycle to work and around town. Most cyclists do not know the proper hand signals and barely slow down when entering an intersection. Allowing cyclist to only slow down would give an acceptance to continue to go at full speed into the intersection or street. A full yield would be better. What I see happening is more drivers will be upset with the relaxed rules and more cyclist will have less respect for regular traffic. Very soon there will be more accidents with cyclists and the poor drivers are always at fault. More fines are needed for cyclist!
1-3,2-3,3-1 the safe passing distance is too small
1 m of space is excessive. If a bike is on the road it is not always safe to move over 1 m , which could result in cars not being able to pass cyclists. That would seriously slow down traffic, and could make cyclists 'moving pylons'. Cyclists signalling with either arm has a serious risk of hand signals not being seen, reducing safety.
I don't cycle to work, only recreationally. The city does not feel setup for sharing the road, and the dedicated cycle paths have very low speed limits, so cycling feels very restricted.
In my day to day drives, I find that cyclist are the cause of a lot of problems between bikes and cars. I feel we should focus on enforcing the laws we have before making additions. both sides need to share the roads
I've shared bike lanes in Vancouver with inline skaters and they're too slow even compared to slow bikes. Same for skateboards. I don't understand the rationale for mobility aids using cycle tracks instead of the sidewalk (I might be missing something?) but it also seems like a difference in speed issue. The changes to cyclist turn signals and allowing bikes to yield would make my trips easier and safer. I hate coming to a full stop in a clear intersection - it takes too long to get started again and I don't want drivers behind me to get impatient.
The changes to hand signalling for cyclists will benefit everyone who is not aware of the current signals meaning, a lot of drivers don't recognize the right turn signal. The rule changes to put the skaters in the bike lanes will help the sidewalk-locked pedestrians navigate with less hazards. The one meter rule will help cyclists especially feel a little safer when sharing the road.
Cyclists are a major concern on roadways as they seldom follow any rules anyway (not stopping for stop signs or traffic lights etc.). I often have cyclists pass on the right between my vehicle and the curb where there is certainly not a metre of space. Cyclists should be required to have their bicycle licensed and insured as I am required to do with my vehicle. It would also be appropriate for the police to enforce any new bylaws against cyclists as well as against motorists.
I believe that more users of the pathways is a good utilization of the money spent to build them. The right turn thing just makes sense and a specified space allocation will help in making things clear.
Skateboards and inline skates take a disproportionate space on an already busy sidewalk, and tend not to respect the constraints for space. They also often travel at a disproportionate speed to pedestrians, and are unable to react to the unpredictable nature of children. Cyclist often use roadways while a cycle lane is on a reasonably close roadway (often adjacent). The continued use of bicycles on feeder routes where the streets are already narrow and passing is impossible/improbable will likely increase tensions, not respect.

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Calling the fact that bicyclists commonly blow through intersections a "commonly accepted and currently in practice" is a gross misinterpretation. It sure is currently in practice, but to call it accepted or even tolerable is ridiculous. This is a massive pet peeve of almost everyone I talk to who travels on roadways that bicyclists also commonly use. You'll be waiting to turn right at a 4 way stop, they will pass you on the right hand side and blow past you through the intersection. It's a dangerous and stupid practice that should be ticketable.

Right hand signal for right turn makes bicycle more consistent with car signals.

It would be nice to have that but it is not always possible on narrow streets.

I'm a cyclist and I don't want to come across as inconsiderate of the needs of other users but cycles travel at a relatively high speed on cycle tracks; 15-30 km/h I assume is a good estimate. I don't think most skateboarders and rollerbladers travel that fast. For safety reasons, I think they should be on the sidewalk.

- Drivers are looking at cyclists left arms for signals, that is how we were taught and expecting to change that now is not acceptable.
- There is not always a meter of space available for passing, especially when drivers try to prevent you from changing lanes, despite signalling for that request. Creating a law for that is a total waste of time and money that is needed elsewhere!
- Are these really the 'burning issues' that you are debating changing??? Seriously, this is silly...

I do not want skateboards & inline skates on the sidewalks. We already have far too many bikes on the sidewalks (why aren't they using their bike lanes?). I have had many near misses of almost being run into.

With the dire economic situation in Calgary, why are we wasting time and resources on these petty distractions. These things are irrelevant compared to joblessness and homelessness. Wake up city, we are heading towards a crisis! Downtown area is almost empty. Why focus on this?

Mobility chairs and electric scooters travel at different speeds than cyclists, and present a hazard when sharing the same space. However, giving more space for cyclists will help - drivers often pass dangerously close. Implementing the Idaho stop is a great idea - it allows cyclists to clear intersections quicker, increases their visibility to drivers, and reflects the nature of riding a bicycle, which relies heavily on momentum.

Safe passing laws, as well as yield instead of stop for cyclists just makes sense. Period. Of course there are more things that make sense, but that's not in the questions.

Inline skates and skateboards and scooters are not easily stopped.

Any indication of where a cyclist intends to go is helpful.

A safe passing distance is any distance where there is no collision.

I see at least 3 accidents a year caused by cyclists that do not stop (Blackfoot Tr. and Southland) I do not have anything against cyclists, but strongly believe if they are to share the road with other drivers, then they should be required to be licensed and carry insurance as well.

Currently I see them riding without a care and simply disregarding the rules the rest of us have to abide by. They cause numerous accidents in this city and just ride on without a care.

As a cyclist I would have no issue having to be insured to ride in traffic.

While these changes don't impact me personally, I think they will be a benefit to those who use alternate modes of transportation that aren't automobile related.

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1) Skateboards are often used as transportation and it's safer for them and pedestrians to be in the cycle tracks, rather than on the sidewalks. If there is no cycle track, the sidewalk is still preferable to in traffic. Same for inline skates.
2) Cyclists should use whichever arm they feel is safe to signal with. Disabilities or left/right handed people may prefer one arm over the other. Drivers have no issue seeing either.
3) YES! Especially in areas with parked cars where opening doors require the need for cyclists to have a buffer zone.
I believe that these updates & changes make good sense! Hopefully everyone will embrace the new bylaws!
These seem like such easy, common-sense changes that will make life easier and safer for all Calgarians.
The entire thing "stinks" Unless You put a Road Tax on everyone including CYCLISTS
Use the same bylaw as bicycles anyone over the age of 14 be on the street
1. Great idea get them off the side walks. 2. Absolutely not, in some cases you can not see the right arm and would cause an issue. 3. This is impractical in cases of double lanes your going to get cars piling up on each other to avoid something that shouldn't be there in the first place.
Rollerblading and skateboarding on the roads is dangerous at best, so paths are the way to go. Encouraging cycling is great. Enforcing the passing is key. The law on its own won't change anything.
To many modes of transportation on bike paths that travel at different speeds. Very unsafe. Why are non motorized vehicles not using our extensive bike path system which can get you anywhere you want to go without disrupting about traffic.
Doesn't the City have more important things to worry about? Anything that will put more things in the road carriage way is not a good thing. How will scooters, long boards, etc. get around anyways when it snows? At least on the sidewalk they have a better chance to get around because there's already a bylaw about snow removal on sidewalks. If people are already doing this anyways why the bylaw? It feels like another 'feel good' cover your legal butt bylaw change. For cyclists hand signalling, it's always been the left hand, don't confuse things.
Skateboard and inlines skates are fine on the cycle track and better there than the sidewalk however having them on Stephen Avenue mall is a recipe for disaster. 1 meter around a bike is going to cause automobile traffic to be switching lanes and cause traffic congestion due to the speed difference and the perception of 1m vs the actual
I'm surprised there are no bylaws about giving distance between vehicles and cyclists. I thought it was a road safety act! The bylaw officers should reinforce save distance between vehicles and cyclists and other type of slow mode of transportation.
Without reinforcements, the bylaws are useless in my opinion.
1) Taking more road way from the THOUSANDS of cars on the road so the HUNDREDS (at most) of cyclists have more room is ridiculous.
2) People on skateboards and in-line skates use the cycle track already so making a bylaw isn't going to change anything.
3) Most people have no idea how to use arm signals for turning...
4) I see more cyclists on the roads with the cars then I do in the cycle track.
I like these changes...but I am concerned about the additional costs to the bylaw budget to enforce/police these changes
Bikes are not cars and should not be allowed on the road , can't maintain minimum speed and no insurance coverage also not using lanes when the weather is bad this is not Europe.
given that these users would allowed onto the cycle track, I think it would be impt to have signage indicating so, and that they would be no longer allowed on the sidewalk.

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The areas mentioned in downtown public spaces can become congested with walkers, and i feel skateboards, inline skaters and scooters pose a threat to anyone walking in those areas. #2, cyclists currently travel in the same direction as drivers which means their left hand is visable to drivers, if they start using their right hands to signal a driver beside them may not see their hand signals.

- 1) Slower moving people should not be in fast tracks
- 2) This is not a common practice or learned practice of non cyclists, they are taught to look for the left arm signal and might not recognize a right arm signal.
- 3) This would require faster moving vehicles to move to the next lane over, in rush hour traffic one cyclist could essentially be occupying one lane. Greatly restricting traffic flow.

There are already people skateboarding/using scooters in the bike lanes so the current law isn't being enforced. I think its OK to have them in the lane but they could cause a lot of passing and traffic jams in the lanes which overall reduces safety for everyone.

Cyclists are not properly monitored or legally held responsible for their actions--these changes compound their lack of responsibility and further create turmoil on streets and avenues that strangle traffic flows. Commuters by bicycle represent less than 2% of commuters but the CofC finds ways to hide the real expense related to cycling. Manipulation of the road ways to achieve failing results has become a hallmark of Calgary Council and Management.

I am a bit worried about skateboards and inline skates being allowed in the cycle tracks, because of the lack of brakes mainly. I also feel that inline skaters have a very different space requirement than a bike - arms and legs swing wide of the body, and this could make passing unsafe for other pathway users and for the person on skates. (By passing I mean passing by in the opposite direction of travel, not just overtaking).

I've long noted other users in the bike lanes, and I've never felt it to be an issue. A notable exception is pedestrians. The best solution seems to be clustering users by speed and space requirements.

Forcing cyclists to use only the left arm to signal is archaic, so that just makes sense.

On a different note, PLEASE consider amending bylaws to allow cycling in parks. Since obesity is such an epidemic, we shouldn't be putting up barriers to exercise.

First of all, should not be any bicycle path allow at in any public areas. The real problem is that we just spending so much money on things that are not need it. We should keep our roads just for cars, why do we have to spend so much money to make space for bicycle and for skateboards? Specially in downtown area is already tide space driving around and having to worry about people in there bicycles. We need to implement the old rule back bicycle ,skateboard, and in line skate should stay on the side walk or at the parks only and away of the roads

Cyclists never give any indication as to where they are going. As a vehicle driver, I have to inform other road users of my intentions, but cyclists just turn and we are at fault if there is a collision.

I ride my regular bike a lot and also an electric bike. I feel safe on the cycle track but I do not feel safe riding my electric bike (top speed 29 km) in traffic. It looks like a gas-powered scooter so people expect me to be able to go faster and honk non-stop.

I bicycle to work on a daily basis, and will sometimes drive in inclement weather. All of these changes are unnecessary and further a complete waste of city hall's time. FOCUS ON THE ISSUES THAT YOUR CONSTITUENTS CARE ABOUT.

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Good start; however, no one is around to ENFORCE those rules. So why even bother? I am an everyday cyclist into the core, and I see lots of hair-raising situations. Cyclists already indicate right turns with their right arm. Also, most people are not aware of the current hand signals - cyclists and drivers. I see elderly people all the time on their scooters in the cycle track, so this is nothing new. They believe they have the right to be there. Also, I have seen electric 2-wheel scooters ridden by very able people who don't care.

Skateboards, inline skates are too erratic. Unpredictable. Different speeds.

This survey is another example of the City being out of touch with reality. Inline skaters and scooter users ALREADY use public spaces and cycle tracks. Cyclists ALREADY use both arms when signalling. It is irrelevant whether or not this is the law because the law is almost NEVER enforced (I am a year-round, 5 days a week pathway/bike lane user and last time I saw a bylaw officer was 4 years ago). A "one metre space" rule sounds nice but in reality is unenforceable (how will it be measured?). This survey is a colossal waste of taxpayer dollars.

Inline skaters at times need a wider path than available in cycle tracks, collision danger when passing on bike. Some mobility vehicles are also too wide and slow. I would also like you to consider Idaho stop for cyclists.

I believe that skateboards, inline skates and scooters should be allowed in public, pedestrian spaces, but not in cycle tracks or paths. The nature of the movement of those implements and their relatively slower speed, as well as the inclination of many of their users to operate them while wearing headphones, makes them hazardous to cyclists. Cycling is an alternative form of commuting, which should be encouraged. The other modes described above are primarily recreational and should not be included on commuting routes.

Most people are right handed. As far as I know, cycling hand signals are done with the rider's left hand.

I'm concerned that if a motorist must leave one metre of space between him/herself and a cyclist on his/her right, there may be insufficient roadway available to pass without crossing the solid line that separates oncoming traffic. In such cases passing in a legal manner would be impossible and traffic would have to queue up behind the cyclist who may only be travelling at 10-15 km/hr.

Currently cyclists will deliberately 'clip' you with their elbow as they pass to knock you off the pathway if they feel you are not going fast enough. Most cyclists travel at 27 KPH or better, ignoring the 20 KPH limit. Cyclists currently refuse to share the pathway, fail to yield to pedestrians. Should be ticketed by police.

When using my Segway mobility aid, cyclists will deliberately cross the line, swing into my path to drive me off of the pathway into the grass so that I fall. Opening up the pathway to additional users will force co-operation

Amazing proposal guys. Please do this, Calgary needs it!!! And I say this as an active Class 1, Class 6 license holder as well as a recreational cyclist. Safety for all!!

I think it would be ridiculous to allow skateboards, inline skates and scooters to share the cycle tracks. The whole idea behind the cycle track is to allow people another mode of transportation to get to work in a timely and safe fashion. Allowing all this additional traffic is counter-productive and will cause nothing but problems and frustrations. City Council needs to understand they cannot please everyone. Stick to appealing to the majority, instead of unnecessary focus on the minority.

Changes have to be practical (i.e. i don't think the one meter safe zone will work in practice with motorists, so don't make a bylaw that is likely not to be enforced).

On the same note, the question on allowing other uses on the cycle track is a poor question, as there is no consideration of the differences in speed and width of usage. certain uses would have a material negative impact on current users

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Left or right arm, really, people already do that and I've never heard of a ticket for it (waste of my money! the same goes for the skateboards). As far as a safe passing distance that is ridiculously unenforceable and guarantees that no one will ever be able to get around a cyclist on single lane opposing flow roads. Again, unenforceable and a waste of money, for very nearly zero benefits.

I am a cycle track user living in downtown Calgary. LimeBike is a new addition allowing park and go cycling, but requiring a helmet to ride will inhibit the utilization of the service.

Bike lanes in general are a solution in search of a problem already. Rather than "safe spaces" around cyclists or skaters or whatever, separate them onto the already extensive pathway system. This is existing infrastructure that is being under-utilized. Additionally, if we are to keep bike lanes and expand their use, those parties should be insured and registered if they intend to share the road with vehicles who likewise must ensure these pre-requisites are followed.

I will always be in support of anything that makes commuting by bike safe and easier... signalling is important - but having both hands as options makes it safer!

My only concern is the unsafe use of non-motorized mobility devices in heavily used pedestrian areas. Eg: speeding I currently often encounter speeding by commuter bicycles during peak morning and afternoon hours while on the river pathways as a pedestrian.

As frequent user of the cycle paths I frequently see scooters, skateboards and skaters. so adding them would be much of a change (except for electric scooter in the cycle tracks, too slow and take up too much room). Handle signals are currently universal across the country, changing this would cause confusion. I'm all for trying to get people to allow more space for passing.

With respect to the "Yield only for cyclists entering a roadway" I am strongly opposed to this change. My commuter route takes me through an area (intersection of Elbow Drive / 4th Street / 25th Avenue) which would be impacted by this change. As a driver who has to check pedestrians, dog walkers, and runners before making a safe right turn onto 4th Street south thinking that there's suddenly a quickly moving commuter cyclist who will now only have to "slow down" makes me very very concerned. Things happen too quick on this corner!!!!

- 1) This is mixing things that should be on a sidewalk with things that should not be.
- 2) If a cyclist indicates with their right hand, it may be difficult to see. Given the nature of cycling, the more clarity between cyclists and everyone else, the better.
- 3) This would allow cyclists to monopolize the road making it impossible to pass even if safe to do so. Unless there is some more accountability on the cyclist end, this could be extremely detrimental to cyclist/pedestrian/vehicle interactions.

The cycle tracks should be reserved for bicycles only - they are too narrow to pass slower traffic (skateboards scooters etc) . Allowing other things will either slow cycle traffic, so as to defeat one of the purposes -efficient cycling , and or create a safety hazard

I have yet to see or hear of a bicyclist being ticketed for violating the laws. As a pedestrian I am constantly in conflict with bicycles and skateboards on the sidewalks and taking corners at top speed. How about you include an increase in the policing of these devices? They act like they are not subject to the law at all.

I think the bike lane should allow others on it as bike lanes are usually clearer than sidewalks and "things with wheels" should be able to use it. As for which arm to use to signal , that should stay the same as its universal. cyclist are still barreling into the roadway even when they have their own lane and I think we have better things to spend our time on then laws for safely passing. I think cyclists should have a license plates so that they can be identified when they are being reckless.

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I fail to see the logic in introducing new bylaws when the current bylaws are not enforced. Furthermore, the CPS publicly admitted that they would not actively enforce existing traffic laws against bikers. Another perfect example of wasteful spending of tax money.

I would like to see increased usage of the bicycle paths and feel it will be a safer alternative for inline skaters, skateboarders, and motorized wheelchairs or scooters rather than having them on the sidewalk. All of these methods of transportation move quickly and can be hazardous to pedestrians and I feel are better suited to the cycle paths.

"Create a safe passing law of one metre space between road users" - People are going to pass when safe to do so, not by measurement. This is a pointless by-law that cannot be enforced. Maybe the city should spend more money on developing mandatory road safety training and licenses for cyclists, skateboarders, or anyone else using city road ways for their commute. Why can a person without a automobile license drive on city road ways with a bicycle? Do they even know all the traffic signs and laws?

skateboarders and skaters are a nuisance, you should use the arm to signal in the direction you want to turn i mean on a ca you dont signal left and turn right. Safe passing bylaw isn't really necessary is it?

Conflict between bikes and other suggested users will drive bikes back on the road conflicting with cars. Requiring 1 meter is insane, cyclists leave a meter from parked cars and the sidewalk already, cars would never be able to pass legally.

Not a fan of mandatory bicycle helmets for pedal assist bikes (such as Lime). My opinion is that particular bylaw is antiquated and requires amendments

Would love to see electric bikes permitted on trains & pathways.

This is the future.

Scooters too slow for lanes; in-line skates take up too much space on tracks.

My concern is that cyclists will then use more of their share of the lane and cause drivers to be restricted to using one lane if it is a four lane road. Also I find that the City is talking about "sharing the road with cyclists" but the cyclists in the inner-city DON'T/rarely follow the rules of the road (ie: Stopping at Stop signs/four way stops, cutting in-front of vehicles recklessly, not walking there bikes across cross-walks, ect.) I like what the City is trying to accomplish but I would like to see more education/enforcement involved.

Concerns with the second proposed change (cyclists to yield instead of coming to a full stop). My husband and I carpool to/ from work daily and every day we observe cyclists neglecting to come to a complete stop at stop signs and red lights. Every day cyclists weave between vehicles downtown to get in front of traffic and then drive their bike in the cross walks regardless of what the sign says. We observe cyclists driving on the wrong side of the road to get past traffic and cross to a sidewalk/parking garage. (would be nice to have more space)

In terms of using infrastructure for other forms of active transportation (and less cars) I'm all for it. Skateboards can be a bit erratic when riding, but as long as they follow the rules, then it is fine. The 2nd and 3rd points will make things safer - which is very important.

Wheeled people are faster than walking people, let them use the paths. Left arm signals are mandated by the traffic safety act and having a separate bylaw for right arm signals will confuse anyone who comes here from out of town. As a tourist friendly city, this would be a terrible idea.

Safe passing is good, but mandate the cyclists to stick to the cycle paths and stay out of traffic!

Allow motorcycle lane filtering

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I approve of all of these changes. Non-motorized use already exists on pathways and I have had very little conflict with that. The safe passing law is huge, and I am very happy to hear it's being adopted.
Better segregation of bikes and walkers, lanes to be clearly marked. Also not near enough washrooms on the river valley bike trails.
Keep skateboards in skate parts. Indicate turning on a bike with left hand for safety reasons. People should keep their right hand on the bar. Stop passing new, silly legislation, and stop wasting my money on these initiatives.
Traffic is getting worse every year. I fail to see how this will help. Will add to the congestion from what it seems.
My concern is the 1 metre space in the winter when there is no extra space to give. Also, these rules will not change the attitude of the ignorant drivers.
Not sure what constitutes a scooter in item 1 above ...
The proposed changes reflect what is actually happening on the roads and pathways. I
I am a 365 bike commuter and the cycle track and cycling infrastructure is not suitable to be shared with other modes of transportation as we are too dissimilar. Those listed better match the walking path based on speed, and the way that they travel. Right-hand signals should be allowed. So many people incorrectly signal right-turns when using their left hand and instead do a "stop" signal. In addition, a right turn indicated by an outstretched right hand is more visible to travelers behind, especially if there is more than 1 person
I think it's critical to implement and enforce the one metre passing rule in order to provide a safe and welcoming environment for pedestrians, cyclists and other transportation modes. Currently cyclists are very vulnerable with cars passing them at high speed and close proximity. This rule should be accompanied by an extensive education campaign to socialize drivers, and better enforcement of drivers violating this rule.
Just remove the sidewalks and paint in walking lanes and bike lanes on the same road. Then all can have snow removal and we can have enough space. I was taught to ride the gutter not the middle of the road. Left still. Bones ridge on the right hand side. Left arm signals is more viewable and safe for all motorists.
Anything that does not move more than 11 kms per hour should NOT be in the cycle track. It is unsafe to ride a bike downtown as it is. If city hall is serious about the safety of citizens, focus on the who uses the roads and cycle tracks currently
The one meter passing rule is by far the most meaningful and impactful from a safety perspective. I believe this is the international gold standard and truly has the potential to save lives. Signalling with both hands is both easier and more intuitive (point to signal to cars/other bikes/pedestrians where you're going).
Public policy to reinforce the legitimacy of non-automobile road users is a good first step and should be continued, but what about considering the needs of non-automobile users in developments like the Ring Road expansion?
3m rule came in to effect when I lived in Australia. It led to resentment of cyclists by motorists, and proved impractical on single lane shared roadways.
Skate boards and inline skaters can be unpredictable in their movements, as such they can be a hazard for cyclists. Scooters tend to have a very low speed.
Why aren't they legal now?
Cyclists should follow all road rules without special exemptions

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The thing I'm most affected by is the passing by-laws. Ur safe passing distance is only half of it. People need to understand that passing is only safely done on the right, and by hanging out in the passing or left lane, even if you're "doing the speed limit" is very dangerous. If you're not police it's not your job to slow down traffic, and then people are just swerving to the right to pass, which I have seen almost cause multiple accidents on a daily basis, especially on Deerfoot, but passing laws should have to be taken seriously on all roads.
As a cyclist, a minimum passing distance is a huge benefit. Changes to signalling and other users does not impact me in any meaningful way as these practices are already in place and do not bother me at all.
Use this money to Clear the snow off the roads quicker
Lower our taxes instead
I will continue to be concerned about speed differences between bikes, skateboards, etc. on the cycle tracks. How do we plan to enforce any of the passing bylaw?
Sell enmax and reduce our taxes
<ol style="list-style-type: none"> 1. Healthy, non-polluting modes of transport. 2. Point the direction you want to turn 3. Is this not a law? It seems to be everywhere else
Fire the mayor and reduce taxes. Also ask him to open his eyes when he talks. He looks like a little girl when he smiles and leans his head to one side
The cycle track is already a hazard with inattentive cyclists so adding more people will only make it worse.
Bicycle lanes are under utilized. Increase the usage of the lanes by other forms of transportation.
I ride almost everyday year round. The one metre rule is FANTASTIC!!!!!! We have two arms but only signal using one because it based on cars and you can't stick your right arm out the window while driving. On your bike you can use both so I support using both. It cost a lot to build the bike lanes lets make the most of them. Lets add electric skate boards single or multiple wheels.
Skateboards and inline skates are much slower than bikes - inline skaters also take up both lanes with their wide strokes which makes it hard to pass
Unable to bike paths to every ones door but current infrastructure allows you to get really close to most destinations. Giving cyclist an additional bubble around them just means they will use the bike paths less and roadways more believing that they own the roads more than they already do. When I bike I use the path as much as possible even if it means a block or two extra riding. Giving cyclists the 'right of way' wil mean they will jump off the paths sooner so they can take a more direct route and save a few minutes, but that does effect traffic
Allowing scooters/skateboarders/in-line skaters on the bicycle lanes would cause a problem for cyclists as they differ in speed and space requirements
The current bike lanes in the core have made traffic congested for those of us who have to drive, public transportation is not an option, changing the hand signals is changing a universal signal (about 30% of cyclists do not use hand signals), the cyclists complaining about sharing the bike trails - seriously? motorists have to share the road with everyone. Stay off roads if you cannot keep up with traffic - no to the meter space. I am tired of compromising.
Cyclists deserve to feel safe on the road. 1 metre is an absolute minimum that should be required. Cyclists should be given a lane when they are riding somewhere they are allowed to ride. I have witnessed too many close calls

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Ensuring the road users provide a safe passing distance is important to keep everyone travelling safely and comfortably.
Too much congestion
I agree with allow skateboards, inline skates and scooters ONLY in downtown public spaces. BUT NOT IN cycle tracks
Although it is against the law there are often two bicycles side by side...you they go single file there is enough room. Skateboards are to flimsy and the condition of the road could cause issues. I think both should have to have liability insurance coverage .
Too many cyclists are traveling on roads where there is not enough room to allow one metre of space to pass. I believe it is a good idea to allow skateboards, in-line skates, etc on cycle tracks.
I disagree with allowing cyclists to yield instead of coming to a full stop. I feel this places too much responsibility on the discretion of the cyclist, and as a regular cyclist, I don't feel confident in the judgement of many fellow cyclists. It's either a full stop, or it's not, and validating an often dangerous common practice can become a slippery slope to cyclists just not stopping at all, especially when they really need to be.
The more people using this infrastructure, the better.
I ride a scooter to work and although I can travel along the Bow River Pathway, I need to hop off when I reach downtown. Using the bike lane would be quite helpful. The right/left arm for a signal makes sense because a cyclist is "pointing" to where they're going. Having 1 metre would be great when being passed as a cyclist. I've had a few close calls with motorists passing too close. It would also clarify things for motorists so they're comfortable when passing cyclists.
<p>1) more the merrier.</p> <p>2) No one uses the 'legal' left signal because it makes absolutely no sense to begin with. Bravo to the genius who uses their right arm to make a right turn!</p> <p>3) Unrealistic. There isn't enough room for a parked car, plus 1 metre of space, then a car on most two laned roads in Calgary. This rule will not change anything.</p>
First off you already say some of this is already happening. Which is against the bylaws that you have trouble enforcing. Bicycles do not give a metre of space when passing but you appear to want cars to do that. I have no problem with bicyclists but most do not use their bell and speed on the pathways. Again not enforced. You are making an unglued scene even worse but putting all the pressure on drivers and walkers and very little on the othe forms of transportation. The roadways are too narrow to give a metre of space also. Bikers need to follow
regarding skateboards, etc. on the cycle track - they are often much slower than bicycles, and several cyclists already pass unsafely on the cycle tracks - I worry that additional slower users on the track will encourage more unsafe passing behaviour from these cyclists. Alternatively, police the cycle tracks more frequently to educate the unsafe cyclists.
All positive changes!
Cycle tracks are here now and users should maintain some regular speed and scooters, skateboards and inline skaters could impact this situation. Standard signaling is to use your left hand and that is what drivers are looking for not an arm out the other side. Simple physics should conclude that it is easier for the cyclist to maintain a safe distance rather than placing all of the responsibility on the vehicle driver. Like in boat the boat that can move the easiest legally gives way.
Biking is a hassle, and strict signalling and helmet laws dissuade people from biking
These are all great changes to the existing bylaws and will help me out and lots of other people out with their mobility choices.

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As a frequent user of the bike paths (2500+km/year), skateboarders are not the worst, if they hold their line and do not swerve. Inline skaters use their arms too much - it creates a "clipping" hazard when passing. Electric personal mobility devices are just too large to be on the paths.

A lot of cyclist have the mentality that "if I get hit, it's the person in the car that is at fault" no matter the situation. We have this perception that cyclists don't need to be accountable. They should be more accountable because they are introducing a different type of vehicle on the road, a much slower and unpredictable vehicle. If we are to allow these types of changes to allow cyclists to ride on the same roads as we drive, then they should have the proper licensing and insurance as anyone else on the road.

Skateboards, wheelchairs, and other non powered vehicles travel significantly slower and with less control than a bicycle. Skateboards and roller blades in particular cannot stop nearly as fast as a bicycle. All of the alternative vehicles are much slower than a bicycle. They do not belong in designated bike spaces used for commuting and transport.

If skateboards/scooters are allowed in the cycle track, I would like them to travel with the same expectations/rules. I would be concerned that they do not move at the same speed or with the same predictability as bikes. I think it is more important that cyclists indicate their intention to turn, than the arm they use to do so. The passing space is a primary concern of mine. I do my best to ride tight to the curb on roads without cycling infrastructure, but I often have close calls with cars passing too tight or cutting me off to make turns.

I think all of these will make good use of the current bike lanes. I have some reservations about the right turn with the right arm for motorists but should not matter. What is meant by the phrase "Permit drivers to park in designated areas, even when those areas are not against a vertical curb." Does that mean vehicles could now park in bike lanes?

I support changes to the legislation that would encourage safe access to alternate forms of transport. In particular changes that encourage physical separation, and an expanded bike network are changes that I strongly support. I regularly interact with individuals who choose not to bike partly because they would be required to ride on the road (which feels unsafe if you are not an experienced cyclist) for part of the trip.

1. Other non-motorised transportation users already use the bike lanes with little issue.
2. Cyclists should signal with the hand that is adjacent to vehicles; left hand by default and when on the right of vehicles, right hand when on the left of vehicles.
3. Sure, but good luck enforcing it.

Undertaking the expense of creating bike lanes, the city should create a bylaw requiring a one time bike license per person for those who use the bike lanes. Users would need to attach the license plate on their bikes. This used to be a mandatory requirement many years ago. Recoup some of the money used to create bike lanes.

Cyclists already come into potentially serious conflict with drivers; eg. cyclists on 16th avenue NW . There is no room for cyclists, they are slower than drivers, & it is only a matter of time before someone loses control of a bike & gets stuck by a car. If putting a 1m law between them & cars is what council means, it will automatically be ignored by cyclists. I see them cut in & out of traffic, cutting drivers off all the time. I suppose if drivers get legislated to drive at 30km an hour across the entire city, the problem will be less. :\

changes to bylaws to create a required 1 metre distance prior to passing is a great idea but will need enforcement

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This is the STUPIDEST idea yet - and that is saying something because some Calgary City councillors have come up with some really ridiculous ideas lately!!!! Residential pot parks being up there and that unbelievably ridiculous traffic woonerf debacle - really - come on people - some city councillors obviously have WAY too much time on their hands - get down to actually running the city more cost-effectively and leave these stupid pet projects for when Calgary has recovered from this disastrous economic tsunami!!!

Right turn signaling is often not seen by motorists therefore is safer to use right hand. Although 1 Meter clearance between vehicle and bike is good, 1.5 meters would be safer for all concerned.

Cyclists Should be still and always be required to complete full stops. They rarely even look as it is anyway. DO NOT change to permit only yields. Cyclists are a danger to pedestrians already.
Why was that not a survey question? Obviously because the city does not want to accept the inevitable negative feedback to the ridiculous proposal.

If Calgary were not a four season geographic location then perhaps. Motor Vehicles have already given up a lane to cyclists on many many roadways within the city...WITHOUT a vote!!! During rush hours motorists time in traffic has increased between 22 and 31 %. In winter months these lanes go unused while they could alleviate traffic problems otherwise. The reverse lanes features like 5th ave is the biggest joke in the city...all this does is confuse drivers and cyclists. A CALL FOR A PLEBISCITE IS NEEDED!!!!

- 1) Pathways need to be for everyone, to limit it to only cyclists is very unfair, cyclists will need to respect others and SLOW DOWN !!
- 2) Cyclists must signal, when driving I really appreciate when they signal, makes a huge difference in safety.
- 3) One meter passing is not logical when cyclists insist on riding near centre of road, (I drive down 10th ave SW to go home) If the 1 meter is the law then drivers will have to sometimes go over solid and sometimes double yellow lines on road.

- 1) I selected not sure because while I think these active modes of transport are great & suitable for public spaces, they are not suitable for use on the cycle tracks. They don't have brakes or wheel sizes suitable to handle potholes, sewer grates, etc which is critical.
- 2) Left hand signaling is for cars: both arms are visible on a bike. It is more practical & easier to point in the direction you're going!
- 3) While a good first step, passing space is a function of traffic volume & speed which as they increase so should passing space to a full lane

Any one using the road, should be held accountable, required by law to have a licence, insurance, and vehicle fit for road use.

I believe a safe passing bylaw will provide clear communication in a shared transportation space. I have had many instances of unsafe passing while a bicycle commuter and it is extremely dangerous and disconcerting. Clearly stating the safe passing requirement provides clear communication and, when necessary, the enforcement of safe practices.

I cannot see any compelling reason why the City and the Province should not have uniform road rules for cyclists, pedestrians and users of other personal mobility devices. The current TSA legislative review should examine options for uniform legislation or alternatively the ability for municipalities to refer a limited number of transportation by-law powers to a higher tier of government. This would free up resources for network planning and implementation at the City. You can't expect visitors to the City to comply with laws they don't know about

Not possible to have 1m passing distance between cyclists vs skateboarders, and pedestrians in Stephen avenue Etc. Provides speed is slow and courteous, less than 1m is fine.

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The general disregard and disrespect for road rules by cyclists will be further embraced by these changes. Cyclists already do not stop at stop signs and go out of turn almost causing accidents, and cyclists already do not use their arms to signal. Cyclists and the safe passing rule would be pointless as cyclists often ride in the middle of the lane and do not allow drivers to pass to begin with, causing road rage.

Scooters are mechanical or electric engines, As such, they shouldn't be allowed into bike paths

My concern is with pedestrian and motorist safety. Currently, cyclists, skateboarders, inline skaters, and users of electric scooters are unlicensed. Therefore, many of them either do not know or do not obey the rules of the road (e.g., stopping at stop signs, yielding for pedestrians, signalling turns and lane changes, etc.) Many of these users do not wear helmets, and many use their vehicles on sidewalks. I want to see more regulation of the use of these vehicles before I can support their use in our city.

I think this changes will allow more people to travel without cars which will positively affect the traffic and the environment. However, law enforcement should be improved to prevent reckless using of skateboards and other vehicles. The collisions between those non-motorized vehicles and pedestrians should be typified maybe or at least studied. Another point is, the improvement of snow removal is critical if we are going to allow more vehicles.

If you are a bicycle entering a roadway then you become a vehicle and must abide by the laws applicable to vehicles. Allowing bicycles to enter a roadway without having to stop will lead to more accidents and injuries to cyclists. Also, allowing cyclists to signal turns with their right hand can lead to drivers not seeing the signal, thus not knowing what the cyclist is doing, eliminating the usefulness of the hand signal.

I am not anti-cycling (I often cycle commute to work in the spring/summer/fall), however:
 -The one metre passing space needs to be expanded to require cyclists to give space to pedestrians.
 -Allowing cyclists to yield and not stop is rewarding bad behaviour.

While actually creating more separation between bikes and cars is always good, I am doubtful a one-meter rule could be enforced in a meaningful way, especially on busy downtown streets.

Allowing skateboards and scooters and the like (non electric) wouldn't impact cycling too much as they have comparable speeds that are travelled at. As a cyclist however, the use of the right arm for signalling wouldn't change much as few if any cyclists even use signals to the point I often wonder if they know them at all. Finally, a passing law requiring certain space to pass would be beneficial as it requires more awareness however it would be difficult to enforce and likely not be followed.

Downtown streets are crowded at present. Adding skateboard etc make congestion worse and allows for more collisions.

Changing decades old hand signals will make it harder for cyclists and drivers to learn what each other is doing. I thought the one meter safe passing was already a rule.

I strongly disagree with skateboarders on public pathways, Steven Avenue Mall and similiar places as their boards can easily cause injury to an innocent bystander. In-line skaters are unsafe as their legs and ankles are prone to accidental injury by their sweeping leg movements.

How would the safe passing law be enforced?? Needs more explanation. Cyclists should have to come to a complete stop the same as any other vehicle should. Cyclists should not be on sidewalks ever! Cycle lanes have been implemented to keep pedestrians safe from obtuse cyclists, just as cyclists are kept safe from obtuse car drivers. Pedestrians should be as safe to walk on a sidewalk as cyclists are on the cycle path.

As long as everyone follows rules it will be a safe environment

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1- I agree they travel faster than pedestrians & it would make the sidewalks safer. For 2, I strongly disagree with the right hand/arm to indication, this would make it very hard for motorist to see & cyclists are already not as visible. #3, Calgary has an extensive pathway system & downtown bike lanes, I strongly do not agree with the requirement for a 1 metre space, this is giving up yet another lane of traffic for bikes. I think cyclist should be required to have a licence plate, people can report any bylaw infractions & dangerous cyclists.

1. I am an adult who does cycle, inline skate and skateboard in the city. At some point, someone who does not skate/inline came up with this antiquated and fusty rule of not being able to do so in the Core. 2. My cycling buddy lost his left arm in an accident when we were 4 years old. He has to use his right arm to signal both turn directions and everyone understands him, every time. 3. My handlebars are forever being clipped by side view mirrors from cars that glide past me on 2nd street SW. Some drivers think the road is for cars only. Share.

Vehicles pass far too close to cyclists. A reasonable required distance between cars and cyclists will save lives and make riding on roads without cycling lanes less dangerous. Safe Passing Laws are becoming more popular in other cities - and for a good reason. Drivers have tons of steel between themselves; cyclists have nothing but skin and bone.

Different types of road users should not share the same road space. Put pedestrians on sidewalks, cyclists on pathways & sidewalks, cars on roads. They do not have to be all in on the same transportation route. For example, in Inglewood/east-village there should not be a cycle lane on 9 AV SE, move them to the bow-river pathway system. Move pedestrians to 8 AV SE / 6 AV SE on the elbow river pedestrian bridge. This is a biased survey.

Cyclists need to be licenced and insured to operate on public roads. Most do not appear to have any knowledge the traffic rules, or completely ignore them.

As an avid cyclist, Calgary should not bend at the knee to a small minority of individuals who refuse to adapt to the environment they have chose to live in. Tax dollars must be spent alleviating vehicle concerns before trying to address alternative manual modes of transportation. For example:

- Deer foot widening
- Increase sanding and snow removal
- filling potholes

Signalling with the left hand is important for allowing vehicles (typically on a cyclists left side) to see what the cyclist is doing. Using the right arm might be okay on a path, but not when traveling a roadway/path on roadway. 1 m distance from vehicles is critical for cyclists. I think multiuse pathways should mean exactly that and have no issues with skateboards, scooters using those paths.

- 1) Ok on cycle tracks but not on park pathways, (seniors, children, issues).
- 2) Just signal properly... been that way forever. Learn the signals!
- 3) Being a cyclist (as well as a motorist) I both appreciate and try to give adequate space between bike and vehicle, however sometimes it is not possible for a complete metre allowance. This should be a courtesy distance and not a fine.

These lanes are meant for commuters primarily, or that's how council tried to justify them - having skateboards, wheelchairs and scooters I'm sure would be irritating to bikers, and unnecessary. While I'm not a fan of how and where the bike lanes were implemented - they are meant for bikes.

Skateboards can become projectiles if the user becomes separated or falls off, creating hazards for other cycle track users. In-line skates and scooters should be okay.

Safe passing law sounds terrific in practice, but very impractical to enforce. Awareness and public education would be the key here. Road users' right to "take the lane" should be advertised in the same public awareness campaigns.

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<p>I wouldn't mind other users on cycle tracks as long as they use common courtesy.</p> <p>I have to bike to school and work on roadways without designated/ separated cycling lanes and I have had numerous close calls with vehicles passing me at an unsafe distance. Having a passing law would also benefit me because I don't have the ability on my routes to come to a full stop before leaving a roadway and going onto a sidewalk or vice versa.</p> <p>I also feel it is easier for drivers to understand a right-hand turn signal made with my right arm instead of my left.</p>
<p>To pass a bicycle in a vehicle requires vehicles to cross into oncoming lane on narrower roads.</p> <p>These users already use the pathways, cycle paths. Nothing new there.</p>
<p>One metre rule has no effect of driver behaviour. It's essentially unenforceable. Other medium-speed wheeled vehicles should be permitted in cycletracks. I ONLY use my right hand to signal right turns. It's intuitive and obvious. Yes.</p>
<p>I think the proposed changes are all positive and will make our city safer for everyone.</p>
<p>Permitting rollerblading on cycle tracks could be dangerous. They tend to have very wide strides extending over the center line and are hard to pass.</p>
<p>I wouldn't want skateboards in bike lanes as this could create conflicts with other users, particularly if the skateboarders are doing something other than commuting.</p>
<p>Many roads are too narrow to allow one metre passing without crossing solid or double solid lines.</p>
<p>Green personal transportation is the wave of the future. Getting more cars off the road would be a good thing. Not everybody can use transit with ease & especially in the inner city personal electric mobility devices work great. Out your door & away you go, no waiting for transit. As long as these new ways to commute are safe why not. I live by Harvie Passage & work in Vic Park. If I drive it's about 10 minutes. With my scooter still 10 minutes. Another 10 minutes I'm in the heart of downtown. The Green bikes should be a big hit!!</p>
<p>No point in putting in laws that can't be enforced. Law for cyclists is in place already and is taught during driver training....now you want to make it different. Also, 99% of cyclists don't bother to signal now.</p> <p>How could anyone enforce a distance law when it would be impossible to measure.</p> <p>How many people are you planning on hiring to enforce the rules and how much will my taxes be going up?</p>
<p>Many drivers don't respect cyclists and attempt to intimidate them by driving too close alongside them, or perhaps are not educated on how to share the road.</p>
<p>Too many times I have seen motorists not following the law and driving alongside cyclist.</p>
<p>My main concern is with question #3. We have created extensive bike lanes throughout our city that many do not use. Drive down centre st. and 3rd St. SW at 8:00 in the morning to have riders cut you off, ride along side your car, drive to the front of the line and stop in front of the lead car. I respect bikers that respect the roads and flow of traffic. Leaving additional "room" for the people on bikes would lead to just one more commuter annoyance. When bikes are licensed and ticketed like autos I will treat them like a road partner</p>
<p>I drive a big service van and it's already hard enough to fit on some streets where they have a separated bike lane, which has parking next to it so that the one lane is already too narrow. I see people riding their bike next to these special bike lanes. And why would you change the way a biker is supposed to signal when it's been the norm to use the left hand only for decades. Not that bikers use hand signals anyway.</p>

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I believe that skateboards/inline skates/scooters will make the tracks more crowded and less safe. Cyclists using a right hand/arm to indicate a right turn and left hand/arm for a left turn makes better sense and might be more easily seen and understood by motorists. The 1M space law is a good idea. One thing not mentioned: licenses on all bikes. It's time to hold to account those on bikes who flaunt the traffic laws, often very dangerously. The fees associated with the license can be used to help upkeep the tracks.

I feel strongly that everyone deserves their choice of transport and it should be safe for all. HOWEVER, saying that it needs to be a 2 way street between bikers and drivers. They should not be allowed to ride side by side as on narrow streets it would actually stop car traffic. And if the driver can be fined for not giving enough room then they should be fined for impeding traffic. My biggest concern is for more pedestrian types of transport - in line skates - skate boards on main streets that do not have bike lanes.

I can't remember the last time I saw a cyclist signal.

On a lot of roads you would never have a chance to pass without going over the center line.

Wheelchairs, could potentially create issues if used on bike lanes.

Keep the speeds the same, right hand signalling would be confusing. Keep the bikes off the main roadways to prevent this issue

I object to skateboards being permitted in bike lanes, because I fear they will use sidewalks to get to/from the bike lanes, and skateboards don't mix well with pedestrians.

1. Skateboards etc on cycle tracks will have cyclists back on the street creating even more problems.
2. Historically people have only signaled with the left have. Allowing signalling with either hand will confuse drivers. Is the cyclist waving to some one or signalling a turn? Confusion causes deaths.
3. A lot of Calgary residential streets are not wide enough for a 1 meter buffer passing cyclists. A lot of cyclists are very inconsiderate (riding in pairs or randomly swerving into traffic with little or no notice).

Important to make cycling as safe & easy as possible

.5 percent of the people bike and you would like to inconvenience 99.5% of the people just for this policy. If they don't feel safe on the road then ride on the sidewalk

I believe allowing Calgarians safe spaces to practice their respective sports/modes of transportation will assist in getting more individuals active and out in the outdoors. This in turn creates a happier and healthier city.

Its not a good idea to mix them all in Different levels of road worthiness are required . Its extremely difficult to see a cyclists right hand when one is driving. Most bike lanes don't allow a 1M clearance. Id hate to have to go into oncoming traffic to avoid a cyclist. I am a cyclist and I know how to respect motorized vehicles. The community I live in all the cycling lanes end randomly in the middle of a street.

Idaho stop is great! Having mobility scooters in the bike lane is a hazard, the speeds are drastically different.

A lot of drivers don't understand left arm hand-signals.

I think that given the usage, there are far too many considerations in favour pr of cyclists etc. I drive to work every day and see cyclists less than 5 % of the time and this is limited to summer months. I feel giving these non users an entire lane of traffic just causes more safety and environmental issues with the main users of transportation. I find many cyclists not following safe driving rules and being a safety hazard to both motorists and walkers.

In regards to the 2nd bullet (allowing cyclists to yield rather than stop when entering/exiting roadway/sidewalk from/to a pathway), I am absolutely against this. A major issue/hazard with being a pedestrian or driver in area of high cycle use are

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cyclists who continuously change between behaving as vehicle (on road or dedicated lane) to behaving as pedestrian (on sidewalk) making this behavior switch easier is not desirable and only further heightens confusion.
My wife and I live Downtown West and rarely use our car. Our preferred method of transportation is biking, walking and transit. The cycle tracks have been fantastic but getting places often means riding on the road. A one metre passing bylaw would increase our safety for those times. I often will skateboard from place to place when walking is too slow but biking is impractical. Doing so "legally" would make me happier for sure. Thanks.
I think a meter distance is reasonable and safer as long as the cyclists are being responsible as well. I think cycle paths should be available to the other conveyances and not be restricted to benefit those who chose alternative modes. Right or left hand indication of turns would be safer as this seems more intuitive to signal direction. I would like to see cyclists licensed and held accountable for adhering to the rules of the road (rolling stops should NOT be allowed for the safety of pedestrians)! I see FAR too many cyclists going too fast!
Everyone grew up using your left arm to indicate turns it has worked for years changing it will confuse people for out of town.
The cyclists use the road when they have a bike path nearby - it's crazy! Dangerous to all drivers of cars and the public in general. PROMOTE to cyclists to use the bike paths vs the roads. LICENSE EVERY BIKE WITH A FEE. EVERYONE must stop at intersections - EVERYONE!!!!!!!!!!
As regards electric vehicles using cycle tracks: as long as they are a similar speed, that makes sense. But electric wheelchairs, for instance, may be better off sharing pedestrian pathways.
If these users are considered vehicles vs pedestrians, they should follow the rules of the road (stop at stop signs, signal etc) and be ticketed if caught non-complying. Left arm signals are more visible to travellers behind and should be consistent. Non-compliance should be ticketed as motor vehicles should be. Scooters ... only the handicapped versions, not the Vespa type.
I see the use of skateboards/longboards used for transportation as positive, but if it encourages skateboard park activity and loitering, then it would be less positive.
Inline skaters need more space than bicycles
Forcing a 1m gap to pass a cyclist will be treacherous during winter months when the lackluster snow removal does not allow for that gap to be honoured. This will only further back traffic up.
I rarely see cyclists use hand signals with either hand. Enforcement would be nice. The 1 metre space is insufficient on many narrow side roads unless the slower vehicle is close to the curb. The city should also enforce traffic laws on cyclists, who typical act as if they are above the law.
Roads have been designed and built for cars by various taxes include gas and tires to name a couple. Cyclists contribute nothing to the road system but hinder flow. I do not understand why tens of thousands of vehicles are hindered by a handful of cyclists. Enough is enough!
item 1) (#5) Strong negative as cyclists move at a steady but fast pace and do not want to be obstructed by slower moving means on "sidewalk compatible" transportation slowing down their progress Item 2) (#5) Strong negative. Cyclist should follow the rules of the road and we should avoid confusion by not using other non international signals

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Item 3 (#5) Strong negative. Common sense says that a reasonable space should be left between vehicles passing. More unnecessary bureaucracy!!!
Safety for cyclists
I support anything that makes it easier or safer to bike in Calgary
What is the 6th point ? Looks like a car rule but description is vague
A driver shouldn't be penalized for a cyclist taking up large portions of a lane and blocking traffic.
Given the amount of bike lanes around Calgary all bikes should now be banned from sidewalks. They are a real problem in some areas and a danger to seniors and small children.
My main concern is protection of pedestrians wether crossing bike lanes or using public spaces. Skateboarders already have no respect for others. On public pathways thereis already a lack of respect for pedestrians! Any kind of enforcement is imposible to impliment.
Why not make cyclists stay 1 meter from cars? Why onus always on the drivers.
My concern about skateboards and scooters is that they have an inconsistent speed and can come to a stop with no consistent warning. With a 20 km/hr speed limit for bikes, skate boards and possibly scooters can't make that speed and could cause issues with safe passing. Balancing multi use is difficult, ensuring you match the user speeds is very important.
2) pointing to the direction you are turning is a more immediate communication then expecting everyone to understand the left arm signals.
3) Safe passing distance is both bike and car require
Skateboards could come up on pedestrians suddenly and cause an accident.
As a cyclist I have been nearly hit on several occasions from traffic passing to close.
We need to license bikes before any of this. How do you report any crimes by a bike without this?
Allowing skateboards, scooters, etc. on bike lanes would cause congestion because of the difference in speeds.
The majority of cyclists I encounter seem to think that they are invincible and readily change their perspective from vehicles to special whenever they choose. As a cyclist and driver, I think that it is time to enforce the traffic regulations on bikes and motorized transport. Bikes sliding through the stop signs, changing lanes and ignoring signals needs to change. If they are vehicles, go by the rules.
When this change to bike traffic was made, we slowed down vehicle traffic, increased gas usage and pollution and diverted to many resources.
The one passing law of one meter will create major traffic problems on a large number of Calgary roads as cars will be unable to pass bicycles due to not enough space on the road
Unnecessary to make a law about safe passing - how about enforcing laws for cyclists to use designated bike lanes - I see too often arrogant cyclists impeding vehicle flow because they ride in the street rather than the bike lane right beside them on the same street! More bylaws are needed to correct poor cyclist behavior
Would like bikes to be treated the same as any vehicle. Very few riders obey the rules of the road. Also it seems the minority are receiving benefits to the expense of the majority.
Why isn't there a question regarding the yield/full stop!?! Cyclists already treat stop signs as optional, at their own peril - this is a safety issue. Legalizing that ambiguity would have huge negative consequences.
Also - Calgary has seven letters only - why are you allowing more than that in the space defined for that input? By doing so you've violated the very principle of "data integrity" or any attempts at it.
create a safer biking environment and it will encourage biking

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Before changes should go into effect... all but especially cyclists must be required to apply for a license. They need education and if they want to use the roads they must apply and be tested like any other mode of transportation on the roads!

Bicyclists, scooter riders, skateboarders etc. over 14 should have to purchase a city license and insurance in order to share the expense of bike lanes, accidents, etc. On Stephen Ave they should be off the sidewalk and be required to ride in the centre of the Avenue

The more varied and different methods of transport you include on the paths will only compound the confusion created by the bike paths. The under utilization of the bike paths is a result of our environment and trying to mask that under use by allowing varied transport devices will only make the situation worse.

Stephen Ave is supposed to be a safe place for pedestrians - I am concerned that those who ride bikes will cause an unsafe environment for all pedestrians in public spaces. If there is a law about how far a car has to be from a bike, and the car driver can be charged, then ALL bikes should be licenced and pay insurance as well for when they damage the cars they pass, especially since many do not follow the rules of the road themselves.

I feel that Bicyclist already have too much leeway on our streets as it is, they have no regard or respect for anyone else on the roads, they don't use the required MANDATORY safety equipment, they are rude, they run red lights and generally engage in unsafe practices while riding

they will not yield right of way when they should, they ride on cross walks when they are supposed to get off and walk across. they don't use signals as a rule and they will swerve into traffic with little or no warning to surrounding motorists.

you want to give a small minority ridiculous rights...hold up rush hr traffic for a bike?...how about enforce the bylaw that bikes cant ride on a sidewalk? this has always been an issue downtown and still is..as for bike signalling maybe 1 out of 10 cyclists signal anyway...skateboarder shouldnt be allowed anywhere but the bike lane or skate parks..the damage they have caused to my condo bldg and many others WE pay for! who comes up with these ideas? do they get paid for that? bylaws are never enforced in this city anyway so its a waste of time/funds

The left arm is the only arm that should be used. It is the clearest for the driver to see. If the cyclist is in the right side of the lane and signals with his right arm the car driver is unlikely to see it since the driver is on the left of the cyclist. I feel too much onus is being placed on the car driver. A car is required to yield to a cyclist when crossing a cycle lane. While I accept the driver should yield, the cyclist should also remember that he is the one that will get hurt. Also cyclists should be required to have a license plate.

Cyclists now seem to ignore the Laws of the road, by allowing these changes, they will cause more confusion as to what they are allowed to do. Too many times I have seen cyclists run Red Lights, run Stop signs, make lane changes without any indication. Too many times they will be on the road then they will move over to the sidewalk.

Too many times they refuse to yield to people on the sidewalk. Weave into and out of traffic and people.

- 1) include as long as they have to follow rules. Considerate of others.
- 2) using right arm would be difficult for drivers to see.
- 3) as long as cyclists stay in their own lane too. You can put the onus on vehicle drivers
- 4) yielding instead of stopping?! No. Some barely look and go through. Way too dangerous.

I have concerns with the 'safe passing' law due to the current practice of cyclists not waiting their turn in line & rather weaving their way to the front of the line at red lights and/or in slower traffic. This (already) creates delays and inefficient traffic flow once traffic resumes and the road is too narrow to safely pass them.

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I am happy to share the road with cyclists but feel more needs to be done to enforce current road rules before introducing even more laws which will serve to penalize & negatively impact vehicle drivers.

The rule of one meter passing means that in a lot of roads, car traffic will not be able to pass and will be behind of very slow cyclists and will frustrate car drivers even more. Think of going up a hill and waiting for cyclist going up. I hear some drivers indicated that they will just honk continuously until the cycle moves over. Understand safety is critical, but there needs more education to cyclists and have licenses on bikes. If they do something illegal, how does one report them to correct behavior. Walkers on pathways need the license also.

There are already Skateboards ect. there now. With the cyclists on the right side of the road it is better to indicate with the left arm so traffic can see the indication. There's no reason a pathway can't be made on the boulevard besides the sidewalk for bikes. By putting in a meter passing distance you would put drivers in a dangerous situation with people moving over and getting into a head on collision or getting rear ended from slowing down to bike speed. It's challenging enough on the roads with all the badly trained drivers now.

1m passing makes much sense, but what happens when the bike rider puts themselves within 1m. Is there going to be clear accountability under the bylaw against either operator where safety rules are violated? Frankly, we don't enforce existing traffic laws on bikers who behave dangerously. So how would you enforce the 1m rule against bikes where their rider self-endangers.

I ride a bike a lot on city pathways. Wheelchairs are too slow and should stay with pedestrians.

Few cyclists signal at any time. Very few cyclists obey traffic bylaws right now. Changing the bylaws will not change this. Allowing cyclists to ignore stop signs and treat them as 'yield' signs is dangerous, illegal, and unfair to automobile drivers. It is WRONG!!!

In general I am not in favour of having cycle tracks on the same roads as automobiles; therefore, I feel changes 1 and 3 just make the cycle tracks worse for vehicle drivers.

For creating a safe passing law of one meter space between road users, I strongly disagree. Calgary down down road has a big complexity with C-train, street parking and bicycle road that have gave stresses to car drivers, leading traffic congestion. In addition to them, there are a lot of narrow roads.

So City of Calgary should give some considerations for a car driver, not only giving favoritism for a cyclist.

If City of Calgary wants to prioritize a safety, a cyclist should be enforced to wear a helmet and no wearing dark cloth at night.

Lack of responsibility by users keeps one from being comfortable with them.

Require all public who use any and all paths roads and lanes to register their bikes scooters skate boards etc with a fee and decal placed on their devices.

I disagree 100% with allowing cyclists to yield instead of coming to a full stop. Many cyclist in this city have the attitude that they "own" the road and want the best of all rules to apply to them. They expect to be treated as a pedestrians while riding and crossing the street. They need to adhere to the current rules of the road for vehicles to ensure a safe environment for all roadway users.

I already use the right arm for a right turn as most motorists or pedestrians don't know the proper arm signals. I think skateboards and inline skates are a form of transportation and should absolutely be allowed in most areas. Anything to encourage physical activity and getting out of a car.

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Skate boards and two wheel scooters should not be allowed in the public spaces mentioned. They could pose a real and significant danger to elderly people like me and to visually impaired people, Also, do not allow yield only when entering the roadway. Too many cyclists ignore stop signs and this change would reinforce that highly unsafe behaviour and increase danger to themselves and others.

1). Need a speed limit set. Require a speedometer of some sort be used by all including inline skaters and skateboards. Need to yield right of way to pedestrians at all times. During times of peak congestion no type including bikes on Stephen Avenue, Olympic plaza, etc i.e. stampede parade, registered protests and other events.

Cyclists must also leave 1 metre between themselves and autos including stops at stop lights. (Riding along side stopped cars and areas where the roads are too narrow. No auto traffic lanes to be changed, reclassified

personally you need a common sense exam. It is crazy mixing unlicensed, uninsured vehicles on roads designed for cars. the roads are too narrow. Especially in winter, I live just off of 18th St. SE.(1st) roads are not plowed to the curb, (2nd bikes ride away from windrow, giving them a one meter space completely takes up 1 lane. (3rd) this is now a very busy road and taking 1 lane away will just add to the congestion. I road my motorcycle the way they ride bicycles the fine would be horrendous. Even dogs and cats need a license. Stupid questions

Bicycles are equipped with bells for passing in bike lanes. Skateboards and scooters have no way to alert their presence to pedestrians or other users. The users tend to be less considerate of others.

Average skateboarder is young adult and they very much lack respect. They have skate parks and thats where they should stay and inline skaters should stick to pathways. Cyclists should use the proper legal hand signals that have always been in place! This one metre idea is ridiculous. You have spent all this money on these bike lanes and they should stay in them. 19th and 14th Street NW are so narrow and traffic backs up and bikes can't do the speed limit. You can't expect people to drive behind and back up traffic up further.

Skateboards etc in public spaces won't be an issue if they follow the rules.
Changing the way cyclists signal will be extremely confusing. Better to enforce signaling and riding on the proper side of the road and in proper lane same as cars. That is a stupid idea.
Passing should be the same as passing a car, change lanes to pass.
To allow not stopping is dumb, stop at a stop sign yield at at yield. When you are on a bike you are a vehicle not a pedestrian. If you want to act as a pedestrian get off & push the bike. When on the road obey the laws.

Aything that encourages alternate forms of transportation is supprted by me. Signaling with your right arm is much more logical, better understood by drivers and should be the main way by which cyclists signal a right turn. I believe the upward signal by the left arm is left over from times where vehicles didnt have signals.

Promoting an environment where all transportation is acceptable is positive. Cyclists giving the ability to use either arm for indicating is a positive impact riders who make have a who are just learning to cycle or who may have a disability.

1) Skateboards and inline skates are an effective means of transportation and allowing more freedom for these modes of traffic could reduce the number of vehicles on the road

2) Using the left hand to indicate a right turn is awkward motion while cycling and can offset a riders balance in a turn. In addition, I have found many motorists do not understand this signal. Signalling a right turn by pointing that way with the right hand is a much clearer and safer method.

3) A safe passing law could help make motorists more aware about cyclists

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I am a daily bike user of the cycle tracks--live car-free in Sunnyside and frequently traverse downtown for work, shopping, entertainment, etc. I have also cycled in many other cities in North America and Europe. I have seen what works and doesn't. Scooters especially are a big hazard in cycle lanes.

These rule changes would encourage more people to use active modes of transport. It's a health benefit for them (and thus for our health care system) and it gets more cars off the roads. I'm not so certain what "public spaces" means for skateboards, but in the cycle tracks they are a non issue and I like seeing them there.

Personal mobility devices should be allowed anywhere that bicycles are because they are human powered. Right arm signaling is not a standard and any motorist from outside Calgary (plus most in Calgary) would not recognize it. The passing space idea is nice in concept but difficult for drivers to guess the distance from the left side of the car and difficult to enforce.

I am not against these bylaw changes PROVIDED THERE IS NO ADDITIONAL COST INVOLVED. This city is experiencing a MAJOR economic downturn and must curtail ALL WANTS and focus strictly on NEEDS. STOP SPENDING tax dollars on programs that are not needed during this recession, eg. bike lanes, frivolous artwork, etc, The shortfall in business and downtown commercial taxes is JUST THE BEGINNING. This is not a short term shift in Calgary's economy. The petroleum business is the life blood of this province and it will not rebound as in previous cycles.

City needs to first enforce existing cycling laws. Failure to stop at stop signs, riding through crosswalks, going through red lights, crossing several lanes of traffic and cycling on sidewalks are just a few of the problems.

Bike lanes are a waste of good commuting roadways. They should only be on side streets not major roadways making cars wait longer at lights and create more smog.

- 1) Skateboards DAMAGE infrastructure when users who do tricks with their skateboards. Electric scooters are a hazard due to user error.
- 2) A right hand signal will be invisible.
- 3) A one-meter space is excessive. Many roads are too narrow. An automobile driver would have to transgress into oncoming traffic, or plod along behind the cyclist. A 0.5 meter space would make more sense. Also, whatever space is designated, the cyclist must reciprocate by NOT coming up the right side of an automobile unless they also preserve the bylaw-designated space.

If bicyclists or other mobility device users are going to share the road with motorists, they should follow the rules first. I seldom see them following the rules in general. Do they get ticketed like motorists do? Do you have any device to take photos of them violating the law? I am against giving them more privilege without enforcing the proper law.

access for types of transportation
left arm may not function properly
safety for cyclists

Q1 In my experience Skateboarders will use any object to ride and do tricks on. This includes benches stairways planters etc. Allowing their use in public spaces where these objects are numerous will create a free for all and increase risk of accidents to the public. Skateboards belong in a skateboard park.

Q2 can't figure out how else you would indicate right.

Q3 Good idea as long as cyclist do not travel 2+ abreast. Perhaps a ruling stating cyclists travel in single file unless passing should be considered.

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<p>It could be confusing for drivers if cyclists are using left and right arms to signal. Drivers will have to retrain their brains to look at a cyclists right and left arms.</p> <p>Having 1 metre between a cyclist and car could be problematic downtown, where lanes are narrower and it could cause traffic to get backlogged.</p> <p>It would be very dangerous to change the laws so cyclists can yield if they're going onto/from the path. Living in Parkdale, I see cyclists ignoring road signs a lot. This rule change would encourage cyclists to ignore rules of the road.</p>
<p>Cyclists need space when being passed. I have been almost take out by cars passing me a number of times. Aggressive drivers force cyclists to be extremely assertive when they ride. We don't have the protection of a car body. If we go down, we will damage ourselves. Cycle lanes should be just that. Some slower cyclists do get in the way of other riders. If you add too many other modes of transportation in those lanes may add too much congestion.</p>
<p>Allowing 1 meter of space to pass a cyclist on some roadways will lead to driving on the wrong side of the road. For example people driving north on 5th street between elbow drive and 17ave sw would for sure drive into oncoming traffic to pass a cyclist. I agree that it should be safe for all, but we must understand that "all" includes drivers of vehicles.</p>
<p>Increase safety issues for all users by expanding use of cycle tracks by other modes of transportation. Allowing cyclists to yield instead of stop when entering roadways will also result in greater safety issues for cyclists, motorists, and pedestrians.</p>
<p>As a cyclist, any rules enforcing my safety are positive. Being able to indicate with either hand is not a hindrance to any other road users, and should be allowed. In addition, the Idaho stop (allow a cyclist to treat stop signs as yields) would allow for a safe and fast commute.</p>
<p>Can we also get Idaho stops? And I'd actually be more okay with skateboarders and scooters sharing the lane than inline skaters because I generally can pass them safely. Inline skaters take up the whole pathway and have headphones on.</p>
<p>I already signal right turns this way. It's much more clear.</p>
<p>The passing rule is ridiculous in certain areas in rush hour... My trip is already horrible enough because I could only afford a house on the outskirts, I have to drive now you are making my ride allot longer... Coming North on Cambrian drive / 10th street which is already horrible... Everything else is a no brainer and fine</p>
<p>I am a bike commuter and 2 and 3 makes sense and getting people active justifies #1</p>
<p>Technology changes, so laws need to change with that. Hate the suggestion of using either arm. It is the left hand for a reason, so cars can see. If the car is on your left, they will have an issue seeing your intent.</p>
<p>1) Skateboards, in-line skates, etc on cycle tracks is a bad idea. There is a large difference in speed which makes this dangerous. There are already many of these users on MUPs in the city and, as a cyclist, I've found them to be dangerous and unpredictable.</p> <p>2) Every cyclist I know already signals this way, so it would be nice if it was legal.</p> <p>3) This would be a positive change. In my experience the majority of drivers already give this much clearance, but it would be nice to see the law changed.</p>
<p>There are many ways to get around - anything that encourages skateboarding, etc is great.</p>
<p>Cyclists should be required to observe the same rules of the road that apply to other wheeled vehicles. Too many cyclists already disobey traffic rules. In line skaters and skate boards on pedestrian malls are a safety hazard to pedestrians.</p>

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there are roads whereby it is not possible now for cyclists and motorvehicles to share the road, congestion is bad enough as it is, let alone tying up traffic due to a small percentage of people, enforcing 1m of space is virtually impossible unless you have a photograph that shows precise measurement to prove it, cyclists do not abide by laws now as it is and they are not enforced, this is a huge waste of taxpayer money, also cyclists should be licensed, this would generate revenue and make them accountable

Skateboards and wheelchairs are both much slower and much less maneuverable than a bicycle, and would form a dangerous moving obstruction in dedicated cycle lanes. Electric scooters that I have seen seem to mostly be limited to electric wheelchair speeds - these would still obstruct bicycles.

Inline skates would be OK in my mind.

I was under the impression that cyclists were entitled to a lane of space already? Would this mean I can cut off bikes more aggressively than I already do? Would be fun, but I would be concerned for safety of cyclists.

These changes make transportation choices safer for everyone. Allowing other users to share cycletracks keeps them off of the sidewalks and/or roads. Indicating turns with either arm is intuitive. Just point where you want to go. The safe passing law keeps road users safer. On narrow streets, if it's not safe to pass, cars should not be passing. On roads where potential conflicts arise, a separated bike lane should be built to ensure safety of all road users.

1 - Random skateboard styling notwithstanding, if I used a scooter, I'd rather be on the track than competing with potting, pedestrians, curbs, and snow.

2 - DO NOT mess up time-proven road laws. Standardization, consistency, and universality are more important than faddish lobby group attempts to legalize crap they witnessed in Seattle last summer. I saw this in Calgary a decade ago, and it was obvious the rider knew the law and was flouting it in protest, already a myopic problem.

3 - Actual gap ignored and unenforceable, by all parties.

Bicycles should not be allowed on any public road. I came from the eastern townships (knowlton,Lac Brome) area and cyclists are a huge problem. Take a trip and see how they think they own the roads. Also to be on a public road they should have to pay license and insurance as well as a license plate on their bike. I have a side by side I can't drive on the road in Alberta Wichita is silly because it has a DOT approved seat belt ,Tires has full functioning lights and a roll cage. So why bicycles should be allowed. I think it's a bad decision.

All this does is legitimize behaviours that are already occurring. The laws are usually slow to catch up with public norms. The so-called speed limit for bikes on pathways is absurd as most cyclists do not even have a speedometer. Go to the Netherlands and see how public non-motorized transportation should be done and get rid of this nanny-state we are creating. Doesn't AB already have laws about how close "vehicles" are on the road that would cover cars versus bikes and bikes versus bikes? Seems redundant.

I question the 1m safe passing law because this has the potential to negatively affect rush hour traffic. Many cyclists don't have the common sense to honour the law & maintain their bike as close to the curb as safely possible. This vehicle cannot do the posted speed limit & therefore should not occupy a lane. This is why the Alberta Class 5 drivers manual recommends maintaining a bicycle as close to the curb as possible. If this law was to take effect then certain roads should be closed to bikes in rush hour. FYI - I am an avid cyclist.

Cyclists arbitrarily decide to follow laws. Running stop signs, lane splitting, etc; The city has a bicycle infraction, and enforcement problem on the belt-line & d/t roads, and until those are reconciled I don't have confidence that this 1 metre space, will be another poor detriment to my D/T commute.

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Until that's reconciled and I 1st ST SW, slows immensely when a cyclist chooses to bike the road.
The changes above will make cycling and other active forms of transportation more accessible
The safe passing law is impossible to enforce and for that reason useless. People need to use their common sense
Cyclists are a danger on the main roads especially in the evening! They need to be fully licensed and carry insurance and then they can use the roads equally with vehicles! Too much money spent on bike lanes for only a few people at the loss of traffic lanes all over the city! Ridiculous waste of tax dollars!
As someone who cycles, I think this will allow me to feel comfortable and safe while sharing the road
#3 - one metre is admirable but not always practical. "Road Users" would include 2 cars passing and on our narrow street that is not possible. Also - what about Vespa type scooters? In Florence Italy, these are allowed on the cycle track.
Getting skateboarders, skaters & scooters off sidewalks and onto cycle tracks where available is a great idea. Signalling right with the right arm is fine with me. But there are situations where it is impossible to ensure 1 metre when passing such as on streets the city deliberately has narrowed with cycle lanes.
Skateboarders are challenging to share the cycle track with as they do not travel in a straight line and often move laterally a lot. The cycle tracks are bumpy and rough adding to the challenges of using them on a bike and sharing them with boarders.
Diverse modes of transportation on narrow trails mean large speed variations and very diverse types of attention to passing.
If you allow skateboarders and wheelchairs into the cycling lanes, you might as well take the cycling lanes away. It is already an issue on the bike only paths that pedestrians walk in all time. Most pedestrians wear earphones and can't or don't hear our bells. Very dangerous for everyone. I would think that the cycles would rather take their chances in the car lanes.
These changes will increase the safety of more than just drivers in motorized vehicles. It makes sense to make changes that will positively affect the more vulnerable modes of transportation.
When I'm stopped at a light in my car and a cyclist from 5 cars back sneaks up the side of the curb to now sit in front of my car beside the curb at the light, it's silly for me to now move over one meter because they pulled up illegally beside me. They should abide by the same rule and wait in their order when pulling up to traffic lights or stop signs.
1m? Seriously? The people running this city have lost the plot.
These changes should encourage new users for non-motorized transportation.
Good common sense ideas. Just need to continue improving cycling infrastructure development and pathway and bike lane snow clearing! Good to support ebikes, suggest amendment to ride pedal assist without a helmet.
I do not drive downtown very often so allowing skateboards and scooters in bike lanes does not impact me. However, I think it is a good idea. I also agree with the other two suggested changes.
non-cyclists such as skateboarders, are already sharing the bike lanes. It would be better to have room for passing lanes in the bike lanes, but just having a segregated lane is the best and safest right now. No motorized scooters, though. Making a 1m space for passing law would be amazing. Cyclists often get buzzed by cars who have no idea how close they have come to killing the cyclist. Also, some form of awareness around a car crossing a bike lane into a parking lot or alleyway is needed.

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Bylaws on bike paths not enforced - 20 kph regularly exceeded - cyclists regularly break laws with no consequences. No point in adding more unenforceable bylaws that will be ignored. Enough of the nanny state for bikes and punishing cars. Cyclists will slow traffic on roads with 1 m bylaw when they use roads instead of the cycle paths. We are lucky the core is 30% empty - traffic in the core would be off the charts if we had a robust economy. Less government is more - focus on managing taxes and cutting costs vs the bicycle social experiment.

Skateboards are not a usual mode of transportation which may impede cyclists. Not every street is wide enough for a passing bylaw. It will cause some traffic congestion which could lead to unsafe situations.

I drive my car downtown on weekdays, bikes do not follow traffic signs, they expect vehicles to grant them right of way all the time ie. uncontrolled intersections. There is no need to have a one metre clearance, how will this be enforced? Who is at fault if you are both within a metre of each other (and both are in their designated lanes)? I'm tired city hall using surveys to push their cause, for example, the downtown traffic survey is done in summer, please complete the same survey in February as well to get an accurate portrayal of bike usage.

If there are many users traveling different speeds it could become congested with the slower traffic blocking the faster traffic waiting for a safe space to pass. E.g. skates and boards would be slower than bikes on cycle-tracks.

Any of these changes only matter if the rules are enforced.

Unsure about cluttering bike lanes, but I guess as long as it encourages activity it's a good thing.

Bike lanes shouldn't just be for retarded cyclists.

I see cyclists attempting to signal right turns using the left arm procedure but it is often difficult to see because bike design often precludes sitting upright as if in a chair. A cyclist leaning forward on the handlebars cannot raise the left arm far enough to be seen. Using the right arm to signal a right turn is obvious and easy for me (motorist) to see.

A one metre space is unarguably necessary. It's long past time to institute this for the safety of our more vulnerable road users.

I'm assuming creating a safe passing law implies the distance between a vehicle and a cyclist (most commonly). It would be nice to see enforcement of traffic laws on more cyclists, I use the cycle lanes daily, and there are a lot of unsafe cyclists.

It would also be nice to limit cyclists on high volume, higher speed roads during rush-hour, as this also creates unsafe traffic flow. Elbow drive being of one concern, especially since a multi-use pathway runs along most of the route

I feel other transport methods besides bikes should be allowed in the bike lanes. I feel the one meter distance is a good idea both for the safety of cyclists and for the frustration levels of motorists when cyclists squeeze by them at red lights. This will need enforcement to be effective. Bylaw could target busy cycle traffic intersections and ticket cyclists passing cars stopped at the lights.

These changes have already had positive impacts in other jurisdictions such as Idaho. It will also hopefully encourage more people to be active and have fun outside.

For the amount of cyclist in the downtown area is this really required 7

1. Not legal to ride on the sidewalk as it is! 2. Must stop or at minimum yield to prevent possibility of hitting cyclists - too many close calls as it is. 3. Changing the signalling hand of cyclists means drivers don't know what to watch for. RESULTS: Increased potential for accidents = car drivers have increased responsibility and are constantly having the onus put on us to protect the poor little defenseless pedestrians and cyclists who can't protect themselves but are breaking laws and we pay for it we end up hitting them - we live with it!

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<p>Hand signals should be kept as they have been for decades or it will cause confusion it needs to be standard.</p> <p>1 meter for passing will make driving to work onerous and take longer create frustration increase exhaust emissions.</p> <p>Cyclists can take bike lanes or less busy side roads and should be able to avoid areas with only 1 lane in each direction .</p> <p>There is enough accommodations already in place for cyclists. I have cycled to work downtown and in the North east with no problems!!!!</p>
<p>Safety should be paramount, and introducing slower moving forms of transport into cycle tracks will increase the risk of injury accidents. Other public spaces would likely be Ok, but not cycle tracks.</p>
<p>Using right arm to indicate right hand turn is MUCH clearer.</p> <p>Didn't realize skateboarders couldn't use those areas.</p> <p>1m for cars to overtake bikes is becoming the accepted norm in many countries.</p>
<p>As a cyclist I have encountered dangerous situations involving skateboards and electric wheelchairs on the cycle track. I would feel uncomfortable using the cycle track if a user in a mobility scooter were there due to them not signaling turns or stops in past experiences and encouraging others to undertake passing in an unsafe manner.</p>
<p>It's already hard enough to drive with cyclists on the road. Some of them don't respect the traffic of cars around them. So permitting other means of traveling such as skates etc, is going to make it worse.</p>
<p>I'm cycle commuting to work</p> <ol style="list-style-type: none"> 1. Since current by-laws regarding skateboards etc. on cycle tracks don't seem to be enforce that much, this update won't change much. 2. It seems that some drivers don't really know what the angled left arm signal means, allowing the right hand/arm signal is probably more intuitive. 3. 'strong positive': greatly improving my safety and comfort when I'm passed by a car; and 'strong negative' since I can't pass cars that are stopped at a red light I lose a speed advantage over cars/pedestrians
<p>No comment</p>
<p>The changes for allowing skateboards, scooters in the inline is ok as long as they don't use the public walkways.</p>
<p>I primarily ride my bicycle to and from work. Allowing skateboards, skates, and scooters would not really have an impact on my commute because I share the pathways with other cyclists and pedestrians already. Permitting cyclists to use both arms to signal a turn would strongly impact me positively because many automobile drivers are unaware of the meaning of left-handed turning signals to turn right, which can cause confusion and put me in danger. Creating a space of one meter for passing would have a strong positive impact on my safety on my commute</p>
<p>If cycle paths are to provide a reasonable transportation alternative to cars, the routes must remain as uncongested as possible. Skateboards, scooters, and roller blades simply do not travel at the same speed as bikes. Further, they take up more lane width, making them difficult to pass. In high congestion / low flow areas (i.e. Princes Island), this is OK. However, such use should not be universally encouraged downtown as main transportation routes will become a less viable alternative owing to increased congestion.</p>
<p>All for it</p>
<p>Stop the war on the car. Stop making it harder and harder for drivers to get around by putting bikes in our way.</p>

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<p>Allowing cyclists to yield instead of coming to a full stop.....NO WAY!!! STOP MEANS STOP. I have seen too many times, cyclists NOT STOP at a red light. They go thru STOP signs, not yielding, walking on a crosswalk where the cyclists DO NOT STOP for the pedestrians. It's confusing enough driving in the downtown core with the new bike paths and the cyclists NOT OBEYING the law. If I went thru a STOP SIGN, drove thru a RED LIGHT, I would get a ticket, yet, the cyclists DO NOT SEEM TO CARE!!!! This CANNOT Happen.</p>
<p>There are too many congested narrow roads, where it would be impossible to have 1 metre to pass</p>
<p>City council loves to pretend that we are a southern city where we can ride bikes year round. Get rid of those silly bike lanes that are just causing more congestion. It is embarrassing that public money has been used for something that has no practical purpose in a northern city. As far as laws for cyclists, stiffen them, not relax them. Increase fines and enforce them. I am sure the old guy that was killed by the cyclist last summer who rode through a red light (like they all do) would agree. Haven't heard much about that have we.</p>
<p>The bike lanes are nothing but a nuisance for people who have to drive to work. They are useless during the winter months. I hardly ever see any bikes in the bike lanes. Calgary's population is just not big enough to support the bike lanes. Once again Calgary like Canada is catering to the few. Whatever happened to the greater good! Or majority rules?!?!?! </p>
<p>Would like more safe places to ride</p>
<p>I'm a cyclist and skateboards, skaters and scooters in bike lanes won't significantly bother me so long as they obey traffic laws. Allowing signalling with the right arm won't affect me either - I doubt I'll change from using the left anyway (habit). The one meter passing requirement is a very good idea in principle but it'll be difficult on some of the more narrow streets and in the winter. If drivers get a few tickets perhaps it will lower the accident risk. Some drivers will be irritated of course (as happens with every new law enacted).</p>
<p>The bike signals are universal are they not? I moved here from the UK so it is nice to have the same rules with this. They don't teach bike signaling in your driving courses so changing from the standard would cause so much confusion and possible accidents. Really not worth the potential negative impacts in my mind.</p>
<p>Make people on bikes responsible.</p>
<p>The city police MUST enforce traffic laws for bicycles eg full stop at stop signs, obeying traffic lights especially, speeding on pathways, lights and reflective vest.</p>
<p>Though I don't use these forms of transportation, I think allowing people to use their preferred choice of non-motorized device in public spaces increases accessibility and makes the city more user friendly. I agree with all the proposed bylaw changes wholeheartedly.</p> <p>I'm also happy to see the recent changes to transit especially with the Max system.</p> <p>I have one proposal: that the bikes on CTrains restriction change from 3:30 to 6pm instead of the current 3 to 6. The trains are never so crowded between 3 and 3:30 that bikes could not safely board.</p>
<p>Encouraging more people to use alternative methods of transportation would be positive for our city.</p>
<p>1) i don't currently use cycle tracks 2) am not familiar with reasons for against 3) yes i think similar types of transportation should be grouped for safety and ease of infrastructure. Skateboard has more in common with bike than car.</p>
<p>Passing is common sense, no need to make a law. All those forms of transportation are already seen on paths and downtown without much fuss so changing the law would be smart.</p>
<p>it's hard enough walking with cyclists all over the place, a great number of them riding like idiots, never mind adding more fast moving hazards.</p>
<p>I use to ride my bike to work, so I understand the dangers. Good work Calgary!</p>

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I'm not sure exactly what is meant by "downtown public spaces" (sidewalks, pathways, parks?), but I feel the cycle tracks should be kept for cyclists. Introducing other road users into the cycle tracks will only cause unnecessary conflict as users try to get around each other travelling at different speeds. Also, with the already narrow lanes in the cycle tracks it would make it difficult to pass other users who might be kicking and flailing around (i.e. inline skaters).

We should also advocate to remove the helmet requirement for e bikes for adults. They do not go fast enough to be any more dangerous than normal bikes and the requirement hinders their adoption.

PMDs, which travel at speeds greater than foot-traffic, should be allowed in cycle lanes so as to minimize risk of collision/injury to pedestrians on walkways.

Allowing cyclists to use either arm to indicate their next move increases risk of others not being able to see the signal. Motorists and cyclists are asked to share the road, meaning that cyclists have a responsibility to stay in their lane in the same way motorists do. Are motorists told how much space to leave between moving vehicles? No? So why start now? Somethings rely on common sense.

- 1) let all the [removed]heads and cyclists feel the impact of each other
- 2) it's more intuitive
- 3) currently bikeway users are purely [removed] and [removed]s

Cyclists have enough to deal with to ride safely in the bike lanes, each intersection poses risks and requires full attention to negotiate safely, having to watch out for all the slower moving objects in the bike lane would reduce the still perilous riding in the lanes. In some lanes being, hit by opening doors, or people exiting their cars, J walkers, etc. Mixing different modes of traffic is the main reason that bike lanes were created, adding a number of different modes of transportation makes no sense. + they usually have head phones on.

1. I have never seen a skate boarder with any respect for anyone or anything. Allowing them to ride in public spaces would be dangerous. No scooters!
2. If you change the rules to allow a right hand turn signal with the right hand, what happens when the riders go to a different jurisdiction and use the same signal? Conflict between bike riders and others will rule and someone will get hurt.
3. If passing someone, courtesy has been to call out "on your left" or ring your bell. Most places don't have enough room to provide that 1 meter space.

Go for it. Mix skateboards with bicycles with and scooters and watch pedestrians and seniors get run over, should be fun. (sarcasm off)

It will probably require cars to venture into the opposing lane....Obviously not a good idea.

Skateboards, scooters etc should be allowed on cycle track but not pedestrian areas.

I am strongly against cyclists not having to come to a complete stop when entering or exiting roads and pathways. I often see cyclists blow through stop signs already which is super dangerous, especially @ dusk. Slowing down and stopping might be an inconvenience for the cyclists, but it will save lives. I have no issue with leaving a metre between my vehicle & cyclists when passing, however there will be places where it will be difficult to leave that much room to pass and I can see more aggressive drivers becoming frustrated = danger for everyone

Allowing different transport methods such as skateboards/scooters may increase the speed differential on the cycle tracks leading to increased congestion and inevitably more dangerous passing. Hopefully this have been considered. As for a passing law of one metre, how would the city enforce this? Is this a good use of city resources? Is a law required or can bylaw already ticket offenders that are operating in a dangerous manner? What are the other options to increase safety that don't involve enforcement or interaction with law enforcement?

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Bikes will certainly not respect 1m buffer zones when passing vehicles or lane splitting; therefore it does not make sense to create a rule that will put vehicles in the wrong when the situation is actually created by the cyclists in the first place. Vehicles and cars need to work together in close proximity, cyclist education is key to making that happen safely. Additionally non-recreational bikes used for commuting should also be carrying insurance and be plated so they can be held accountable when there are accidents.

1 meter should be the absolute minimum to pass but the lack of enforcement of even existing traffic laws is extremely dangerous for Calgarians. Also need clearing of snow piles that build up at intersections. Please also allow non electric bikes on public transit there are currently numerous restrictions that inhibit use including timing restrictions and mode restrictions. Buses need yield stickers. Reduce speed limits to 30 km/h on residential roads, particularly in the developed communities where the roads are not designed for current use

skate boards are dangerous and can hurt others if skate boarder falls off. What is wrong with using one's LH, confusing if one has to watch both hands. Cyclists should be licensed and know the rules of the road which would make it safer for all of us

Allowing cyclists to use a right hand/arm will make it easier and clearer to cyclists and automobile operators where the cyclist is turning. It just makes sense! And creating the safe passing law will ensure everyone stays safe on the road - too many times I have been swerved at or crowded while biking (and obeying all laws).

universal left arm signals is what is known and expected, why change from the rest of the world and our world ? if cyclist rode on the side of the road and not the middle then the 1 meter bylaw would make sense. cyclist ride on roads and not anywhere near the traffic flow speed, will inhibit traffic flow.

As a person with elderly parents I am sick and tired of people on bikes, skateboard, etc. almost running them over on sidewalks, walk paths etc. As you for bikes most cyclists do not obey the rules of the road already. Examples, stopping at stop signs, signalling, going from pathway onto roadways at full speed, whipping around people in vehicles stopped at red lights. Until the City starts doing something to educate cyclists on the rules of the road it is only going to get worse. |

Stop coddling people. Its everyone's responsibility to be aware and be safe, not just operators of vehicles. How about implementing some fines for cyclists, etc. That are impeding traffic and no following rules of the road?

My concern is with interaction of skaters and bike riders that go too fast and people who have their own paths but use the bike path to walk!

How will these new rules be made known to the public and how will they be enforced?!

I would rather not see skateboards, inline skates using cycle paths as I fear they could pose a danger to cyclist. Generally they tend to move in a more uncontrolled manner than bikes and could be unsafe for all involved.

Cyclists have no rules in traffic. They zip in & out of lanes- follow NO rules..they pass in the centre between cars..THEY NEED TO BE LICENSED so they can be reported for their dangerous driving. My vehicle was hit by a bike passing me & damaged my mirror-I have seen them hit people on Stephen's Avenue several times as they feel they have the right of way not the pedestrians...the city has ruined the atmosphere of Stephen's Avenue by allowing bike traffic on the mall.. License them so they can be accountable

Well this is typically disingenuous isn't it? 6 points, 3 questions? Like you care. ...

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Cyclists impede traffic and shouldn't operate on roadways because of the speed differential. I watch a bike land from my office that sees almost no traffic while at the same time messing up traffic flow and parking. Disrupting traffic flow for a vocal minority and reducing accessibility for the majority is not good policy. They don't want pedestrians or scooters in their bike lanes for the same reasons they shouldn't be on major roadways impeding traffic - its not safe because there is too much of a speed differential and they don't follow the laws.

The safe passing law will make matters worse. Many cyclists are sanctimonious and willfully make it difficult to pass. This will result in many cyclists moving further out into the lane so vehicles cannot pass them legally, despite there being ample room.

Also, not asked but extremely important is the need for cyclists to come to a complete stop anytime a motor vehicle is required. It is already difficult for drivers to anticipate what cyclists will do. ALL vehicles (motorized or not) must follow the same rules. This is an extremely ill-advised

I don't feel strongly about any of these changes, but if signalling with either arm makes it easier for cyclists to signal that's a good thing.

Streets are not wide enough to give 1m of space around bikes

I disagree with bikes not having to stop. They should have to stop and they must always yield to pedestrians

Safe passing law is a must have!

one meter is not enough distance

anything that can promote non-vehicular transportation is good. Scooters, skateboards, bike shares are part of the solution

Cycle Tracks are not designed for other types of users. Not wide enough, speed differences between users. Also, introduces a whole new set of users that need to be explicitly defined in bylaws and legislation and clear rules need to be defined to illustrate when and when its not ok to ride a skateboard or scooter. Roads aren't wide enough to mandate 1m passing, cyclists themselves don't usually take 1m passing distance. Transit buses impacted by 1m rule, less road capacity, but we keep forgetting about how all these bike changes diminish transit

Allowing skateboards and scooters in places like the 8th Avenue mall will create chaos for pedestrians. It was designed as a pedestrian mall where people stroll and mingle. Kids on skateboards expect people to get out of their way, which is also the case often with bicycles. Keep them separate and let the pedestrians have the mall. But yes to allowing them in the bike lanes. That will get them off the sidewalks and away from pedestrians. Bike paths really need patrolling, especially in dog parks where riders go way to fast.

Adult cyclists are not obeying traffic rules, riding on sidewalk, riding too fast, running into pedestrians, there should be no mix of wheeled transport on pedestrian malls like stpehen avenue, there is zero enforcement and changes like this consitute a public safety hazard.

Really this is very short sighted and will make the current situation worse.
enforce the rules as they are.

There is not enough space for the number of vehicles to travel safely and the number of people using the so called bike lanes does not justify spending more money our City does not have. Perhaps our Mayor should fund these projects from his pay.

Vehicles often squeeze cyclists on the road, wether it is congested or not, and it is dangerous! Turn indicators using the arm on the side of the direction you are going is much more likely to been seen.

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Unfortunately cyclists tend to ride side by side, taking up too much space, by introducing a metre spacing may cause more vehicle collisions.

I believe that if the cycling community wants bike lanes, then they should have to pay registration to help fund the costs -a user based fee.

it's about time we accepted this is a city built around the automobile which is totally necessary to get around town. Ridiculous to support bikes at the detriment of cars

skateboards, in-line skates and scooters will have negative impact, as a pedestrian I could be hit and only there rights would count. Using either arm may cause confusion negative impact ie: Different meaning for different arms? Negative impact for passing space how would you monitor and enforce?

I see no change on safe passage without enforcement of cyclists and vehicles. I worry for cyclists using both arms as I don't see that as a consistent approach which may put them in harms way. Skaters would be okay if they had manners and didn't use benches and railing as devices for tricks.

It is absolutely ridiculous to expect that much space to be left for safety. I understand the need but a cyclist will clog Bow Trail all the way up and create dangerous and extremely nerve wrecking situation. Better solution will be if cyclist are let to use the completely empty sidewalks. Also skateboards in a public are not acceptable. Unless the city is ready to face massive wave of lawsuits for broken bones.

Left arm only because traffic is moving so fast that for a driver to notice both sides of the cyclist is tough. But I have noticed over the years that many cyclists don't understand the left arm signal so it's probably a losing battle. I am a cyclist.

While giving cyclists enough space to ride safely is a good idea having a one meter safe passing law seems very unrealistic. There is already not enough space on many roads for cyclists and driver and would cause a ton of traffic delays during rush hour commutes.

There is nothing wrong with the rules now. Leave things alone bigger issues then stupid ones like this!

Changing the rules of the road for the majority to accommodate a few is as stupid as spending all that money on bike lanes!

Bike lanes are for bikes you guys worked so hard to take away all of our parking and create congestion downtown because of these dumb Lanes. Now you want more congestion for the bikes on their Lanes. Why can't you guys just leave things alone.

I think there are some good changes here however I feel strongly that cyclists should not be allowed to treat stop signs as a yield. I believe this will result in less awareness of surroundings on the part of cyclists and lead to more accidents with both vehicles and pedestrians.

a bylaw is only useful if adhered to and enforced. Cyclists should be licensed for cycling to ensure knowledge of what they can and cannot do on the road. Many cyclists do not stop at stop signs or traffic lights. Drivers are not always wrong nor are they always right. SHARE the road and the responsibility.

I strongly feel that cyclists should not be riding their bikes on any roadway in the City, they should be utilizing the pathway system. If cyclists are sharing the roadways with motor vehicles, then they should have a license and carry insurance and adhere to the motor vehicle act like other motorists, which to date they are not. I am totally against skateboarders, inline skates and scooters in public spaces and cycle tracks as there is potential of collisions with pedestrians. I am totally against cyclists indicating a right turn with their rig

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It's not a matter of whether personal transportation devices should be on pathways, but rather how to address interactions among numerous modes of transportation in narrow, busy pathway corridors.

Excited for scooters!

On changing which arm cyclists use to signal - the arm closest to the traffic (the left arm) would be preferable as it would be more visible

I am strongly against changing the requirement for bikes to stop at stop signs - if bikes are in traffic, they should have to obey traffic signs. I already see too many cyclists not stopping at stop signs and 'blowing' through intersections and nearly being hit by cars that don't see them going through the intersection so quickly - stop signs protect cyclists!

Bicycles should be removed from city streets, pathways only

Allowing skateboards, inline skates and scooters in downtown and cycle tracks would be beneficial, opening up more forms of transportation for people. They also travel about the same speed as bikes so I don't see it creating any issues. I believe bicyclists should be able to signal however they see fit, perhaps using their right arm is easier for some. Creating a safe passing law would be huge, there is so often that cars ride up way too close next to you while on a bicycle, this would feel much safer.

I disagree strongly about the bikes just yielding when coming off of paths. Especially when coming off of the centre street bridge its dangerous we can't see them. The bikes don't stop at stop signs or wait in cue for their turn at lights (they will go in front of traffic and further slow everyone down!

I think there needs to be more infrastructure changes to accommodate the growing demographic that uses or would like to use bicycles as their main mode of transportation. There are not enough *safe* bike lanes within the city, which discourages the use of more sustainable modes of transportation such as biked, skateboards, or Rollerblade. Please consider redesigning roads or requiring new roads to be more inclusive to all transportation methods, not just cars!

I can see the purpose for the safe passing (I thought it was already law) and since the bike paths are usually cleared before sidewalks it makes sense for anything with wheels to use them but why change the arm you signal with. I think this would cause all kinds of confusion to motorists. It is hard enough at times to figure out what the cyclists are going to do at times. I have seen so many run red lights, turn without signalling and disobey traffic laws.

I would like the personal mobility devices to be expanded to what can be used on these roadway's. Segway's, etc.

All the actions to improve "inclusiveness" create additional burden for the average driver. Skateboarding, inline skaters etc. move in manners difficult to predict in traffic, using both arms to signal force a driver to focus more on the cyclist and less on the others road/traffic conditions. These could be balanced by restricting cycle/other user traffic on busy roads where cycle/other user options exist nearby i.e. Center Street.

I Feel like these changes can have a positive impact on the City of Calgary because it would take faster moving travel ways like Skateboards etc, of the sidewalks and into cycle lanes which creates a safer environment for our citizens who walk and mostly the senior citizens who cant walk as fast it makes it safer for them so you don't have a chance to run into them while riding. I feel changing the hand signal law to allow right hands will cause confusion for drivers as every where else it is only left, so people visiting could get confused.

Using slow moving bicycles to block traffic is ridiculous. Forcing slow moving bicycles into high speed traffic is dangerous. An example is Elbow Drive hill where there is no room for bikes on the road and nobody on the side walks. Get the bikes out of the traffic!

Also, get rid of those silly blockades on the walking paths that prevent access by wheel chairs and baby carriages.

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1. Skateboarders, inline skaters and scooters zipping in and out of pedestrians seems like a hazard. Unless they follow the rules of the road like any cyclist must, they will not create a safe travel experience.
2. The safe passing law of one metre must be enforced to be of any use. My kids used 26th Ave SW in high school which is already a share the road west of 37th Street but were sometimes terrified of the closeness of vehicles. Unless enforced cycling in Calgary is still a scary experience. Driver education and enforcement necessary.

Cyclists already disregard rules and come dangerously close to cars. Make car drivers wrong for what cyclists do is wrong. Way too many cyclist have pulled up on my right while i am trying to make a legal right turn. They need to be licensed insured and ticketed for illegal actions same as the rest of us. Not to mention STOP means stop not drive through.

By passing a law requiring drivers to pass cyclists with 1m will at least get drivers thinking about how they are passing cyclists. As a cyclist I get passed unsafely by cars on a daily basis. Most drivers probably will not obey the new law, but at least it gets the conversation started and people will have it at the front of their mind when passing a cyclist.

Some of the public spaces mentioned have very heavy pedestrian traffic at times. It's bad enough bikes are allowed now we will have to dodge skateboards. Also, the bikes are do not follow any rules of the road yet they want their space on the roads. Fed up with the bike paths and the money it costs the majority of Calgarians!

Skateboarders have no consideration for others and for them to be in public areas poses a safety issue. It is extremely rare for bike riders to actually signal anyways. All the money spent on butchering driving lanes for bikes they shouldn't be allowed in driving lanes. Any bike on a path or on a road in and around the core should have to have insurance to cover any damage they cause by stupid driving

1-They already use them. For the most part I haven't had an issue sharing with them, and the street is a lot smoother than the sidewalk for those uses.

2-Sometimes a right arm signal is tougher for a driver to see, depending on the approach angle.

3-no brainer. Most drivers are respectful, but some just can't resist buzzing cyclists. Should also ban "coal rolling".

I've never seen a cyclist actually signal, ever.

Bikes do no need to be on the road. Bikes should use bike paths. They do not follow the laws. Bikes cause accidents.

It doesn't matter how you "update" the traffic laws, if there is no enforcement, nothing will change. While most cyclists follow the rules already in force, some do not and allowing them to yield at pathway crossings may lead to them treating all intersections the same and not stop properly (like many already do).

Abolish the laws and let people congregate and operate in public space as they see fit. We had our money stolen from us through taxes, so the least the government could do is not legislate how we use the spaces that we paid for.

A very small number of people use the cycle network. With all the money that was spent we might as well get some use out of it. As a driver I won't easily see the right arm. Cyclists will signal a left turn with their right arm then cut across traffic. There is not enough space on the road to give 1 meter space especially to the cyclists who ride in the middle of the lane.

One meter is not enough space to safely pass cyclists.

If you put these laws in place, please enforce them with warnings, then fines with a blitz so people learn quickly. Also, be sure to advertise extensively before putting them in place. The news is an inadequate introduction of new laws.

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These changes would bring Calgary in line with other cities. The one area I find very dangerous is people not stopping and looking right before making a right turn on a red light. This is very dangerous when crossing from a sidewalk or MUP. More signage is need on MUPS for speed limits and general rules of use. Most drivers in Calgary give adequate room to bicyclists but a general law may make the others change their habits. Overall these look like good changes.

Allowing anything other than bikes in the cycle track will ve dangerius fir everyone. Speed differential will cause unsafe situations where people will get hurt. Bike lanes should be for bikes alone. Consider instead making more roads pedestrian like steven avenue

I use the cycle track daily. When skateboards, roller blades or others are on the track it is dangerous for everyone. Because we move differently (rollerbladers) take up 1.5 lanes with their stride. And we go different speeds it creates dangerous situations

I don't mind skateboards, inline skates, etc in public spaces but I don't think it will work well to have them on cycle tracks. Cyclists already commonly use the right hand/arm and is understood by motorists, pedestrians, etc. E-bikes are not allowed on public transit?? This definitely needs to change. And I don't see anyone adhering to the passing law.

These are no-brainers!

I respect proper traffic rules as a cyclist and have been nearly killed by drivers who a) either don't realize it's dangerous to pass so close or b) have gone close to me to scare me. More separation from drivers would be really good.

Cyclists when on the road should be considered 'vehicles' and as such, NEED to obey the rules that apply to vehicles. There needs to be more enforcement of the rules against cyclists - many are hazards.

Mostly this is normalizing what is already happening except the 1 m passing rule. The passing rule must be legislated and enforced to make roads safe for all users. People are driving cars that are bigger than the driver thinks they are and they are distracted. Under these conditions they are way to close when passing cyclists. It's dangerous behaviour and it makes people afraid to ride a bike on the road. We need better rules to protect vulnerable people trying to get places a different way.

Everyone has been taught to use their left arm to signal. Why would Calgary want to introduce more confusion on the roads by allowing a non-standard method of signalling. Will the 1 meter rule apply to cyclists as well? How often do see cyclists pass vehicles, stopped at an intersection, on the right between the vehicle and the curb.

I have spotted skateboarders, inline skaters and scooters on the cycle path already. It's best to keep these people off the sidewalks for pedestrian safety. Safe passing is a courtesy, the cycle community is pretty tight in the core, enforcement of the rules will travel fast and compliance will follow.

I believe these changes to be beneficial to our society. My only concern is that it would be perhaps unconstitutional to convict someone based on a subjective judgement (the one meter rule for passing cyclists) as it will be based on the discretion of the officer

While fundamentally I agree with a safe passing distance while going around a cyclist this can also create unsafe passing and frustration by motorists. Most drivers abide by this already and I fail to see how this can be enforceable.

Cars come too close to cyclists.

skateboards and scooters are likely no problem in public spaces and cycle tracks. However, inline skates take up a significant amount of room side to side and are already difficult on the pathway system (as they travel from full side to full side of the path). I don't think inline skates will do well in public spaces on on the busy cycle tracks.

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I'm a transportation planner; my only complaint relates to the safe passage law. Creating an arbitrary measurement to determine a safe pass is unnecessary and ultimately confusing. A motorist being legally required to follow a bicycle even if there is enough room to pass (but maybe not a full meter) will just become aggravated, endangering himself, the cyclist, and other motorists.

In regards to #2, I feel that there a lot of people that do not understand hand signals, especially the right turn signal. As for #3, while on bicycle I have been passed several times by vehicles in an unsafe manner.

I think the cycle tracks should be used by rollerblades and skateboards as it helps remove them from sidewalks and roadways where it puts them and pedestrians in danger. The right turn indicator makes sense and people already do this. It is VERY UNSAFE to allow cyclists to only "yield" itnis already a big problem that cycletrack users do not stop when indicated, allowing them to yield will only increase the risk of accident

City Hall is talking about insignificant things; example cyclists using left or right arms to signal....are you kidding? Talk and make decisions about REAL problems in this city!

Either get bikes off the road or have them licensed and insured. I've had my car hit by cyclists because they are passing in stopped traffic and they just shrug and keep going.

Safe passing law is a good idea, preferably there will be enforcement of the rule. The problem with using your right hand to signal at least on roads is traffic can't see it as well.

Traffic is already congested enough without senselessly pandering to bicycles. they have the ability to utilize pathways and other areas to commute, they don't need to take up roadways as well. There was a bike lane installed in the Northwest a couple years ago and I have never seen 1 bike in it. EVER. the city is even providing a special size street sweeper to keep it free of snow and there is nobody using it. ridiculous

In theory i'm not opposed to 1, except it always get out of hand, and public property get damage by skateboards.

Signaling with the left arm is a legacy from the 40s when people didn't have signal lights on their bike.... take an extra fraction of second to remember what the signal with the left hand means... could save life.

every body opposed to point 3 need to ride a bike for 10 minutes... they will reconsider

As a cyclist I like the safe passing law, but at what cost for the improvements required to the roads & cycling infrastructure. Some of the curbs and traffic calming measures (particularly downtown on 2nd ave by Kensington) make it impossible to even safely get by cars that are backed up from trying to get onto 4th Ave Westbound. I would expect that Calgary designs a better, wider street system, with allowances for bicycles and cars, without resorting to the bloody awful travesty of design on Northmount Drive.

Skateboards, inline skates and scooters move at too slow a speed to ride with bicycles in the cycletracks. There are adequate sidewalks downtown to promote these activities. This change seems to introduce an unnecessary conflict between these users and cyclists. Also is the city going to mandate helmets for these users? Most cyclists in the cycletracks are wearing helmets and these other users are not. In the event of a crash, safety should be our number 1 concern and if you are not wearing a helmet you have a higher chance of an injury!

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1) For transport, not recreation. Rush hours already clogged by too-slow bikes & jams at out-of-sync red lights (e.g. westbound 12 Ave SW - a joke to avoid already). Wheelchairs can use sidewalks now - would make tracks unusable, taking much of the width. Add skaters etc & force cyclists onto roads to get around.

2) I point with right & left arms now. Why? a) Clear & visible b) Drivers don't see or know the old-fashioned signal - risky to use.

3) Tracks/paths are provided; don't punish drivers & clog courts further with a new bylaw (A TAX GRAB?)

there shouldnt even be bike lanes its winter half the time

Skateboarders, in-line skaters, and scooters all take up far more space than a cyclist. This will naturally make the pathways more dangerous.

Cyclists should be on the right in their lane, motorists are on the left in their car ergo an arm signal on the cyclists right would be almost invisible!

Many drivers have stopped using their signal lights and therefore I don't know where they are going and so giving one metre space a driver will have more time to think of what to do if they do get in a terrible situation. Cyclists and thereon motor vehicles wont have alot of space to bike for the winter since there is snow in most areas where they are supposed to be on but cant so therefore they go on the road.

Bike lanes are to the right of traffic. if a cyclist uses their right arm to indicate their turning their body is completely blocking that arm and motorists cannot see their signal.

Allowing Skateboards/inline skates/scooters on bike lanes will create confusion about what laws they must abide by. They are not, under the HTSA, vehicles (Cyclists are considered vehicles not pedestrians), and as such there is too much ambiguity regarding what rules they must abide by.

The left arm needs to be used as car drivers will be challenged to see a right arm signal. Adding scooters etc to public spaces will only cause more instances of crashes.

Before you focus on these changes crack down on speeding and other bad driving habits like not clearing snow off cars or driving with fog light and high beams when not required. Make the city streets safer for all rather than a select few. Stop wasteful spending

Point 1. I am a senior citizen with a heart condition and have difficulty moving quickly to get out of the way of people on skateboards, etc. The downtown area is for people to walk and mingle, not for people to whiz around on skateboard etc. Many times I have almost been hit by people on these devices. There are too many people walking around to prevent incidents. I also disagree with allowing bicycles on a Stephen Ave Walk. I also think that the City should increase enforcement of bicycles on City sidewalks.

2. Confusing to drivers

3. Stupid

I think multiple modes of transportation should be able to use the cycle tracks and public spaces. I believe it's acceptable to signal right with one's right arm. I believe creating a buffer between road users would provide a safer environment for all.

Requiring at least 3 feet of space between a vehicle and a passing bike will cause traffic nightmares. Our roadways are not wide enough to permit this. Bikes cannot go as fast as motorized vehicles on roads; if there is traffic in the adjacent lane, it would make it impossible to pass and significantly impede the flow of traffic. Calgary has enough of traffic woes with all of the construction (SW quadrant has been crippled in 2018) - this bylaw would only add more headache to anyone with a commute.

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Re. 1): I imagined the difference in speed from cyclists to skateboards, inline skates and scooters might create collision scenarios. Of course, the same might be said for cyclists (they're obviously not all travelling the same speed) but with all three potentially new modes of transport, there is also some degree of side-to-side frontal and some rotational, transverse movement versus cycling, which is primarily on the sagittal plane. I see this leading to crowding of the lane and some difficulty passing.

I agree with five of the changes but do not believe cyclist should only yield and not have to come to a full stop

Current law of ride as close as practicable to the curb works well

As a cyclist in this city I cannot count the amount of times I have nearly been hit by a vehicle while I have been cycling on a roadway. I live in the downtown core which allows me advantages to getting around by bike but even so the bike lanes often end abruptly or construction takes place within the bike lane and no adequate detours are provided. By having a proper passing law in place vehicles will be held accountable to safer driving practices that will keep everyone alive and unharmed on the road.

There's no accountability for bikes and to add others that have no accountability increases risks to others. If it's inclusive then include licenses and registration so all the onus isn't in the motorists. Also helps pay for the roadways being used. I drive a bus and many times cyclist don't obey the rules of the road. Come up beside me in the same lane trying to get by at a red light. Very dangerous. Running red lights etc.

Needs to be accountability before we add others to the mix.

1) I'm unsure on my opinion. Bicycles will generally travel at higher speeds than scooters and inline skates, so it warrants having them in a separate lane. I'm unsure of the legality of scooters and inline skates on sidewalks, but those methods of transportation tend to be slower so allowing them on sidewalks would be fine.

2) Individuals can be left or right handed, as long as the signal is clear, the arm used shouldn't matter.

3) Agree, however given the narrowness of cycle tracks, this may prove practically difficult.

Have talked with many Portland Oregon cyclists who say that skateboards and e-scooters are making that city's bike lanes unusable by cyclists.

If it rolls, it should be allowed.

Requiring vehicles to pass cyclist with 1 m of space is fine however it's a problem if the cyclist isn't required to follow the same rule - so many times at stop lights I've had cyclists sneak up beside vehicles so they don't have to wait in line like everyone else. This isn't right. The cyclist should yield right of way to the larger vehicle every time. This would create a safer environment as cyclists would be responsible for their own safety instead of expecting others to look after them.

Downtown spaces are crowded with the current peds and cycles who often disregard one another and cause conflict. Do not make this worse. Enforce bylaw requiring cycles to have a bell and use it.

Hand signals have been standardized for a long time, to change it now only introduces dangers for everyone on the road and offers essentially no benefit. The 1 meter safe passing law will only cause further confusion for all users of the road as most people are not capable of accurately judging distances of any length. It is also a complete non-issue as everyone is already doing this anyways. Anyone who isn't would be able to be charged under already existing traffic laws. 1 meter safe passing law is 100% unnecessary and will only cause issues.

If skateboards and skates are being used as a mode of transport, purely getting from one place to another, I have no issue with them in public spaces. But if they are being used recreationally and disrupting the flow of traffic in these areas, that is where I see a problem. Anything that can make bikes safer and more comfortable on our streets should be encouraged.

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<p>2) It's much easier to see what a cyclist is signalling when they use the left hand, as it is not blocked by their body.</p> <p>3) As a driver, I do give cyclists a wide berth when passing. However, it's not uncommon for a cyclist to ride so close to the driving lane (rather than the sidewalk) that I have to cross the median to give them this much room. During rush hour, having a law like this could significantly slow traffic as there is so much traffic, you couldn't cross the median and would have to stay behind the cyclist for blocks and blocks.</p>
<p>tell them to use the cycle track. why did we bother building it if we are just going to put them in a bubble.</p>
<p>I also strongly support allowing cyclists to yield (rather than stop) at stop signs, as that is the safest practice. In addition, I would love to see an amendment that both: (a) reduces speed in residential/commercial (all non-highway areas) to 40 km/h; AND (b) eliminates 30 km/h school and playground zones (because kids are found EVERYWHERE, not just within a block of schools/playgrounds) -- beginning with a pilot project, if necessary, within the area delineated by Bow River (north), Macleod Tr (east), Glenmore Tr (south), and Crowchild (west).</p>
<p>I cycle from north of Nose Hill to the downtown core each day for work regularly and anticipate that none of the recommended changes above would significantly change my typical commute. I have a slight concern with skateboarders blocking a route but I don't think it will be a significant consequence to me.</p>
<p>Avoid collisions with cyclists and intimidation of cyclists by cars.</p>
<p>If a safe passing law was in place I would cycle to work more often. I cycle to work about 10 times a year and on those trips I often feel unsafe.</p>
<p>Allowing a one metre space between cars and bikes means that in some places an entire lane of traffic will be crawling behind a bike until the bike leaves the road. REALLY?????????</p>
<p>I'm not terribly opposed to skateboards or in-line skates in bike lanes, but I am not a fan of scooters. Scooters tend to be significantly faster and are often under motor, not pedal power.</p>
<p>Regarding the one metre law, this is desperately needed, but ALSO with law enforcement. I have had some terrifying encounters with drivers who close pass intentionally to scare cyclists, despite my efforts to be a respectful road user & following the laws. The lack of a one metre law, and any enforcement, is deeply frustrating.</p>
<p>I would like to see cyclist laws enforced. I have more problems with cyclists not obeying the laws and rules of the road than any other user. Further; they believe, for whatever reason, if they cut me off and I can't stop, an invisible shield of conservatism will save their life.</p>
<p>People already ride skateboards, scooters and inline skate on the river paths and on the cycle tracks already, largely without problems. Left hand only signalling is an antiquated remnant of when cars didn't have signal lights. Rules for cars were made for cyclists too. It was always absurd. A safe passing law is absolutely the minimum that should be done to safely increase active transportation. Far too many close calls and close enough passes have scared people away from biking and the problem of distracted driving creates a recipe for deaths.</p>
<p>Scooters and skateboards are not suitable as vehicles and should be considered more recreational. It's already enough to manage navigating in traffic with bike lanes. As for distance between bikes and cars, when on roadways they slow down traffic as it is.</p>

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Anything that interferes with pedestrians who are visually impaired, using mobility devices and cannot hear these types of personal mobility devices in such a setting can be very hazardous.

If there is no bicycle rack on the bus, which a lot of buses do not have now, people with bicycles always ask the bus driver if they can take them on inside the bus. Bus drivers are instructed not to allow them on but some do allow them inside the bus. This needs to be clarified in this portion of the bylaw that bicycle owners cannot expect this to happen.

I cycle a lot and I feel that cyclists get away with breaking the rules of the road so often that it is normally the cyclist that causes traffic problems in most cases. Drivers react negatively to that behavior which makes the safety problems worse. The same holds true with skateboarders...too often breaking the rules with no consequence. For me it is all about lack of enforcement for existing rules. Adding more will have little effect without enforcement.

The passing lane makes sense for their safety, but numerous time I have encountered cyclists who feel they are above the law and invade your safe space. Squeezing between cars and creating dangerous or life threatening circumstances especially in blind spot situations. Open use of the cycle track off streets would be okay. If you fall off your skateboard and it flies out into traffic it could create devastating results. Signaling, I WISH it happened. The concept of a yield vs stopping is dangerous & a bad idea.

I can see the law about safe passing only becoming an issue with over zealous police officers looking for easy tickets or to harass because they think you were too close when in actuality it's going to be very hard for a human to judge without a measurement tape.

I don't use the downtown cycle tracks. However, I would like to know why snow clearing on pathways is inconsistent; isn't there a standard list of paths to clear? Certain sections of pathway are cleared some times, but not others. Many commuters won't be able to use the downtown bicycle paths if they can't get out of their neighbourhood. (for example path into Coach Hill from Sarcee/Bow intersection, sidewalk on Ogden Rd bridge over Bow River, path and bridge over Bow Trail from 24 St SW to Shaganappi Park)

There is no legal consistent way to indicate the turn with the wrong arm.

One meter is the minimum safe distance to pass a cyclist or pedestrian.
Cyclists cannot always safely use their left arm to signal a right turn, plus more people are aware of a "pointing" motion as to where they cyclist is attempting to go.
Scooters, Skateboards and Inline Skates are all OK in the cycle lane if it gets more people actively using them. Cyclists can share the lane too, as cars can share the road with cyclists.

The current bylaws are not safe that I feel comfortable riding my bike downtown

There is not enough room to allow one meter of space to pass, this will en cure more unsafe situations on the road such as vehicles entering other lanes to do so. Cyclists currently do not follow most of the rules of the road, pass stopped vehicles at red lights and stop sign. Use the sidewalk to bypass lights and signs...this is ridiculous!

I believe that skateboarders, in-line skaters and scooters will pose a hazard in bike lanes. They are capable of quick maneuvers and are not required to signal.
A safe passing lane will cause tremendous backups of vehicle traffic in areas where bike lanes narrow.
Not making bicycles obey the traffic laws will result in more accidents and injuries. I have already had my car hit by a cyclist and there is nothing I could do as he picked himself up and rode off, leaving me car damaged and me shaken.

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Most people don't know the correct hand signals for turning while on a bicycle. These signals are very old and a hand over from when cars didn't have lights to indicate turns (that's why only the left hand is used). Indicating a left turn with a left hand and a right turn with a right hand is intuitive and clear. Skateboarders and scooters are more safe on a cycle track than a sidewalk.

- 1) IF THESE MOBILITY DEVICES KEEP OFF THE SIDEWALKS THEN IT WILL BE SAFER FOR CHILDREN AND ELDERLY TO WALK SAFETY AND CONFIDENTLY ON THE SIDEWALKS DESIGNED FOR THAT PURPOSE. I BELIEVE WHEELED VECHICLES SHOULD STAY ON THE ROAD WITH EXCEPTION OF WHEELCHAIRS. HAVING SAID THAT THERE SHOULD RULES FOR THESE DEVICES USING THE CYCLING LANES AND SPEED LIMITS. THERE DO NOT APPEAR TO BE ANY RULES THAT ARE RECOGNIZED BY THE PUBLIC FOR OPERATION OF NON MOTORIZED WHEELED VECHICLES.
- 2) DO NOT CONFUSE PROVINCIAL LAWS WITH CITY LAWS
- 3) HOW DO YOU ENFORCE THIS?

Regarding the one meter passing distance, you have not made it clear if a cyclist would have to give a one meter clearance or not to another cyclist. A one meter clearance between cyclists would be unnecessary and impossible on cycle lanes and tracks as there simply is not enough room. A one meter distance between a car and cyclist is reasonable as many cars pass way too close.

1 meter is an entire lane away. This is only going to cause even more congestion.

From what I've seen, skateboards, inline skates, and scooters on bike paths create an unnecessary hazard. If they are to be allowed on the bike paths, it should be necessary for them to have lights & bells to indicate if they are approaching or passing. I've seen a number of users on motorized longboards and hoverboards which have the ability to go very fast and they approach bikes and pedestrians with little warning as they do not have bells, and they are relatively quiet when in motion.

the passing distance is the only thing I think is useful. The other two changes seem that they could possibly make things more dangerous. Scooters and skateboards can be erratic and may cause accidents on bike paths. Further, a cyclist signalling with the hand facing away from traffic may not be visible to other people.

Right hand signalling on a bike isn't as viable for a vehicle operator who is on the left side of the bike. If a bike needs to brake fast there left hand will hit there front brake possibly causing an accident. This is why signalling is done with the left arm.

Cycle track downtown was designed as a cycle path and not a recreational path and the width of it shows that. If this is the direction the city wants to go they need to test this theory on site.(have a rollerblader try to pass a cyclist, try a roller blader try to pass a roller blader on path

- 1) As long as these other vehicles are not on the road I would be ok with this
- 2) This makes sense, person pointing right with right hand is more intuitive.
- 3) I prefer more education for cyclists as opposed to limiting motor vehicles first. There are still a number of cyclists without helmets and not obeying the rules of the road when they are on the road. Education and enforcement should be applied first. I also have observed cyclists using the road over the cycle tracks when a track is either on the same street or one block down.

It just sounds like a bunch more rules that you can get ticketed for. More money for the city! Yah!

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The one meter of space is not viable, especially in winter when road width is smaller due to snow. The result will be all traffic will be as slow as the slowest cyclist.

It is bad enough trying to see bicycles coming from behind when we are turning left across a bike path. It is easier to see cyclists signalling with the left arm. DMV rules apply so why are you able to change this. Safe passing s/b common sense. Where is question about yield instead of stop? NO NO NO. They should obey traffic laws & they don't. Again, DMV rules. Bicyclists get away with not following rules already. If I have to obey red lights & stop signs they should, too. Get them to obey & to have lights on their bikes at night, front back & side

STEPHEN AVENUE MALL and the likes should NOT have skateboarders going up and down

WHY would you change to the Right hand where the LEFT had is universal and more noticeable when one is watching for so much on the roads already!!!!

I do have a small concern with bikes passing in intersections. Many cyclists, not all, already use intersections at their own discretion where Auto Drivers would get a ticket. Cyclists need to decide if they are Cyclists or Pedestrians.

Traffic would be greatly impacted if you had to wait until the bike could move over enough that you were 1 metre way from it to pass.

I really don't think adding skateboards or inline skates to downtown spaces will have any affect, so let them ride! As for the passing law, it's not very clear on what it exactly means, so i am unsure how it will affect drivers and bicyclists.

1) other forms of transportation should be allowed to use

2) as long as they are signalling

3) this has to go both ways as rider seem to have a vehicle road use mentality

Bikes need to be licenced so they pay for infrastructure they are using why rare my tax dollars going to support something I dont use

As a regular cyclist too many cars come way to close to you while you are on the road. A one meter space gives the cyclist to ride without the fear of being clipped by a car (which happens more than you might think)

Allowing 1 meter between a cyclist and a vehicle, in some cases would mean no passing. If they have a designated Cycle lane, then staying within the boundries should be enough. And if the bylaw is passed would it mean that cyclists, cannot come up beside vehicles, or between them, to get to the front of the line. those that come up the curb side, are not allowing 1 meter .

Where there isn't room for bikes (tight lanes etc) Bikes shouldn't hold up the speed and flow of traffic. Bike should take an alternate route.

2) The system of using only your left arm to indicate direction began prior to cars having turn signals, drivers used a single arm because that was all that could be seen. As a cyclist, both arms are visible. It is far more intuitive to point in the direction you intend to go. This is how it is done over in Europe and how it is taught in Can Bike courses and Cycle Smart.

3) A meter matters. This distance requires drivers to ensure they are clear to pass safely. This is also the length of a door should a passenger decide to open it.

The bike paths should be open to everyone who uses a device to move at a pace faster than usual pedestrians - makes it safer for pedestrians on sidewalks near the cycle paths.

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Sharing cycle tracks with other wheel types makes sense, and is already happening. It also helps keep everyone at safe speeds, given that there's usually upcoming intersections. The passing requirement gives police a tool to help with shared road safety, and the same goes for using both arms to signal turns.

Not requiring a curb to park against will give more flexibility on creating safe, complete streets, like having parked cars protect painted bike lanes next to the curb.

1) Someone has to use the bike lanes because bikes aren't. 2) who cares 3) not always possible, 19 St NW - if a bike is on the road, no one would be able to pass as there's not enough room, traffic would grind to a crawl , but that's probably your intention. Way too much money, time and energy spent on bike lanes. Did City Counsellors learn nothing from the Olympic Bid? Calgary is a winter city, we have NW bike lanes that never ever have anyone using them, good thing because they're dangerous and the only reason no has been hit/killed yet.

I think allowing skateboards etc on bike paths is fine. It is wide enough for all to use. Changing arms for signals allowing them to use right or left is wrong. There needs to be consistency - one arm signalling only.

- 1) As long as the people riding skateboards, skates and scooters are safely separated from pedestrians.
- 2) permitting cyclists to indicate right turn with right hand/arm will have minimal impact as most do not signal
- 3) People are already allowing for more than 1 m between road users most of the time.

1. As long as users behave responsibly, there should be little impact to other users. My cynical self despairs that this change will go smoothly. 2. Cyclists seldom, if ever, signal their intents. Allowing either arm is not going to change their behaviour. Perhaps holding them accountable by ticketing would be a better first step. 3. Cyclists tend to ride a considerable distance from the curb, already reducing room for vehicles. Creating a law that penalizes drivers for bad cyclist behaviour will only increase tensions between the two groups.

Cyclists should follow same rules of the road as vehicles. They should have to come to full stops before entering roadways. They are harder to see and if allowed to only yield there will be more chances of collisions with vehicles and pedestrians. Being on a bike does not give you free reign on roadways.

Sidewalks need to be for pedestrians and wheelchair users only. All other forms of transportation significantly increase the danger and risk of serious injury to pedestrians. The radical cycling population want exclusivity of the so called bike lanes at the expense of all others.

As a car driver, I'm used to watching cyclists' left arm for signals. Cyclists usually travel on my right when I am driving. Changing this makes no sense to me. The rest...not a big deal.

I have been a regular cyclist commuter on public streets and pathways for over 20 years as a primary mode of transportation to and from my employment downtown, northeast and southeast quadrants. I have found our pathways congested with pedestrian and cyclist traffic during certain times of the day and believe adding additional activities would increase complexity in navigating safely on pathways. The same goes for roadways that are already narrow in design that would force a motorist to cross the centre line to accommodate the cyclist.

Creating new bylaws around the use of bikes is useless if there's little to no enforcement.

We all want a safe environment for all road users however there's no repercussions or even a way to track/report cyclists breaking the bylaws and/or traffic laws without some form of identification.

Cyclists should be required to obtain registration, insurance and have a license plate on their bike if we're going to put so much effort towards improving safety on and off the road ways.

With the current setup how can I report a bylaw being broken by a cyclist?

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I've biked a bit on the roads and this would make the experience feel slightly safer and also make it more inclusive for novice cyclists
On some bike lanes, if a cyclist is close to the line in their lane, I will be unable to pass unless I move into the oncoming traffic lane. Does not help traffic flow if a cyclist is travelling at 10 kph and if you pass you risk getting a ticket.
Cyclists need the space because cars are made of metal and cyclists are made of skin. Pointing right to turn right is the most obvious thing, why are we even talking about it. The more people who are active the better.
Skateboarders and in line skaters have appeared to have less control over their speed, direction and ability to yield and share the road with others using the public spaces and cycle tracks
I believe some of the proposed changes would be in violation of the Alberta traffic, ie rolling stop at a stop sign. Motorists are already required to keep a safe distance when passing. These changes must be done in accordance with the existing laws, again ie signalling with the left arm.
Overall improvements are good. The mix of users in #1 usually is a bad idea. Too many people competing for too little space.
Cyclists should be able to use either arm - whichever makes for a clearer more visible signa. Safe passing law would protect more people from idiots.
This will improve safety while cycling
My answer re: skateboards, in line skates and scooters is due to an envisioned scenario of this resulting in tripped people and bikes.
1)I have no problem if they are at a certain low speed and have warning device like a ringing a bell when passing someone and only pass when safe to do so. 2)I can careless whether they use left or right hand as long as they signal properly. It should follow how someone would use their signal lever when driving a car (lift to turn right and lower down to turn left). 3)I get this alot when I walk my dog in the pathway. People riding bike zoom by me close and my dog without warning a sound or ringing any bell. it's hazardous and safe distance is need.
From 2006 - 2011 I cycled 25,000 Km's in Calgary as a hobby. In 2001 I stopped because to many cars where trying to kill me. If you implement these changes I might start cycling again.
As a cyclist, a safe passing law is long overdue. There are motorists out there who try to intimidate and scare other users of the road.
We need Idaho stops please
These lanes are not "incredibly popular". They turn a large percentage of roadway into wasted space. Watching some of them all day you might see 10 bikes for every 1000 auto commuters. Ridiculous. And bikes on the road in winter are completely unsafe
Currently being done so likely no impact
We have already done too much to accommodate cyclists in Calgary. The 1m passing rule will slow down vehicular traffic too much. Most people commute by motor vehicle, so stop pandering to the small percentage who want to cycle. Most downtown cyclists ride like jerks, so would take advantage of this rule by riding in the middle of the lane and not allowing cars to legally pass.
As a cyclist, I don't feel that there is an issue with vehicles passing me. I do see cyclists taking up a whole lane, impeding traffic, and I think that this would become more prevalent. I think that there are more than enough cycle tracks so that cyclists can avoid this issue. We need to share the road.

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Stephen Ave Mall and other areas are already too congested and do not require other modes of transportation. Signally with either hand is just dumb. It will cause too much confusion.
I am for citizens to use Calgary in other manners outside of cars and trucks. It's what makes Copehagen and other beautiful cities amazing. The ability of not having to rely on a car. Even in winter.
I have no issue with other users as listed using the bike infrastructure. As a cyclist having a meter space makes perfect sense, especially as some bike routes have very narrow lanes (e.g. 5th St at corner 24/25). Cars must wait to pass as there is no room.
When you make bike riders buy a license and insurance then I will agree to the above
A year ago, I was heading south on 11th street SW and wanted to turn onto 11th Ave going west, when someone on in-line skates flew along side of my car in the bike path. They were coming so fast I almost hit them when making my right hand turn. It scared me really bad. I think city streets are no place for these or skateboards. Leave people that use motorized wheelchairs on the sidewalk.
I do not agree with the proposed change "Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway." I believe it should stay as it is with requiring a full stop. Would creating this "Safe Passing Law" mean that cyclists cannot pass stopped vehicles in the shoulder without 1 metre of space? Such as when vehicles are stopped at a red light and the cyclists zoom past everyone to the front? Because then I would 100% agree, otherwise I am impartial.
Skateboards are unpredictable: the smallest bump and they can lodge backwards making it unsafe for other users. For balance, skateboards travel in a "s" shape making it hard to share the path.
Wheelchairs should only be allowed if the chair goes a required speed and the user has the mobility and cognitive ability to follow the same rules such as hand signals or mechanical signals.
I feel that changing the laws to better integrate cyclists and motorists is a win for this city. Hopefully it can help diffuse anger on both sides. I think more study should be taken both on laws regarding the use of bicycles as a separate mode of transportation from vehicle traffic using the same infrastructure (addressing stop signs, traffic lights etc.) and Seperating bicycle traffic from other motorized vehicle traffic.
1) If the public uses it as intended, should be neutral. If it is abused, could be a nuisance at best and a hazard at worst. I think enforcement will be key to success. 2) Most cyclists I have seen on the road don't use any arm signals, so anything to encourage more signalling should be good overall. 3) I must assume this would be good, I don't understand how people could be driving with less than 3 feet between them and the person in front of them and then try to pass without hitting the vehicle in front of them.
Because of debris and rocks etc, the use of small diameter wheels will certainly increase the likelihood of serious accidents. Safe passing law sounds like yet another hindrance on the 99% of the people that drive vehicles on the roads.
Not everyone has that arm.(example veteran's)
The safe passing law would be fine on bike trails or tracks, but on (motorized vehicle) roads it would be safer to disallow cyclists/skateboarders/etc on roads where there is not room for both a vehicle AND a cyclist with 1m of space between. Simply put, cars, trucks, etc are larger and it's almost impossible to manuever away from a cyclist should they suddenly maneuver or accidentally enter the driving lane in front of a vehicle.

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I think in general, putting more non car modes in the cycletracks is the wrong way to go about it. You have an amount of space for moving, the road, if you slow the space down enough, that space can be shared by bikes, cars, scooters whatever. Instead you're trying to create a slow lane and maintain all the rest of the space for cars. That makes it difficult for non car users

Being in a vehicle and watching for cyclists is a chore already...having to watch for scooters, skateboarders and the rest will just be a disaster waiting to happen. Get rid of the bike lanes in the winter...there is only about 10 people on them then... Cyclists follow their own rules...we usually see them driving between cars and not stopping at a stop sign anyway...

Skateboards, wheelchairs, inline skaters, etc are already allowed on Multi-Use pathways. They sometimes act erratically, but I believe their presence on the cycle tracks will be minimal. Hand signals: this makes sense and is in practice already. Safe passing zone: Thank you for this. Please consider extending this to 1.5 meters as this is the standard that most cyclists lobby for.

Take bikes off our roads why are we catering to this small group for people who can only use the roads for four or five months a year and force delays to cars when there are very few using the system. I have travelled downtown and have yet to see anymore than one bike using this very expensive system total waste of tax payer money. Bikes need to pay to use the system maybe \$200 year fee or more

Motorized Personal mobility scooters are often hard to pass and bell is not heard. Drivers of these devices are often unpredictable in my experience.

1. Skateboards are too slow for bicycle lines. 2. Right turn indication with left hand regulation comes from times when trucks didn't have indicator lights and driver had to indicate their turn while sitting on the right of their vehicle. The rule got applied to bicycles without thinking (both cyclists' hands can be seen). Time to apply logic to the regulations. 3. Passing closer than 1 meter from the cyclist is dangerous. Enforcing safe passing will increase driving culture of sharing the road.

In congested areas, requiring 1m of space between passing vehicles can cause significant congestion issues.

changing signaling from left arm to both arms will only lead to confusion and encourage people not to use their signals. Mr. Woolley should be focusing his talents on more important issues to Calgarians such as lowering costs at city hall, paying down the huge debt the city has on its books and lowering expenses for his office and staff as well as lowering property taxes.

If you're going to continue to insist on wasting road space with the bike lanes you may as well allow them to be used. Not like bikes make the ones worthwhile. A clear example of a city council with a clear lack of understanding of Calgary.

I use a mobility scooter and would find it much easier to get around if I could ride on all cycle tracks, pathways, etc. By allowing cyclists to use either arm, it would sometimes make it easier to see what the cyclists intentions are. Generally it isn't necessary, but there are times when it would be nice for them to have the choice.

As an avid cyclist, i have had too many close calls between myself and cars as drivers try to "squeeze" by or intentionally try to run me off the road, even though i follow all traffic rules and ride respectfully. And as a cyclist it doesnt matter if you were riding properly or not, the car is the bigger and more powerful vehicle and will always win. I rarely ride to work not because of my skill level but because i am worried about distracted or angry drivers.

#1 This change would adversely effect the flow of traffic . The non bike riders would be traveling at a slower speed causing bottlenecks in the pathways.

#2 Most drivers don't understand the one hand turn signal. Most riders use two hands already regardless of the law.

#3 A one meter passing space is a fantastic idea. Drivers always pass within one foot!

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I wish more time was spent on enforcing the Motor Vehicles Act which most (90%) of the cyclists willfully and consistently ignore. If you try to point out that they have ridden through a crosswalk, failed to dismount when instructed by signage, or cut you off because they think they own the road, you are often given the finger or verbally abused.

Number 1 reason for roadway/pathway/sideway conflict amongst users = speed differentials. Adding slow moving and erratic 'vehicles' such as skateboards, inline skates and scooters within the bike lanes now exponentially increases the risk for cyclists. With the proposed changes, a bike will now have to exit the bike lane into the 'car lane' to make a pass - increasing the risk for the cyclist. Additionally, skateboards, scooters and inline skaters take up an inordinate amount of space within the bike lanes and have erratic travel paths = risk.

a large number of cyclists do not come to a full stop when entering a road from a pathway already. Allowing them to yield will further allow them to get in the way when entering the road.

SAFETY, SAFETY. # 2 - don't fix what isn't broken - left hand signals only!! # 3 - Good luck with this. People don't use signals now, tailgate, cut you off. Accident waiting to happen - then what??? Very confusing since the little used bike paths installed, will be worse!!! Maybe should have a program to teach pedestrians how to use crosswalks properly - look before walking, walk quickly across the intersections & don't "horse" around while crossing. MORE URGENT PLACES TO SPEND OUR MONEY!

It's too dangerous

Yiu cant mix more types of transportation in. Not safe

Safety of everyone is very important. Vehicles likely don't know how close they are to cyclists and how one wrong move can end with major injuries or fatalities. Having a one meter rule would hopefully help mitigate those types of accidents.

Cyclists do not have sometimes the Ability to use one or the other hand when merging or going left or right so allowing them the chance to use either is safer.

Creating a one meter passing rule will negatively impact traffic flow by causing significant pauses in forward flow and risk vehicles passing over the middle line into oncoming traffic lanes to avoid bicyclists. We can all respect each other's safety without imposing a mandatory distance that will be estimated differently by every driver/bicyclist anyways.

The users of the methods of transportation listed in 1) would benefit from being able to use bicycle lanes, as they tend to travel at speeds more similar to cyclists than pedestrians. Pedestrians would benefit as it would keep these folks off the sidewalk.

By increasing the communication between cyclists and drivers, 2) would have a strong positive impact on our travel experience.

While a safe passage law sounds great in theory, it may be extremely difficult to implement in practice. Narrow streets or heavy traffic conditions may make it difficult

- 1) Allowing other modes of transport of the same speed range on the bike path seems reasonable.
- 2) I have never had a cyclist indicate they were going to make a turn, so hopefully this encourages that.
- 3) This is just legislating common courtesy. Not sure why it is needed.

I often feel frightened and uncomfortable riding my bicycle on roadways where motorists pass very close to me. It makes me uncomfortable riding my bicycle in winter months, and cautious about riding my bicycle in summer months. This change will be a strong positive benefit for me.

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This change would effectively make any two lane road into a single car lane and a bicycle lane especially during rush hour. What is policing this going to look like, just another bylaw to be ignored because nobody cares. Are you going to state how far into the road a bike can be how about ride the centre line so you can block both lanes. Bicycle helmets should be required.

Most of the year we are a winter city, we're not Amsterdam, there are not enough bicycles using the DNTN bike lanes to justify them. At least tear them down in the winter and allow cars to drive and park.

Don't think skate boards, inline skates or non motorized scooters should be in cycle tracks. To slow compared to bikes.

Using the left arm to signal on bikes is a global standard. If people only point the direction they are going here, they might not remember that pointing up means turn right. If they forget this, and someone comes from elsewhere in the world and uses this signal it could cause issues.

I drive, cycle & run through the city. As a cyclist that rides on road & pathway, I've had many close calls with both vehicles & other pathway users acting dangerous. We don't have infrastructure for all cyclist to be on path so this need a safe alternative for the road as well and a 1 meter rule would give us some of that. One other suggestion would be to look to ticket individuals running on bike portions of pathways & vice versa. I use both and think Many close calls could've avoided if stricter standards of keeping the 2 separate

I have been passed on my bike closer than 1 metre, and I did not feel safe.

The city of Calgary has built an awesome bicycle infrastructure. By allowing e-bikes scooters ...etc to use these bike lanes we are going to get way more use from them and greater bang for our tax dollars.

I don't think there is an issue with passing space now. I bike to work and drive around the city. In some residential areas with 2 way traffic and bikers, there is not enough space for allow 1 meter for passing. And how to enforce it? As a biker and as a driver, I've never had an issue with anyone passing too close to me. It sounds like a nice thing to legalize, but in practicality I don't see the point of making it a law.

By having safer the roads we will have more cyclists. Personally I do not ride because I feel riding on city streets is not safe. My daughter has been hit three times. In one case it was a city bus, that tailgated her for three blocks before cutting her off. luckily she saw was able to mitigate the damage to her and her bike.

I think Cyclists need to come to a full stop still - they need to be more accountable for their actions on the road and use designated lanes. Often ride slow down middle of street when need block has cycle path designated. IT's not just automobile drivers who should have to follow rules and be accountable. Also think more about pedestrians downtown walking (street lighting/cross walks)- this should be a priority not just the cyclists needs.

Scooters are motorised, and so should not be in bike lanes.

In the winter, bike lanes are cleared before the sidewalks are, and most companies just dump the sidewalk snow onto the cleared lanes, making them often unusable by cyclists. Even when I have asked them to not do this, they say they will continue because it is in their contract to clear right to the curb. Bylaw asks them to clear to 3 feet from the curb, but they refuse. This endangers cyclists.

I cycle to and from work regularly. Inline tends to take up more than the width of the path, making it difficult to pass in either direction, which is a safety concern. Scooters and skateboards, although not as intrusive, tend to pose similar problems. I feel the sidewalk is the appropriate place for them.

Right hand: I feel, as a driver, it is difficult to see the right hand of a cyclist, and the left hand is safest.

Passing: I feel this is a no brainer. I have almost been hit so many times. Please make a law to help keep cyclists safe.

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Safety is the most important consideration when it comes to signalling (with a bell and either arm) and passing or who is on the path. Motorized scooters (mobility or the 2 wheeled variety) and skateboards should be permitted as long as they are electric powered, use bells to signal their presence (especially because they are often very quiet) and do not exceed the speed limits. Most Lycra clad cyclist are exceeding the speed limits during the commuter times, do not use their bells and are far more dangerous than electric scooters or skateboards.
I am often terrified to bicycle on shared roads. 1 meter passing distance would definitely be an improvement.
Will make travel safer
The 1-metre passing rule will only create even more confusion among drivers. The City of Calgary should also consider bylaws which would protect pedestrians from aggressive cyclists.
I think consistency in bike hand signals is important but currently there is not enough education on what these signals are. I do not travel by skateboard or scooter but would be fine with their implementation as permitted transport method downtown. I have always thought the law stated you must change lanes to pass a bicycle on a roadway since they are treated as a vehicle. If this is incorrect then I think a one metre rule would be important to have but I would not reduce a changing lanes law to just one metre as that is less safe
I am an Olympic speed skater and National team cyclist. Car are my biggest source of danger. These bylaws will give me a safer training environment and give your average commuter less traffic congestion because more people will feel safer taking their bike to work.
Impossible to create a 1 metre space prior to changing lanes. Everyone pushes forward when there is any indication of someone wanting to change lanes. Teach drivers how to merge properly first!
lead to pedestrian accidents 2 logical 3 should prevent bikes from passing cars stopped at traffic lights
Engage? What a joke! Why are there 6 proposed changes and only 3 impact questions? I guess you and City Hall really don't care about the tax payers and citizen's input. How can "Engage Calgary " have meaningful dialogue and informed decisions (your tag line) when you limit input on our travel experiences.
Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. I strongly endorse. Controlled traffic crossings should be made safe and convenient for cyclists. Filtering should be legal. Also where a bike path leads to pedestrian crosswalk it should not be mandatory to dismount, walk or to activate a button.
It will turn the bike lanes in more in a negative impact. There are not enough scooters and skate boards in this city
Turn signals with left hand have been law for 60 years. These riders need to learn that. Rollerblades and skateboarders will be at risk due to different speeds and areas of use.
Cyclists do not obey downtown traffic by laws as they are currently written, and they are not seriously enforced to my knowledge, so modifications to the by laws are a waste of time. Hand out tickets for people riding on sidewalks or not obeying the rules in place for either standard street traffic or bike paths before modifying things.
I was under the impression that I was already legally allowed to signal a right turn with a right arm outstretched. The lack of that is absurd. The closest arm to traffic should Always be on my handlebars.
I believe that motorized scooters/wheelchairs should be on the sidewalk. If these machines are on the sidewalk they would have the same rights/privileges as do pedestrians.
Unenforceable for some but the right hand thing is stupid as it is against the rules of learning to ride safely.

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All of these create safer ways for folks to travel under their own power, maybe enabling more folks to try! That being said, I don't think that electric bikes should go on public transit.

Using a right arm will confuse people already getting confused with basic bylaws,

K.i.s.s

Keep it simple stupid

Most bike users dont follow any road laws and will ride down the road beside the bike lanes blocking and slowing down the flow of cars. They wont move over and seem to be oblivious of any vehicles that are behind them and wont move over

If as a vehicle driver I am not allowed to go within 1Metre of a cyclist then the same should apply to cyclists going in between traffic to the front of the queue for traffic signals etc. Also should not be allowed to move onto sidewalk to move to front of queue or bypass traffic control signs or signals. Bike lanes away from main traffic arteries would be preferable for both cyclists and motorists. Also remember this is not the Netherlands where there is decent weather all year , very little hills and a better case for less cars and more cycling.

A safe passing law of 1 meter is overkill and would be enforced in an arbitrary manner as there would be no way to measure the amount of space provided while vehicles are moving. If you were ticketed for breaking this bylaw you leave citizens with no real way to prove enough space was left and no way to fight unfair tickets. You'll be left up to the discretion of individual officers judging how much space they think it looks like without any measurable means to test. I am strongly against this law being enacted.

As a cycle commuter who has been commuting by cycle for over 25 years I feel that sharing the cycle tracks with other non vehicular modes of travel is good it is more of a safer corridor for those users. As most people are confused by cycle signals I am not sure it matters. On the one meter space this will dramatically cause traffic back ups on the shared cycle routes where there is still parking on the curb. I feel safe being passed by cars and given .5m or less space

How are visitors to our city supposed to know that we have different hand signals than other Canadian cities? Likewise for the passing distance?

Left arm is just the way it is. Why cater to ignorance. Instead teach them to signal correctly. Also on a bike vs pedestrian there is sometimes not 1 m available.

I will chance getting a ticket by riding on the sidewalk, then to bicycle on some of the more busy roads around where I live. That is how uncomfortable I presently feel on these roadways.

I feel that scooters , skateboards and in-line skate are appropriate in downtown public spaces but not cycle tracks. I believe they would be dangerous in the tracks.

Other personal transportation in public spaces would be positive but would obstruct traffic on cycle paths. Changing the laws for hand signals would have no impact. People generally understand no matter what hand is used. A 1 meter run would make cycling on roads safer as it would increase the buffer but also bring drives attention to cyclists.

The meter of space is not feasible and virtually non-enforceable, why would you impose this? Cyclists are already becoming a significant safety issue on narrow roadways. Do not allow Skateboarding/scooters and inline skates in these downtown spaces - these devices are not regulated for transportation, they're designed and intended for leisure activities. We cannot continue to make concessions for limited use cases, it's irresponsible. I'm an avid skater and I think this is a terrible plan.

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While I can see benefits of removing those on wheels from walking paths and having them use cycle track, the speed being travelled on a scooter vs. a bike is quite different and could cause issues there as well. Signalling with the right hand seems much safer in many cases, especially under current guidelines where passing of a bicycle is often so close as to not allow the cyclist to stick out left arm without being hit by the passing car (though hopefully safe passing bylaw would help here as well).

My concern relates to allowing bikes to yield vs. Stop. At the 4 way stops along 53 nw the bikes barely slow and it has led to many numerous close calls with pedestrians and cars. At 4 way stops it can create chaos when there are many pedestrians, vehicles and bikes. The law requires a stop for cars at these 4 ways and should be applied the same for bikes.

Bike traffic will be slowed to a standstill forcing them once again back into the traffic lanes. Cyclists seldom signal intended directional changes as it is why would you allow for them to convolute a system that is currently standardized for use by all other modes of transportation. With the roadways being narrowed almost to the point of being unusable one metre space is impractical if one is to be able to move in this city.

Finally, the elderly ones who would love to also enjoy the infrastructure paid for by our taxes, will be able to take our mobility devices and tour our city. The existing draconian by-laws that deny us this [pleasure need to be repealed. These paths should not be the sole domain of the young and healthy. Many hidden ailments, i.e. COPD & Sciatica, must also be considered. These two seniors can operate a 2 wheeled scooter in many places much more enlightened than Calgary. See the AB Transportation definition for mobility scooters. Why not here?

Allowing cyclists to yield rather than stop would be an excellent change.

Some inline skaters, skateboarders and scooters do not have a great awareness of what is around and often cannot stay in a straight line. They will endanger themselves and also cyclists who will serve to miss them.

Bike lanes increase the viability of our city. We need walkable, multi use streets. I also feel if you are in a bike lane you need to be able to brake/stop quickly and go with the flow of traffic.

First question is confusing as it combines two many options for skateboards, inline skates, and scooters. For example, I would support them in downtown public spaces but not in bike lanes.

Passing room crucial because life or death. Also should consider safe passing in bike lanes. Cyclists yielding not stopping more efficient still safe.

PLEASE let bikes on c train during rush hour in the opposite direction of traffic. Often the best way to travel but bikes restricted for 6 hours a day even when cars are empty.

Thank you!

I have been hit by a car commuting on my bicycle.

I think if cyclists make it clear, then no issue which arm they use.

Also safe space for all road users is always a great idea.

My biggest thing related to cycling is the fact that during rush hour I can take my bike on the train going against the grain of traffic. I leave the downtown area to head south every day, and those trains are ALWAYS empty (ex. Eglinton —> somerset). Same thing with my commute home, empty trains heading into the downtown after work. Vancouver has their restrictions set directionally, and it works great.

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Non-bicycles on cycle tracks will clog them and frustrate cyclists. A right arm is just as easy to see as a left arm, although those from another jurisdiction may not look for or understand the signal. One metre of space when passing is not always possible or practical, and less safe in many situations for others. Also, do you really think that cyclists are going to give a metre of space when they come up on cars or other cyclists downtown or on cycle tracks, especially when there is essentially no enforcement of current laws for cyclists?

Rediculous and nonreason to change standardized hand signal convention.

Please ban bike, skateboard, etc. on all sidewalk, ban all solicitors, limit baby strollers size and number on Ctrain and bus. Baby strollers must not block any aisle or door - serious safety issue. Ban broadcast into public space. People need to hear the traffic. Find ways to deal with aggressive drivers.

I feel it is a bad idea even having bike lanes, so having to even give them more space just adds more danger and slows traffic in a already congested city

Cyclists do whatever they want Currently. There are many that simply break the law and put everyone at risk. Stop punishing motorists for driving cars. I'm ready to move away from this city just to get away from cyclists

I live on 20 st sw. The bike lanes are FULL of people on a deathwish. Joggers. Skateboarders. Wheelchairs. In line skaters. There are two sidewalks right beside these yet it's terrifying as a driver to be in he's away from a mom pushing a jogging stroller on a road not designed for this. There isn't enough room for actual cyclists to go around these slower moving individuals without weaving into vehicle traffic. It's awful. People seem oblivious to their well being and aggravated by drivers on the road ... where do you suggest cars should drive?

Allowing cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway is super dangerous and probably the worst idea I have ever heard. They currently do that and we should enforce the current rules. Bikes are not more important then people crossing the street, and whether you want to acknowledge it our not, cars, since when the bike hits the car or vice versa it will now be the cars fault, when it should be the bikes fault always. Failing to yield, or in this case stop.

I think bikes should continue to come to full stop, for their own safety. When living in another city, I was hit by a car while on a bike. Yes, he was in the wrong, but I ended up in the hospital. Better be safe and make sure you can go! Inline skates etc downtown - only as long as they have rules to follow and don't turn into a menace.

I think all of these bylaw changes would be positive for the city, as they make more sense and promote greater safety for a greater number of people.

I drive, bike, walk and take public transit. There are many bikers that make their own rules of the road and it give the rest of us bikers a bad name. They drive on sidewalks but dont stop to look both ways before entering an intersection. They ignore traffic lights. They can be dangerous drivers in snowy, slushy conditions. There are enough things that drivers need to focus on during the winter without also having to watch out for a biker in the snow who is driving erratically. We see bikers ignoring the bike lanes and still drive in traffic.

Would allowing scooters, etc. to use bike lanes require making those bike lanes even wider? And if Calgarians are against the idea of leaving one meter of space between road users, would the City just turn around and make the bike lanes wider to compensate? I'm a strong 'no' with respect to wider bike lanes if the space is then taken away from motorists. If the space is taken from (under-used) sidewalks, then that makes sense. Something tells me we're not getting all the details from the City here. Trust issues surrounding the City!

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I love skateboarding in the bike lanes because the people on the sidewalk get too freaked out by anything thats a loud noise or that doesn't work from 9-5, wear a suit and go to happy hour to avoid there wives. also these update bylaws just make logical sense.
As a cyclist, I feel these changes will improve cyclist safety while still ensuring safe signalling for motorists.
Amend the bylaw to allow cyclists to ride E-bikes without helmets.
I believe that skateboarders should be recognised as being able to go on bike paths as sidewalks can be scary to navigate by this means.
Don't put slow moving pylons on a cycle track. For generations everyone everywhere has been and is still taught to use left arm to indicate directional change don't muddy the water. The roads are too narrow for a subjective passing law. Stop trying to pass laws that won't be enforceable and worse should be common sense. Next are you going to tell people they have to hold the escalator hand rail at all times!?
Electric scooters and wheelchairs should remain out of the cycle tracks unless the sidewalks are blocked/unusual. They are considerably slower in the bike paths which is fine but also pose a risk due to there size.
I'm a daily bike commuter and allowing skateboards, electric scooters/bikes, and in-line skating on the narrow cycle tracks DT would be a major safety concern. I've already had too many near misses with these types of usage on the 7th street track.
I also continue to get cutoff by city buses taking a left onto 8th ave SW from the north bound side of 7th street SW despite the green bicycle light giving me the right a way on the cycle track. I was almost hit by the 301 bus recently. How do we fix this? It is a huge liability for the city and me!
Some roads will not allow for this much spar comfortably. Common sense prevails but it is a 2 way street
It is bike rules to always use your left a to signal and this should be uniform and stay as is. There should be more bike lanes, clearing the side of streets for bikes to safely ride, and more room given to cyclists on the road. However, a bike shouldn't be allowed in the main lanes of traffic or be able to abuse the one meter rule either.
Bike lanes are not used. The city can put whatever spin they want on this. Lanes are not used. Most ridiculous waste of money I have ever seen. I am out early, late. Never used. This has created confusion and congestion for motorists. Shame on you City Hall. Wake up and actually listen to the people of Calgary. Very disappointed in the Mayor and council.
I feel that the use of cycle tracks for bikes, skateboards inline skated and scooters would add to safety to sidewalks for pedestrians in the future. Allowing cyclists to signal a right turn with right hand/arm would be a hazard as drivers would not always see their intent due to crowds on cycle track. Space on roadways has been decreased due to cycle tracks, why do cyclists need more space? Lastly, in making these changes would you also create a bylaw stating that riding a bike, skateboard, inline skates and scooters be illegal.
Traffic act covers the safe passing requirements don't need a bylaw.
As a cyclist I've been too often passed inches by a vehicle at high speed. This happens weekly and is seriously a few inches away from a hospital visit. It would mh commute much safer and I'd feel more confident encouraging biking to my children.
Safe passing law should be 1.5m.

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The skateboarders and inline skaters can be dangerous to people walking, many do not watch out for pedestrians, so not ok with them in downtown spaces, i have no problem with them using the cycle tracks. Doesn't matter what arm they signal with.

One meter space between bikes and cars and the car driver can be ticketed? Many roads dont have that much room to begin with and what about the irresponsible cyclists who are all over the place, not everyone rides safely. Waste of our taxpayers money, just blike the lanes no one uses in our neighborhood

As an avid cyclist I have experienced vehicles pulling by me within inches of my bike and there have been cases when this was done with no opposing traffic prevented them from allowing more room. All of the risk in a car to bike crash is to the cyclist and these proposed bylaws reinforce the city's commitment to citizen safety in a community with initiatives for many different modes of transportation.

I think it's great to allow for inline skates and skateboards in downtown and on cycle tracks. It allows for more choice in transportation options and diversifies and increases the users of the cycling infrastructure.

I think allowing skateboards, in-line skates and scooters In public places is going to increase risk of collisions with pedestrians. I do NOT think this is safe and it will create chaos. It's like allowing motorbikes to drive where pedestrians are walking

All these changes are great ideas EXCEPT allowing additional mobility devices on the cycle tracks. Bicycles often travel at significantly higher speeds than skateboards and scooters. This speed differential creates safety issues when these modes of transport share the same space as bikes. People operating skateboards and scooters typically operate with a lower lever of awareness than cyclists (no shoulder checking, no hand signals before turning, etc.)

I have a short bike commute to work, largely off paths. I don't think a lot of this was policed heavily in the first place, and it mostly seems to make sense. The full stop/yield thing is unclear, and an example will be important to understanding it.

Allowing skateboarders to use the cycle track will get them off the pedestrian sidewalk and into an area that is safer for both parties.

Being a cyclist it's usually a lot easier to use either hand to indicate turning direction while still maintaining control of my bike. If I had a different bike (city cruiser instead of road bike) then I would probably use my left arm more often as my centre of gravity wouldn't be thrown off as much.

Bicycle are significantly faster than skateboards or scooters. It would defeat the purpose of you let then in the cycle tracks as the cyclists would be forced into traffic to keep a reasonable speed

Love bicycles but they need to have license plates so riders understand they will be held responsible for dangerous and inconsiderate behavior. The one meter space could force cars over the center line into oncoming traffic.

Bikes should be treated just like motorists and they should NEVER be on sidewalks! They offer ride on busy downtown sidewalks and jump from them to the road and back ignoring the one way traffic... 2nd St SE beside the Harry Hays building!

1) I do not use these forms of transportation, but I don't see any negative impact by sharing the space with alternative transportation forms. 2) I feel that this is more intuitive than the current standard signalling with the left arm. 3) This makes sense to me to improve safety and awareness of others on the road. I believe education should take priority over enforcement, though.

The extra passing space is nice as the sides of the roads are often in worse shape than the rest of the road. The 1m gives enough room to ride around a pothole or other obstacle that might cause a crash if a cyclist is forced to hit it.

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People commute on scooters, skateboards, and longboards — the infrastructure should be available to them. As for signalling a right turn with the right hand? Car drivers, bikers, scooterists, etc, would not be able to see that as well as the traditional left hand signal

Using your right hand for a right turn just makes sense, and easier for beginners to remember. Allowing scooters and skateboards provides greater access for more individuals and their specific, personal choice of mode of transport.

I strongly feel it's important cyclists are safe on the roads, especially when being passed by motor vehicles. I don't think allowing skateboards / scooters etc to the bike lane adds much value. Unless they are then restricted from using pedestrian sidewalks. I think it would just create issues in the bike lane.

There should be an option to poll about;

Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. Currently cyclists must come to a complete stop prior to entering/exiting from/to a pathway, unless the intersection is marked with a yield sign.

I strongly DISAGREE with this proposed change. Cyclist should come to a complete stop, period. Changing this will decrease the walkability and safety of pedestrians, especially the elderly.

ALL people whether walking, riding a bicycle or driving should have the same rules i.e. stop where there are stop signs and stop when entering a roadway, etc. Just plain common sense to stop, look, listen - remember that???? A pedestrian or cyclist is not a match for a vehicle period. Passing this is just looking for someone to get killed then will council say they are sorry and show up at the funeral??

1) No issue in City Hall or parks. Don't allow inline skaters on pathway system - no brakes (speedskaters can reach speeds of 30+ kmh and take a lot of pathway in the motion required to gain speed). Speed is not too much of an issue with skateboards so not so much of an issue. Wheelchairs and e-scooters are OK. Use of any arm is now readily accepted and safer for all. A 1 m distance is yes a very safe rule for all. I ride 4-8000 km yearly on road (no issues) but 2 head-on crashes on pathway as people don't look/ signal.

All of these options will help make roads safer and will decrease congestion

I think that the 1m of space is going to be extremely hard to do considering some of our streets are so small and the added bike lanes already makes it smaller. We're like sardines and trying to give that adequate space may be extremely hard in some places.

One meter space makes cyclists feel safer on the roads

Cycling has been my principal method of transport both here and in Montreal from where I moved 8 years ago. The decision to allow inline skaters and scooters on the bike paths in Montreal drove me from the bike paths to city streets, which ironically were safer. The inline skaters were the most troublesome because of the wide berth they take to build up speed.

I believe cyclists should be required to wear helmets. With public health care it seems wrong that they can choose to not wear this safety device but public health dollars have to pay to treat injury that may have been less severe had appropriate safety precautions been observed. As a motorist I have to wear a seatbelt - I fail to see a difference between the two safety objectives.

I also believe cyclists should be registered/licensed. It could ensure they know the rules of the road if they have to pass an exam.

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Turning signally as it is currently is allowed for bikes restrictive and as a result generally unused. This will improve signaling so its is an improvement.
The above changes would alleviate stress on sidewalks and crosswalks, and would allow better movement of traffic for all parties.
It is common sense to allow at least a meter when passing a cyclist and to use right hand to signal a right turn.
I don't skateboard or scoot, but am okay with folks using space we've already built. I like cyclists to signal where a car beside or behind them can see what they are signaling. Safe passing laws would be fantastic to protect cyclists
Not requiring cyclists to stop when transitioning from a pathway to a roadway could be done well but also very badly. The default should be that a stop is required unless otherwise posted. If not, cyclists will take this a permission to bike across crosswalks (which already happens too much). There are some places where pathways obviously merge into a traffic lane or bike lane and in these cases a merge should be allowed, but it should posted as a merge, similarly "yield to on-coming traffic" could be posted for obvious pathway-to-street left turns.
Let people do what they want
I have genuine concerns of how this process is being done specifically I Believe that cyclist get too much leeway on our road already I have come into many situations were cyclist failed to yield when entering a roadway or entering the path they are just unaware of their surroundings. I believe policing end training our valued items that need to be discussed. For future transportation byelaws or even a possibility to enter another by law I suggest adding no trucks large vehicles allowed in the left lane of Deerfoot,Stoney. Glenmore causeway.
Cyclist need to continue to stop as they move too fast compared to pedestrians. Other non-motorized vehicles move to way too fast putting pedestrians at risk - there needs to be fewer not more. Bikes need to give more way to cars as they come too close so very fast that the driver can't see them in time. Moreover, Bikes take up space on the road forcing cars to go at the bikes speed which creates, potential piles up for cars further behind and congestion. Bikes need to move off the main road by 1 metre so that cars may travel to avoid safety issue
I don't think that allowing skateboard, scooters, or inline skates imposes any significant risk to the public spaces or cycle tracks and would allow for easier access for those who use these methods to be able to get around. My only concern with cyclist signalling is that there is already enough confusion and misunderstanding of basic rules from cyclists using our pathways and roadways. It does a disservice that instead of educating people on the proper way to do things that we just allow exceptions.
The cycle lanes are beneficial, however there needs to be some limits on where bikes can be used. The entire length of 19th Street NW during rush hour being a prime example. This is an accident waiting to happen, as you have cyclists believing they own the road.
This is just a way for Nenshi to cover the money he wasted on bike lanes, by taxing the struggling citizens in this city. There is nothing wrong with the current system. Cut the unnecessary spending before the population leaves.
cyclists should be paying some kind of registration to ride on the road.I and possibly have a plate. For running red lights and not obeying basic traffic laws. It should be mandatory to have lighting on bicycles. Stop making traffic worse so that 0.5% of Calgary can ride their bike on the road 6 months a year.
On #1. More inclusive, relaxed environment for everyone. On #2 Really? I was going to get a fine for signalling with my right hand ? Very rigid law. On #3 Seems like hard to enforce and easy to abuse in litigation. What is with the parking "even when those areas are not against a vertical curb" what is this actually about ? Examples

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<p>please. Thanks.</p>
<p>Q1 - too many modes of transportation in one lane can lead to more accidents in those lanes. Q2 - Use of right arm for signals may not be as visible to other cyclists or drivers.</p>
<p>Anything that promotes a city that includes biking and walking is positive. I've lived in Ottawa and Vancouver. I loved their commuting pathways. Allowing other modes of transportation on bike-specific pathways might be confusing (e.g. skateboards).</p>
<p>I believe that non motor vehicle need the same rights and laws effecting them as bicycles seeing as they are both used to accomplish the same goal and any green alternative to driving should be a priority going forward especially for places like downtown Calgary where gridlocks can be easily avoided with legislation such as this</p>
<p>I think this is a great step forward</p>
<p>The passing law is very important. As a cyclist, I would say that most drivers provide enough space but a dangerous minority do not.</p>
<p>more forms of mobility should be supported, exercise is a good thing and so is less car dependence! I think everyone gets where you're going when you point your arm so why not allow that. And too many cyclists have been clipped by cars, drivers need to be more aware of the danger.</p>
<p>Have no issue with allowing skateboards, inline skates and scooters in public spaces as long as they are following rules. Having multiple modes of transportation in cycle tracks will cause congestion and cyclists will end up using the road as they are usually travelling at a higher speed than the skateboarders, skaters and scooters. Different modes of transportation will also make it more difficult for drivers when turning across cycle tracks.</p>
<p>Allow for bikes to have a rolling stop at stop signs</p>
<p>since bikes travel at speeds greater than any skater or scooter or mobility device having them on the path will be dangerous. Also skaters sway back and forth and cross in and out of the path way unpredictably.</p>
<p>I feel that motorists do not know the left arm cycling turn signals and allowing cyclists to indicate with either arm will lessen the chance of confusion. Also the 1 meter safe passing distance will hopefully lessen then number of cyclists who get taken out by mirrors and unsafe right hand turns by motorists.</p>
<p>One of the most significant issues that needs to be addressed is stronger enforcement of the existing by-laws and traffic regulations. Bicycles on the sidewalk / crosswalks should be ticketed, and bicycles who disobey the laws of the road.</p>
<p>Assuming that the "one metre (approximately three feet) of space between themselves and anyone else on the road, prior to passing" proposed rule has to do with vehicle vs vehicle, than I am strongly for.</p>
<p>I think the above proposed changes will make active transportation choices more appealing to people, particularly the passing law! Rolling stops for bikes at intersections all the way!! Done for a long time in Idaho, much to the cheers of cyclists everywhere!</p>
<p>We need to hove more then one option of safely arriving to work. Our city transportation is not adequate for all. Biking to work is better for people and environment !</p>

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Q1 - skateboards, skates and scooters do not all have reliable braking systems. This poses a hazard to cyclists.
 Q1 - skateboards, skates and scooters travel at different speeds than cyclists and inline skaters in particular require a wider travel space (because they move side to side). This is not compatible with cycle tracks and other cycling infrastructure used by commuters (rather than recreational infrastructure)
 Q2 - many cyclists only feel comfortable removing a particular arm from the handlebars. using a right arm to indicate a right turn i

Not sure how having mixed types travel will impact each other so neutral.

1 meter seems like a safe distance for passing, perhaps even more. However, in conjunction passing on the right should also be done with the same distance. Ideally not at all as often vehicles repetitively having to get around cyclists (or others) on narrow streets results in impatient drivers. Ideally cyclists should NOT be passing on the right unless there is a designated bike lane.

Skateboards and wheelchairs will become barriers to travel for cyclists. They should not be considered similar vehicles and allowed in the cycling lanes.

1meter rule will restrict traffic on some roads. Ban bicycles on roads where autos cannot pass.

skateboards, inline skates, and scooters are used at a far slower speed than bicycles
 this will pose a risk to all when passing is inevitable.
 skateboards, inline skates and scooters are typically at a far greater risk of being out of control and cause accidents between people

?

While I support all types of options, it is inappropriate to allow non-bikes in the bike lanes as it creates a safety hazard. These others forms of transportation do not go as fast as s bike and will cause challenges related to passing particularly during peak times

1) I believe allowing motorized forms of transportation on pathways will impact the safe use by other users. I do not have an objection to non motorized in line skates and skateboards.

2) hand signals for cyclists have been implemented for many years and most cyclists and motorists know what to look for. Allowing the use of signals on the right hand will cause further distraction and signals may not be seen. Why would we deviate from signals in the alberta transportation rules?

3) I think you have to use common sense when sharing the road not I

Feel like all of these proposals are common sense.

I worry allowing all modes of transportation listed into the cycle tracks may slow down or inhibit the flow of bicycle traffic. I think the part allowing these modes in public spaces if a good idea, while there will be inherent risks with their impact on pedestrians I think overall it's a good idea. Using any arm to signal makes logical sense. The safe passing law also makes sense but will inevitably slow down traffic when there just isn't enough room to get the 3 feet but passing is still able to be done safely.

as an avid skateboarder and very involved locally with the Calgary skateboard scene. I shouldn't be in constant fear of getting a ticket for riding my skateboard around downtown areas. Its a healthy creative way to get from A to B

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Allowing slow traffic such as skateboards in cycle lanes will just make them frustrating to cyclists. It is dangerous to pass in cycle lanes and adding these slow vehicles will cause it to happen more often. Meanwhile scooters are too fast. Traffic needs to all move about the same speed in a given lane to be safe and efficient

I would hope that everyone, including cyclists, would keep safe distances and speeds from pedestrians in downtown public spaces. It is often not the case.

I constantly see cyclists ignoring basic rules, yet there appears to be no bylaw enforcement. And I am a cyclist! Get cyclists off sidewalks, make them obey traffic lights, make sure they obey one way streets, etc...

I support bike lanes, but wish that cyclists would use them properly.

I'm always for increasing safety but maintain some common sense things that probably happen regardless if something is legal or not. We should have the law reflect reality in some respects.

The cycle tracks are under-used and quite frankly a big waste of money! To get more users on these including skateboards, inline skates and scooters including e-powered is a great idea

Private cars should be the lowest on the totem pole for transportation priority - it's a no-brainer. If you choose to shove your fast-moving metal machine through everyone else's life (which I also do just like everyone else), you have the responsibility to be respectful and safe. Vulnerable and higher-capacity road users should be given top priority.

I know allowing skateboards, inline skating, and scooters downtown will be an easier way for transportation, this is not something that should be taken away at all. I believe that when you are cycling you always should indicate which way you are turning. You are at the mercy of your own fault if you don't. I disagree with the passing law, this is not okay, people should be able to pass at any safe distance. it varies case by case and would be hell to fight a ticket either way.

I feel quite strongly about the need for safe passing distance laws. As a cyclist I have been nearly hit by both people unaware and people intentionally driving close to drive me off the road (they yelled at me to get off the road while I was riding up the 19th street hill)

I am a frequent cyclist, allowing skateboards, etc. on the cycle tracks might slightly inconvenience me, but I think that ultimately more user-ship of the downtown cycle tracks will continue to validate their usefulness, and encourage the further development of the cycle-track network. A safe passing law is an absolute necessity, and I am shocked we do not already have one.

#1 strongly disagree . #s 2-3 seem to be o.k. I strongly believe that you should make a cyclist yield to traffic making a right turn across a bike lane. This is a dangerous situation as it can be hard to judge let alone look to see if a bike is approaching. I have personally almost hit a rider and it was more his doing as he just thought he owned the road and to hell with the others on the road. I find this is a huge problem. I am a very avid cyclist and I know a mix up with a vehicle whos going to come out on the wrong end. Get rid of bike lanes

As a cyclist I feel that more cars know what you're talking about when you signal with both your left and right hands as opposed to just your left. I also feel like a passing law of one meter would improve safety greatly.

Considering that most cyclists can easily travel at an average speed of 25km/h, it's unsafe and unfair for the cyclists to share a path with skateboarders or scooter users that travel at a much slower speed and are usually weaving between lanes prohibiting a safe pass.

right hand signals aren't necessary - a right turn has long been indicated with the left arm - why confuse things by changing the rule? Safe passing distance legislation would be very reassuring for cyclists in particular.

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- 1) Skateboards, inline skates and scooters in downtown public spaces will allow better utilization of infrastructure. Any initiative motivating people using anything but cars is appreciated.
- 2) Indicating a right turn with right hand is common in Europe. There is no reason why not to have this opportunity here.
- 3) One meter space between road users is good way to improve safety.

My only concern is with cyclists using their right arm to signal. As a driver, I would have a much harder time noticing a cyclist's right arm, as opposed to their left. The body of the cyclist may obscure my view of the right arm, unlike with a left arm.

Responses to above ... survey form clearly not working.

- 1) Skateboards etc. 5

Public spaces are primarily for the public and most of them are pedestrians. People on rollers, of any form will be a hazard and promote confrontations.

- 2) Cyclists to use right arm 2

Ironically, this is already permitted. In the case of a RHD vehicle, the operator can and must use right arm for manual signalling. In the case of cyclists, this would apply. Have been doing this for 20 years.

- 3) 1 M Passing distance. 4

Most other jurisdictions are going to 1.3 M.

I don't understand the 3 meter passing rule

Allowing skateboarding, skating, and scootering in the bike lanes will be a safer experience for both pedestrians and automobiles on the road. That is an excellent plan.

As a resident of the Bankview area, a common problem I see are bicyclists running stop signs and yelling at drivers. I have yet to see a bicyclist not run a stop sign. This is quite dangerous and very common, but currently it seems no one cares to hold them accountable.

Allowing more than cyclists to use the pathways will make travel on the sidewalks safe for pedestrians.

Allowing cyclists to use the arm facing away from traffic may cause some drivers to miss the signal and potentially put cyclists at risk of collision.

The passing law would only help if it was enforced. I also believe there should also be a harsher law to combat tailgating as that is a major issue in this city.

More safer options for people are always a positive.

All we are doing is enabling those who don't follow the current system. By implementing these changes you're allowing this particular number of people to be enabled. Cyclists signal turning right with their left arm as it's the safest way possible. A cyclist will normally ride along the curb, as a driver who sits nearer to the left of a lane would have difficulty seeing such hand signals. Skateboards, inline skates, and scooters will need a separate sidewalk or you will have a lot of people weaving in and out at different speeds.

Start using the bike lanes for multi use. They are way underused. Also allow e bikes and e scooters!

I've experienced the mini motorized scooters in other cities, and the improvement in mobility is fantastic. We need to find ways of allowing them on our pathways, but also on our roads.

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A safe passing law of one metre would keep cyclists safer - as someone who mainly commutes to and from work on a bike, and does not always have access to bike lanes to take me to and from my destinations, a safe passing lane would ensure my safety. As someone who has in the past few months been in an accident with an automobile when the space I needed was not respected, this would ensure my (and many other people) had safer commutes to and from work. The fact we don't yet have this is ridiculous as many people are at risk for harm when commuting.

Wonderful changes.

right arm signalling is less visible.

most cycling lanes don't have a metre of clearance for passing so we would be forced to go into traffic (provided there is no curb) which hardly seems ideal. 1/2 metre should be adequate or better yet 1/2 metre if in bicycle lanes and 1 metre if on road

Why are there not as many questions as there are proposed changes? This looks like another skewed City of Calgary survey to me.

3) is the only query that seems able to create concern. 1 & 2 won't be noticed except by by-law officers.

Bike take up too much roadway & should be banned

Dedicated and separate/protected bike lanes throughout the city (and especially into suburban zones) would make it much more inviting to use bike infrastructure more regularly. Share the road is useless in areas like Whitehorn Drive where parked vehicles take up one half of the lane space while passing vehicles take up the other. There is no safe space for cycling traffic with this system.

I feel that allowing more inclusion to the specialized lanes will increase usage and encourage more people to take advantage of them. Also increasing the space would give a positive impact to user safety.

The safe passing distance rule for motorists passing cyclists will have a great benefit on my cycling commute but also just on awareness for cars as they think about how they share the road with cyclists. I worry that this will become a bylaw but never be enforced though and leave cyclists no better off in their safety on the road. My hope would be that it would be followed through and properly enforced and the public would also be properly educated on why this is important!

I believe skateboards, inline skates and scooters should be used in bicycle lanes, where they will not interfere with walking traffic on the sidewalk. Motorized wheelchair devices as well because their users should have full access to the easiest available pathway for them.

Cyclists should absolutely be able to use whichever hand they want to indicate the direction of their turn. Regardless of legality, I have been using my left and right hand to effectively show my turn intention for years on a bicycle, because my life & safety matters most.

I think the safe passing law is a good idea because it is something that is needed, though enforcement could be an issue. skateboards/inline skates & scooters are good modes of transport and should be allowed on the cycle track as long as they are going in the proper direction and that takes them out of traffic.

Anything that makes options of getting around the city the better. More bike lanes all over downtown would make biking alot safer too.

I'm surprised the safe passing isn't already a law. And allowing more than just biked to use infrastructure only makes sense

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I have concerns that people on skateboards, push scooters, and inline skates might increase the number of bicycle - people collisions.
As a cyclists I would feel safer.
You cannot give a one meter distance on
Some motorists will be pissed off. Good.
1) most of the time non-cyclists already do this so not much difference except legalization 2) Hand signals aren't enforced or used by most cyclist and most drivers don't know them, adding more options Just adds confusion. Current signals should be taught and enforced 3) already difficult to pass cyclists in a bike lane, especially since many cyclists don't follow the rules of the road and winter conditions make that worse. A safe passing law punishes drivers and doesn't correct the issue of bad road use by cyclists. Licenses to road cycle is better
One of the main reasons for the creation of separated cycle tracks is the safety concerns created by the speed differences between cars and bikes. I am afraid the same concerns apply if the vehicles suggested in item 1 are allowed on cycle tracks. Before we allow these vehicles on the cycle track network we need to make sure that we are not creating a new conflict as we try to solve another one.
Allowing cyclists to only yield at stop signs is a terrible and dangerous idea. How confusing and dangerous can it be to have two sets of rules for the same sign. Cyclist are already violating stop signs rules as it is not even mentioning red lights for which most cyclist don't even slow down in our city. Changing the rules and condoning the behaviour does not make it safe, but only reinforces bad behaviour. BAD IDEA. Also if you want to open roads for cyclists and others mobility devices then make them pay a circulation tax and register.
As an emergency services worker, these are dangerous. You don't have to scrape blood & brain matter off roads. I do.
This survey is NOT complete. Why do you only offer us to answer 3 questions? We should enforce rules for cyclists instead of relaxing them. Most cyclists behaviour is terrible and disrespectful to other users. They are very rarely ticketed. Have cyclists register their bike and pay a circulation tax so that they contribute financially to the roads and cycling lanes maintenance. Stop the war on cars.
Skateboards and such are toys. Should not be considered as vehicles. Definitely increasing danger level by bringing them closer to car lanes, they are very unstable and don't belong anywhere near the road. Are they going to contribute financially ? Or is it a freebie paid only by car owners.
It's already difficult to walk in public spaces downtown, usually after 5pm, because of skateboards, and scooters. Cyclists don't use universally accepted signals as it is. Permitting the use of either arm will simply add to the confusion. Space when passing would improve safety. The biggest error would be to let cyclists yield rather than stop. I have a cycle lane that runs by my children's school and the cyclists choose to yield at the 4 way stop. The near misses are constant and have endangered my family, other cyclists and even motor vehicles.
Skateboards etc on cycle tracks must remain prohibited during rush hour. There would be too many vehicles of varying speeds on cycle tracks. The left arm rule is based on a driver of a car. Not an issue with bikes. Also, right arm for right turn is much clearer to other road users. This benefits bicycles when being passed by cars. Also, it would limit passing on cycle tracks by bicycles of varying speeds. Safer for all road, cycle track and pathway users.
The hand turn signals confuse me. I normally use my left hand to use my signals it seems like maybe people need more education on the hand signals cyclist and drivers alike.

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I don't understand the safe passing law. Is it on all sides, just the front, just the side??
Skateboards and in-line skates already use the cycle tracks. I already use my right arm to indicate a right turn and getting a few more centimetres would be great. Current laws aren't enforced now so what's going to change?
You cannot enforce courtesy. Frankly the biggest danger to cyclists is the modern hostility to vehicle traffic. I was taught to ride a bicycle in traffic with due regard for the reality of bicycle versus 4,000 lb car. No amount of legislation can substitute for skilled riding. Period.
I feel that skateboards, inline skates, and scooters in downtown public spaces and cycle tracks is dependent on the location. Slow areas like Stephen Ave, no concerns. In the 5th St cycle track south of 9th ave would be dangerous during rush hour when there are many cyclists moving at speeds beyond these personal mobility devices are capable. I'm neutral on the hand signal. For the one metre space, I love it but reality is unless drivers know and care to respect the law, it will make no difference.
I have, as a commuter cyclist, often been passed VERY close by vehicles while on roadways, including some of which are designated cycling routes, making my commute significantly less safe, particularly when those vehicles had an entire second lane in which to pass me safely.
If we are to acknowledge bicycles one looks for bicycles not skateboarders or other non vehicle travelers. Wheel chair or scooter users usually have a flag on board that alert a driver. Which is enough. For years we have looked to the left arm for signals from a cyclist. Why should we now require was left or a right possibility. The one meter distance is hard to gage... I for one couldn't be sure of the exact distance but I do give them as much room as I can within the lane we are negotiating together..
Stop trying to make cycling happen in Calgary. We are a winter city. Why are we making all these efforts for 0.00001% of road users? Focus on building proper roads for vehicles first.... once you get that right, then let's look at the rest. Do one thing right before taking on other goals.
For item 1, skateboards and scooters in 'public spaces' is ok. They are simply incompatible in cycle tracks. They move differently, do not signal turns and stops, have no lights and take more space. It will just force cyclists into the car lanes.
I support flexibility and safety for cyclists, but I have mixed feeling about allowing those with roller blades and other personal transportation devices to use the cycling lanes of they do not generally match the speed if the surrounding cyclists. I feel like adding various types of vehicles to the cycle tracks may necessitate more passing inside the cycle track, but I also understand why someone in a wheelchair might want to use the cycle track - the snow is cleared from the cycle track before the sidewalks are cleared.
I will do whatever it takes to be an advocate for all of these changes for Calgary. As a commuter, cyclist (racer), cycling coach (leading local group rides) and driver, I have seen many horribly avoidable accidents between cars and bikes. Together we can avoid such incidents w/ common language among commuters and more clear understanding of cyclists needs & drivers expectations. After losing a best friend and teammate in a car/cyclist incident, I will do whatever it takes to help make YYC a safe & inclusive transportation environment. #EllensLaw
These provide a much safer environment for people not in cars. Also they allow more utilization of the bike lanes. Will not really slow down traffic.

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Cyclists continue to violate rules of the road. Adding additional groups will just make it worse. Adding a 1m passing law is useless. Police don't enforce existing traffic laws. Calgary drivers are poor at best and a constant danger to pedestrians. I say that also being a driver.

I primarily walk at this time, but have driven a bicycle previously downtown before the bike lanes came in. I believe these changes are necessary and are very positive for folks on bicycles etc.

Making hand signals easier for cyclists means hopefully more hand signals! Great. I am concerned about yielding vs stopping rules changing. As a pedestrian when I walk to work and home, I'm constantly seeing cyclists blow through stop signs, using sidewalks/cross walks, and it's pretty bad. I'd like to see more caution not less.

Bicycles will not give cars one meter, and will lane split, come close etc. Bicycles do not adhere to any traffic law as it is.

1) I do not use the cycle tracks on a regular basis, however I have encountered slow moving skateboards there and it caused congestion. Maybe avoid rush hour for the slower moving devices.

2) This seem to be a reasonable change to an old system, essentially pointing to where you plan to go. More instinctive for young riders.

3) In the winter, riding a bike with cars parked and snow row beside them, there is little room left for that metre. Lots of roads are down to single lane during construction, nearly impossible to achieve there as well.

Cycling needs to be treated exactly like a motor vehicle and the same traffic laws. Complete full stop at stop signs

Bikes are vehicles and should have to follow the same rules as the road as other vehicles unless in dedicated bike lanes.

Utilizing the right arm is confusing and foolish to go against universal knowledge of current hand signals.

Allowing additional modes of travel won't impact me, as far as that I don't use them. So no benefit. But I don't expect them, overall, to be an issue either. And I welcome the inclusivity of making their commutes easier. Would welcome an option for them to use the sidewalk if they want to go very slowly (pedestrian speed), but otherwise to make room for them on our cycle tracks.

There is nothing indicated on the survey of how it will be effected or impacted by bikes being able to yield bylaws of coming to a complete stop at entrys or exits . I dont agree with this and this the only bylaw change I care about. As a pedestrian and biker. Of course depending on congestion of the area and whether there is a yield or stop sign signifying so.

Cyclists should behave like a vehicle due to relative speeds.

Arm signaling - I can recall less than half signaling at all as is.

Common sense. we all have to share

Public space no matter how we get aroun

And all ebikes should be equal not just pedal assist.

A lot of people who use ebikes have joint and mobility problems. Just pedal assist is not suitable for all. There all e bikes should have equal access.

In regards to inline skating, I have found from sharing pathways with them in Toronto, they can take up a very wide area of the pathway as they kick their feet to the sides for propulsion - making passing difficult, especially if traffic is heavy. I think this would need to be addressed by way of some sort of right of way or path width use bylaws.

I think the city really needs to push knowledge of pertinent road rules to both human powered travellers and automobile drivers, as well as enforce roads rules. I have had too many close calls on my bike.

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Not sure why any of these suggestions requires a bylaw. How are they being enforced? In the case of allowing 1 metre of space before passing a cyclist - this should be a given for a car to pass safely, and should not be an issue if cyclists use the bike paths and already existing cycle lanes on the busy routes.

I would much rather share cycletrack space with other courteous users than relegate them to unsafe (eg uncleared snow&ice) or shared pedestrian zones. Please remove bylaws requiring cyclists to stop when entering the roadway. Allow for parking protected cycle lanes, even without curbs. Consider allowing cyclists the idaho stop.

1. Not on Stephen avenue enough to make much impact to me
2. As long as they signal!
3. Big difference!
People wouldn't in theory have to slam on their brakes

Mingling wheeled transport of any kind with pedestrians is dangerous unless they are confined to specific lanes like they do in Holland. Changing the law so bikes can yield instead of stopping is a joke because they don't stop anyway. Cyclists should be licensed and insured because many of them are reckless and have total disregard for any rules. More than once I've been turning left only to have a cyclist ride across my path in the crosswalk going the wrong way. They ride wherever it's convenient for themselves.

I am tired of overpaid bureaucrats coming up with stupid ideas that make life more difficult. The last time I walked down 12th Ave SW (next to bike lanes) I had to move to avoid a cyclist riding on the sidewalk. Please stop wasting my tax dollars and just focus on the basic things needed to run a City effectively and economically. Bike lanes were a waste of money, but opening them up to skateboards is just idiotic. You people have too much time on your hands and you are wasting taxpayer dollars.

Simplifying the rules means more people will feel comfortable to use the infrastructure

1. I seldom go downtown so it has no impact for me. 2nd is positive because of mobility issues 3 is negative as i dont think it is enough.

Making it safer for cyclists and other forms of transport.

Teach bikers to be respectful they are the ones ignoring the laws but the car is the one at fault

Cyclist should also be restricted to cycle lanes wherever available. Not on the side walk or other side of the street. Currently cyclists are all over the place.

Changing long-standing practices (signalling, one metre space when passing etc.) is commendable, but can be extremely difficult - especially for older drivers who learned how to drive a different way. I know as a cyclist, it will/would be challenging to change the way I've used hand signals for over 50 years. Changing a bylaw doesn't change how people do things - it just allows the city to give tickets and raise additional revenues.

As long as the 1 m law is applied equally. I.e. bicycles must also not pass on the curb at lights or in congested areas. Why is there no input on cyclists not being required to stop at red lights or stop signs? Follow all the road rules or stay off the road no matter what conveyance you are piloting.

I am a year-round cyclist and having a safe passing area implemented would definitely contribute to the safety of everyone. As for allowing more people on cycle tracks (skateboards, etc...), the bike lanes are already quite busy during the summer months, adding more customers could make the lanes way too dangerous.

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Won't bikes just pass cars at lights (which they're not supposed to), forcing the cars into another lane to pass them again? What about single lane roads? It would be horrible for congestion. I am for passing cyclists safely and giving them space, but I feel our current laws just need to be enforced, not making new bylaws.

I use an electric mobility scooter. I live in the Beltline and using it in sidewalks is very difficult. I prefer to use the bike lanes however I don't feel safe on 14th Ave or 15th Ave SW because people tend to drive in the bike lane. I have a disability and would love to be able to take my scooter on the train so I could go to Chinook Centre but the doors close too fast. The train needs to be more accessible.

How about create a passing law that require people to drive in the right driving lane to allow others to pass? Cyclist rarely use signals at all, let alone follow the rules of the road (light red lights). Not going to be able to enforce the bylaw about skateboards as it is barely enforceable now.

I think by making a meter space to pass will slow and block traffic from passing cyclists as many streets are already narrow . I think scooters should be allowed but I have worries about skate boards especially for vulnerable people and seniors. I also think ALL vehicles need to stop at stop signs and bikes when they are transitioning between paths need to stop. Bike riders are often very aggressive. Twice this year I came close to being hit by a biker while walking my elderly dog on our shared paths. That is a common story I am sorry to say.

The one meter rule is a truly great idea to save lives. It will in time lead to a greater percentage of the population on bicycles which has not only a health benefit but will lead to a reduction in carbon being emitted into the environment. Great on all fronts!!!

Changing arm requirements will not allow for a consistent set of signals.

adding skate boards, skates and such to the pathway system creates an unsafe environment as pathways are narrow and can not accommodate all modes of transportation. user frustration, crowded pathways, various speeds and movement types will not improve anything

Safe passing law will be impossible to police and only be subjective at best

I do not agree bikes should not be required to come to a complete stop at intersections. I am a car driver, and many, many times cyclists who do not stop at intersections already. They are the ones who cause issues between cyclists and car drivers. The cyclists who come to a complete stop seem to understand the risk of being hit by a 2k pound car. This would be a dangerous bylaw. As for skateboards and inline skates in DT public areas, the whole idea of a skate park was to get them away from public areas. They move too fast for pedestrians.

How will you determine a one meter space between users?

Skateboards in public spaces are very dangerous for seniors!

Some skateboards/skaters etc. are not as fast and can sometimes take up more space than bikers and could therefore cause some safety concerns. Being able to use both hands would greatly improve biker safety. Depending on the conditions and situations having the ability to either hand could be beneficial.

Very much for the proposed changes to improve the experience for cyclists and other active commuters in the city.

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1: it is happening at no impact to users already: they should however have and use a bell when coming from behind
 2: left arm is more visible, but certain bike configuration/health conditions make its restricted use impractical
 3: no brainer
 I would like to add: it should be formalized that automobile users not give priority to bike users/pedestrians when the signalization does not prompt. It makes up for very confusing and risky situations at no one's advantage. Stick to the rule!
 Need for a campaign to teach people how to use roundabouts!

As an avid cyclist I feel the above statements would make a positive impact for motorists & cyclists alike. I am less enthused about adding skateboards/inline skates etc to the bike lanes due to the fact that, unlike cyclists, they are not subject to heavy etiquette & tend to put themselves & the cyclist at risk during times of congestion & passing. I did not believe this before I was a cyclist as I hadn't experienced it. Aggression towards cyclists from pedestrians, motorists and other trail users is a major problem, particularly with females.

Any changes that enable more human powered transportation is a good thing for our city.

- 1) Adding more people to the bike laws is excellent
- 2) Speeds up bike commuting
- 3) Would help protect bikers, on lanes with no bike lane cars are constantly "squeezing" by dangerously

It is perfectly reasonable to allow other human-powered transportation wherever bicycles are allowed. 1 metre passing rules are long overdue for everyone's safety. I like the proposed changes related to yielding at transitions between roads/paths/etc. Additional public education is warranted for all proposed changes.

Do go far enough toward ensuring safety. Critical to keep wheels off sidewalks, get physical barriers in place to separate motor vehicles from bikes and both from pedestrians. Also need to put in more pedestrian overpasses and unsurpassed, as in Banff National Park. Need winter deicing, but also less salt (i.e., better salt use) and protection of pedestrians from getting splashed, especially with salty slush.

Please get bikes, scooters, and skateboarders off the sidewalks and on to the bike lanes since the lanes are open a lot of the time and can accommodate themI can't tell you the number of times I have almost been hit by cyclists who zoom up behind me on the sidewalk...skateboarders are dangerous as well. Cyclists don't stop at the lights very often now so I don't see a difference in permitting them to just yield to the lights

Allowing skateboards in lanes: definitely positive for skateboarder-pedestrian safety and I don't think as a cyclist I would mind.

Powerchairs in bike lanes strongly agree.

Safe passing distance law would be incredible, any closer isn't safe and doesn't feel safe.

Allowing cyclists to only come to a yield instead of a stop would also be great: bikes can stop quickly in an emergency if they need to, faster than cars, so yielding is enough.

Anyone using a device that goes faster than a typical person walks should be allowed to use them. Sidewalks are not that barrier free and these tracks are way easier. If I was out in my chair and encountered one of the tracks, I would use it, legal or not; ticket me! The new library is not even barrier free so do not tell me to use a sidewalk (slopes, cutaways for driveways...) when a nice free rolling track is available. Ticket me; I feel like going out and going for a roll so you can inform me as to where I should be...

No thanks, the bylaws were behind the times.

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Adding a safe passing law of 1 meter space may make things more confusing and could cause more congestion on roads. People who are uncomfortable passing closely will change lanes anyway if space is available.

First we have to clarify if these modes of transportation have same rights and rules as pedestrians or not because most cyclists can't decide themselves and mould rules as it suits them. Right now some cycle lanes are in very dangerous spots especially when they have share road with big vehicles with big blind spots.. rectify those first please especially on northmount drive

The 3 feet passing is greatly needed for rider(cyclist) safety. If made law, it may make drivers more aware of cyclist right to be in the road.

Most cyclist signal using both hands already.

Most drivers do not know the "legal" bike hand signals, so allowing cyclists to simply point to which way they are turning will be an improvement, this is how i "signal" now when cycling.

Creating a safe passing distance is appreciated, but unlikely to be enforced. Adding additional bike lanes throughout the city is the only real solution. You will continue to get negative feedback from old miserable sobs who never even come downtown, but if we want this city to grow into the modern world we need to continue to increase bicycle infrastructure.

Thank you for recognizing skateboards!!

The passing law must be extended to bicycle lane users passing all cars - driving or stationary. I am concerned about making the pathway esits to road a yield - path users area lready careless when entering traffic - ELIMINATING THE NEED TO STOP IS LIKELY TO INCREAWSE THE NUMBER OF INCIDENTS WHERE NEAR STATIONARY BICYCLES, SKATERS OR OTHER USERS FIND THEMSELVES IN VEHICULAR TRAFFIC. aND KIDS FREQUENTLY LACK THE JUDGEMENT TO KNOW WHE TO TAKE THE EXTRA CARE

I did not understand #3 so I answered "not sure." Maybe you could explain it better?

Keep roadways roads.

Assuming that bikes will need a safe 3ft to pass vehicles. This means no more passing in the shoulder of the road to move up to the front of the line at lights. This would be a good thing

Although it would be nice for scooters and skateboards to potentially increase traffic on cycle tracks, the worry with Q1 is that they are moving too slow for a cycle track (with limited passing space) and are too fast for pedestrian areas where they can catch people off guard. Benefits of Q2 is that a lot of non-cyclists do not know the difference between slow and the right turn signal. Using the right hand to indicate is obvious, however it also may be out of view of the driver in some situations? 1m of passing space should increase cyclist safety

Adding erratic, slower moving users to the cycling tracks will make my bike commute more difficult.

Changing the signalling law is just paperwork. CPS may ticket for failure but I don't think they are worried about perfect form. I ride as if all cars are trying to kill me and make my riding choices based on that. Signaling only works along with respect.

I am hit or brushed by vehicles once or twice a year so I welcome the one meter passing distance. Especially, if there is some enforcement. CPS does not make cycling safety a priority.

This is a great way to encourage people to use alternative transportation. Very excited about permitting the Idaho stop - Finally! It's great to see Calgary blooming into a model of a cycle friendly city.

Please explain why cyclists are allowed to ride through stop signs and red lights without repercussions. Until then, I refuse to support any inclusive transportation.

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To question 3, I responded Not sure because I think the faster the traffic is flowing, the larger the passing clearance should be. Consider drafting a chart indicating speed and passing distance. It might include separate values for passing pedestrians, vehicles, and bicycles and take into account when the same mode of travel passes.

All of these things will improve the way our active transportation infrastructure operates and will reduce the number of drivers on the roads, which is a financial benefit to everyone.

As a pedestrian I dislike being "surprised" by darting "wheeled" traffic. But, if safe passing laws are for them too, it would be acceptable. Or at least something audible when approaching from behind, so you are aware you are not alone on the path. Example: verbal "Passing", singing, whistling, beat boxing, humming, or bike bell.

No problem with skates/scooters on cycle tracks but not in downtown public spaces
Idiotic move to allow hand signals from both arms - Stick to what cyclists have been using for years and is standard across Canada and the US
Not sure what this "safe space" would look like - need drawing to indicate what is meant

Curious as to why only 3 out of the 4 proposed changes are included in the question section of this survey. Shouldn't the city let the citizens comment on the remaining 3? This is a poorly executed survey

I bike to and from work every day and my route is along a road that is lined with parked cars (no shoulder) cars pass me so close and it's very intimidating and dangerous.

If other forms of transportation are allowed in the bike lanes down town it will further encourage me to take routes to avoid them.

You also need to consider how you will enforce these new rules. I get harassed by drivers about 3 times a week. I get passed inappropriately close multiple times a day. How will you educate drivers and riders of these changes?

As someone who rides a bike almost every week day downtown, these changes would be welcome, especially a safe passing law. People around me clearly do not understand the left arm signal to turn right, so we might as well make it simple for everyone to understand.

Although sharing the bike paths with skateboards etc. is fair and reasonable I don't expect that I will like it.

Skateboards are a viable form of non-motorized transport and deserve to be treated the same as bicycles.

Safe passing laws are absolutely required to guarantee the safety of cyclists and users of personal mobility devices and mobility aids.

Adding skate boards and scooters to bike lanes will only make drivers more annoyed and dangerous. Cyclists have strict laws and I believe adding these people will only loosen them.

I use in line skates a lot. I already use the bike Lanes. Didn't know it wasn't legal

1. There would be too many people using the cycle path if this were allowed. Most of the cyclists already do not follow the traffic signs. To add more bodies, going all different speeds, likely not paying attention to vehicular traffic as well as traffic signs, is too much of a danger for those using the cycle paths as well as motorists.

2. In Europe cyclists point to where they are going. This makes more sense and everyone knows what it means

3. This is simply ridiculous. It is impossible to enforce and I am really not sure what the point of it is.

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These all seem like no nonsense changes that improve non-vehicle transportation in a positive way.
Signalling with right arm could be difficult for a driver to see when cyclists are situated to the right of a driver.
I'm tired of skateboarders whipping past me and my dad in the downtown core on the sidewalks and c-train platforms. Both of us have disabilities. I have a mobility disability and my dad is blind/ hard of hearing. He can't see or hear them coming We can't move out of their way quickly.
Im an experienced cyclist but we need to make our site roads less intimidating for newbies
It may be confusing to other road users if cyclists are permitted to use either hand to indicate signals.
<ol style="list-style-type: none"> 1. The skateboards make more noise than well-tuned bikes so are easier to hear coming - better for me. They make more sense in the bike lanes when I've seen them there. It only seems dangerous near ctrain platforms when there are tricks involved and they don't have full control of their board. 2. More freedom, if yo are better with one hand then another. Also, there is a deal of confusion as to hand signals. This makes it stupid obvious. 3. It doesn't really make a difference. Drivers will drive safely or not. This will only allow cops to ticket.
<ul style="list-style-type: none"> •Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. I am strongly apposed to this amendment as we already have cyclists speeding out of pathways onto our cul-de-sac, creating the potential for dangerous incidents.
Being able to signal right with right hand is straightforward for motorists who don't know bicycle hand signals. The 1m passing rule would make me feel safer on a bicycle.
I think it is an absolute no-brainer that a passing rule should be in effect. There are way too many accidents and even more "Close-calls" for this to not already be a bylaw. Make it happen!
I dont know if some are good or bad
Why do bike riders not already turn right with they're right hand?
It helps people to be safe
2. The hand signals already happen that way so it's just recognizing things as they are. Legislating the safe passing space will definitely help keep people on bikes etc safer.
I think the cycle is unessecary because it takes up a lot of space for the cars and there is not a lot of on a daily and constant basis.
I picked them because if there is skateboarders lots of cyclists then it would be very dangerous.
because did people
I feel like it is good and that it will have an impact because car are not the only way of transportation and when do this it is better for the plant because one day there could be one gas for cars to run on. Yeah Thank You
While cyclists are not perfect, and still need to be educated, generally the skateboard and scooter users are not usually aware of how they are supposed to behave.
I think the city is safe enough.
I think that with these changes Calgary roads will be more safe. Maybe next you can look over the CBE rules and regulations/ bylaws and make some changes?
I think all these things would have a very positive impact on people who don't have a personal automobile and travel the city alot, these bylaws will have a very good chance at making roads and walkways safer for all parties.
I strongly agree with the changes.

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I think that all these things will have a positive impact on people in our city for many reasons. Such as they may be holding something in one of their hands while riding their bicycle then they may have to raise their right hand instead of left. As well as new drivers may get a bit confused with cyclers raising their left hand to turn right and get a bigger space between road users may prevent accidents.

The last two changes to our city's bylaws are very important to me because bicycling and walking are an integral part of my everyday life because I walk to school every and go biking a few times in the winter and almost everyday in the summer, but I'm a little confused on the first change because I think having slow moving mobility aids on a fast moving biking lane is a bad idea because the handicapped person may move slowly or not have control of their vehicle. If our city can find a workaround this problem, it is a great change.

I'm not concerned about allowing more users to use downtown public spaces and cycle tracks (1). Those spaces/tracks should be used. Many cyclists currently indicate right turns with their right hand/arm (2). Changing the bylaw, in recognition of this, makes sense. Having space between road users is necessary for road safety (3). Enshrining a minimum in a bylaw is most helpful.

one meter sounds good on paper but to implement it will be impossible with underpasses, vehicle sizes and what about bikes and parked cars? No more bikes travelling up the line @ red lights. 95 percent of the cases the left hand is the most noticeable. So dumb having special bike lanes/paths that just end. Poof. For example new overpass @ SunValley. You need some sidewalks to be for both bike and pedestrian otherwise the cyclist ends up in a dangerous situation. Like riding on SunValley blvd while both sidewalks have not a single pedestrian.

1) I think anything that gets people outside, into the community and into a shared space is a good thing - so, allowing other modes of personal transportation in public spaces and the cycle tracks is that much better use of the space.
2) Either hand should be ok - sometimes it's easier to indicate with the arm that is nearest to the direction that you want to go.
3) More safety for cyclists would be appreciated - there are times when I've been passed close enough to touch the vehicle.

I am almost 70 years old and am avid cyclist. I often commute from the suburbs to downtown by bicycle. I have long felt bad skateboarders have been unfairly restricted. Allowing skateboarders, skaters and scooters on cycle paths would not unduly affect my commute, and I believe they should be allowed.

Allowing right-hand signalling is a no-brainer. The idea of signalling is to communicate the cyclist's intention. That can be done with either hand.

I very strongly support an enforced safe passing by-law. I have often been passed by inches.

I'm okay with skateboards and scooters in bike lanes/paths, but inline skaters take up much more room and may pose more of a hazard.

Relaxing rules to allow for more modes of transport and clearer communication on road and pathways helps make roads more accessible for those of us not in a car.

Ultimately skateboarding can contribute to a smaller carbon foot print. Limiting transportation limits attempts to reduce carbon footprints

Safe passing law may be impossible to comply with on certain roadways due to lack of space.

I believe skate boards, etc should not be in the cycle lane unless they travel in a straight path and keep up the necessary speed.

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The passing law is the most important to me. I am terrified to cycle on roads without bike lanes as some motorists do not give me enough space and I often feel in danger. I live in Winston Heights and commute to the University of Calgary everyday (all seasons). I am limited to only a few options for my commute - take the long way through Confederation Park or bike along 20 ave with no protection from cars. I feel as though road and pathway planning is often North-South, and there are not many options for commuters traveling East-West.
Cyclist should signal with left hand so drivers can see. Drivers pass too close to cyclists it's very dangerous.
Signaling with arm should remain as it has always been. One metre is too close between vehicles and cyclists.
Too much space for bikes, not enough for cars.
As a resident of 4 years to the Beltline neighbourhood I have chosen to live a car free life as best I can. I am an avid supporter of a rebalancing of transportation methods so that each becomes a viable option in its own right and used in the most efficient and optimal way for all users of the public realm. The car should not be a requirement to use the city. Rules need to be physically represented in the street section to be effective. Intersections should be raised and textured surface on neighbourhood streets where cars are expected to slow down
If cyclist would obey traffic laws and not dart in and out of traffic and piss off vehicles you wouldn't need bike lanes, also if these cyclists want all these lanes they should be paying a \$50 licensing fee each year, similar to 40+ years ago, why should I have to pay with my city taxes, they want them they can pay for them and the upkeep!!!!
You built a path way system for people to use then let the people use it, why would you restrict the use to bikes only.
Skateboarders often weave in and out of the two lanes in the bicycle lanes. This makes it hard to pass them seeing as they travel slower than the cyclists do
I am cyclist and do see value in changing this law
I think making the roads more accessible to bikes / other non cars is great!
1) This doesn't impact my use of cycle tracks but if they can keep up with the flow of "traffic" in the lanes then it's no different than bicycles. The only difference is in stopping distance. 2) As long as the signal is the same with either arm it shouldn't matter which arm is used. 3) Drivers are currently ignorant/inconsiderate of cyclists. This would give a safe buffer space for cyclists. However, the problem will be how to enforce this.
1 - gets people out of cars, esp one person-one car 2 - Europeans use right arms to signal right - everyone knows what they're doing 3 - YES PLEASE - and by defining that distance, drivers can't say they thought they were far enough away - if a vehicle is coming from the other direction and they don't have 1M space, they're more likely to slow down - vehicles driving too close to us is a real danger, and we can't see them coming up behind us Thank you.
Bikes are out of hand and don't follow the rules. No need to make laws more lenient and cause more crashes.
Bicycles do not belong on the road. Period. Their presence only brings more hazards, distractions, and a higher probability of a fatal collision. It should therefore be the cyclists responsibility to act as alert and cautious as possible, letting cyclists simply yield when entering roadways is neither cautious, nor is it sensible. People don't tell children to yield to cars when using a crosswalk, they tell them to stop. See that the path is clear, and cross the road. The same and more should be expected of cyclists who insist on using the road.
Don't feel safe with cars close by on busy streets.
If it causes less accidents, I'm all for these bylaws

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To reduce the risk of human error there should be one system of communication for indicating turning for bicycle or other wheeled (motorized or not).
These proposed changes are simple and easy to understand. They are also more inclusive.
I don't encounter many cyclist when driving but when I do the only thing that bothers me is safely passing around them
Skatboarders go everywhere and almost hit people all the time.
Changing the arm signals would be a mistake as it would only confuse both riders and vehicles. We wouldn't change the way blinkers work would we?
It's sensible and in keeping with the spirit of the law - in my opinion.
This is wonderful! What a great opportunity for our community to move in the right direction by making things flow better and keep more people out of their cars. Let's continue the direct of being a green city and a great place to live!
Bicycles don't follow the rules, And during winter they don't use that spce that it could be used by cars
There is barely enough space on many roads to drive by parked vehicles with 10cm clearance, there would not be an opportunity to pass bicycles with any incoming traffic. Rules of the road exist for cyclists signalling- please just enforce them. Did the city even check to see if they can supersede the provincial traffic act requirements?
Skate boards etc are excellent travel modes. Turn right signs are a small positive change. Either or for this. Passing distance sounds good but difficult to police.
The safe passing law requiring 1 meter not useful or practically. There is no practical way to determine 1m for the driver or a bylaw officer to determine the accurate distance. As specially while vehicles are moving. If ticketed for breaking this bylaw there is no way to prove enough space was left and no way to fight unfair tickets. Existing laws against unsafe use of motor vehicle already cover this issue.
I am an avid cyclist, I ride my bike to benefit my health and I believe it's better for the environment. I have had many close calls to cars colliding with me, I currently don't feel that calgarian drivers are concerned for cyclist safety. I believe that we need to add an additional bike lane on elbow as there is no major roadway with bike access from the south end of the city. I also believe Idaho stopping should be considered at all intersections.
1) I don't have a huge problem with it but I see some safety issues. First, none of these travel as quickly as a bicycle and second, skateboarders tend to weave back and forth to maintain speed. It makes sense where sidewalks are busy though. 2) Doesn't influence me. 3) YES! A step in the right direction to keeping cyclists safer!
There is already a lot of road space compared to European countries and lots of people are respectful already. Enshrining a law for a problem that doesn't exist is pointless (reminds me of spark guards).
As a daily bike rider, it would be nice to take the bike on the train.
Safety is a main factor. I like the idea of yielding instead of full stop.
More ways to commute and get exercise
It's fundamentally unsafe to allow skateboards, scooters and inline skates in public spaces and CYCLE tracks.
Hey

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Bike lanes should be used by users of similar speed. Bikes travel at 20-30km/hr. Inline skaters, skateboarders and scooters travel much more slowly. The ability to stop in inline skates and with a skateboard are much different than that of a bike.

Either way of signaling should be approved, just make sure you signal!

1 m would be amazing to have as space between bike and vehicles. It doesn't matter if the cyclist is in the right and the driver is in the wrong, the cyclist will always lose.

Very few drivers will follow the suggested passing bylaw. They already tailgate, do not signal when passing/turning and run through yellow/red lights.

In the second bullet of the proposed changes, cyclists are mentioned as using sidewalks. This is simply not acceptable. I am also concerned cyclists continue to use cross walks as entitlement to ride across streets. I do not stop for cyclists riding across major roadways in cross walks and I know they are not entitled to.

I am not willing to condone this behavior either AND these two issues need some public advertisement/awareness campaign to teach cyclists this.

Instead of focusing on these no value add we bylaws we should start enforcing existing ones first. Doesn't take much to observe how cyclists are not following rules, they for from road to sidewalk in a split of a second, use pedestrian signs to cross roads when the red light is on, don't yield at stop signs, etc.

NO enforcement on safety for cyclists & skateboarders regarding light's helmets, etc. Most do not obey street signs & lights. Should have no special lanes on roads designed for vehicles!!

Speed and size differential between cyclists and pmd is far greater than pmd and pedestrians. Cycle tracks are busy with through commuters, skateboards and scooters integrate more safely with pedestrians. Roller bladers do not have large equipment and integrate well with pedestrians.

Will the 1 meter space apply to or around designated cycle tracks? This needs to be taken into consideration

Allowing multiple users on bike paths would get more pp active & interacting rather than segregating & being territorial. Cyclists should be using correct arm signals to safely turn & drivers educated to share the road with cyclists. Having been rear ended when I was stopped and the vehicle behind me was traveling at a high speed and not paying attention; keeping at least a car length or more between vehicles may help. Enforcing that is another story. Measurable & educational processes must be stepped up in order for pp to act more responsible.

As you note, these are widely accepted and perfectly safe practices, so certainly should be legal.

The left hand signal is easier for others to see. But most cyclists don't signal at all. The rules should be enforced for all users of the roads, not just mororists!! Cyclists should move off to the side so vehicles can get past them safely. They have become a law into themselves in many cases.

You can't drive downtown w the 1metre space rule; the bikelanes are horrible for commuting esp when cyclists RARELY use them to begin with. Why are skatboarders allowed to even be on the streets or sidewalks; yet again another disaster waiting to happen. And the parking permit i believe has to do w cul de sacs - if people lived in real cul de sacs w driveways you can't angle park w/out blocking ppl's driveways -- that bylaw change is ridiculous esp in communities where snow removal is non-existent to begin with. Overall the bike lanes NEED TO GO!

Two observations....(1) The design and layout of bike lanes is critical to effective use, safety and co-operation with vehicle traffic. Too many places have jigs and jogs resulting in either poor vehicle flow or cyclists avoiding use. (2) Bylaw should include that where bike lane is in place, cyclists may not ride down the vehicle lanes.

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The majority of commuters use either transit or personal vehicles in Calgary, please do not slow the majority down anymore. Also bike tracks in the winter have created additional hazards for transit drivers, personal commuters and city workers that remove snow. The bike tracks in the core should be temp and removed for the winter season.
If there is going to be a 1 metre law (which is important), roads— especially downtown— will need to be expanded as to not disrupt traffic flow because of wider vehicles unable to pass cyclist.
Allowing skateboarders etc in cycling lanes doesn't present much of an issue for my use of the bike lanes since you can (usually) pass easily. Increasing usage of the infrastructure is a positive development.
I believe we need to put more responsibility on cyclists as well. They ride down the middle of the lane when they shouldn't and act like they have the right of way at many intersections when they don't. THEY cause more accidents than people driving to close to them. That said, I am not against this bylaw but how will the City decide who is at fault if an accident between a cyclist and car happens? Will it automatically be the car? Cause cyclists can also act like the road is only for them
Making life easier for all modes of transportation is the future or transportation. Thanks for making a positive steps towards a better future for Calgary.
Travelling downtown is very congested and no room already
Safe passing law is ridiculous. Cyclists should be comfortable driving on the road the way it is. Stay on the cycle track if you're scared. Nothing like prairie doggin behind some idiot biker on a one way street
Commuting by skateboards, inline skates and scooters promotes a healthy, fare-free, parking payment free option for Calgarians to access the DT areas. Less vehicle traffic, less pollution, and a friendlier city core for youth and young adults.
I think all the changes are a good idea. It might take people a while to adopt the new hand signals, butbi'm sure we will get the hang of it just fine. I am also glad to see more acceptance for people on skateboards.
Love it
Shate boards can get out of control or are you planning on having them leashed to the ankle like a surfboard. No problem with inline skates..... Majority of cyclists don't indicate turn anyways. so anything will help. Us car drivers are not mind readers when it comes to the erratic movment of cyclists. So how do you propose to inforce a 1 meter zone..... Will it also apply to cyclists who pass to close to your car or people who scurry back and forth, front and back of your stopped car instead of using the crosswalks?.
Opening up downtown to skateboarders will help to improve public realm experience - increase vitality of core - especially when it is so under-utilized on the weekends. Allowing cyclists to move seamlessly from a path makes a lot of sense. I don't think any cyclist knows they need to stop when a path ends.
Allowing skateboards in places like Olympic Plaza and Stephen Avenue in my opinion adds safety issues as they cup in and out. Changing hand signals for cyclists causes confusion and possible accidents by changing a standardized signal system. One meter passing bylaw sounds good but not always practical. Seems like waste of police resources.
The proposed bylaw allowing cyclists to slow instead of fully stopping is going to make a huge positive difference. Scooters, skateboards, etc. on cycle tracks are quite unsafe. They already do this and are as unpredictable as pedestrians. They come to abrupt stops, don't obey the painted lines, and cannot keep up with the speed that is common/expected from cyclists.
People need to learn how to coexist on the road. We have huge roads and enough space for everyone. No need to have one meter between if people just learn to drive properly

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The rules of the road are the rules. Altering them for certain user groups is unreasonable. Global, international standards are universally accepted. Calgary/ Alberta is already putting pedestrians in jeopardy by allowing them right of way in a world that doesn't. All users need to be accountable to their own safety. By laws should not attempt to override basic instincts of self preservation.

Cyclists dont currently follow the law so change the law. This is just stupid and catering to a minority.

Negative impact already experienced on city roads, specially in downtown. Also bikers are abusive and most have rage behavior. If they want to use the roads, need to have license and insurance. Once hit by a biker, just left the scene. No accountability

My responses are done so with the intention of improving road safety for vulnerable road users. I also think that the city should be implementing far tougher penalties on speeding. Yes, police resources are used for various forms of crime, but the form of crime that is most likely (statistically speaking) to impact a citizens life is a speedy or out of control car. Calgary needs to revamp the road laws and become tough on road crime such as speed and vulnerable road users. The roadway doesn't need to be a war zone!!!

#1. The wording on this indicates side walks and roads would be acceptable. Risky to pedestrians and dangerous around cars.

I am concerned that skateboards, etc are not as easily controlled or noticed. They might be a hazard to pedestrians, especially seniors and young children. People who use these devices are younger, and can be a bit reckless. The speed of such devices is concerning.

Consider an "Idaho stop" at stop signs.

It's great to promote other forms of transportation.

I drive downtown to work everyday. I see more cyclists not following rules, laws, lanes etc than vehicles. I do not believe EVERYONE else has to change yet again to accommodate cyclists. Why not change the rules to cyclists: they actually have to stop at red lites and stop signs, they can't jump the green light at intersections, they have to carry insurance and identification, etc. Have a safety ticketing campaign and focus on cyclists - like impaired driving.

Calgary's roadways are already too narrow when compared to Edmonton's. Road snow removal is also a problem in Calgary which makes it even harder to navigate our streets.

Please get rid of the cycle tracks

Skateboards and inline skates are too fast for sidewalks.. likely safer for all in bike lanes

Cyclist in general do not follow any laws, ignore stop signs and expect all other vehicles to kiss their backsides.

Might as well give the cyclists what they want as they go by their own rules on the road. Never there fault and nothing is ever done about it. It is horrible downtown as they are on the path, the road and sidewalks. What does it matter to a driver as you do not care! Give more flexibility so they can get away with more. In the residential areas the cyclists are great and most are downtown.

Ok with mobility devices used on cycl paths and public spaces. See them there already. I wouldn't expect a cyclist to signal with their right hand; which could lead to a dangerous situation whether I was driving, cycling or walking. I'd have a concern that a ride might signal a left turn right hand in error. I'd be more comfortable if drivers left a metre space when I'm cycling.

Cyclists are an elitist group who feel they are entitled and that the highway traffic act and other laws do not apply to them.

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Skateboarders should not use bike lanes because they go more slowly. Bikers should be ALLOWED to use right arm in case of mobility issues, but we should still emphasize using the left arm for greater visibility/safety.

I am a pedestrian and cyclist who lost a family member in an accident involving a car and a pedestrian. It was during rush hour in a snow storm. Most accidents happen in less than ideal weather and when the design of the roadway is not inclusive to all methods of transportation.

I think recognizing the realistic way people travel (in the above scenarios) and making accommodations for them is forward thinking and necessary.

Allowing more users legal access to existing and future infrastructure could help justify costs better. Granted the haters are gonna hate and there's little to nothing that can be done about that. As a cyclist and someone who works for the RCMP, I love the passing 1m rule. However from my law enforcement side of my brain I wonder how well if at all, or possible it is to enforce this rule. Keep up the good work, transportation to all.

I doubt in the last 30 years a police officer has ever given a ticket for a cyclist using the wrong hand to signal their intent! That does not mean that we should soften the rules to help people that just don't care to learn how to do things the right way...

The main reason of having roads is to keep traffic flowing smoothly. City council has all ready destroyed that with two way traffic, bicycle lanes, and pedestrian walkways. PLEASE THINK of better things to spend our money on!

Open up the bike lanes to other modes but not public spaces.

Passing zone would be hard to enforce. I already try to leave as much space as possible.

I am strongly in favour of the requirement for a safe passing law. Most roadway users are respectful but there remain instances where drivers fail to respect cyclists and create unsafe conditions for other users. I suspect that such drivers consider roads to be solely for cars and don't appreciate the space required of cyclists.

I also frequently see skateboarders using cycle tracks but feel that they create undue risks for other users of the cycle tracks (often because they are slower and create logjams or force other users to pass).

This is safe. Issue. Some cyclists to use busy Centre Street North when a designated cycle path is on 2 Street. There should be a requirement on cyclists too

I wish electric bicycles were authorized on bicycle paths with a speed limit of 15km/h.

There is not majority support for bike lanes and yet the city proceeds as if it is supported. Lets remove the need to signal for turns at all which will be like most of the vehicle signaling. Don't understand the one metre proposal

Mobility devices have no place close to cars. Toys are toys and belong somewhere else. There is already bylaws to regulate use of skateboards and such. Leave it as it is. Cyclists already abuse the space they have. Don't make it more hazardous than it is. Stop the WAR on cars and maintain a proper flow of traffic. Enforce current bylaws, specially with pedestrians.

Those changes present good sense and are obvious choices in any moderated environment

I don't believe #3 will change drivers' habits. If there was a way to allow electric scooters or other forms of electric bikes/transportation on bike trails, I would likely be able to reduce commuting by car significantly. My preference is by bike on pathways as much as possible. Additionally, I do not feel riding in bike route designated roads generally safe (eg. 4 Street NW near 64 Avenue).

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Need to prohibit parking in front of curb cuts at pathway and park entrances. People needing the curb cut ie strollers, wheelchair/walkers cant access the park/path due to parked cars. CPA says this requires a bylaw change or signs at every entrance/exit. Bylaw change as part of this review would be easiest. Clearly the intention is not to allow obstruction of the curb cuts.

- 1) No comment.
- 2) As a cyclist, car drivers already have a hard time understanding what my arm signals mean. Making even more options will only add to the confusion.
- 3) Safe passing zone only increases safety, no downside to this. Particularly helpful for cyclists during winter months due to the snow on sides of roads making the useable road even smaller, making cars pass at an even closer distance.

These are common sense suggestions that will make navigating the city easier and safer.

No skating of any kind. Cycles would be the best option.

NO - DO NOT Allow cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. Cyclists speed out of pathways onto sidewalks and roads regularly, they do not stop or even slow down. This is particularly dangerous for pedestrians. Allowing yield would make this worse, not better. Signage would help on bike paths.

I use a bike to get everywhere, even in -20 winter, people get crazy close passing sometimes

Cyclists break every law they can, already almost never stop for red lights or stop signs, a 1m rule around them = others may be passing on the next road as cyclist already take up too much room, more enforcement is required on cyclists & red light cameras for all vehicles - electric bike uses should pay extra to mount a bus & never allowed on a C-train

not sure what you mean in #3, so I am not sure. would like to see diagram of what this entails, where is the 1 metre measured from, back only, sides or front??

Keeping bylaws up dated is good for the community

I don't think the 1 meter rule will change behaviour. This is a hard thing to judge and is likely unenforceable.

If I have to leave a metre of space before passing a bike on the "ROAD" traffic will be at 20 km's/hour! Bikes take up too much room already on the roads!

*I'd favour skateboards, skates, and scooters in downtown areas and places like Stephen Ave, but the cycle track is quite narrow in places for slower traffic to be safely passed.

*The left arm for a right turn originates from vehicular arm signals when the right arm wouldn't be visible in the vehicle. Ridiculous considering the right arm is fully visible on a bike and right = right, left = left.

*1m is both a matter of safety and respect. Many jurisdictions use this standard and we should too.

No questions at all about safety issues motorists face. Cyclists can't be identified as they don't have license plates. They break many many rules of the road but all of your focus is on what motorists need to do? I see cyclists ride against traffic on one way streets, split traffic lanes, ride on sidewalks, ignore red lights. All with no enforcement. How about making the roads safe for all users?

I think on cycle tracks it makes some sense to allow other modes of travel. The public spaces downtown concern me, they all ready are tough to navigate as a pedestrian during busy times.

I would like to see low powered scooters and e bikes allowed to travel through vehicle traps so that they do not have to travel on roads with higher speed limits than their maximum vehicle speed allows (like harvest hills / center street instead of forcing a low speed vehicle onto Beddington trail.

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What a [removed] stupid idea! Bicycles have the same rights as cars. This takes away from that. And putting wheelchairs and skateboards on a dedicated bikeway? Are you nuts????
I feel strongly about the proposed change to provide a safe passing law for cyclists. I cycle regularly in the city and this bylaw is much needed to keep road users safe. Dedicated cycling infrastructure is not yet well developed in Calgary, so many cyclists share the roadways with motor vehicles. Cyclists deserve a safe space on the road. I don't agree that inline skaters should share bicycle infrastructure because they need a wide space to travel and bicycle infrastructure is typically not wide enough to accommodate 2-way traffic of inline skaters
Great step towards accessibility! Thank you
Thought 2 & 3 were laws already.
The cycle tracks can sometimes become a bit congested. For tracks that don't have a two-way track on the same side of the street (9th Ave SW), having other modes of transport that are potentially slower than bikes doesn't sound ideal as it will be difficult to pass these users on a bike without getting out into the flow of traffic.
Skaters shouldn't be on the road unless they're bound to the same rules as motorists and cyclists. They should be able to use bike lanes and cycle tracks whenever possible, otherwise stick to sidewalks where they should still yield to pedestrians.
Arm signal help cars and others know what cyclists are doing, right arm out turn right right arm up at elbow turn left right arm down at elbow slow down. Of course with hand brakes and snow on roads you need both hands on handle bars.
Cars should make space to pass cyclists. Cycling lanes should follow the Edmonton model.
Cycle lanes only for cyclists. Skate boards on sidewalks not cycle lanes or car lanes.
Using the right hand could be confusing. Cyclists should learn the rules of the road before heading out.
With changes to by-law etc., people often ignore the new rule. There is confusion despite efforts to educate. A left hand signal has never prevented me from indicating the direction I need to go on a bike. Cyclists who don't signal are a bigger safety issue. Some use sidewalks & streets depending on what suits them better - overshadows careful cyclists. No need to spend money on changes City can't afford. Concerned about City's spending choices to look progressive. Enforcing 1m law - again \$ needed. Bigger needs than these for tax \$.
Allowing people to use a variety travel options is important to decrease impact on the environment and decrease congestion.
I feel it would be unsafe for cyclists to use right hand/arm when during right as it would be hard to see.
Bicycles should not be on roads. They already slow traffic and create hazards for vehicles when they try to get around them, or back ups in traffic due to the cyclists not yielding the road to larger, ACTUAL vehicles for which the roads were designed. Stay on bicycle routes and city paths.
I don't generally use a skate board/ roller skates etc so it's not relevant to me, but I do think it's a good thing. I have better balance if I keep my left hand on the handle bars so being able to use my other arm would make it a lot easier.
I don't typical drive so the passing thing isn't very relevant to me.
How are people supposed to know what a 3 meter distance is when in a car and the bicycle is moving.
The only negative are skateboards and inline skaters. It's dangerous for cyclists as they are less predictable and don't travel at the same speeds.

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Please find a way to better educate drivers about bicycles. Specifically how bicycles are vehicles and not pedestrians. I do not think it is useful for traffic flow when cars come to a complete stop at intersections to allow for a bicycle. As a bicyclist, I would be rather treated as a car rather than a pedestrian.

inline skaters HOG all the bike trail with their wide sweeping leg movements, are most often wearing earbuds, and cannot hear cyclists ringing their bells when approaching from the rear, very dangerous !! ...

...

Making Calgary more accessible for all kinds of transportation is important, and keeping bylaws in sync with the usual and safe behaviour of people is important. Also creating awareness about how to use the infrastructure safely and efficiently is fundamental to the prosperity and growth of our community

Cycling switch to be treated equally as vehicles then they should be required to follow the rules like motorized vehicles. If you are incapable of continuing riding after coming to a complete stop at a stop sign perhaps you shouldn't be riding a bike as usual method of Transit

Stop taking away cars space and stop putting the onus on the cars to make sure the bikes and others are safe. They want to be using that method of transport, they need to make sure they are 1 metre from me, not me making sure I am 1 metre from them. They need to take the responsibility and ensure they are moving out of the way of cars and not blocking the road if they can't be going the speed limit.

I just assumed most of these were already law!

Those who ride in place of driving (not kids at home or keasure riding in fish creek park) need to pay a yearly fee and have a plate in their bike. I have seen many times someone on a bike break the law but can't report it like a car as no way to. Can't call in and say some guy in a blue bike did....., not possible. Also the fee they pay could help maintain the cycle lanes as it isn't fair I have to lay fir them when I don't and never will use them.

A safe pass law likely would only be enforced after an incident, bikes should ride in the middle of the lane that is already allowed which does allow for that space cushion already. You do not ask about stopping at signs. Remember we are teaching our kids how to respect traffic controls and permitting bikes to roll through stop signs is sending a mixed message. The bikers want exercise, but they won't stop. They are wearing ear buds so they don't have a better awareness of activities. I don't stop in my car anymore because of seeing them go.

I do not believe that the bicycles should be on the road. It has caused a bigger hazard. Share the sidewalk just force bells. Having anyone on the road besides cars will open the door for more accidents

I think cyclists should be required to stop at all times. How many times I have been driving downtown and a cyclist whips out in front of me from opposing traffic, or completely disregarding red lights, is concerning to me and they are the worst of downtown traffic. Let alone have other modes of transportation (ie scooters, skates, skateboards) all travelling different speeds and all of these people not complying to the bylaw anyways. I would hate to hit any of these people and dread it, but if it happens I don't see it being my fault.

There are good drivers and bad drivers just like there are good cyclists and bad cyclists but we all share the road and the responsibility that goes with it. It seems to me that we are taking the responsibility of the cyclists away from them and making drivers take all the responsibility. The last big snow fall we had I saw a cyclist on the road weaving all over the place and almost falling. Cyclists should be banned from the road when the weather is bad. The cars and the cyclists should both be responsible for what they do when on the road.

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I'm a cyclist. It's much easier and safer to use my right arm to indicate a right turn. Also it's way safer to have a meter of passing space. I've been almost hit by vehicles countless times. Or had them pass too closely. It feels very dangerous.
encourages physical activity and reducing carbon footprint.
Generally positive but I am a little concerned about skateboarders on bike paths that are shared with pedestrians.
From my experience, cyclists, skateboarder etc do not follow traffic rule which endanger themselves and others.
Why is it that this survey only has 3 questions? Has city hall already answered for us on the other points? Enough with the war on cars already. Have cyclists and all other users of roads register their so called vehicle and contribute by way of taxes to roads just like motorists have to do.
The 1 metre rule would not work in the city. City streets currently allow parking in lanes that are not wide enough and people nick side mirrors while passing. 9th Ave SW and 11 Ave SW by 8th St. Just think how to direct drivers so there's no need to fight other drivers for right of way.
Skateboard and inline skating will not be safe. Use of left and right hand will be confusing. One standard arm is simple.
Livable city means more person-to-person interactions. Vibrant human-scale transportation encourages this. I'd also like ebike wattage limit to be 750W in alignment with California to make product purchase easier.
This is ridiculous, bicycles must follow the same rules of the road as cars, in your 'survey' you didn't even give respondents a chance to rate the allowing cyclists to 'yield' which is the worst change being proposed. Cyclists must come to a complete stop but never do, now the city is encouraging it.
Safe passing distances is important for the safety of everyone
The paths should be made off limits for the electric unicycles / one wheel scooters. I've got no problem with the electric bikes that are more and more common, but the unicycles are a menace and danger to everyone else on the pathway.
Cyclists must adhere to the laws when using public roads. That means stopping at stop signs and any other laws that cars must obey.
No impacts to my use and enjoyment of public spaces
These will be good
There are speed issues on the pathways and cycle tracks now. To mix slow and fast moving users creates dangerous situations and forces the cyclists to return to the streets. This bylaw has not addressed the use of electric pedal assist bikes and maximum speed on pathways. Many of these are governed to 30 kph and those cyclists ride at the maximum. Also, this bylaw does not address the motorized wheelchairs and their 'walking' companions. Where will they go? On the cycle paths with their motorized companions-disaster! May need a minimum and max speed !
No bikes skateboards or anything else should be allowed on Stephen ave, Olympic Plaza or Barclay. That is for people it's not a commuter path
Unless you change driving tests you should invent new signals.
Bikes should follow same traffic laws as cars. Yielding instead of stopping will cause accidents. I was taught bikes need to stop like cars and that's the behaviour I expect. You can't invent your own traffic laws.
When we pay to take a bus with several people on I don't understand why we are being passed by these other modes of travel. Maybe the buses should have their own lanes. Makes sense to me

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If we are catering so much to cyclist they should be required to be licensed and insured. I get hit by cyclists all the time as a pedestrian yet my tax dollars are used to clear their lanes while I trudge through snow and ice on sidewalks so I feel like it's enough accommodations already and they aren't contributing anything.

I fully support other commuters to use cycle path because it will go to waste otherwise. Let's include motorcyclists as well. Also I support right hand turn signal for cyclists and motorcyclists as well since it's more convenient for them. The one meter passing law seems completely unnecessary.

Cyclists, skaters, etc. Should not be allowed in public walking spaces. There is far too little enforcement to make them obey any laws implemented. Cyclists on the roadway is unsafe. Most do not obey road rules & take advantage to have the best of both worlds. Again no enforcement. Regularly see cyclists not stopping at lights or stop signs or illegally turning. If you want the roads obey the laws but ideally it should not be allowed.

How about having police enforce traffic laws on bicyclists? After all, the law does apply to them.

I believe that 3' (1m) is excessive. I think 2' should be plenty. 3' means cyclists travelling at 20km/h will be holding up vehicles traveling at 50,60, or even 70km/h. This will create frustration for drivers and result in increased road rage incidents.

The changes to use of skateboards and inline skates do nothing to protect people walking in these location. People walking will become more at risk of irresponsible skateboarders and inline skaters. This is unacceptable.

I ride a longboard as well as my bicycle and typically a longboard cannot jump on and off the sidewalk as most pedestrians feel that they can, and actually go quite quick like a bicycle in a bike lane but not quite as speedy like road bikers. Currently I don't feel safe with my modes of transportation whether on my bicycle or my longboard. I think these changes would make it feel easier to get around town as well as have that confidence to be able to utilize this instead of just using the typical rideshare or taxi features or walking.

1 m seems close to follow any vehicle passing or not.
Skateboarders should be allowed in public spaces providing they are being respectful and not endangering anyone.
Very few people signal on their bike.

I did not know you were supposed to stop every time you entered a new path on your bike. That seems ridiculous

As a cyclist I feel it is important for Calgary to bring laws into line with current practice.

My experience with cycle tracks in other cities that allow inline skates and skateboards hasn't been great. They either move too slow or too fast to mix with bicycles. Inline skaters tend to take up too much width, I find.

To be honest, I personally don't feel completely comfortable seeing a cyclist on the road because it's not safe and they increase traffic sometimes. They should use side walks

Allowing slower moving or less consistent transportation than bikes in the bike lanes will create more unpredictability for cyclists. Cyclists already need to watch out for cars who turn over bike lanes without shoulder checking. Introducing more variables into bike lanes will make cycling downtown less safe.

very concerned about skateboarders because they tend to weave, like to jump around/play around, and are not always 'fast moving' - as well they usually travel in groups and might not obey cycle track rules?; scooters are motorized and would take up a lot of space on cycle tracks; it is about TIME that we create a safe passing law of one metre space -- much needed!

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Creating a safe passing law of one metre between road users and permitting cyclists to indicate a right turn with a right arm (positive), as I have personally almost been run over on the sidewalk from someone on a biker, switching from the road onto the sidewalk, why didn't signal to me. This would ensure similar occurrences wouldn't happen in the future. The city of Calgary should make an effort to educate bikers that switch from the road onto the sidewalk, without signalling to the public and cut in front of people walking in their own community.

I honestly can't believe how much time and tax payer money gets wasted on this crap. Did you even read your own questions? Are you proud of this?

I would rather allow bicyclists to share the sidewalks with pedestrians. As someone who is primarily a pedestrian, I would still feel safe. I would also feel safer taking my bike out more, and it's better for cars too.

Any laws or rules implemented that make it easier on cyclists is very negative. I believe there needs to be more laws enforced on cyclists because they currently are getting away with thumbing their noses at the rules of the road. I drive for work in this city everyday and what I see cyclists get away with everyday is disgusting and very discouraging. They are a scourge on this city and need to be cracked down on hard before they get out of control (more than that already are)!!

Cyclists don't follow any of the road laws as it is and there is no enforcement on cyclists who break these laws. They run red lights and stop signs as they see fit and pass vehicles unsafely and ride in the middle of the road obstructing traffic because they claim they feel unsafe. We need more rules for cyclists and accountability in fines for their offences. Not give them more excuses to impede flow of traffic. Cars and trucks are bigger and harder to stop. If cyclists want to ride on the roadway they should be watching for us, not us for them

safety

I feel motor vehicles are bound by many laws whereas many cyclists act as if they are bound by none.

There needs to be stricter laws for cyclists who consistently cut between cars and then hop on the sidewalk

Getting people out regardless of their mode choice is critical. Make it clear that cars are just one of many equal choices not a first priority.

There are times due to construction, traffic lights and traffic congestion you may not be able to maintain 1 metre.

When it comes to lane sharing with other modalities there is an ignorance to right of ways and proper use. The sidewalk is still better for inline skates and skateboards

Pushing passing vehicles over by one meter just puts the passer and any oncoming vehicles at risk.

I feel that constant tax increases are a direct indication of an uncaring Mayor. When Nenshi's [removed] is on a bicycle riding to and from work all through December and January (and he has given up his paid parking spot) further development can be studied. Until that happens, it's time for City Employees to recognize how good they have it and stop fleecing taxpayers.

The locations for expanded traffic are not in my general biking area. So long as those individuals are held to common path use standards and bylaws, it is fine.

Can't keep up in a 60 Zone, should not be on the street, or at 50, slows down traffic. More traffic jams. Surprise your Dead in the blind spot of a Trucker.. Or other big vehicles. 15,000 pound truck well you know.. Accidents BS..

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not convinced the different modes of transport would work together. Bikes can be bothersome when walking on Calgary paths as they drive 2 fast, don't use bells etc. Adding skateboarders etc could make things worse. The latter is also renowned for lack of respect for public space. On bike paths maybe. as far as bike signalling...any signalling is better. cyclists seem very entitled and sometimes think drivers are mind readers, not signalling at all. And yes, more space w/b welcome. Calgary drivers have a tendency to cut people off when passing.
seeing most cyclist do not obey the traffic laws lets confine them to bike paths only and designated cycle routes
I'm personally not enthused by allowing inline skates on the narrow on-street downtown cycle tracks (the wide swing of legs could be unsafe), but apart from that I don't see a significant impact either way from these proposed changes.
The change to permit yielding instead of stopping is not great. I believe it will have a negative impact. Cyclist already treat stop signs as yields, at best. They already treat yield signs as irrelevant. By removing the requirement to stop where necessary, there will be an entitled sense of right-of-way that will see cyclists entering roadways expecting vehicles to stop for them, never with sufficient time to actually stop. You will be increasing conflicts at these junctions. Accepting bad behaviour by cyclists into law does not solve anything.
The 3 questions above don't cover all the changes. I DON'T agree with letting bicycles enter a roadway by yielding. They need to come to a complete stop just like autos are supposed to be doing. It is hard enough trying to figure out what the cyclist is doing without adding more confusion. EVERYONE needs to slow down, use their signals and take their time to get where they are going. We don't need to encourage people to speed around the city!
I am not pro more bylaws in fact council should be charged with removing one bylaw for each new one I am pro sensible These make sense I cycle, drive car and truck and mcycle. Everbody! lets play nice together
Skateboards could cause injuries to other pedestrians in crowded public areas especially Olympic Plaza. Skateboarding in those areas would be a bad idea!
1) treating skateboards, skates, and scooters like bicycles makes a lot of sense 2) makes sense since many don't know the proper left hand signals 3) 1 metre is a lot on some tight roadways
Safety
The first two just seem logical, and already occur, without issues that I'm aware of. I'm a frequent pedestrian ((walk to work, downtown, from Bridgeland), so use the river pathway everyday. The idea of giving one meter of space when someone on wheels is passing would be great. (Hopefully this is meant to include pedestrians, as I've assumed?)
I'm worried about cyclists not having to come to a complete stop when exiting a bike lane. I have already witnessed cyclists speed in to traffic and they are meant to stop at this time. If we say it is alright to do this then I fear accidents will happen.
Share the road space 1m; but should be 1.5m spacing; plus enforcement with police actually tracking down license plates of drivers who act aggressively towards other road users

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Why don't you licence bicycles and riders and require proof of insurance? Why is there very little enforcement (if any) of provincial road laws for bicycles such as reflectors, riding wrong way on one way, children without helmets, warning pedestrians they are coming from behind, speeding and much more.

You only want to appease the cyclist and endorse their irresponsible behaviour.

One of the worst groups is the CPS bicycle patrol who set a terrible example on safe, responsible cycling.

Your proposals are silly at best.

First enforce the bylaws on the books regarding unsafe cyclists in the downtown area. Living downtown I see them riding dangerously on sidewalks or cutting across streets/going through lights or stop signs. If we are providing cycle tracks for them they should be ticketed for being on the sidewalks.

More separated bike lanes please! It is hard to bike within traffic, particularly in a city that notoriously hates cyclists.

With all your time, these are the proposed bylaw changes you create..

Cycle tracks are roadways. They are not there for amusement - but as a crucial piece of infrastructure. Allowing roller blades and skateboards within cycle tracks is dangerous and will only serve to complicate and cause serious safety concerns.

I'm left handed and I hate signaling right with my left hand. Plus I find the right turn arm signal confusing. I don't cycle much now but I would like to start.

Doing away with walking safety will further discourage us from visiting downtown..is that the goal, I wonder.

For #1, I optimistically hope it would be neutral and not a negative impact. I cycle, and it can be problematic sharing a cycling space with people on roller skates or skateboards, as they tend to change direction quickly and pay less attention to conventions for safety. I would NOT like to see non-cyclists gain access to cycling lanes for commuting.

For #2, I have always used the left arm signals when cycling, so this will not directly affect me. However, cars are typically to a cyclist's left. It seems better for visibility to use the left arm.

Currently, cyclists are required to have a bell on their bikes when using the public pathways. Would skateboard, skate and scooter users need similar requirements?

How can you expect to enforce a one meter space? There are many roads there this will not be feasible. There are also much wider vehicles like trucks/bus/etc. When winter hits drivers are basically making their own lanes since all the markers are covered.

strongly disagree with allowing cyclists to yield instead of coming to a full stop when entering/exiting a roadway or sidewalk from/to a pathway. cyclists already routinely dart out of hidden roads and do not afford drivers the ability to see and avoid.

I can't believe it's taking this long for these laws to even be proposed. Hurry up and catch up with the world. These should have been in place decades ago/or updated when these products became available. Embarrassing really that you are so far behind the rest of the developed world. Maybe the next project will be to ensure new drivers receive more advanced driving lessons and produce stricter tests, may reduce the horrendous driving I see every day on the Calgary roads.

I don't agree that bicycles and auto should share the road. Bike should stay on the path system and adding skateboards and scooter to the bike paths make no sense

First one recognizes what is happening anyways. Question 2 is contrary to all existing traffic laws. Third question would be in effective.

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<p>Allowing skateboards will cause further accidents due to the traffic they may create when sharing the bike path with other bicycles. Allowing right arm will allow those who are left handed a easier time when signalling.</p>
<p>I think the 1m rule is a very good idea to help keep cyclists safe on the roads.</p>
<p>I think it is great to allow bicycles to use both arms. It makes more sense anyway. One metre passing is way safer. Wish everyone did that. I think we should allow ALL modes of getting around. Not everyone can afford a car, or even a bicycle for that matter. Exercise is good, in all forms</p>
<p>As a pedestrian I often watch cyclists being a nuisance on the roads, they are already not coming to full stops at intersections. They often break the rules afforded to them (riding on sidewalks, going down one way streets, merging into traffic from intersections). They slow down traffic significantly, and often have reactions of rage when they have put themselves in harms way. These issues are all enhanced with winter and decreased daylight hours. I have no problem sharing the road as a driver, but would like to see their laws upheld more often.</p>
<p>Cyclists will not respect such a by-law. It will just become be a finger pointing issue. Where the cyclist will blame everyone else, including but not limited to transit.</p>
<p>I don't agree with the proposal to allow Bicycles NOT to stop when entering or exiting paths into roadways . I see a great number of cyclists doing this already and it's a recipe for disaster! Cyclists MUST STOP before leaving a pathway intersection. When operating on the roadways they must comply with all the same laws as other road users .</p> <p>Also cyclists must be reminded of the speed limits on pathways 20kmh and also reminded that unless they are under 14 years of age , they are NOT allowed to cycle on sidewalks!</p>
<p>Using the left arm to signal is standard just about everywhere. Educate based on the standard, don't do something different. For passing room, until our streets are built to accommodate this, you cannot expect it to happen and good luck enforcing it.</p>
<p>It's great to allow the scooters, rollerblades and skateboards on the cycle tracks in these areas, as people do occasionally already, and they need a safe track to travel on. I don't really understand the 1 meter space between road users when passing. Drivers should be giving more than that based on safe driving techniques and what's written in driver's handbooks regarding passing.</p>
<p>Anything that encourages less car use is a positive for the city. My only concern would be the relative speed of motor assisted devices, as it seems they could, at some speed, become a liability to those on boards, bikes etc.</p>
<p>I do not skateboard, but think that skateboarding should be encouraged for active transportation. I agree that cyclist should signal using either arm. It seems clearer. The 1m passing lane would be much safer.</p>
<p>No more bike lanes waste of money. We have enough bylaws that aren't enforced. These are all a waste of time. Bike riders don't use the bike lanes. Bike riders don't follow traffic laws.</p>
<p>Hand signals have always been with the left hand, you won't be able to tell if they are actually signalling with their right hand.</p> <p>I agree with the 3 foot space only if cyclists get tickets for passing vehicles on the right hand side next to the curb. And cyclists must stop not yield when coming off a path</p>
<p>These uses will cause more hazards.</p> <p>I'd also think cyclists would be very annoyed with this idea.</p>

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My concern is the different types of road users travel at different speeds , and different levels of control of their devices. Allowing motor or non-motorized personal mobility devices in the same area as walkers will cause a hazard. We need to separate by speed of travel and level of control
I bicycle commute and I am concerned about inline skaters as I find they take up more than half the cycling track sometimes, creating quite a slow barrier in rush hour commutes. As well, scooters, skateboards and skaters are so much slower than bikes, it is like having horse drawn buggies mixed with car traffic.
I would rather see more people on skateboards and scooters than cars.
#1. I think inline skates and skateboards should be able to go where ever a bike can go. If it is your way to get around all the power to you... but off sidewalks, unless the sidewalk is the only safe space to travel. #2. I don't see my fellow cyclists signalling anyway so I doubt which arm they don't signal with will really change much. #3. I love this idea and in my experience over the past 13 years of cycling through Calgary, people have already starting to do this. 10 years ago was scary but now people are much more willing to share the road.
Allowing scooters, in line skates, and skateboards on cycling infrastructure defeats the purpose of cycle track cycling infrastructure (ie creating a space for the smooth flow of bicycle traffic). Also extensive infrastructure for mobility scooters and electric wheelchairs already exists. It is called sidewalks.
I feel that we're spending a lot of money on bike related transportation projects and losing precious road space for vehicles. If bikes had to be registered and were required to pay a fee which could be used for the projects I would be more supportive. Riders could also be held accountable for traffic violations- which I've witnessed numerous times.
skates and scooter on fast cycle track may increase chance of accidents with cyclists if signs are not installed for warning
Just enforce the laws on bicyclists
Need to license all bikes, etc. I have experienced collision with a bike, they basically "hit and ran" leaving me with a medical bill and concussion. I was in a crosswalk. Increasing bikes, skateboards etc. should still have forcible laws for all.
A lot of youth use skateboards as transportation, I think allowing them in more places would encourage them to be active and get outside. A lot of people tail behind other cars especially dangerous when road conditions aren't favourable
Question 3... I assume this only relates during regular road use? As if this is to be applied on the cycle track / paths, you will constantly have a cyclist stuck behind a skateboarder / rollerblader etc.
This will make existing infrastructure more accessible to non-motorized forms of transport and further improve pedestrian safety and reduce or city's dependence on personal vehicles for transportation.
These changes basically reflect what is currently already happening. A case of laws catching up with reality. Could we go further?
I worry about too much mixing between the different transports. I love walking and riding my bike, but adding in inline skates which enable users to change direction too quickly and they don't signal makes me feel it would be more dangerous.
Overall making alternate modes of transportation accessible and less of a hassle. Though overall, most cyclists and the like don't observe a lot of rules when it comes to sharing the road as they often will transition from road to sidewalk as it suits their needs.
The use of cycle tracks by others and signaling with right arm happen anyway. The one meter passing distance is simply safer

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Of the three bylaw changes I could submit an opinion on (I'm not sure why all of them are not there), them seem relatively trivial. Allowing skateboards and such in public places seems fine, probably just add to any congestion, but they are already there, I don't see much changing, but I like the idea that they get treated the same as bicycles. Using either hand/arm for indicating turns sounds like a good idea; just a convenience thing really, but if a motorist can't see it still, it makes no difference. Don't really understand the 1m passing space.

I actually thought use of skateboards, skates etc on cycle tracks was already legal, and don't care what hand cyclists use to signal but I will continue to use my left hand.

Safe passing law of one meter is totally unworkable and unreasonable. Would force cars to change lanes, if possible, to pass a bike.

Cyclists must be either vehicles or treated the same as skateboards. They have been allowed special treatment while skateboards have been targeted as a "nuisance".

Good proposals but how about making stricter bylaws for the clowns with fat mouth exhausts that terrorize neighbourhoods with excessive ear splitting engine / exhaust noise at all hours of the day. As well, include the loud stereos that continue to be a scourge on the quality of life for city dwellers. Cities are noisy enough without allowing these people carte blanche to be disrespectful troglodytes and nothing is ever done.

A law proposing a 1 meter space of passing room between road users will make traffic more congested than it already is, and will work negatively from its intended goal.

I believe that adding skateboards etc to the downtown spaces with just cause a continued congestion and danger to others trying to use this space...there is significant difference between those and personal mobility aids.

Living downtown Calgary, allowing "minor" means of travel will only create a busier atmosphere and limits ease of travel both on sidewalks/roads if allowed. On the cyclist/one meter proposal, I see both are necessary collision-preventive measures.

Making roads safer for non car users is a great idea, but to enforce a one meter rule on passing will be hard to do. Create a one meter rule for cyclists and pedestrians but not between cars and other cars.

Skate board etc would not make any difference. Keep the Alberta rules of the road for bicycles as far as signalling, stoping etc. do not change the passing rule to 1 meter for vehicles passing you have already taken away numerous lanes of traffic to allow for bikes which cause traffic congestion and frustration for drivers having the 1 meter rule would only cause more frustration to both bikes and drivers. The city of Calgary for some reason caters to a small minority (bike riders) where they should cater more to the majority (vehicle drivers).

Scooters, bicycles and skateboards in the city will make drivers pay more attention to their surroundings

I feel cyclists are a pain on the roads already; and having them in Olympic Plaza and the Malls would be dangerous not only for them but for pedestrians. I find them a complete nuisance as they feel they 'own the road'. They need to be trained and tested before they ride their bikes, just like drivers and motor cyclists.

These are sensible, reasonable changes that either allows or requires behaviour which will improve safety for people walking, on bikes, and in motor vehicles.

I feel scooters travel at much slower speed than cyclists and would be unsafe in bike lanes.

Driver's may not see a right handed signal from a bicyclist - the reason its on the left is so the vehicle driver can see it from their pov. This is just waiting for an accident to happen. 3 feet from the other vehicle before passing is good in principle but by making it a law, it is just a money grab.

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One metre law too problematic. How to determine who didn't leave the one metre? Sometimes necessary to get closer than one metre in regular traffic situations.
Too Many bike riders do not obey the current rules
Allowing skateboards on cycle tracks will make sidewalks safer for pedestrians.
Allow bikes on sidewalks, if sidewalk not busy.
Please stop wasting taxpayer money on fringe expenditures. Until Nenshi gives up his taxpayer-paid parking spot and gets [removed] on a bicycle every day between September and March there should be no more money spent on bike lanes and no changes to the way things work today.
Cyclists are a hazard to pedestrians.
If cyclists are to stay on the right hand side of the road (which is the rule) motorists will not be able to see their right arms consistently and therefore won't know their intentions. Left arm signals should still remain the only choice.
Not sure how you'll create a 1 meter space when passing unless all the roads are widened.
Skateboard and skating are more like sports and cause considerable amount of room to perform and I think are more dangerous to cause an accident to other walking pedestrian because it causes more speed to operate. The question is, are these areas that are being proposed designed for more athletic performances for skateboarding, skating, jogging and running? I disagree and don't feel these sports to be included in bylaws for means of transportation.
The yield instead of stop is a slippery slope to my mind. I already have witnessed on many occasions cyclists blowing through stop signs on road to road intersections. Someone will be hit and possibly die.
Skateboards and scooter use the space now so I the bylaw change just legalizes an existing practice. Cyclists tend to use either arm as it is.
The one metre rule can only help make things safer although a lot of motorists will probably ignore the requirement.
The enforcement of speed limits will go along way to help all forms of transportation. I'm afraid to walk on shared pathways because of bicycle speed. We also need to reduce our neighbourhood streets to 40 with the slogan "40 for your neighborhood" with access roads 50. So Spruce Drive would be 50 and the side streets 40. This survey does nothing to address walking safety. We need people to actually walk more in our city.
1) has to do with speed, movement along the pathway (skateboarders tend to weave and cyclists go straight). 2) a driver cannot see a right hand signal, they drive on the left side. This is dangerous for the driver who might not see the cyclist signal. As a cyclist I often just move my left hand to make the driver aware that I am on the road 3) Very practical and safe law FULL STOP at stop signs. How will the law apply if there is an accident, it would be one person's word against another, and one person (the cyclist) might not be alive to tell.
I cycle to work and to community events over 50% of the year. The signal thing and not full stopping would be beneficial to me 100%.
As someone who goes through Calgary regularly and prefers to not use a car when I don't have to these kind of changes make me more likely to visit rather than drive right through to Canmore.
I'm not downtown much skateboards etc. don't affect me much. Allowing cyclists to use both arms for signals will increase safety. A safe passing law is just better for everyone.

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safe passing law will have to consider physical space constraints on roadways, especially in respect to larger vehicles. Sometimes there simply isn't more than a few inches to get past, for example, a parked object - although it can be done VERY slowly and cautiously.
I fully disagree with those using the pathways and such to only yield as opposed to a complete stop. That would create a false sense of security and complacency to vehicles around.
High risk of injury to pedestrians allowing skateboarding in the downtown core. There is a skateboard park for those users. Persons driving motorized vehicles need to be WAY more tolerant of non motorized persons on those existing marked roadways for cyclists.
I think pedestrian safety will be compromised. If allowing all these in public walking areas then Insuggest having bicycles use sidewalks rather than roadways
you are opening a HUGE can of worms...
I think these proposed changes are fine
I believe that allowing skateboards, inline skates and scooters in the cycle tracks creates an unnecessary conflict between cyclists and these other users. Cyclists are travelling at 20-30km/h in these cycletracks and allowing these other users would represent a huge safety issue.
They should stay on the [removed] sidewalk not on the road unless they can get to and maintain the speed limit
It only makes sense to allow cyclists to indicate a turn by extending an arm in the direction of the turn. It is very self explanatory and will eliminate the need for drivers to spend critical seconds trying to remember what the signal means. This will improve reaction speeds, and hopefully increase safety for cyclists. One metre should be the closest a car gets to a bicycle. It maintains a feeling of safe space for all involved. I support cycle lanes being used by anyone using a form of transportation with wheels. As long as all respect the rules.
Active transportation should be grouped together for the sake of bylaws, etc. A simple right hand indication for turning is much simpler and eliminates any confusion between it and stop/slow. It's beneficial to ensure a safe passing distance.
Anything that makes cyclists have to stop less is a bad thing. They ignore the rules as is, why make their dangerous behaviour legal? Why add more slow moving modes of transport onto our roads? Keep those people off the roads which are meant for vehicles.
If cyclists are on the road they should be comfortable being passed closely, and if a car wants to swing out to a meter that's their choice, not the law. I'm a summer rider doing 25km from Shawnessy to SAIT through downtown 3 times a week.
Anything that makes it safer/easier for non-automobile transportation is a good thing (health and wellbeing, sustainability, etc)
Road are already narrow and barely made for cars taking over more of the road will just worsen everything. So if your goal is to waste peoples time and cause everyone more frustration while wasting everyone's money this is the method you should go.
I commute by train and bus, but i would commute more frequently by bicycle from the SW to downtown, if i felt safer riding downtown. I'm all for enabling more commuting by personal mobility devices - to help people get more exercise, get cars off the roads, and to lighten the emissions from gas powered vehicles.

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Well, for one, by what research are you basing these proposals on?

1. most accidents occur when there is a large difference in speeds. Rollerblades and skateboards are far slower than bicycles, which are already slower than cars. You will be endangering people far more than you already are (because at some point those modes are going to have to join or cross traffic).

I know that I currently use the bike lane for similar type of traffic bikes scooters and skateboards. It works quite well and I don't know why this isn't legal.

ride a bike, know the rules..full stops at stop signs etc. make all cyclists over 18 have a license and insurance

It isn't specific enough. This would depend on circumstance. Most times on community roads this might not be viable. There should be a speed limit change when there is a full meter of passing area. Such as something impeding traffic there isn't much room to go around it proceed at 10kmh around if less than 1 meter of clearance.

Skateboards should be allowed in all public places, should be allowed to skate on benches, stairs, rails and other public obstacles

It is very important that we make our city more accessible to non-motorized forms of transportation. That said, we need to recognize that winter and poor Transit accessibility makes personal automobile still an important factor in city planning. What we need to focus on is incorporating strong walk-ability and non-motorized transport options (e.g. bike lanes) into new city planning and design. Retrofitting will always be more difficult but we need to do so as well. Also, it's not always about the downtown core- this needs a full-city approach.

Skating is cool but funny things are funny

My comments pertain exclusively to the "safe passing law". I feel that this initiative is very unclear and lacking a proper discussion of context. What is the actual problem that is being addressed? Does this apply to passing at speed on multi-lane roadways? Is this for "squeezing by" other vehicles in congested traffic to change lanes or get to a right lane exit?

I also feel that the wording of this change is unclear and may cause drivers to believe it is now acceptable to tailgate at a 1m distance - worsening the existing tailgating problem.

We have to keep up. More and more people are using alternative transportation to driving and public transit. Skateboarding. Long boarding. Scootering al should be legal on the sidewalks and in the bike lanes. — and the safe 1 meter space between cyclist and vehicle is a great new bylaw to keep the cyclist safe. — many people squeeze through forcing cyclists to go into the parking lane and stop.

I agree with most of these changes. I'm concerned about allowing scooters on bicycle infrastructure, as this was never the intention for cycle tracks. If necessary, sidewalk infrastructure should be upgraded for accessibility. Also, rolling stops for cyclists (or "Idaho stops") should also be included in these changes, as they have also become the norm, and are "socially acceptable" and shown to be safer than requiring cyclists to come to a full stop.

Downtown public spaces are not for boarders and scooters they can go to the skateboard park on 9 about and 11 St SW Driving is challenging enough without having to watch both arms of a cyclist
We do not need this bylaw as it would never be enforced. The bylaws we have I bet the majority are never enforced now. Pure beauracy

Improve existing g pathways instead. Adding 3 feet buffer to bikes on the road will create worse gridlock than we have already. Cyclists who choose not to use cycle path (ride in the road adjacent) should be fined.

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I don't agree with changing how bicycle hand signals work. Since they day we learn to ride a bike, it's always been left arm straight out for a left turn, and left arm out and up in an L shape for a right turn. How would these change if you suddenly allowed both arms? Furthermore, how visible would right-arm signals be to drivers so they actually know what a cyclist is planning.

better to stick with one known way of signalling

encouraging different forms of travel/physical activity is good as long as it's done safely

More than just bicycles should be able to use the cycle track. Other cities have motorized scooters, and we should proactively be looking at future transit methods that would work within the track.

I don't think the 1 metre rule works - as a lot of narrow roads wouldn't allow for it. Cyclists also put themselves in danger by cycling closer than 1 metre away from vehicles. When vehicles are stopped, will they be responsible for keeping the distance as well?

Skate boards and scooters do not travel at the same speed. Forcing them together is bad.

Re 1: I feel that it will become harder to drive by allowing these other users especially since many cyclists do not follow the rules of the road.

Re 2: I'm neutral as many bicyclists don't signal at all. It be great if they signaled using right or left hand signals.

Re 3: I don't think the 1 metre rule is practically sometimes for the car that you want to pass. If I car stops moving and you need to pass it, you may not have a meter between you and the car. I think that once you have passed, it makes sense that there be a meter.

Personally, I feel that everyone should be able to travel freely with what ever choice of transportation they feel. Being ticketed for your method of transportation should only take account when looking into dangerous or harmful acts possible with mobility devices.

1. Get rid of the bike lanes, bicycles, skate boards, inline skaters and scooters don't belong on the streets, they already have a hundred miles of bike paths through out the city. Seriously, this is on the Calgary website and you have to ask what city this is??

Stephen avenue road already makes it difficult to navigate when there are cyclists weaving all over the road, it would cause mayhem if skateboarding is added. Giving cyclists one meter space could cause confusion and accidents as well as slow down already congested traffic

I feel the changes will increase the accessibility of alternative forms of travel making it a more viable option for a larger portion of Calgary's residents.

Bikers don't obey the rules while in traffic (typically). If s biker stays in the middle of a full lane, it would be easy to allow 1m if a car is in adjacent lane. But bikers often ride in between lanes. Bikers should receive a ticket in that situation, not a car.

Why didn't I get the opportunity to vote on how I felt about cyclists yielding/coming to a complete stop when entering a roadway? If they are going to be on roads, not in bike lanes, they need to adhere to road laws, like vehicles. Such as coming to a stop at stop signs, which they already ignore. It goes both ways.

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The safe passing bylaw is hard to monitor and measure. Making enforcement difficult. Passing a cyclist or skateboarder may seem like there is not much room however given the cycling infrastructure downtown where the roads are the most narrow, it seems a bit redundant.

Because curb cuts are often full of snow I often ride in the bike ride lane in winter when sidewalks are not accessible in my wheelchair

I believe that it would be dangerous to have skateboarders on cycle paths.

Instead of focusing on a specific distance away you should allow judgment depending on the situation. 1m isn't appropriate depending on the speed, road conditions and driver or biker attitude.

The safe passing law would make a significant difference in my commute, I have had numerous close calls with cars coming close enough to me on my bicycle that they either come into contact with my leg or I have to dodge their passenger side mirror.

why frig around with these bylaws, PAY ATTENTION TO OUR ROAD CONDITIONS you people really are not that focused on give me/all citizens the best possible are you?

I worry about bicycle paths becoming crowded with slower moving individuals ie skateboarders

- 1) I am a cyclist, but I sympathize with users of other wheeled devices and their need to travel with protection from motor vehicles
- 2) Indicating a right turn with right arm makes a lot of logical sense
- 3) I strongly support the 1m bylaw which is in effect in much of the civilized world (except Alberta). It is totally absurd that a motorist can now legally endanger someone's life by passing too closely. Fortunately it doesn't happen too often to me, but it only takes one collision to be killed or disabled for life

Many drivers are confused and distracted by the legal right signal. The right hand is easier to use.

- 1 - a recent trip to Europe - where motorized scooters were abundant - suggested to me that multiple users on walkways are possible.
- 2 - using right arm may not be visible to other users. Many cyclists don't signal currently.
- 3 - not clear about the problem here and how the metre would help. Concerned that this may be misused. More bylaw rules don't necessarily mean better outcomes.

The wording for the "safe 1 metre space between road users" is rather vague and may need an example to clarify how this will be used

These proposals are currently what is happening in our city. It makes sense to update our laws for the changing landscape.

Removing the friction-of-access to modes other than automobiles is a positive step. My concern is that we'll continue having such highly segregated mobility with cars in their own lanes with bicycles, skateboards, etc. all having to share much more limited space. I want to see more mixed use transportation space like Stephen Avenue and the space between EEEL and ICT/Earth Sciences at UCalgary.

Bikes need to follow the same rules as a car! They need to either ride on the road or bike path following traffic rules. In a car I can't drive on the sidewalk to miss a light or not have to wait in traffic! Bikes need to share the sidewalk... why when I am walking do I have to move... cyclist have all the rights, these bike lanes have caused more traffic gridlock! And they just expect to have the right of way already. Transit in Coventry hills is horrible and why to go to Crowfoot is there no transit going from Coventry to Crowfoot????

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Drivers need to include other. Odes of transportation on designated roadways and roadways need to be adjusted to accommodate this. All calgarians deserve safe transportation.
Basically, I'm all for any change that makes roads and pathways safer for use by bicycle. And it's kind of silly that other personal transportation devices aren't currently allowed in public spaces. They're going to be there regardless of what the city says, we might as well allow it so long they are being used safely.
Diversity is healthy
<p>2. Hand signaling: I feel the rationale for the left hand rules extends from backup hand signalling in vehicles (where right hands/arms are not visible). It's also more effective to slow down quickly by utilizing a bicycle's front brake (left brake, normally) than the rear brake (right brake).</p> <p>3. Safe Passing Law: I'm curious how this would be enforced. In practice it makes sense and my experiences with passing have mostly been with drivers providing at least 1m. Enforcement would be hard. Perhaps a complaint system may be a helpful solution.</p>
Overall, I'm glad progress is being made. I believe cycling infrastructure is the main thing we need to focus on in order to make everyone safe.
Ward Sutherland is a terrible [removed]. He needs to understand that Calgarians are sick of his constant fawning over Nenshi and his eagerness to pile on tax increases. Bike lanes are a complete waste of money and it's obvious that council does not believe in them by the fact that they don't use them themselves. Until Nenshi's [removed] is on a bicycle seat riding to and from work throughout the winter, the City shouldn't spend one more dime on bike lanes.
<p>You are introducing the 1 M rule in the hope people will follow it. How exactly do you think you will enforce it??</p> <p>Plow the roads and paths</p> <p>Give cyclists viable separated lane options that don't come to a dead end.</p> <p>Yes I will gladly pay the extra \$100 a year in taxes.</p>
<p>1. No impact until they are obligated to only use the cycle tracks like cyclists are</p> <p>2. They will continue to do whatever they want until they are licenced</p> <p>3. Absolutely unenforceable</p>
I am not pleased regarding the bylaw about bicycles yielding vs stopping. Cyclists already jump out in front of cars and pedestrians without stopping or yielding. Giving them permission to yield is going to be a problem. They already don't know the difference between stopping, yielding or merging. If anything, the penalties should be stronger against them for not stopping. They also never use their bell adequately or appropriately. Ticket them more regularly.
I suspect the first two items (letting skaters, scooters etc. into cycle trails and letting cyclists indicate right turns with either arm) are mostly overdue formalities. Requiring drivers to be more careful is generally always an improvement.
There are currently too many bicycle lanes in the wrong places. some are used well and others hardly at all. There is lots of traffic congestion downtown where bicycle lanes are rarely used and should be removed. Many cyclists do not give any right of way to pedestrians. We should no longer spend additional time and money on bicycle lanes. Taxes are already too high. There is already too much vehicle traffic congestion and inconsiderate bikers in this city
I don't understand question 3. As normal the city only asks the question you want. Why not a simple question eg do you want bike lanes,,,,, the answer is NO. We don't live in Amsterdam or some warmer sites as Me I o.
Anything to encourage active transportation. Get people out of their automobiles, especially the over sized trucks that take up two parking spaces. And get the auto exhaust pollution out of our City air. Think EVs!!!

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without enforcement, speeds in public can be an issue for pedestrians. I support use of these vehicles with bikes on cycle track

1- It may contribute to possible bike accidents as they operate different and its actually easier to carry a board on the bus.
2 - This is an all-include measurement I support. 3 -Agree, specially because its safer with certain weather conditions to act in this way.

My travel experience in Calgary has been positively impacted by the cycle track and bike lane infrastructure. I would like to see travelers on other modes (skateboards, inline skates & scooters) benefit as well. Permitting cyclists to indicate a right-hand turn with their right-arm is more intuitive for bike users, and could be safer in some scenarios. I personally, would feel safer, if motorized vehicles offered me (as a cyclist) more space on the roadway. In general, I support increasing safe and alternative transport options for all Calgarians.

Users on in line skates, scooters and skateboards do not typically have a bell (many bikes do not either) to alert others of their presence when passing or for other purposes. This will cause conflict between bikes and the other users. They also do not travel at the same rate as bikes generally do so that would be a potential concern.

Many cyclists blow through Stop signs now without looking or yielding causing safety issues. What you are proposing is pretty much what happens now and it is not safe. They should stop.

No comment

Being able to use right hand signal is the reasonable thing to do. How can you dictate which arm to use when someone is biking?

Allowing more mobility devices downtown will create more options for people to get around quickly in the core.

Cyclist arm signal changes will improve cyclist safety and simplicity as they ride. Love this idea.

Safe passing law will also improve cyclist safety and should not hamper automobile commutes in any substantial way.

Allowing other transport methods on cyclist pathways will increase the usefulness and viability of those cyclist pathways.

In downtown I either walk, use transit, or (rarely) drive. However, I don't skateboard or inline skate. If cyclists can use their right hand, I wont be able to see the signal if I'm on their left. The safe passing law would not be applied equally to cyclists and drivers. Eg a cyclist could pass by stop car where as the car would get fined if passing the cyclists. Further, some avid cyclist would be in the middle of the road just to aggravate drivers as they feel everyone should drive 20-30kph (pace car concept).

I always signal right with my right arm. I realized long ago that drivers do to know or comprehend the bent left arm signal. The current bylaw is unsafe.

Anything that makes it safer for people choosing non-motorized vehicle transportation should be encouraged.

The current laws seem outdated and against the spirit of alternate transportation.

Anything we can do to lower the barriers to active mobility and encourage travel by modes other than personal automobile is worthwhile. Further, activating and animating our public spaces by allowing skateboards, etc. does just that - animates and activates them. Skateboard users are also members of the public.

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Unsure about #1 bc of capacity issues. The cycle tracks are narrow enough as it is. Not much space to pass slower moving boarders and skaters.

The other initiatives are great. Cycling is not a main travel tool, but it is frequent enough in the warm months. Would love better cycling infrastructure up in the suburbs. While expanding it in the core is great, and we've seen great uptake, it is a battleground up here (Northern Hills). Cyclists and pedestrians aren't even an afterthought. They weren't considered. Many people still cycle in spite of it.

Allowing skateboards, shooters, etc. will be a hazard for everyone. The cycle track only works if people can use it to commute quickly and safely. This change would be no safer than opening up all sidewalks to bicycles and would lead to people avoiding the cycle track in favour of roadways.

Not sure how I feel about the parking, what is a designated area? What if people not parking along a curb is creating issues?

I believe inline skates, scooters on cycle tracks is a bad idea - it will just create more safety issues for all involved.

Cycle commuting is fantastic, good changes.

Cyclists need to follow the rules of the road if they want to be on the roads, if a cyclist is at a 4 way stop they need to follow the same rules as cars or they deserve to be run over

Today's hand signals are logical enough to be understood by even the less experienced drivers. Changing this would confusing for some.

From personal experience I do not people using skateboards, etc to be the safest when it is about sharing the roadway with pedestrians.

Allowing skateboards and inline skaters onto cycle tracks would cause conflicts due to the speed differential between those modes of transportation and bicycles. Cycle tracks are not wide enough to accept two way traffic and modes with differing travel speeds therefore requiring a lot of passing.

Both arms of a cyclist are clearly visible from behind unlike both arms of a motorist which is why the original law was crafted.

Trucks and cars pass each other with about a metre clearance, it makes a lot of sense to give the same room to a cyclist.

All will facilitate movement. For many years hand signals have been with the left hand and I feel using the right hand will be less visible. I use my right hand to swat at flies when cycling.

As to number 5 I used to use public transit, but it could not meet my needs, so I bought a car 19 months ago.

skateboards have no discipline to follow road rules. I think cyclists should also take more accountability for following rules of the road. If they want 3 feet, then they need to stay behind traffic and not weave through it, cut across walkways etc. I am puzzled why the survey only included 3 of the new proposed changes listed above.

Skateboards should not be in lanes as they don't have brakes. Minimum requirement should be brakes, bike or not.

I still think that Calgary has a long way to go. Being a native from Denmark I have only biked and didn't own a car. We learned as mandatory in school how to behave in traffic. I think that balance is not reached yet in Calgary, the rules and law is incorrect, the bikers believe they are cars and put them self out in the middle of traffic, which is absolutely wrong although I am a biker, but as I am softer, slower and smaller I have to find my place in the right side of road. Don't allow bikes to make left turns, we where never allowed to do so.

Good job, City. Very sensible changes!

All forms of non-car/truck/motorcycle transport should be allowed on tracks. Advancing education about safe sharing of roads is always good.

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<p>Allowing scooters, inline skates etc is fine. It is ironic that cyclists don't want to share. Cars have had to share the road for years and it is not always convenient but we do.</p> <p>Why we can't continue with standard left arm signals? I have noticed that many cyclists just point where they are going not caring if it is safe to do so.</p> <p>Safe passing rule is good. I think it is probably to protect cyclists but I hope it protects drivers too by stopping bikes passing stopped traffic by the curb or between lanes. It is frightening to have a bike sneak up.</p>
I think it's a waste of tax dollars
You need to amend the need for a helmet using the lime bike riding app. The need for a helmet discourages the use of those bikes
I am cyclist for commuting purposes. I am car-free (last 30 yrs.) and certainly support for all list criteria.
No comment.
Need to focus more on snow removal and useful transportation issues. You can only use a bike here 3 months of the year. Total waste.
I feel that cyclists need to learn to share the bike lanes as vehicles have to share roads with bikes. Cyclists seem to feel entitled and that they shouldn't have to share. Their objections are no different than what drivers had when we lost traffic lanes to cyclists. Cyclists should also have to license their bikes and pay insurance to drive in the cyclists' lanes. They cause accidents and just ride away and motorists have no way to go after a rider who causes an accident.
This will greatly allow safe travel and signaling that all driver's understand. No one gets the left hand pointing up to mean right turn anymore
All sound like good changes! It will make it safer and easier to get around.
I already see skateboards and scooters on cycle tracks and treat them just like pedestrians. I'm not going to signal with my right hand because I feel it's less visible. While I find Calgary drivers already give me ample space, having it codified would be nice for the times they don't.
Firstly I believe that the main goal is safety for everyone. But the possibility of a one meter buffer may bring issues when one is moving away from a cyclist and veering into to other lane. Also its frustrating that some cyclists have a sense of entitlement when it comes to the law. I see almost every day a cyclist using the sidewalk then using the crosswalk without dismounting their bicycle. If they want more respect on the road they need to respect the rules of it.
Skateboards have just as much of a right to use the same space as bicycles. The hand signals would create less confusion for a lot of road users & the 1 metre rule creates a safer environment for all road users.
If by safe passing you mean bikes and vehicles, that isn't really feasible except where there are bike lanes. In which there is already enough space. But swerving to make 1 m might be dangerous also.
In the DT core bicyclist already are seen using motor vehicle lanes instead of Bicycle lanes, allowing skateboards,in-line skates etc in those lanes will increase bicycles in motor lanes.
<p>While I think that it's a good idea to provide non-pedestrian space for skateboards, rollerblades and scooters, I wonder about the impact that allowing these modes of transportation into the bike lanes might have. The speed and breadth required for skateboarding and rollerblading might cause congestion and challenges concerning "right of way". I imagine that scooters would not cause the same problems.</p> <p>I don't see a question concerning "rolling stops" for cyclists, but am in strong favour of them in low traffic and residential areas.</p>

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I am a cyclist and use my right arm to signal right hand turn especially when there is an oncoming vehicle or vehicle turning out of the intersection as the right arm signal is easier to communicate and point in the direction I am going. As a cyclist vehicles often pass me with less than 1 metre when there is oncoming traffic.

Does the 1 metre rule apply to cyclists passing parked cars on the road? I have almost been hit by a car door opening because I passed too close but if more than 1 metre drivers honk and get mad that I am on "their" road.

1) allowing skateboarders (etc) to use the cycle paths could potentially reduce the risk to regular pedestrians because they often speed along dodging in and out and don't have the ability to stop quickly. I would accept that wheeled modes could be used in the bicycle lanes only.

They should abide by traffic bylaws by stopping at intersections to look both ways to ensure a safe transition. This rises another question of why cyclists are allowed to travel on roads without any insurance, what happens when a bike causes damages a car ?

Bikes must stop like cars!

The left arm is used as a rule and has been for years. It is so the right hand (more dominant in 90% of people) to maintain control of the vehicle. It is also a carry over from motor operated vehicles. The front brake on a bicycle is also the right side, and typically has greater stopping power than the rear. This was not put in to discriminate against left handed people, this was a safety concern. Seems silly to waste city councils time on such a trivial manner.

Large strollers also need to be allowed in the bike lanes too. Some are much too large for sidewalks. The left arm turn on bones needs to be Inforced rather than giving more leeway.

You have made a complete mess of 12th Ave. SW and these bike lanes are not being used. Everyone associated with this incredibly stupid idea should be ashamed and, given the City's poor financial outlook should resign.

If it will improve physical activity and people mobility, sharing the underused lanes makes sense.

Electric scooters and wheelchairs should be allowed but I don't agree with in-line skates, scooters being allowed. Left hand signals because you wouldn't know what they're doing
Cyclists should have the same rules as cars, come to a stop, otherwise too many accidents

As a young adult who is not very fit, I find it extremely dangerous to bike on the road. In suburban areas like Tuscany and Strathcona, I use sidewalks to travel between bike paths and no one seems to have a problem with it. I would like to see it made legal for adults to bike below a certain speed on sidewalks in places where there is no bike lane.

Permitting cyclists to enter roadways from bike paths w/o stopping would be disastrous. Cyclists already do this from bowmont park to 53rd St NW and I have witnessed many close calls. How about doing the opposite instead and handing out tickets to cyclists for dangerous/reckless driving?

Most of this seems quite reasonable! My big concern is making roads more accessible to unlicensed and uninsured users - ie, cyclists - without actually folding them into the existing system. There needs to be a registration system for ANY vehicle, motorized or not, on the road. I'm not saying it should be as expensive as it is to have a motor vehicle, that would be absurd, but some kind of infrastructure that includes accountability consist with what is expected of other road users (cars, buses, etc.).

Cyclists on the road should be treated as a vehicle and failure to stop at primary roadways and intersections will cause an increase in recless cycling, i see this as both an avid cyclist and automobile operator.

Bike lanes should remain restricted to bikes. Other forms of transport would make bike lanes more congested.

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I don't mind skateboards, in-line skates etc. in the public spaces described above, however I don't think they should be used in the cycle tracks. The cycle tracks are used by commuters who are often going fast and having slower moving people such as those using a skateboard will increase risk of accidents.

As Both a cyclist and a driver I have had far too many close calls with being passed within less than 1 meter space between myself and another vehicle, I think this legislation is excellent and includes key ammendments to allow cycling flow to occur much easier by allowing yield instead of full stops at entering/ exiting pathways

1)Cyclists are typically faster, so I see more accidents happening due to other that are slower

2) This maybe confusing for drivers but would certainly help cyclists

3) Safety is great, and the idea is great, but I feel this is more of a cash grab to enable more tickets for the city since many road users would be disrespect of this rule just as they are now.

Notes: I feel there are many "broken" paths. It would be nice to go long distances on a path rather than being forced onto a street. I would ride the bike more but am scared of the traffic.

Allowing a cyclist to indicate a right turn would be hazardous to the cyclist. If I am driving alone in my car, the right hand signal is 1 m from the curb, 3 (or more) meters clearance, plus the width of my car across to the driver's seat (another 3 m or so) is then a minimum distance of 7 m away. Might be much harder to see the signal.

I have a concern about allowing bikes to yield rather than stop when entering/exiting. As a pedestrian, I already have bikes almost run me over on pathway entrances. As a driver, I already have bikes decide to dart out from pathways in front of my vehicle with no warning. Cyclists get to cherry pick rules that apply to vehicles or pedestrians when it best suits them, making for some very irresponsible and dangerous cyclists who are the first to complain about drivers and pedestrians. Give them one clear set of rules, and actually enforce the rules.

Yhese proposed changes clearly making driving in a city more dangerous as well as shwoing preferential treatment of specific group of commuters.

I want cyclists to have a license plate. Benefits in my mind are 2 Fold. If you rude in a street or bike path or mountains you need a license plate. Registration money will help to come Moen's are the budget to maintain or repair or support infrastructure required.

The other benefit is that cyclists who cause an infraction can be identified and subsequently charged. As it is now we have no way of tracking or identifying them when necessary.

:)

Skateboards and scooters are dangerous in public areas, especially crowded places like downtown. Also skateboarders and inline skaters don't really seem to care anout their surroundings or cars near them so they just go really fast and without care. I was once leaving the parking lot of a store in crowfoot, and i was turning right from a stop sign and it was night, so it was dark outside, and I just saw a skateboarder come out of nowhere in the middle of the road while i was just about to make a right turn. He didnt stop at the stop sign either.

Important to integrate changing tech (electric scooters etc) w existing infrastructure to solve last mile problems and maximize transport options. Slow vehicles should be able to share space on sidewalks w pedestrians, faster ones could mix in the bike lanes. A 30 km/hr electric skateboard should be in the bike lane, not running over grandma. But if it's some kid on a push scooter, should be on the sidewalk not creating an obstacle in the bike lane. Should be speed based.

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1) I am a cyclist but I have strongly heard that we need to be respectful of all active modes of transportation for a long time. 2) depending on conditions sometimes signalling with the right is easier and feels safer for me. It is also a common practice. 3) If enforced this would reduce uncomfortable passing!

I believe most people are already accepting of these suggestions with bicycles, so there would be little impact. BTW I use 4 modes of travel, and it only lets me choose 3...

Right arm indication would make it more clear for others on the roadway to understand that a cyclist wants to make a right turn. As for the safe passing bylaw, seems like it will not be followed and will become just become one more excuse to pull people over.

All this is already done - just rubber stamping!

If the city really wants to be helpful, find some engineers that actually cycle or walk, and refit roadways in such a way that is neither a nuisance to cars or cyclists. This logic also applies to pathways with pedestrians and those on wheels. For example, sweep the pedestrian path along Memorial instead of slating the road the day before a major melt. Save resources and help pedestrians and vehicles.

Safer for everyone on a motor vehicle or otherwise. This also would encourage more people to leave their cars at home and use other means of transportation not feeling like it is a hassle. Better for the environment, traffic, and overall health of the people leaving their car at home.

Agree with other non motorized vehicles in bike lanes however don't agree with wheelchairs and motorized scooters in bike lanes. This is the equivalent of a pedestrian, they would move too slow to be in a bike lane

It's already confusing enough as a vehicle driver to know whether to expect cyclists on my left or right side (i.e., on my right on normal roads, but oddly on my left on some downtown roads), adding the extra complexity of left or right hand signals just complicates this even further and creates an unsafe situation if I'm looking at the cyclist's left and they're signaling with their right (that I can't see, especially if they're closer to the right side curb than I am).

I am an avid cyclist and an avid motorist. 1) It would be better to allow a variety of alternative forms of transportation to make use of the cycle tracks, rather than insisting that they stay on the sidewalk. 2) Using the right arm pointing clearly in the direction of travel removes the ambiguity and irrelevance of the left-hand version, which came about because drivers sit on the left side of a car. 3) As written, this proposal removes the opportunity to maneuver a car efficiently in stop-and-go traffic, effectively increasing the problem.

How would all the retraining be provided to all drivers including visitors to our city. Also how would the helmet laws be enforced.

The best way to make the roads safer would be to enforce all rules of the road on all vehicles. As it stands it only feels like these rules are forced for cars and cyclists are able to get away with dangerous practices that put themselves and pedestrians at risk.

Anyone using the roads as a means of transportation, other than leisure, should be licensed and insured. (families/sunday cyclists are not a problem) Commuting cyclists do not follow existing laws & there is no enforcement by police. if laws can't be enforced usage should be restricted. it's not fair for some to be unaccountable. council has wasted time & money & made the roads less safe by frustrating drivers. bike lanes are unused & a waste.

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I think that allowing skateboards, inline skates and scooters in public spaces and on cycle tracks promotes healthier lifestyles and expands the accessibility of these areas to a wider demographic, making Calgary a more inclusive city. Cyclists who are left handed may struggle more with balance if they are required to use their dominant hand to signal, thus adding to safety risks of cyclists and the drivers on the road. A safe passing law will encourage safe driving practices and decrease risky passing manoeuvres.
Its all good
In Europe, in particular the Netherlands, it's common to point to where you want/plan to go. Use your left arm to point left, right to point right. Natural. Normal.
I don't support skates and skateboards in cycle tracks. Both move less predictably and take longer to stop than bikes. This would make me less likely to use bike lanes. I get that they're annoying on the sidewalk, but putting them in bike lanes is seems like it'd just make things worse
Cyclists indicating with their right arms is too far out of my sight line when driving. It will get lost in visual clutter. The cyclists need to signal with the arm closest to the drivers for maximum visibility. Also, as most people are right handed, taking your strongest arm off of the handle bars could cause swerving and/or an accident. Second-that 1 meter of space. On our residential roads, allowing 1 meter of clearance would literally have me crossing a solid yellow line and driving into oncoming traffic.
Not safe
In terms of letting other modes of transportation in the cycle track, as long as there is a way clear way to pass people it should be ok. In terms of indicating with right arm, doesn't matter to me as I'm used to indicating with left arm. Safe passing space of 1m would be very positive for roads that don't have dedicated cycle tracks.
Unable to answer questions - doesn't work. All except #1 a good idea - hand signals with both arms was the rule in UK all along - always wondered why it was different here. #1 will impact pedestrians poorly. Why can't you do something about distracted pedestrians crossing without looking first? STOP, LOOK, LISTEN then Cross the Street.
The safe passing law will increase the safety of cyclists (5th St SW between 17th Ave and Elbow Drive especially). Signalling changes will have little impact for most, but a good change nonetheless. No having to stop when entering/exiting a pathway is a good change. Scooters, skateboards and mobility scooters cannot keep pace in a bicycle lane and would cause congestion in the lanes.
1m passing a bike is necessary. Calgary is such a dangerous city to ride your bike on the road. Having ridden in cities that have this law, it is so much safer.
I find cars pass me on a bike with very little clearance, I hope the city would provide educational signage reminding motorized vehicle drivers to give 1 meter of clearance when passing cyclists.
2) is a no-brainer. I've been doing this for 30-odd years because it's easier as a cyclist and it's obvious what it means. 3) I've been a big road cyclist for about 32 years. I fell under a semi truck as a result of an unsafe pass. I survived. Main takeaway point for me: there are places where it's "fair" for cyclists to be, and there are places where they are "in the way". My concern if you only focus on passing space is that it will empower cyclists to go where they shouldn't. Would love to elaborate more, but you haven't given me space.
Scooters are powered I thought, if so - no best on walkways.

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Even though I don't ride my bike in the core things do have to change for the safety of the bike riders to be safe . They also have to do there part of adhering to the new rules .
Cyclists are entitled, elitist and pompous. Looking forward to seeing skateboards, skates, wheelchairs and scooters using the poorly designed bike Lanes.
1) cycle tracks only. 2) difficult to see if in motor vehicle 3) should it not be common sense?
Bicycle s using road ways should have a licence. How often do they obey road way laws? Seldom at best.
A large number of cyclist s do not follow simple rules such bells. So making rules even more lax is not sensible. 1 metre is tough to do on good roads. Add in bad weather and snow you will block up roads behind cyclists.
The reason that signals are made with the left hand is that is the hand that is visible to motorists when the bicycle is travelling near the rigjt-hand curb. A cyclist pointing at something with their right hand is not signalling. The answer here is to educate people to signal properly.
These things have been taking place regardless of laws, with the exception of space when passing, with virtually no impact to traffic that I am aware of.
I support the majority of proposed changes. However, allowing cyclists to yeild instead of stop is a dangerous change. You have to protect pedestrian traffic. In my experience, it is not very often that I see a cyclist stop anyways and this change would not help safety in anyway. The safety aspect of pedestrian traffic has to be given serious consideration and outweighs cyclists not having to stop.
Everyone was taught in school to use left hand only for bicycle signals
In the few instances I share the road with bicycles I am very conscious to allow 1.0m or more distance from bike when passing. Most cyclists will ride by the curb and there is room for a car to pass w 1.0m or more space. Concern is when cyclists are too far from curb making it difficult to pass them safely. Does this mean cars must crawl along behind a bike hogging the lane and for how long? The bylaw should include that bikes must give way to vehicles, and vehicles can only pass safely at 1.0m from bike.
Skaters and skateboards should be allowed, the effect will depend on cyclist and skater behaviour I think standardizing hand signals for right and left arms would be necessary, but once everyone understands the two possible standard signals, there is no reason not to allow it In all cases giving space when passing allows for unexpected events including slipping, potholes, dogs , etc. and in general discourages aggressive behaviour
Cyclists need to be more careful, they don't respect the rules
On roads with narrow lanes two large vehicles cannot pass while staying in their lanes
It is convenient for me
Bikes should be required to use the designated bike lanes. We have cyclists riding a block away from bike lane taking up another lane of traffic
it just makes it to complicated you can't judge 1 meter for a car that is behind you in a busy roadway that is already bumper to bumper almost. It's already challenging enough to change lanes.
I can't imagine a 3-foot safe passing law would do much for the safety of the roads and would be extremely difficult to accurately enforce. Please do not let policemen and citizens waste their time dealing with misagreements on such cases.

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Skate boarders are typically young and feel the rules don't apply to them .
Legalize lane splitting for motorcycles. It is proven to be safer than not allowing it. Also, Cyclists should have to make a full stop at stop signs and when entering roadways, just like everybody else.
DO NOT allow cyclists etc. To just yield at intersections! They need to come to a complete stop, so that drivers in vehicles have a chance to see them! A cycle is a vehicle, just as a car is! If you are on the road or crossing the road on your bike- etc. You are a vehicle and same rules need to apply!
Unable to indicate choices for above question.... choice would have been 4 Negative Impact for part 1 and 2 and no impact for part 3. Feel the changes would have negative impact on pedestrians. Users of bikes, skateboards, etc. are not always able or willing to maneuver around people walking due to the fact that they are going faster than someone walking. Most cyclists I see don't signal at all.
Different modes of transportation on cycle tracks will be dangerous, will negatively impact traffic flows on those tracks, and will serve as a disincentive to cyclists to use the cycle tracks (either in favour of roadways, or by not cycling at all). Some public spaces may be appropriate for these modes, but not cycle tracks. Left/right turn signals is a sound idea (indeed it was the way I was taught "defensive cycling") however you have a jurisdictional problem. Mandating a different rule for passing will be confusing, with problematic enforcement.
Mixed use of pathways is not safe
I have received no issues with others using bike path, but I only walk on them sometimes. Safe passing distance just seems reasonable to me.
I'm concerned about the interaction between cyclists and other transportation (skates, boards, scooters) in the bike lanes downtown where space is more limited . Right hand signaling is great in that it would give cyclists more ability to signal intent - my only concern is that the reason we use our left is that it is more visible to cars. The 1m rule is amazing and would give a greater margin for cyclists to deal with blockages/poor pavement quality on the road.
The one metre space between road users is crucial as cars frequently put cyclists in mortal danger by passing within a hair's breadth, simply because they are impatient to pass. This will now give cyclists a legal recourse to use against motorists who would needlessly imperil cyclist lives.
I'm 100% for safe bylaws and the ability to use personal electronic devices. I.e electric skate boards, scooters, and other electric mobility devices.
Cyclists should have to have a license in order to be on the road, everyone should have the same knowledge of the rules. Then can be held to the same responsibilities as drivers. Because right now I feel as if both sides do not know how to deal with each other.
I believe that the maneuverability (or lack of) of the conveyance, and the speed (or lack of) of the same has the potential to cause a safety issue.
You do NOT rewrite the Highway Traffic Act when it comes to proper signaling - cause for misinterpreted maneuvers,
Mixed use is not safe

Q1-Allowing the other mobility devices to use those areas is at least consistent & possibly relieve sidewalks. Bicycles should not be on Stephen Ave. walking section.

Q2-Cyclists need visibility, this shouldn't be allowed as not visible to drivers. Reduces safety & increases conflict to all involved.

Q3-Depends on the space available to do so safely.

What about questions for the other critical points above? E.g. #2-NO, cyclists must know and obey the rules of the road, especially those that don't have drivers lic. By this logic cars should too.

#6?

1. skateboards etc on cycle tracks=no issue

2. conventional hand signals have been in place for a long time, learn them, don't confuse the signal with random arm waving

3.this will result in long lines of cars following bicycles because they can't change lanes to pass them. These days cyclists don't ride close to the curb as required by the highway traffic act so passing will require a lane change.

Right now some people think I am waving at them when I use the proper hand signals for turning right.

Unless there are dedicated separate bike lanes there will always be contact with bikes and vehicles I think if this was enforceable this would be better than the bike tracks.

1. I don't often frequent downtown, so I don't have a strong opinion.

2. I am comfortable using my left hand for signalling on my bicycle. I can understand if someone is more comfortable using their right hand instead, it's nice to have the option to choose. As long as motor vehicle operators are paying proper attention (assuming there is adequate bike visibility at night), it shouldn't matter which hand is used.

3. I don't know what this would look like in practice.

Piling on skateboards, etc., etc., on the malls during non traffic hours will increase the danger to all those walking and encourage walkers to not use those streets, I sure would not want to walk down Stephens Ave or Barclay mall wondering who might come flying by you on a skateboard or inline skates where considerable speed can be built up. It is bad enough to be dodging bicycles.

Skateboards and scooters currently seem relatively courteous because they know they shouldn't be on the sidewalks. Legislate that it's ok will likely result in more of them and more will include some who show no respect for others walking. Keep them off the sidewalks.

So-called safe passing law will invariably be open to interpretation in enforcement (judging the one metre); and on our many narrow streets with parking, will result in no passing for long stretches; resulting in increased travel times for the 90% of commuters who use cars.

As a cyclist, thank you. I strongly agree with all changes. I do wish you were allowed to take bikes on ctrain during peak hours if you are reverse traffic flow.... ie away from downtown at 8 am

2-universal laws/rules made for clarity. Why not make some stop signs blue stars? Because everyone needs to understand the same set of rules. This gives the wrong impression. Obviously if disabled allow whichever arm, but keep as is.

3-This law doesn't allow adequate space to pass with current size of lanes. Bicyclists are slower and need to be passed to avoid long traffic back up. Bicyclist also do not follow existing laws and would weave between cars parked at lights or traveling slow. Laws need to be enforced for both vehicles and bicyclists.

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In regards to the 1 metre— bicyclists often pass on the right when cars are stopped in traffic in general or at interchanges. If this is passed/ they keep doing this, road rage is going to get worse. Enforce the illegality of passing cars on the right side of the lane first.

I believe bicycles and anyone on the streets and sidewalks need to be defensive. Everyone needs to STOP at stop signs, always use your left hand to signal so drivers know what you are doing. I also believe bicycles should be licensed. This way some money spent on the few riders can be recovered. I live in inner city, and am regularly accosted while walking by bicycles. We have 4 way stops on most corners, the bikes play chicken with the cars, it is amazing there is not more accidents. Then the biker yells at the cars, like it is their fault!

I can't think of any good reasons not to make these changes, they all seem very sensible.
Aligning bylaw governance with actual behavior, especially in non-harmful/low-risk cases like these, seems like a obvious and good decision to make.

The roadways are now very constricted due to bike lanes, parking, pedestrians and buses. That means that if any unforeseen incident occurs there is no room for human error. That makes for a dangerous situation.

Urban planners failed to plan efficiently for long term management of traffic flow. Instead it seems as though they prioritized profit over sensible transportation routes. Our roads are already cluttered, thus it will be hard to ease the movement of people without frustrating many private and commercial vehicle operators. To top it off, we are snowed in for close to six months out of the year. Hence, new roads should be inclusive of all and old roads left untouched. We cannot fix our past mistakes but today we can, cheers.

- 1) skateboards, etc. could be allowed on cycle tracks. To have them all over public spaces just wreaks havoc as they move quickly and dart about.
- 2) Unless they don't have a left arm, the right arm should not be used as it may not be noticed by a motorist who would be expecting to see a left arm signal.
- 3) I don't understand the concept. One metre space where? Beside? In front?

1. Please NO motorized/e-bikes on pathways shared by pedestrians, e.g. river pathways. e-wheelchairs are okay.
 2. Hard for drivers to see an outstretched right arm for right turn.
 3. This is a bad idea as it causes vehicles in heavy traffic (where they can't easily change lanes) to bunch up behind slow cyclists and tailgate them causing frustration and danger for all.
- General comment: the City needs to do more to discourage cycling on sidewalks as it poses a significant danger to pedestrians. More education, more enforcement, please.

I am concerned about the feasibility of a bylaw requiring a 1 metre clearance when passing. In my neighbourhood, the bike lanes and roads are narrow. Unless the bike lanes are moved to sidestreets without lines, it would be nearly impossible to have this much clearance without crossing the yellow line into an oncoming lane. In my view, bike lanes should be completely separate from roads, or relocated to quiet sidestreets without lines.

Any way to encourage active transportation and mixed use of roads is a positive thing in Calgary.
We need to get away from the car dominant lifestyle here - for our health and happiness and for the environment.

Permitting cyclists to signal with their right hand is dangerous - the left hand is more visible to drivers and we are in the habit of looking for the left hand. The safe passing law is the only part of the proposed changes that makes sense. I'm okay with allowing e-assist bikes on trains, but they are too heavy for bus racks and will take too long to load. Yielding instead of stopping when entering a roadway is more dangerous - look at the stats on bike accidents; many of them happen at this transition.

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supporting more sustainable and safe transportation
I strongly believe that mobility aid and wheelchairs should remain on sidewalks, not bike lanes. I also would emphasize more enforcement and education of both driver's and cyclists in high traffic, commuter locations (thinking cycling lanes into/out of downtown during AM/PM rush). This would resemble a checkstop for both drivers and cyclists. I ride nearly everyday, have done so in most major Canadian cities, and think Calgary is on the right track, but could stand to improve. These bylaw changes should help. Also: mandatory helmets and lights...
Bicycles should still have to follow the rules of the road, stop signs are just that. If they are on the road they should be required to be registered as well, \$20 for a plate. That way they can be held accountable for cutting cars off or nearly hitting people who are walking.
Allowing skateboards in cycling infrastructure would increase its viability as short range transportation and increase safety for pedestrians. Also any law that gives breathing room to non traditional road users will make the road a safer place for everyone.
I want transportation to be equal, whether you have a car, skateboard or skates.
Coming of age
Define safe passing law of one meter. On a lot of narrower roads it would be impossible to attain that unless I were to go into the oncoming lane of traffic. We also need to start enforcing full stops for bikers. If I pull up to a four way stop and wait for my turn, then a bicycle comes flying out of nowhere after skimming through all the traffic and pulls out, that is super dangerous and if I hit them are they paying for my insurance bills? Are they paying for their own medical expenses? Or am I going to be sued because they can't follow the law.
Be able to use electric scooters in downtown will be great. Scooters more convenient than bicycles
<ul style="list-style-type: none"> -Expand network for more users, existing tracks need to be resurfaced where the asphalt is cracked/warped. -Visibility & safety of conflict zones (vehicles turning across the tracks) needs to be addressed as cyclists continue to be hit, other modalities different levels of need lights at night. -Does the 1m passing only apply to car – bike interactions? -Educate on the Dutch Reach, to prevent dooring on rds without protected infrastructure or where bike lanes in door zone of parked cars
Left hand turn signals more visible. NOT in favour of wheelchairs, motorized scooters on road bike lanes. The lanes are too narrow - narrower than recreational pathways and sidewalks. Not safe for anyone. Same with in-line skaters on road bike lanes, though they bring their feet together when passing. Re distance when passing: cyclists often pass way too close, pass when there are on-coming cyclists or pedestrians, pass between a pedestrian and a cyclist already passing the pedestrian. Also: enforce some by laws other speeding.
Skateboarding and inline skaters have no speed rules. How are they exercising caution. What measures are in place to protect pedestrians?
Allow people to smoke cannabis "legally" so forward thinking of you to allow an entire meter of space when passing someone, wake up it's not 1912 anymore. Stop bending to corporate pressures, or [removed] and get kicked out of city council. Wake up
Bicycle lanes should be renamed to reflect the multi-use by other types of non-motorized vehicles.

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Allowing scooter, in-line skater and such in the cycle track esp during peak commuting hours will cause problems. As a cyclist it will deter me from using the track because I have already has issues with almost hitting skateboarders who weren't following the rules.
A 1 meter distance between bike and motor vehicles is very important for cyclists safety
Skateboarders and those on inline skates do not, in my experience, exercise sufficient caution or awareness to mix well in these areas. Further, unlike cyclists (though there are many exceptions) they have little apparent knowledge of traffic rules, and rarely respect pedestrians.
Teach people the correct signals
A biker does not need that much space on the road, so it is not necessary to have 1 meter space. Having additional users of the cycle tracks have to be regulated similar to cars, otherwise it is endangering walkers and drivers. Also, there should be a law that if there is a cycle track bicycles are not allowed on the road with regular traffic. A lot of cyclists are danger to themselves and the traffic or people around them. Also, there should be a by law about the snow from roads and track cycles to not block sidewalks for strollers and wheelchairs
The City should not change hand signals that are a worldwide standard. You are insane. Putting slow moving impaired transpos on a bike path? Just asking for trouble...
The reason bike lanes exist is due to speed differential between cars and bicycles. So putting slow moving erratic users (wheelchairs, in-line skaters, skateboards) in the bike lanes just recreates the same hazards. The bike lanes are too narrow to make a safe pass as it is, how is a bicycle expected to safely pass they new users? Everyone lines up behind the slowest moving user?
I'm not sure why you bother with bylaws for cyclists. They don't seem to get enforced. If anything cyclists should have to adhere to the same laws motorists do on downtown roads. Many cyclists ignore pedestrians and basically do as they please where they want to spite the city wasting millions on bike lanes
More inclusive, less confusing
Honestly I would prefer stricter laws on anyone using non motorized vehicles to be required to follow the rules of the road. I have been there too many times where someone on a bike feels they don't need to stop for a red or stop sign and nearly cause an accident. Even while using the bike lanes.
No impact on cycling laws as I don't cycle, impact on passing law due to safety
I am a full year cyclist so these changes would make me feel much safer when I need to be on the road
I feel like the allowing electric vehicles more freedom is also a benefit as it's really no different than a regular bike.
I think that in the cramped downtown spaces should remain impacted by slower traffic such as other non motorized vehicles in cycle tracks. Also requiring a metre between vehicles on cramped roadways would impede traffic as well.
..
<ol style="list-style-type: none"> 1. It would get some of them off the sidewalk. 2. It would be easier for the car behind them to know they are turning and not stopping. I'm always confused with the right and stop signal. "Is it up for right, or down?" 3. That's common sense, and in my opinion, should be a couple of meters I'm adding 4. Bikes loaded with bottles/cans, should not be allowed on transit at any time. It takes the person too long to get on and off, and they never go where the bikes are supposed to be in the car, just stay near the door.

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The downtown spaces are already very challenging to navigate, especially with small children. Skateboarders, as an example, should be required to dismount in the most congested areas.
Thank you for taking a look at the bylaws to ensure they are realistic and inclusive.
Arm signals are universal, why should one city have different rules. Visitors wouldn't clearly understand.
Arm-signaling bylaw changes should be implemented with strong public education regarding PURPOSE: your signal MUST be visible to those vehicles (cars, etc) behind you. Too often, I see bikers traveling on the right signaling with their right arm...the car behind and to the left does NOT easily see that. Right arm signaling is appropriate when a biker is on the left (say, on a one-way street) and they want cars behind and in their right to know their intention. How can the City help ensure bikers get this and use signaling appropriately?
I am a year round cyclist and I have been passed by vehicles dangerously close. This would at least bring awareness to the need to pass safely.
My son loves skateboarding and always mentions to me how many limitations there are in regards to skateboarding as opposed to cycling. Hoping more indoor skateboarding parks will be open.
The safe passing law seems ambiguous. It would be difficult for cops to quantify whether it is 1m, or a bit over/under. Also what if traffic is at a stand still, and you need to change lanes then 1m may be a reasonable amount. Does changing lanes for reasons other than passing also count, if so how do enforcers tell the difference.
No Western city has more bicycles than Amsterdam. They allow Vespas and smaller cc motorcycles on their cycletrack. Their's is much busier than hours and everyone gets along- it works extremely well. Doing the same in Calgary would have higher usage and acceptance by Calgarians as well as making transportation safer for everyone.
Skateboards and inline skates are less controllable devices and the risk of the users loose their balance and collide with motorized vehicles are very high. Despite I'm a practicer and skateboarder as one of my favorites hobbies I know it is a high risk to safe for users if used too close from the motorized traffic.
Unsure how the 1st question would turn out. This could be a positive impact, or people could make this a negative thing. It would be nice for people to have the option to travel how they want to, but it may be take. Advantage of. I would suggest clear rules regarding where to cycle and skateboard. Example: by the bow we have cycle and walking paths. Have some separation
Passing bikes can be a necessity in roadways. If we didn't as drivers, it could cause major backups. As a cyclist who uses roadways, I don't mind being passed as long as it is done safely, such as with enough room.
Skateboards on sidewalks especial downtown can be hazardous cycle path if they can do the speed limit
1 people already skateboard and scooter on the cycle tracks The main issue is that it is unclear which tracks are cycle vs pedestrian tracks. Also many bike lanes have poor flow, so it's easier and faster to ride on the road. b) bike lanes not swept after winter make cyclists avoid them 2 most already signal right with right hand. 3 I have drivers swear at me monthly for biking in the bike lane. This rule will help, but it's not the issue.

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<p>Allowing cyclist to indicate a right hand turn with their right arm is a no brainer. It's far clearer to see from a motorists point of view. Mandating a minimum clearance of 1 Metre would let people feel more confident at taking another option when it gets to moving around. A lot of people I have spoken too don't feel comfortable with how close trucks get to them on a bike, so they prefer to take another form of transportation</p>
<p>These changes will provide for increased safety to pedestrians on sidewalks as these other mobility options may tend to use cycle tracks and stay on the street. E-bikes and other electric or mini motorized conveyances should also be allowed on cycle tracks and pathways. Thank you for gathering my views. Sincerely, Rick Morris.</p>
<p>Bikes need more than one meter</p>
<p>#2 allows cyclists to use front brake while hand signals</p>
<p>Cyclists don't signal nor follow any sort of traffic laws now. I don't think they will after changes are made. 1 metre rule for passing good luck with cyclists dodging all over the place on the road. Yesterday witnessed a cyclist weave through 3 lanes of traffic no signals dodging between cars etc. They like to take a run at pedestrians. Great allow personal mobility devices in bike lanes. Who is going to enforce? Have the heck are you going to catch them? Yes Ebikes on buses electric mobility devices are allowed. You need ebikes to get up some hills</p>
<p>Bikes must have brakes and lights, but scooters and skateboards don't have those things. I'm concerned they will be a safety concern. Using either hand for hand signals is great for left handed people.</p>
<p>Allowing cyclists to use Right hand for signaling is not effective...very few people will see the right hand signal. For the last 30 years we have been taught to use our left hand. If you are riding a bike just use the left hand....it's not that big of a deal</p>
<p>Skateboards and inline skates are more erratic and harder for pedestrians to anticipate their movements. With a one metre safe passage, I believe motorists will be more likely to impede traffic flow, slowing down to the cyclists rate of speed. specially on some of the narrower streets.</p>
<p>I am 70 years old and retired. I value the bike lanes for getting around town, shopping, going to the library, etc. My slight concern about scooters in bike lanes is the trend in the US of electric motorized scooters. Some people are concerned with the danger they pose because they are fast and quiet</p>
<p>Yielding instead of stopping like the HTA requires? Insanity!</p>
<p>I feel the arm change bit will have minimal impact of any kind. But allowing skaters to use bike infrastructure will allow us to get around just like anyone else. We aren't any more damaging than a bike.</p>
<p>The only change that might have a negative effect is if the slower moving skateboards, scooters, and inline skates get in the way of quick cyclists, other than that the changes seem harmless.</p>
<p>Cyclists are already lane splitting. Make cyclists have plates so we can report them with our dash cams.</p>
<p>IF you feel strongly about making the ROADS and Pathways more CYCLISTS shareable, then its TIME to LICENSE BIKES, scooters and skateboarders as THEY should be subject to the same laws and BE held responsible as AUTO drivers are, and ALSO PAY A FEE to MAINTAIN ROAD and PATHWAYS....stop making HOME OWNERS PAY the BURDEN for all services!</p>
<p>Number three is most important to me. too many drivers pass way too close and way too fast. The bike lanes give me confidence to ride in the downtown area. i particularly like the 12th Ave. and 5th Street lanes.</p>
<p>Safer and more inclusive.</p>
<p>The cycling rules as they are are just fine. Why change something for change sakes.</p>

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Skateboard, skates and scooters all move more slowly than a cyclist and this will add to frustration and increase the risk of accidents. Plus pedestrians may not be looking out for skaters in the same way they look out for cyclists. With regards to a right arm signal - welcome to the 21st century! it is legal most every where else and I am sure motorists have no idea what what an l-shaped left arm means!! A one meter space given cars weigh a tonne and a half and cyclists weigh about 80 kg can only add to cyclists safety.

The reason why the left arm is to be used, is because the rider is on the curb side of the road, which means the left arm is for visibility.

A safe passing law will not be respected by most drivers, everyone here is so aggressive.

common sense

Trying to enforce a one metre space between road and users is next to impossible with the way existing streets are laid out and designed. The existing lanes would need to be reduced, therefore creating less room for the size of our vehicles and creating more traffic woes than expected. Also, I don't think there is enough cyclists to warrant changing the existing bylaw

I cycle and may commute by bike in the future.

Hand signals on roadways are for cars, motorcycles and bicycles. Don't create 2 separate standards. MC riders need to throttle w/ right hand DBS cannot signal that way.

Cycle courses have always taught that cyclists signal with their left arm. Those of us who drive were taught that as young cyclists. As a driver I look at the cyclist's left side for any indication of change. Many of them don't signal anyway.

I would ride my bike and use my rollerblades as transportation more often if these bylaws were in place.

The car lanes beside bike lanes are too narrow to allow 1 metre when passing a cyclist. Traffic is already extremely slow downtown, and this will cause further delays.

Scooters are much slower than bikes causing congestion.

A safe passing distance is a poor policy because there are variables a driver cannot control. The different road users already need to respect each other, additional bylaws will be negative and have wider consequences. In heavy traffic when cars are barely moving there is not 1 metre available. Also this is likely to be only enforced on drivers, not on cyclists riding up between the lanes of traffic (every day on the Centre St bridge). This will cause more issues than it helps.

While. I understand that using the right arm is more practical for signalling a right turn, it also poses a potential hazard in the event the cyclist needs to stop quickly, only the front brake is available.

I also can appreciate the use of a skateboard for personal mobility, I believe that these changes would result in numerous noise complaints. Skateboards aren't exactly the quietest.

Electric skateboards and scooters should be allowed on bike paths and roads too. They aren't any more dangerous than a bicycle and are a much more manageable size for taking on the bus/train.

I don't spend much time downtown.

The cycle tracks should remain cycle tracks - allowing different modes of transportation that take up a different amount of space, have different risks of impact, and travel and very different speeds is just down-right dangerous.

A passing space isn't going to help. Cyclists still often choose not to use cycle tracks and cycle in dangerous ways - a metre will basically shut down an entire lane in some places. I've passed cyclists on Stony and Deerfoot - to give them a metre would be dangerous for the cars on the road.

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<p>Paths should be inclusive to any non motorized vehicle with wheels. Very few cyclists follow the rules at this point so the signalling and yielding changes are pointless with absolutely zero enforcement, there's much bigger, unsafe rules that cyclists regularly neglect in this city.</p>
<p>I currently Am again it's this idea or "ideas." I've been living in Calgary 29 years and driving on the roads of Calgary since I was 16 years of age. I have currently noticed around the city that bikes propose a huge threat amongst other drivers, which consists them running red lights when it convenient or just plainly not having any sort of safety, lights, helmet, and proper hand signals! They don't obey the rules of the road and I would hate it on my conscious to know that I hurt or almost ran someone over Thank you</p>
<p>I don't ride a bike or drive very much so bike laws don't really affect me. As for the safe passing rule, I like the idea of tailgating being illegal.</p>
<p>It seems all positive for me. Now allow segways to be used. If motorized wheelchairs are allowed, segways should be too.</p>
<p>I don't not think allowing cycles on Steven Ave is a good idea, there are far too many pedestrians.</p>
<p>I am confused about the last point - allowing vehicles to park when there isn't a curb? Not sure what this means so I couldn't speak to the impact.</p>
<p>Using the bike Lanes for other types of active transport will encourage more people to be active. Especially young children when parents feel there is a safe dedicated space for this.</p>
<p>They all seem like a real waste of time and energy to even bring forward. Leave it all as is.</p>
<p>I have always used both arms to signal anyways, people of sound mind get it right way, that is to say I've not met anyone yet who expressed concern for that, so I think it SHOULD be law to use both hands. I worry for pedestrian based transport (like skateboards inline skates) on public cycle tracks for the same reason pedestrians should stay off, the sheer speeds bicycles are capable of are a danger - in my opinion - to those users. Also headphone wearers are a danger to themselves, this is a problem I see regularly on our paths, all times of year.</p>
<p>We need to focus on all road users, not just vehicles. I fully support cycle lanes in all areas of the city.</p>
<p>If a bicycle is on the road the person should be required to take a written road test. Many people make up their own rules which can cause accidents. Example, someone on a bike has a stop sign, opposing traffic does not, opposing traffic stops for person in bike and person on bike goes, one lane did not have a vehicle stopped and since they has the right of way kept going and could have hit the person on the bike, the person on the bike was not in a cross walk but on the road like a vehicle, this is very dangerous, people making up their own rules</p>
<p>Rules are only good if you can enforce them against all. No requirement license plates for non motorized vehicles-when a complaint is made you can't identify the rule breaker Options that will impact all other users - whether on foot or vehicles with still no enforcement options and tons of infractions with no way to keep others safe, is putting the cart before the horse. Privileges require training/license.Safe passing is regularly ignored by bikes that cut btwn cars but no license=no way to enforce - only against the car which can be identified</p>
<p>I'm not sure about the first one because I do not drive often in Downtown Calgary. The second one would be a positive impact because it is more clear to a driver than the cyclist bending their left arm. The third one would be a negative impact because of narrow roads/large vehicles that do not enable a metre of space between road users.</p>
<p>Personal wheelchairs are more appropriate on sidewalks. They take up more space and move more slowly than bicycles, and would be very problematic in cycle tracks. Inline skaters would have to be engaged with the traffic around them to avoid collisions, so new guidelines would have to be written for them as well.</p>
<p>Seems silly that we don't allow scooters and skates already.</p>

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Bike lanes are occupying too many lanes and parking spaces for their use. Keep them, but focus them on less used roads. Like 10th AVE SW v. having them choke 12th SW.
Everyone deserves fair use of the same public spaces, regardless of the means of how they choose to travel, as long as it's done responsibly. All of those options beats more vehicles on the road.
Not sure why we need more rules. Doesn't this just mean more enforcement? What outcomes are we expecting? What is the 5-year vision for cycling in this city?
The one metre space is necessary - all that's required is that a reasonable space be given. All the this will do is promote more negative feeling toward bicyclists by drivers of vehicles. If you are doing this, bicyclists should l've the same space between them and pedestrians - I can recount many instances where bicyclists have passed within inches of me with no warning and at speed. Object strenuously to 2nd proposed change - have narrowly avoided collisions with bicyclists, both in a vehicle and and a pedestrian, through their failure to stop.
Downtown Calgary is already a very busy place and full of pedestrians at most places. With skaters and scooters everywhere pedestrians mite be inconvenienced or at risk
People are trained that left arm indicated right turn. If you use both hands that will confuse everyone who is not aware of the change. Electric pedal bike is no different from regular bikes. Allow them on the train
I have never seen traffic bylaw infringements handed out to cyclists, despite the numerous and daily infractions I have witnessed (cyclists regularly run red lights, pass in a playground zone, do not yield row to pedestrians in a crosswalk etc). For this reason, I am of the opinion that this is another bylaw enacted that is not only a waste of resources but is also intended to impact motorists only.
N/a
Cycling is my main means of commuting. I ride everyday and everywhere. A commuting cyclist is faster than everyone else on the pathway but not fast enough to keep up with traffic on the road. Pathways are narrow and are increasingly congested with casual and often erratic recreational users. In order to properly accommodate all users, paths need to be widened and properly cleared in winter. The 32 Ave NW bridge often gets a small strip cleared and it's not marked as a bike path - this is a source of daily friction. It IS bike path on the one side!
Reducing and harmonizing regulation for alternate modes of transport will positively affect the ways that residents can move. This is critical as laws change slowly compared to preference, technology, and personal circumstances. Relaxed and harmonized regulations will reduce uncertainty related to change.
Get rid of the bike lanes and quit wasting our money on stupid projects
1) Cycle tracks should be reserved for bicycles only. Scooters or inline skates may interfere with the travel speed or space requirements in these tracks. 2) Good idea, not a major issue in my opinion. 3) Very strongly agree. This is one of the biggest reasons people feel unsafe when riding. The culture still has not changed in Calgary and most motorists view cyclists as obstacles on the road. In my personal experience, many are not aware that cyclists are considered vehicles and create some very unsafe situations.
Encourage increased safe modes of transportation beyond cars!
1m space sounds very nice but is impossible in areas like downtown underpasses and eliminates the opportunity for lane splitting that motorcycles or bikes could use with a different set of rules. It also would eliminate passing in a bike lane if two bikes are travelling.

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I don't normally drive downtown, so changes in that area of the city would not affect me. Passing a cyclist on the road is very traumatizing. Having to judge if there is enough room is daunting. As well, I don't trust cyclists to stay in the space they are in and find that some seem to wander out into traffic making quite a negative distraction. I also find it disconcerting that so much time and money are spent on our bicycle lanes which only services a very small number of Calgarians.
<ol style="list-style-type: none"> 1. Too many inconsiderate users of these devices and no appreciable enforcement of the rules. 2. Easy to see a cyclists right & left hands but what about one armed cyclists. 3. I can see many people either going too slow or suddenly pulling out to pass - we need better size lanes & more separation of fast & big vs slow & vulnerable. <p>30 kmph in residential is asking for trouble - 40 other than main routes is acceptable</p>
Skateboarders tend to do tricks even while "commenting" so I think it would be unsafe for others. Inline skaters and scooters are fine.
These will not affect me personally but would be good for those for whom it would
<ol style="list-style-type: none"> 1. Skateboarders are faster than pedestrians and often lack control over their boards 2. How are you going to notice a right hand signal when you're on the left of the cyclist and trying to watch traffic, cyclists and pedestrians? 3. Sounds like a waste of space that's already at a premium on most roads/sidewalks.
It will make the roads safer for both pedestrians and drivers
Na
<ol style="list-style-type: none"> 1) Cyclists (of any age) should not share space with pedestrians. Due to the mechanics of bicycles, cyclists can get significant more speed which can do more harm in a collision with a pedestrian compared to that of a blader or boarder. 2) Why add confusion to people who actually know the rules of the road. Safety wise a cyclist should never remove right hand from the bike as it controls the rear brake. 3) As long as it's applied fairly with ALL road users. <p>Cyclists should be required to come to a complete stop. Safety first!</p> <p>This space too small!!!</p>
A cycle lane has existed outside my house for a few years now. There is not enough usage of it during the fall, the winter and sometimes even the spring to justify these changes. The city needs to do more maintenance in the wintertime to ensure that the parking lane directly beside the cycle lane and the curb is clear of snow. My street currently has a huge mound of snow that was never cleared. It's now turned to ice, which makes it very difficult to exit a vehicle and impossible to park a vehicle within a safe distance of the cycle lane.
I am tired of the city pandering to the commuting minority. Traffic in this city is a nightmare already. I cannot see how this solves the problem. The cycle paths were a huge waste of money. I have yet to see an independent study that shows that they are worth the money and space that they have taken.
I appreciate any change that will make me feel safer as a cyclist. I'm too afraid to cycle anywhere but the bike paths.
I'd like to voice my full support for giving every user 1 m of space, as this is a major deterrent. Allowing alternative methods of transportation onto bike infrastructure appears to be a good idea in principal but the differences in speeds of alternative transportation methods will likely lead to user conflicts and safety issues (e.g., in-line skaters taking up two lanes if they're not courteous when passing other users). If a slight revision was made for in-line skaters in the by-law, I think that the modified bylaw would be strengthened.
I feel a bit worried that drivers will "interpret" 1m to be smaller than it actually is when passing cyclists.

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Inline skates should be allowed on river pathways which are currently designated as walking pathways. ie. Inline skates work best on smooth asphalt pathways. The city recently paved a pathway on the north side of memorial drive by the foothills hospital turn off. This is a designated walking pathway, it should be changed to allow inline skates because it is so smooth. (new asphalt). As well, there are benches by the river where I can sit and enjoy the sun when rollerblading in the summer. Allow inline skates on this pathway, resurface asphalt.

1 meter buffer will slow my drive to work more than the bikelines already have.

- 1) I'm too old to use those modes of transport but they should be legal in those locations.
- 2) I've always used my left arm to signal when I bicycle, and when driving , look at cyclists left side for indicators. Has this rule changed in other cities?
- 3) Excellent idea for all road users.

Skateboarders and in-line skates do not have braking mechanism a bike has, they have minimal control and should not be amongst traffic.

Right hand use view can be blocked, no need to change the rules "just because"

I think they're great. The one thing I would add would be to permit bicycles in trains during rush hour, only if it's a reverse commute - leaving downtown in the morning and entering downtown in the evening. Exploring a bicycle section in the Irt could be useful too. The last third of the last car. I'm not so sure about allowing wheelchairs and mobility scooters in bike lanes as the speed mixing could pose a hazard. Also, the bike lanes will likely have to be much smoother than the current bumpy ones.

Our roads do not need to be more inclusive.

I'm not sure whether skateboards, etc. in cycle tracks would still allow cyclists to travel at reasonable speeds. I'd be in favour as long as they don't impede traffic flow.

Love it! These are simple changes that will go a long way. These are things that people are already doing so it makes sense to make them legal. There are still a few laws to change to bring Calgary up to modern standards so I hope more changes are coming in the future.

While I am concerned about cycle lanes becoming congested, I think that excluding other forms of transportation is a cycling centric view which doesn't reflect how the lanes are already being used. Make other methods legal.

A straight right arm signal is much less ambiguous than a bent left. It puts less onus on drivers to recognize and react to the signals from cyclists.

A safe passing law may help improve the safety margin of cyclist who occasionally have to make unexpected movements due to road debris. I hope it doesn't become an argument maker

I find bike lanes are vary rarely used, take lanes away that would better be used for vehicles. If they want to ride just do so in a normal car lane like before, and bike lanes in winter is such a waste.

Having skateboards etc all over public spaces downgrades its useage

Creating a bylaw requiring that much space to pass a cyclist on the road is unsafe. Cyclists on roads is unsafe to begin with and should only be permitted on bike paths and bike roadways. This is Alberta, not Denmark. People drive here. Until the city infrastructure is redesigned to accommodate cyclists safely on every roadway, they should be encouraged to stay clear of crowded roadways. This bylaw does not help their cause, it hurts it cause drivers will be pissed about needing to give that much space, and when people get pissed, bad things happen.

but the questions should have included along with wheeled boards, scooters etc... is it legal for a pedestrian / jogger to walk/run in a bike lane.. . in context it is legal for some ages of cyclist to share a side walk and on the space on many pathways.

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*The question also recognizes the vulnerability of less “armoured” modes, cyclists, boarders etc. to think about having vehicles move a meter away ... what about the vehicle / cyclist travelling in a drive lane next to a pedestrian on the sidewalk, or failing to move away... how about reducing their speed while passing- not unlike passing first responders stopped on the side of the road. (the splash zone is NO fun).

... why is it so hard for transportation to seeking input from the pedestrian perspective – I expect most citizens if you asked them to talk about “transportation’s scope” would fail to include those who walk, and that is at least in part because it is never mentioning on *page one* if at all in their presentations to the public.

This change would have a strong NEGATIVE impact on my travel experience. I use the cycle tracks year-round when I am working downtown, including commuting on a daily basis throughout the winter months. Any “personal mobility devices” that do not have brakes such as long-boards, skateboards, inline skates and scooters should NOT be allowed in downtown public spaces and/or cycle tracks. They cannot stop in sufficient time to avoid collisions, especially while going down hills. I have had to take evasive actions on my bike to avoid collisions with in-line skaters during the summer months on several occasions. I find either passing skateboards, or having them pass me while on the cycle tracks to be very scary. It’s nice in the winter when the ice keeps them off the cycle tracks!

This change would have a strong POSITIVE impact on my travel experience. I always signal when I am turning using my left hand/arm to turn left and my right hand/arm to right. I will continue this practice regardless of the bylaws. Using your left arm to signal a right turn while riding a bike is awkward. Any actions to make signalling easier should be allowed. Indicating which way you plan to turn is a major safety activity and allows both cyclists and cars behind you to know where you plan to go.

This change would have a strong POSITIVE impact on my travel experience. I am very careful when passing parked cars as I know several people who have been “Doored”. So far I have been fortunate, although I have had a few close calls with people in parked cars opening their doors without looking. I have also been run off the road by a semi who thought he had the right of way, and have had cars pass very closely on the left and then turn right in front of me. Creating a safe passing space should reduce these near misses and should make cycling much safer. In the event of an accident, it is always the cyclist who gets hurt, regardless of who had the right of way!

This change would have a strong POSITIVE impact on my travel experience. Bikes use momentum to conserve energy. Most cyclists (including myself) will not come to a complete stop unless it is unsafe to proceed. Changing the bylaws will me we are not breaking the law. By the way, I understand its illegal to ride a bike on a sidewalk in Calgary.

It would be nice if the dedicated cycle path along 5th Street southwest was extended such that it connected directly to the Elbow River bike path. Currently cyclists need to battle with the cars along 5th Street between 17th Avenue and Elbow Drive SW to reach the Elbow River pathway. 5th Street is plenty wide enough to accommodate a dedicated cycle path if some parking was eliminated.

In addition, when heading south on 5th Street SW, the existing cycle path dumps you on the wrong side of 5th Street at 17th Avenue. Crossing to the right side of 5th Street is dangerous, especially during rush hour. Motorized bicycles such as Mopeds where no pedalling assistance is required should not be allowed on the cycle paths due to the speeds they normally use. Bicycle helmets should be mandatory regardless of age. Regardless, the city should enforce the existing under-18 cycling helmet laws.