

3 Traffic Bicycle/Bylaw Review

A literature review was completed to compare bicycle bylaws in Yorkton with that of four Canadian municipalities and the Model Municipal Bicycle Code (“Model”) from the United States. The purpose of the research was to identify ways to modify and strengthen the bylaw to ultimately improve safety for cyclists in Yorkton.

All jurisdictions included in the review consider bicycles to be vehicles, which must follow the local rules of the road. In all cases, cyclists are required to use a light during darkness. Most jurisdictions have a bylaw banning cyclists from riding on the sidewalk unless they are under a certain age or the bicycle is small (basically allowing young children to ride on the sidewalk). Exceptions to the sidewalk rule are discussed below.

3.1 YORKTON BYLAW

The Yorkton Traffic Bylaw includes several sections related to Bicycles (included in Appendix C). The key provisions of the Yorkton bylaw include:

- Cyclists cannot ride more than two abreast;
- Cyclists must ride as close as possible to the right curb;
- Cyclists must wear an approved helmet;
- Cyclists must have at least one hand on the handlebars;
- A large load (over 20 kg, obstructs view) cannot be carried on a bicycle; and
- Bicycles cannot be chained to poles, trees, etc that are not intended for that purpose.

3.2 OTHER CANADIAN CITIES

3.2.1 Regina

The Regina Traffic Bylaw includes *Part VIII: Bicycles*. The Regina bylaw includes:

- Cyclists cannot ride more than two abreast;
- Cyclists must have at least one hand on the handlebars;
- Bicycles cannot be operated on a pedestrian mall;
- An excessive load cannot be carried on a bicycle;
- Bicycles cannot be chained to poles, trees, etc that are not intended for that purpose; and
- Bicycles with a wheel diameter of 40 centimetres or more are not allowed on sidewalk except where permitted by a sign.

3.2.2 Saskatoon

Saskatoon's Bicycle Bylaw includes the following:

- Bicycles must be equipped with a horn or bell;
- Cyclists must ride as close as reasonably practicable to the right curb;
- Cyclists cannot ride more than two abreast;
- Excessive loads cannot be carried;
- Cyclists use the sidewalk on bridges and must dismount and walk their bicycle when passing a pedestrian proceeding in the same direction; and
- Bicycles are prohibited from freeways.

3.2.3 Vancouver

Vancouver's bylaw treats bicycles as slow moving vehicles. The following points are included in their bylaw:

- At least one hand should be on the handle bar at all times;
- The cyclists shall ride as close as possible to the right curb;
- Headphones cannot be used while riding;
- Cyclists must walk their bike in crosswalks;
- Bicycle must be equipped with an operational bell; and
- Every cyclist/passenger must wear an approved helmet.

3.2.4 Calgary

The Alberta Traffic Safety Act requires all cyclists under 18 years of age to wear an approved helmet. Calgary's bylaw has other unique provisions for cyclists:

- Newspaper carriers can ride on the sidewalks or boulevard at the time of delivery;
- Cyclists must ride single file; and
- There are certain streets where cyclists are prohibited, including expressways like Deerfoot Trail.

3.2.5 Model Municipal Bicycle Code

In the United States a 'Model Municipal Bicycle Code' has been developed by a Bicycling Safety Instructor in Ohio. The model includes many recommendations that contradict traditional bylaws. Highlights of the model include:

- Cyclists should not ride more than two abreast;
- Cyclists should ride near the right side of the roadway except when unreasonable or unsafe;
- Helmet legislation is not recommended but helmet use is encouraged;
- Cyclists can ride on the sidewalk if they do not interfere with pedestrians;
- Cyclists should be exempt from traffic calming or peak hour restrictions such as, no right turns 4:00 to 6:00 p.m.;

- Bicycle can be parked anywhere that does not interfere or obstruct the pedestrian traffic or building entrances; and
- Bells and horns are considered ineffective safety equipment.

3.3 SUMMARY

The Yorkton Traffic Bylaw is a comprehensive document that entails all aspects of cycling and is on par with the four Canadian cities researched and reviewed. In fact, the Model Municipal Bicycle Code takes on a more lenient approach towards cyclists than Yorkton Traffic bylaw. A few modifications to the Yorkton Traffic Bylaw would ease the burden on cyclists. For example, the bylaw could be revised so that it would restate that cyclists should ride 'as far to the right as practical and reasonable', which allows leeway for various manoeuvres.

4

Bicycle Parking

4.1 BACKGROUND

Bicycle parking is an essential component of a cycling network plan to ensure cyclists have a secure place to park their bicycles when they arrive at their destination. Bicycle parking is needed at both public and private facilities to accommodate customers, visitors, staff and other cyclists. In some situations higher security parking is required for long term bike parking geared to employees, students and others who will be parking for more than two hours.

Respondents to the cycling needs assessment referred to in Section 2 of this report suggested the following locations for more bicycle parking in Yorkton:

- Mall/Shopping Areas (includes A&W, Superstore, Movie Theatre)
- Downtown
- Parks
- Businesses
- Schools/College
- Library

A variety of regulatory and incentive programs are needed to increase the amount of bicycle parking in Yorkton due to the limited jurisdiction the City has over bicycle parking on private property. Bicycle racks should be placed virtually anywhere there is a high demand for parking whether in parking lots or on the streets. All the programs highlighted in this section can be used as they approach the need in complementary ways.

4.2 ZONING BYLAW

Bicycle parking is often addressed in urban zoning or land use bylaws. A literature review was completed to compare bylaws in Yorkton with that of other Canadian municipalities. The purpose of the review was to identify ways to modify and strengthen the bylaw to ultimately improve bicycle parking in Yorkton.

4.2.1 Yorkton

Yorkton's zoning bylaw does not require the provision of bicycle parking.

4.2.2 Regina

Regina has a zoning bylaw in place that requires bicycle racks to be installed by the developer for all new commercial establishments and when significant alterations are made to an existing structure or building. Some of Regina's bylaw requirements are:

- Spaces for bicycles to be provided in safe and convenient locations,
- a minimum of 0.6096 metres wide and 1.8288 metres deep;
- If covered automobile parking is provided, all bicycle parking shall be covered;
- Number of bicycle parking spaces equals 10%, 20% or 30% of the number of vehicle spaces (depending on the type of development); and
- The parking spaces shall be clearly marked as reserved for bicycles.

4.2.3 Saskatoon

There are no bylaws requiring bicycle racks as part of new developments.

4.2.4 Winnipeg

Winnipeg's bylaw requires bicycle racks at the rate of one lockable bicycle space per 10 vehicle parking spaces. Bicycle parking must be located with convenient access to major building entrances.

Bicycle parking should be required in Yorkton's zoning bylaw for all new commercial developments. The bylaw could require the provision of bicycle racks at the rate of one lockable bicycle space per 10 vehicle parking spaces. All bicycle racks should be built and installed to meet acceptable standards to ensure maximum usage.

4.3 CITY OWNED BICYCLE RACKS

Most jurisdictions have programs to provide bicycle racks at City facilities where the demand is higher, such as libraries and recreational centres. Yorkton currently provides bicycle parking at the following City owned facilities:

- City Hall Park
- City Centre Park
- Godfrey Dean Cultural Centre
- Gloria Hayden Centre
- Gallagher Centre (2)
- Library

Post and ring racks such as the one shown in Figure 4-1 should be provided in the downtown and other streets where there is a high demand for on-street parking. In the longer term there is potential to further expand the amount of parking at City owned facilities.

**Figure 4-1
Sample Post and Ring Rack**



4.4 PRIVATELY OWNED BICYCLE RACKS

Bicycle racks can also be provided at privately owned facilities where large numbers of cyclists can be expected. An incentive program which may include sponsorship or advertising opportunities could be developed to provide assistance for the provision of racks at major commercial and retail buildings. Schools and major employers can also be encouraged to provide racks.

4.5 BICYCLE RACK STANDARDS

Bicycle racks must be properly designed to accommodate most bicycle sizes, provide stability to the parked bicycle and minimize vandalism and theft. Common acceptable designs include the 'u' rack shown in Figure 4-2.

**Figure 4-2
Sample U-Rack**



Many acceptable rack styles are available. One critical requirement is that the upright racks are spaced at least 0.75 metres apart, to provide stability and safety for most bicycle sizes. The racks also must accommodate the high security, U-shaped shackle bicycle lock.

Racks should either be installed in the public right-of-way, or on private sites in conformance with front setback requirements. Whenever possible, the racks should be placed within 15 metres of building entrances. The rack placement should allow for visual monitoring by people within the building and by people entering the building. The placement of the racks should minimize conflicts with pedestrians and vehicles. All bicycle parking provided should be located a minimum of 0.6 metres from a parallel wall, and 1.0 metres from a perpendicular wall.

On downtown streets a post and ring rack can be provided along the sidewalks. These racks must be designed to accommodate most bicycle sizes and provide a secure vandal proof locking space.

4.6 SUMMARY

Bicycle parking should be required in Yorkton's zoning bylaw for all new commercial developments. The bylaw could require the provision of bicycle racks at the rate of one lockable bicycle space per 10 vehicle parking spaces. All bicycle racks should be built and installed to meet acceptable standards to ensure maximum usage. The City should continue with a program to install racks at their facilities and downtown as described in Sections 8 and 9. Corporations should also be encouraged to install racks at major buildings and facilities.

5 Public Consultation

5.1 ACTIVE TRANSPORTATION SEMINAR

The Yorkton *in-motion* committee is focussing their efforts on the Active transportation component of being in motion and is partnering with the City of Yorkton to increase cycling in the community. Yorkton *in motion* hosted an active transportation presentation by internationally renowned walking advocate Mark Fenton on June 18, 2008. This was an excellent opportunity to launch the Cycling Network Planning project, to collect some user data from the participants, and to host a “Cycling in Yorkton” visioning workshop. The workshop was successful and provided an excellent kick-off for this project.

5.2 YORKTON FAIR

A survey was conducted at the Yorkton Fair in July 2008 to collect community needs and to promote active transportation in general. Details of the survey results are included in Section 2 of this report.

5.3 RIDE-ALONG

The project team led a project ambassador “ride-along” to review proposed alternatives and to identify refinements to the alternatives on September 26, 2008. This half day event provided the project team with an understanding of the alternatives from the cyclists’ perspective. Eight people participated in the ride-along, representing cyclists in the Yorkton area. Participants spent some time initially reviewing the project purpose, needs assessment results and route development process. The group then rode bicycles over parts of the proposed routes. Based on feedback from the participants the proposed recreational and commuter routes were refined, for presentation at the open house.

5.4 PUBLIC OPEN HOUSE

A public open house was held October 23, 2008 at the Parkland Mall in Yorkton from 3:00 p.m. to 7:00 p.m. to provide the residents of Yorkton an opportunity to comment on the recommended cycling network plan and the implementation stages, and to promote the Cycling Network in Yorkton (see Figures 5-1 and 5-2). The open house was advertised on the City’s website, in the local newspaper and newsletters. Representatives from the City of Yorkton, Sunrise Health District, Yorkton *in-motion*, and Associated Engineering were present at the open house to assist the public with their inquiries and act as information resource representatives. The purpose of the open house was to:

- Educate residents about the recommended Cycling Network Plan;
- Present maps and timelines for implementation;
- Promote cycling in Yorkton; and
- Solicit feedback on the recommended routes.

**Figure 5-1
Open House Photo**



**Figure 5-2
Open House Photo**



The comment sheet (included in Appendix A) consisted of seven questions of which three were multiple choice and four questions were open-ended. Thirty five people attended the workshop. A total of 25 persons completed a comment sheet. A summary of the feedback is shown in Table 5-1. A significant number of respondents were in favour of the implementation of the Yorkton Cycling Network, on-street bikeways on Darlington Street and Gladstone Avenue as well as off-street pathways including Logan Green and the Campground.

**Table 5-1
Summary of Feedback**

Multiple Choice Questions	Very Important	Somewhat Important	Neutral	Somewhat Unimportant	Very Unimportant
1. How important is the implementation of the Yorkton Cycling Networks Plan	21 Responses	4 Responses	0 Responses	0 Responses	0 Responses
	84%	16%	0%	0%	0%
2. How important is it to have on-street bikeways on Darlington Street and Gladstone Avenue?	21 Responses	3 Responses	0 Responses	0 Responses	1 Responses
	84%	12%	0%	0%	4%
3. How important is the implementation of paved off-street pathways including Logan Green and the campground?	18 Responses	6 Responses	1 Responses	0 Responses	0 Responses
	72%	24%	4%	0%	0%

Questions four to seven were open-ended questions asking for feedback on the Cycling Network Plan and anything they liked or would change in the implementation plan. Respondents were also asked for suggestions on improving the Yorkton Cycling Network Plan and lastly any general comments or concerns related to the recommended Yorkton Cycling Network Plan. A summary of the comments is given below:

- Eighty-four % of respondents indicated it's very important for the Yorkton Cycling Network Plan to be implemented.
- Eighty-four % of respondents deem it very important that on-street bikeways on Darlington Street and Gladstone Avenue be implemented.
- Seventy-two % of the respondents thought it's very important for the paved off-street pathways including Logan Green and the campground to be implemented.
- An overwhelming number of respondents favoured the plan and were pleased to see the Cycling Network Plan being implemented.

- Some concerns were raised related to the lack of lighting and lack of cyclist and driver education concerning the bylaws. Also, snow accumulation on pathways and safety in secluded areas were of concern to several respondents.
- A few suggestions were made to increase public awareness for the proper utilization and enforcing the traffic bylaws.

A more detailed listing of the responses to the questions follows:

4. Do you have any concerns about the Yorkton Cycling Network Plan related to?

On-Street Bikeways:

- Potholes (require treatment), clear bike lane markings, street signage.
- Need good access to Parkland Mall.

Off-Street Pathways:

- Prefers off-street pathways because existing streets are too narrow.
- Not enough off-street pathways.
- Lack of lighting in off-street pathways.
- Snow accumulating on pathways will limit the cyclists ability to cycle seasonally; a snow removal program specifically for off-street pathways would encourage year round use.

Parking:

- Not enough bicycle racks at key locations.
- Need more bike parking facilities especially in the downtown area.

Education and Outreach:

- Cyclists and drivers need to be reminded and educated about their roles and responsibilities when on the road.
- Enforce and implement bylaws such as helmet and bell.

5. The following questions are in regards to the proposed implementation plan.

a) What do you like about the implementation plan?

- Four people stated on-street lanes and paved paths.
- Three people thought it had great mix of commuter and recreational routes.
- Three respondents stated that it identified concrete timelines of the implementation stage.
- Particularly liked that Collacott Street is part of the plan.
- It's an excellent option for commuter cyclists.
- Three people stated it would create a safer environment for cyclists of all ages.
- The public education portion in the plan to inform the public.
- The fact that there is a plan. Also like the paved pathways.
- Great start, particularly like the off-street pathways.

- The plan appears to be quite comprehensive and well thought out. It seems to have the right mix of commuter routes and recreational routes.
- b) What would you change in the implementation plan?**
- Like to see off-street paths developed as quickly as possible.
 - Include an educational workshop on “defensive driving” specifically for commuter cyclists.
 - I would speed up the time frame so that the plan could be implemented sooner.
- 6. Do you have any suggestions on how to improve the Yorkton Cycling Network Plan?**
- It is not necessary to pave Logan Green and the campground as they are for recreational purposes.
 - Build a sidewalk on the west side of Dracup south to Broadway, also plant trees and bicycles trails.
 - Work with Highways to develop longer distance paths outside the City. Clean paved highway shoulders in designated areas.
 - Build sidewalks and/or pathways to the improve access to the Parkland Mall and Wal-Mart.
 - Install warning signs near sidewalks to better inform cyclists and pedestrians.
 - Improve safety in secluded areas.
 - Construct barriers/constraints in recreational routes such as Logan Green to stop motorized vehicles (Quads).
 - Include SGI to penalize motor vehicle operators charged under traffic bylaws.
 - Get the schools involved.
 - Turn Logan Green into a more of a park environment.
- 7. Do you have any other comments / concerns related to the recommended Yorkton Cycling Network Plan?**
- Thinks it's a great idea as there are many benefits to this project including safety, gasoline costs, and reduce air pollution.
 - Prefers Dracup over Seventh but need to upgrade the road.
 - Excited to see a plan in place.
 - Signage identifying the cycling paths clearly.
 - Safety in Logan Green and Campground due to isolation and lack of lighting.
 - Would have liked to see more emphasis on all modes of transportation including walking and running.
 - Are electric bikes allowed on the pathways?
 - Signage is very important – both so that drivers are aware they are driving on a cycling route and so that cyclists can easily navigate the system without having to memorize the ramp.
 - Several people stated that it's an excellent work and hope to ride or utilize the network soon.
 - A couple of people expressed their thoughts on the lack of mutual courtesy as required between drivers and bicyclists.
 - Bylaws regarding bicycles and interaction between motor vehicles and bicycles need to be revisited by Council to ensure the interaction between the two is a safe one.
 - Many people declared that this is an excellent project whose time has finally come.
 - Like to see more emphasis on all modes of exercise including walking and running.
 - Thinks the off-street pathways are a great idea to keep non-motorized vehicles off the roads.
 - It is a good idea to pave Logan Green for cyclists.

- A few people stated their concerns with drivers not always aware and/or careful with the cyclists.
- Safety of both cyclists and motorists.
- Back alley on west side of Circlebrooke Drive is a nice route (between Circle and Highway 10.
- Bylaw enforcement in regards to the proper usage of bikeways for both cyclists and especially motor vehicle operators.
- Two respondents stated that public awareness should be increased to have educated cyclists and drivers regarding the proper usage of on-street lanes.

6

On-Street Routes and Off-Street Pathways

6.1 INTRODUCTION

This step involves the development of alternative concepts by integrating the community vision and needs into the design process. The evaluation of alternatives is important because it allows the ability to assess the advantages and disadvantages of alternative approaches to addressing concerns identified in the needs assessment. The Yorkton Cycling Network Plan incorporates the following goals:

- Accommodate cycling for commuting and recreation;
- Connect destinations;
- Bicycle safety;
- Community support;
- Add value for users;
- Look for existing opportunities;
- Meet national standards;
- Retain vehicle and parking capacity; and
- Staged implementation plan.

6.2 ON-STREET ROUTES

On-street route options were developed based on routes designated in previous plans and routes that were identified in the needs assessment. The options for on-street routes were developed to meet the needs of commuters and to connect major destinations.

Option 1 (shown in Figure 6-1) includes previously identified bike trails and pedestrian crossings from the 2005 Yorkton Downtown and West Broadway Redevelopment Plan and the 2006 Active Transportation Workshop. This option includes Independent Street, Broadway Street and Darlington Street as east/west routes and Gladstone Avenue, 7th Avenue and Mayhew Avenue as north/south routes. Bradbrooke Drive is a designated route, connecting the Gallagher Centre, south and east to Gladstone Avenue and Logan Green.

Option 2 (shown in Figure 6-2) includes collector and local streets which carry lower traffic volumes. This option includes Darlington Street and Bradbrooke Drive/King Street as east/west routes and Gladstone Avenue, 2nd Avenue, 7th Avenue and Mayhew Avenue as north/south routes. Bradbrooke Drive connects to the Gallagher Centre.

Option 3 (shown in Figure 6-3) includes streets that most closely match the needs assessment. This option includes Darlington Street and Broadway Street as east/west routes and Gladstone Avenue, 1st Avenue, 4th Avenue, Seventh Avenue and Mayhew Avenue as north/south routes. Bradbrooke Drive starting at the Gallagher Centre connects to the south to Allanbrooke Drive and east and north to Gladstone Avenue.

6.3 OFF-STREET PATHWAYS

Option 4 (shown in Figure 6-4) includes streets that connect recreational areas and existing off-street pathways. The existing or potential recreational areas include:

- Logan Green;
- Fairgrounds;
- Campground; and
- Mayhew Avenue;

This route includes a loop on Allanbrooke Drive which connects to Logan Green, then north generally parallel to the railway with a west loop to the campground (see photographs in Appendix B). The recreational route uses a mix of off-street pathways wherever practical and on-street bikeways to provide connectivity. The recreational route is generally circular rather than destination oriented.

6.4 SUMMARY

The on-street bicycle lanes will provide a safe place for cyclists to ride while commuting or riding to specific destinations in the City. A recommended on-street commuter route was developed after incorporating feedback from the needs assessment and the ride-along. There was general agreement that the routes should provide east/west links and connections to the southwest and northeast areas of the City. As well, there was a desire to avoid having the route on the busier streets such as Broadway Street. There was demand to provide routes to major shopping areas, schools, hospitals and major employment areas such as downtown. The recommended on-street route (shown in Figure 6-5) includes Bradbrooke Drive from the Gallagher Centre to Gladstone Avenue, Darlington Street as the main east/west route, Hamilton Road, Seventh Avenue South/Seventh Avenue, Independent Street, Park Street, Beck Avenue and Livingstone Street. As well these lanes provide links to the recreational off-street pathways. Expanded or new off-street pathways are recommended for major recreational areas such as Logan Green and the campground (Figure 6-6).

The entire bicycle network with commuter and recreational routes is shown in Figure 6-7.

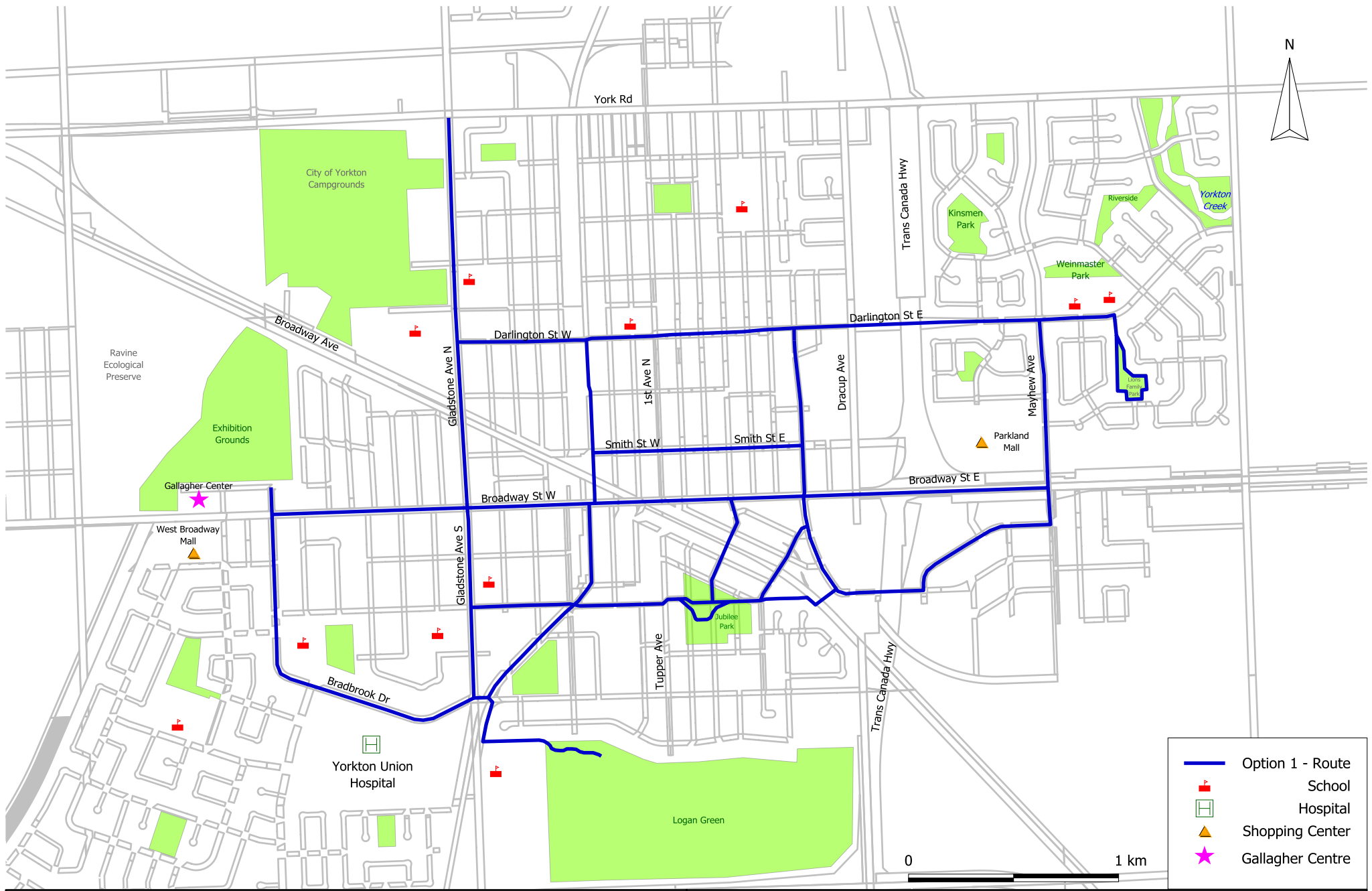


Figure 6-1

City of Yorkton Cycling Network Plan

OPTION #1: Previously Identified Bike Trails & Pedestrian Crossings



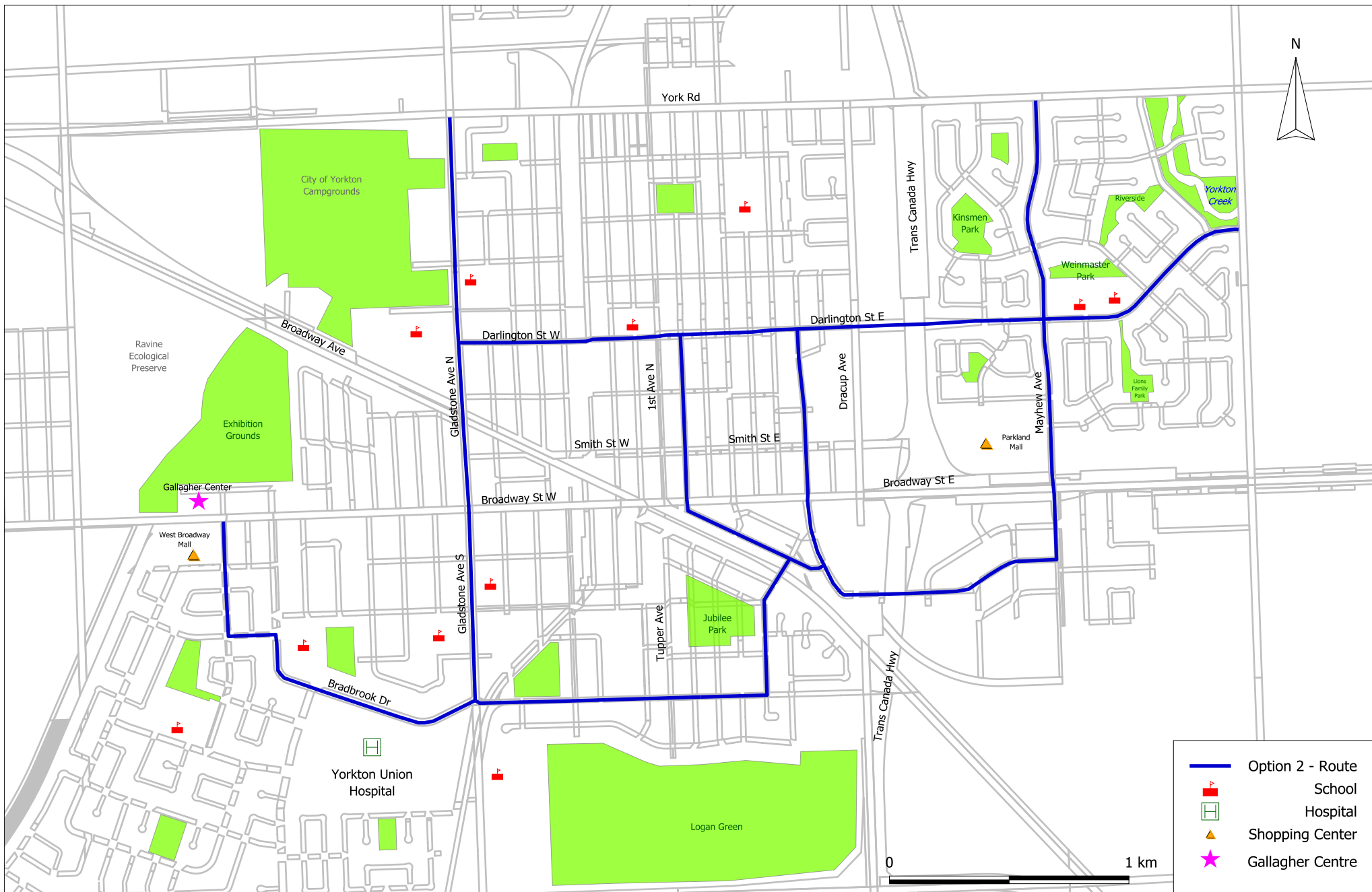


Figure 6-2

City of Yorkton Cycling Network Plan

OPTION #2: Collector / Local Street Route



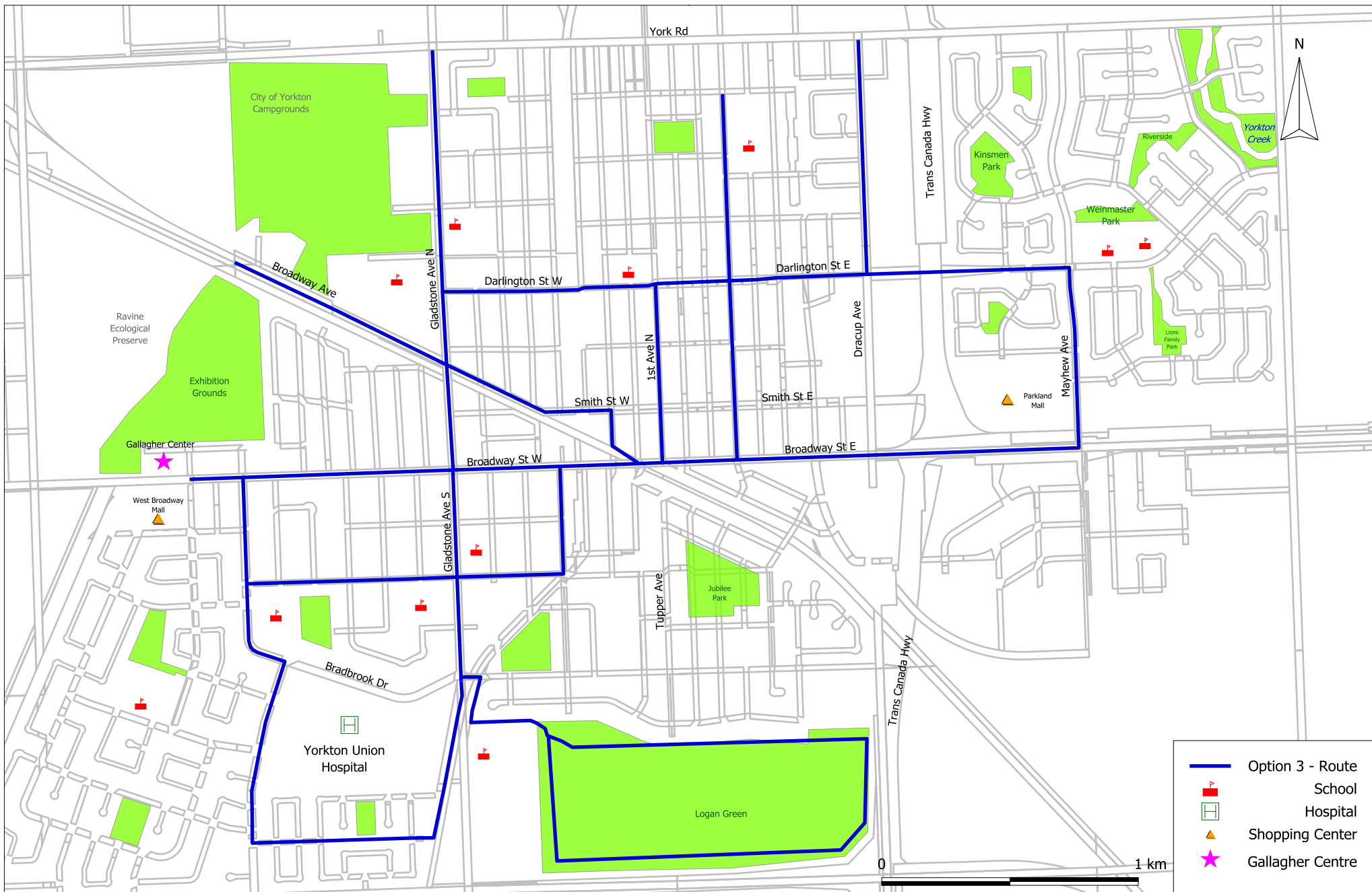


Figure 6-3

City of Yorkton Cycling Network Plan

OPTION #3: Streets That Match Cycling Needs Assessment



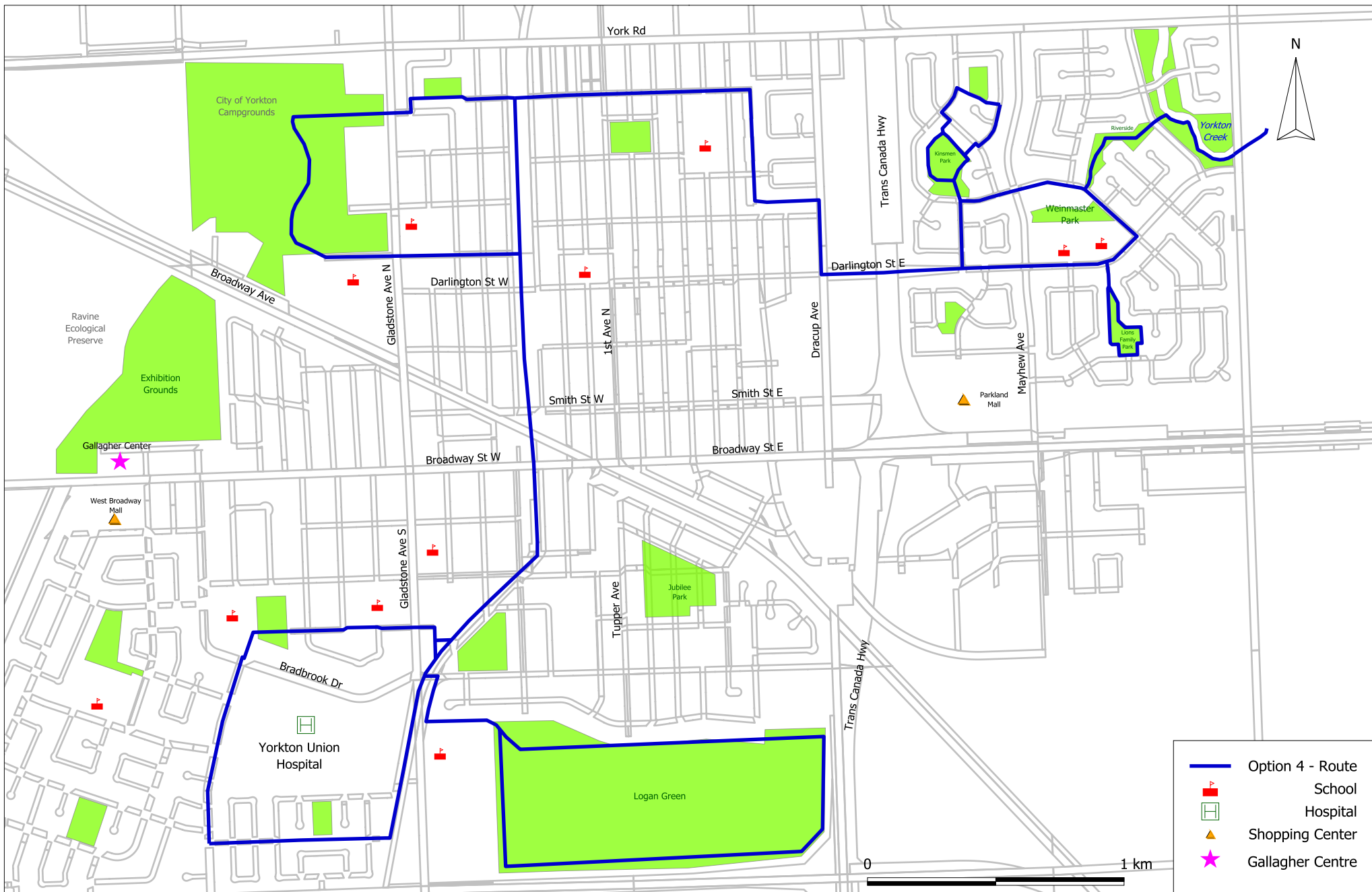


Figure 6-4

City of Yorkton Cycling Network Plan

OPTION #4: Recreational Cycling Route



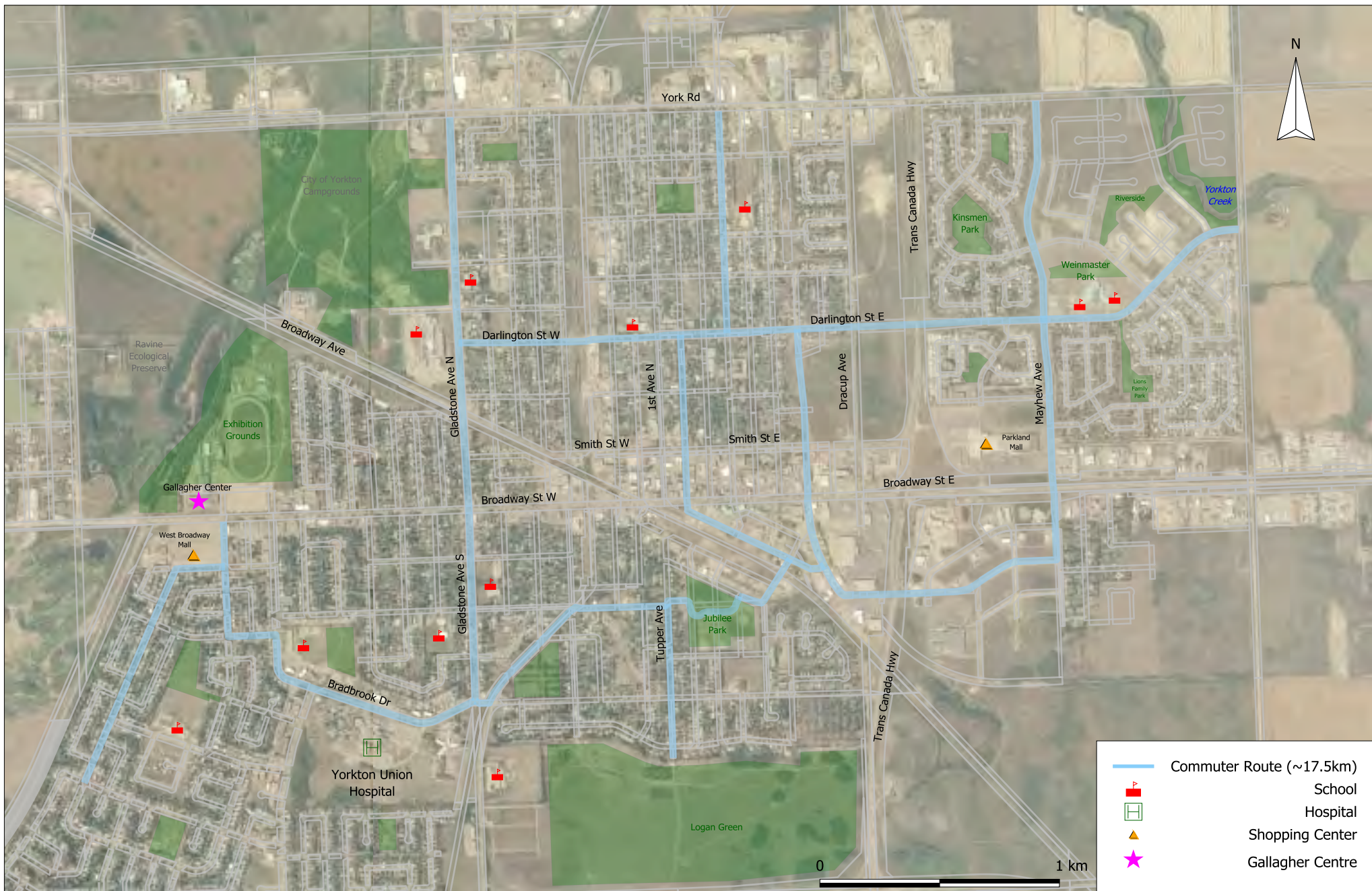


Figure 6-5

City of Yorkton Cycling Network Plan
 RECOMMENDED COMMUTER ROUTE





Figure 6-6

City of Yorkton Cycling Network Plan
RECOMMENDED RECREATIONAL ROUTE



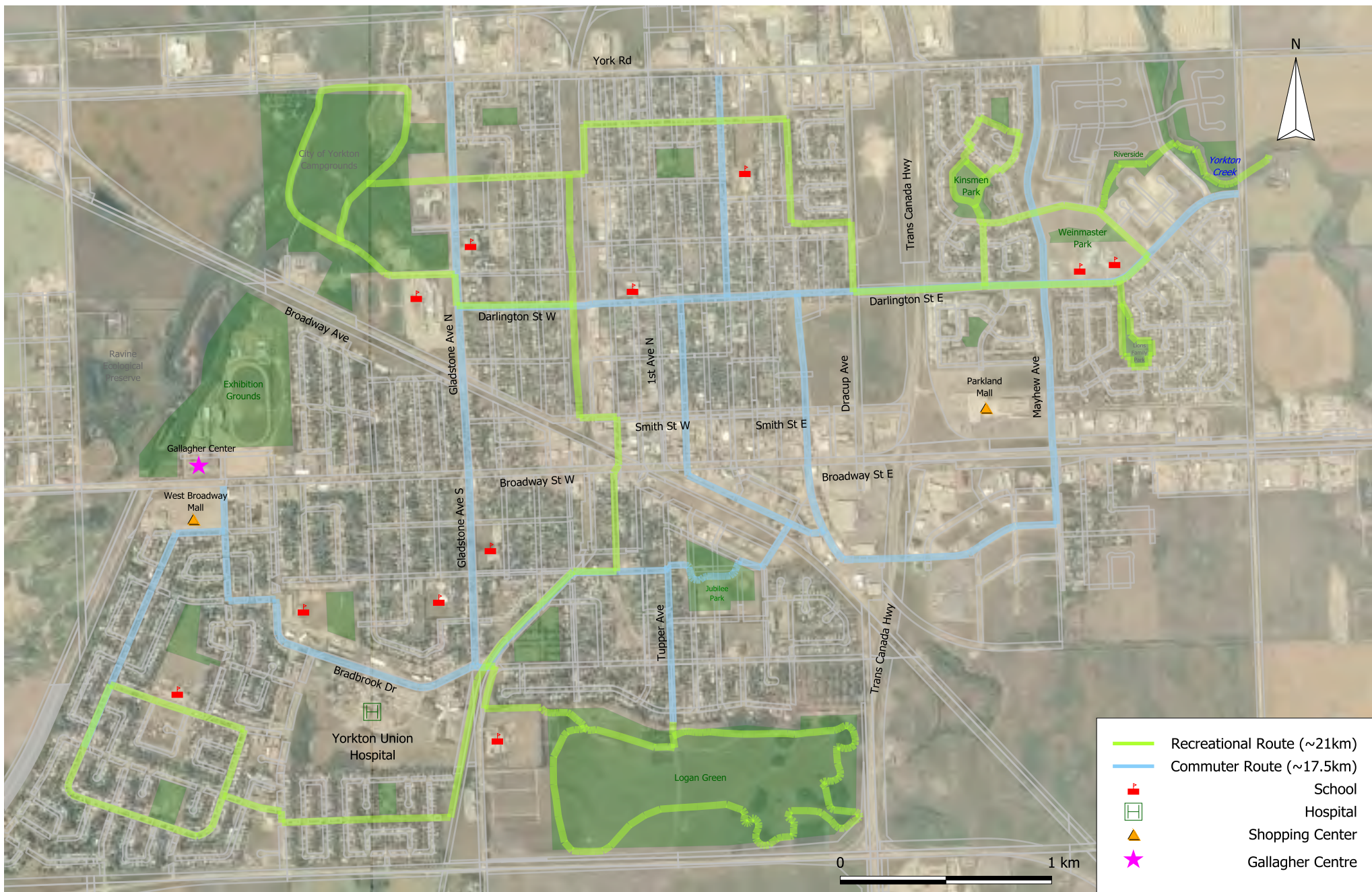


Figure 6-7

City of Yorkton Cycling Network Plan
RECOMMENDED PLAN

