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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 10, 2012
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENGINEERING & CITY ENGINEER
SUBJECT	BICYCLES ON SIDEWALKS

RECOMMENDATION

That, on the recommendation of the Managing Director, Engineering & City Engineer, the attached proposed By-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on September 18, 2012, for the purpose of amending the Streets By-law (S-1) to allow children under the age of 14 to ride bicycles with a wheel diameter less than 61 centimeters on City sidewalks; it being noted that the proposed by-law amendment will encourage minor persons to cycle and to recognize cycling as a method of active transportation.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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For additional information, please refer to the committee report below:

- a) August 23, 2010 – Community and Protective Services Committee – Bicycles on Sidewalks

BACKGROUND

Purpose:

The purpose of this report is to provide a proposed amendment to the Streets By-Law (S-1) related to bicycle use on City sidewalks.

Context:

On November 10, 2009, Municipal Council, in an effort to encourage young people to cycle directed the Civic Administration to review and comment on the following actions with respect to the Streets By-Law (S-1) as recommended by the Community Safety and Crime Prevention Advisory Committee (CSCP):

*By-Law No S-1 "Streets By-Law", section 2.12 **BE AMENDED** by replacing the entire section with the following:*

2.12 Motor vehicle – bicycle – on sidewalk – exceptions

No person shall, without lawful authority, either by himself or by permitting others, operate a motor vehicle or bicycle along a sidewalk. This section shall not apply to a person who,

- (a) operates an Electric Personal Assistive Mobility Device due to a disability along a sidewalk;*
- (b) operates a motor vehicle or bicycle across that portion of sidewalk which intersects with a lawful private entrance;*
- (c) operates a bicycle on that portion of a sidewalk which connects a bicycle path with a roadway;*
- (d) operates a children's tricycle while such a person is under fourteen years of age;*
- (e) operates a bicycle having a wheel or wheels under 50 centimeters in diameter while such a person is under fourteen years of age; or*

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- (f) *operates a bicycle along a sidewalk while accompanying a person exempted under subsection (d) or (e) being a parent, adult custodian, or other adult relative of the person exempted under subsection (d) or (e)*

No person shall block, interfere with or otherwise impede the passage of any pedestrian on any City sidewalk or other City pedestrian-way, or portion thereof, unless authorized by the City. Persons operating a bicycle on a sidewalk as authorized by this section shall at all times yield right-of-way to pedestrians and persons operating an Electric Personal Assistive Mobility Device.

After studying the issue, Civic Administration presented a report on the subject to the Community and Protective Services Committee (CPSC) on August 23, 2010. The report analyzed various alternatives and settled on the following recommended amendments to Sections 1.1 and 2.12 of the Streets By-Law (S-1):

1.1 Definitions

In this by-law:

Bicycle-defined

“Bicycle” shall mean a vehicle propelled or driven by muscular power and includes a tricycle but does not include a power-assisted bicycle as defined in the Highway Traffic Act (HTA).

Minor-defined

“Minor” shall mean a person who is under the age of 18 years.

2.12 Motor vehicle – bicycle – on sidewalk – exceptions

No person shall, without lawful authority, either by himself or by permitting others, operate a motor vehicle or bicycle along a sidewalk. This section shall not apply to a person who,

- (a) *operates an Electric Personal Assistive Mobility Device due to a disability along a sidewalk;*
- (b) *operates a motor vehicle or bicycle across that portion of sidewalk which intersects with a lawful private entrance;*
- (c) *operates a bicycle on that portion of a sidewalk which connects a bicycle path with a roadway;*
- (d) *operates a bicycle having all wheels less than 61 centimeters in diameter while such person is a minor.*

2.13 Bicycle-other-operation-on sidewalk

No person shall block, interfere with or otherwise impede the passage of any pedestrian on any City sidewalk or other City pedestrian-way, or portion thereof, unless authorized by the City. Persons operating a bicycle on a sidewalk as authorized by this section shall at all times yield right-of-way to pedestrians and persons operating an Electric Personal Assistive Mobility Device.

Change the numbering of section 2.13 of the Streets By-Law S-1 TO “2.14”

In light of this report Council directed the Civic Administration to hold a public meeting to solicit broader public input and to introduce an education/enforcement campaign in conjunction with any proposed changes intended to permit bicycles on sidewalks.

Discussion:

Attendees at a May 24, 2011 public meeting were encouraged to provide information on a sign-in sheet and were given a comment sheet to record their comments to supplement their verbal presentations. Comments were also sought from citizens who were not able to make the meeting through advertisement in the London Free Press and through media coverage. This public meeting was covered in a newspaper article, and was reported on before and during the meeting by local television media. At the meeting, 14 people signed the sign-in sheet and comments were received from 17 people. A detailed summary of all the comments is attached as Appendix B.

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While there was not a large number of people at the meeting, those that did attend held a wide array of views and expressed them well. Some participants argued that all cyclists should be allowed on the sidewalk, while others worried about the safety issues this would cause for pedestrians. Others argued that only small children should be allowed to do so. Representatives of the visually impaired community were particularly concerned about the safety impacts of too many cyclists on the sidewalk but were open to having children ride on the sidewalk.

To summarize, there were a few key themes that came out of the meeting:

- Some people argued that cyclists of all ages should be allowed on the sidewalk.
- Very few people agreed with the 18 years of age as the cut-off age for cycling on the sidewalk.
- Most thought that children should be able to ride on the sidewalk but that the age cut-off should be lower than 18 years old.
- There was an indication that education is needed for cyclists, drivers, and pedestrians. It was discussed how there is a general lack of knowledge of cycling rules and required safety equipment.
- Motorized bicycles (e-bikes) must be kept off the sidewalk.

A study of the bikes on sidewalks rules of other Ontario municipalities had been undertaken by staff previous to this public input meeting. It found that most Ontario municipalities base their rules on the wheel size of the bike (usually a diameter of less than 61cm is allowed on the sidewalk). The rationale for this was that it is easy to enforce and at the time the only common bicycles with small wheels were children's bicycles. Now, however, bicycles made for adults with small wheel diameters are widely available, especially in the form of power assisted bicycles or e-bikes. This has led a few municipalities to change or consider changing their by-laws since e-bikes that can travel at a relatively high rate of speed were technically allowed to ride on the sidewalk, posing serious safety concerns.

In light of this an update study was done on bikes on sidewalk rules that extended beyond Ontario, the results of which are contained in Appendix C. With this wider sample, it became apparent that there is no standard way that municipalities govern bicycles riding on sidewalks. Some municipalities don't allow any bikes on sidewalks (like London's current by-law), others base the rules on wheel size, location of the sidewalk, age or a combination of these. Age is used at a number of municipalities with different age cut-off including: Cochrane AB (12), Chicago IL (12), Calgary AB (14), and Shellbrook SK (10).

Recommendation:

Combining all sources of information, it is recommended that the Streets By-law (S-1) be changed to allow children under the age of 14 to ride their small bikes on City sidewalks. This age was chosen because it is the age at which students are typically transitioning between elementary and high school, making it a logical time for them to also transition to riding on the street. This by-law change is intended to be mainly educational since children and teens around this age do not commonly carry identification, making strict age enforcement difficult.

The proposed new by-law:

- Does not limit the use of Electric Personal Assistive Mobility Devices;
- Allows only children riding small bicycles on the sidewalk;
- Encourages young people to cycle as a part of an active lifestyle;
- Does not allow any power-assisted bicycles (i.e. e-bike) on sidewalks;
- Requires young cyclists to yield the right-of-way to pedestrians on sidewalks.

Recommended amendments to Sections 1.1 and 2.12 of the Streets By-Law S-1:

1.1 Definitions
In this by-law:

Bicycle-defined

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"Bicycle" shall mean a vehicle propelled or driven by muscular power and includes a tricycle but does not include a power-assisted bicycle as defined in the Highway Traffic Act (HTA).

2.12 Motor vehicle – bicycle – on sidewalk – exceptions

No person shall, without lawful authority, either by himself or by permitting others, operate a motor vehicle or bicycle along a sidewalk. This section shall not apply to a person who,

- (a) operates an Electric Personal Assistive Mobility Device due to a disability along a sidewalk;*
- (b) operates a motor vehicle or bicycle across that portion of sidewalk which intersects with a lawful private entrance;*
- (c) operates a bicycle on that portion of a sidewalk which connects a bicycle path with a roadway;*
- (d) operates a bicycle having all wheels less than 61 centimeters in diameter while such person is under the age of 14.*

2.13 Bicycle-other-operation-on sidewalk

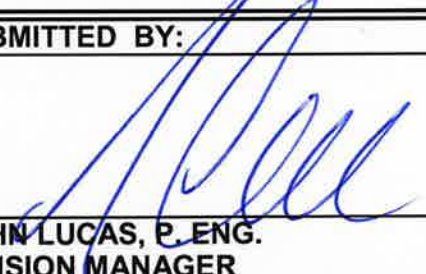
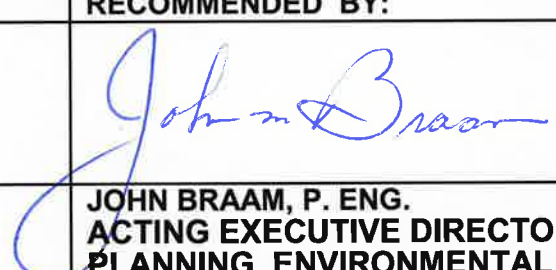
No person shall block, interfere with or otherwise impede the passage of any pedestrian on any City sidewalk or other City pedestrian-way, or portion thereof, unless authorized by the City. Persons operating a bicycle on a sidewalk as authorized by this section shall at all times yield right-of-way to pedestrians and persons operating an Electric Personal Assistive Mobility Device.

Change the numbering of section 2.13 of the Streets By-Law S-1 TO "2.14"

As requested by Council, Civic Administration has also prepared a communications plan to help educate the public on this by-law change. This plan is attached as Appendix D. It includes fliers, printed advertising, and bringing this information directly into schools. The fall season timing of this by-law change will work well with a strategy to educate children on the new rules through the school year. This strategy will also include education on the rules and responsibilities of riding a bicycle on a sidewalk. For example, bicycles on a sidewalk must still yield to pedestrians and they are not allowed to ride through a crosswalk. Funding for this \$5,000-\$10,000 Communications Plan is available within the Capital Program for bicycle infrastructure development. Also, the Middlesex London Health Unit has indicated that they may be interested in providing additional assistance to this education campaign since this topic aligns with their active living goals. This assistance would be in addition to the City campaign described above.

Acknowledgements:

This report was prepared with the assistance of Aaron Rozentals, P.Eng. in the Transportation Planning & Design Division and Lynn Marshall in the City Solicitors Office.

SUBMITTED BY:	RECOMMENDED BY:
	
JOHN LUCAS, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	JOHN BRAAM, P. ENG. ACTING EXECUTIVE DIRECTOR, PLANNING, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER

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- Attach: Appendix A – Amending By-Law
 Appendix B – Summary of Public Meeting Comments
 Appendix C - Bikes On Sidewalks By-Laws of Other Municipalities
 Appendix D – Tactical Communications Plan

- c.c. L. Marshall
 G. Tucker

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APPENDIX A

Bill No.
2012

By-law No.

A By-law to amend By-law S-1 entitled “A by-law to provide for the Regulation of Streets”

WHEREAS section 5(3) of the *Municipal Act, 2001* S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS section 9 of the *Municipal Act, 2001* provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its powers under the *Municipal Act, 2001* or any other Act;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Section 1.1 of By-law S-1 is amended by inserting a new definition as follows:

Bicycle - defined

“Bicycle” includes a unicycle and a tricycle, but does not include a power-assisted vehicle or a motor-assisted vehicle of any kind.

2. Section 2.12 of By-law S-1 is amended by:

- (i) deleting the term “or” at the end of subsection 2.12 (b)
- (ii) deleting the punctuation “.” at the end of subsection 2.12(c) and replacing it with the following phrase “; or”;
- (iii) inserting the following new subsection 2.12 (d) after subsection 2.12(c):
 - (d) being under the age of 14, operates a bicycle with all wheels less than 61 centimeters in diameter along a sidewalk.

3. By-law S-1 is amended by changing the numbering of section 2.13 to 2.14.

4. By-law S-1 is amended by inserting a new section 2.13 as follows:

2.13 Bicycle – other – operation – on sidewalk

(1) No person operating a bicycle along a sidewalk shall, without lawful authority, block, interfere with, or otherwise impede the passage on the sidewalk of any pedestrian, or any persons operating an Electric Personal Assistive Mobility Device due to a disability.

(2) Every person operating a bicycle along a sidewalk where authorized by this By-law shall at all times yield right-of-way on the sidewalk to pedestrians, and to persons operating an Electric Personal Assistive Mobility Device due to a disability.

5. This by-law shall come into force and effect on September 28, 2012.

PASSED in Open Council on September , 2012.

Bikes on Sidewalks By-law Amendment Public Comments

Bikes on Sidewalks By-law Amendment Public Comment Summary				
#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
1	Canadian Council of the Blind President, CNIB Volunteer Hidden History Hamilton Road	No - age limit should be 10-12 Bike lanes not being used Parks not being used	Better use of bike lanes. Why don't member with mobility devices that have bells	Crossings not respected
2	NO	YES - I agree with concerns Can't have parents on road and kids on sidewalks	More education for Bikes, Pedestrians, Drivers. We all need to know what the others are expected to do.	
3	NO	YES	Allow everyone the option to cycle on all city sidewalks	Pedestrians have right-of-way; safely passing pedestrians would be cyclist responsibility
4	NO	NO - Need age limit of 10 years		See attached letter
5	NO	NO - I feel that the age limit is too high	Allow children up age 10 to ride on sidewalks. Over age 10 should be required to ride on the road	
6	NO	NO - too many bikes on sidewalks now. Some going at quite a speed, mostly students on Irehimead St where I live. Police don't seem to ticket anyone. No bike path on Richmond St and also bikes downtown weaving in and out of pedestrians on sidewalk	No bikes on sidewalks - only small children. Make drivers leave room for bikers.	If the police don't bother ticketing them, seniors have been knocked down & end up in hospital. Cars should leave space for bikers on the road an stop speeding too. When I was biking to work we mene road on sidewalks!
7	Salvation Army	NO - wheel size some BMX bikes have 20" wheels and go very fast. No age limit as some people older than 18 are learning to ride a bike	I would suggest a speed limit on the sidewalk 10-18km/hr.	Create a culture of respect, both on the road & sidewalk. Very good idea to reduce fines. Education is a key factor.
8	NO	NO - allow it on arterial roads. The current by-law doesn't encourage cycling - Partication etc, healthy lifestyle.		
9		YES - but not just for children. Its not safe riding on the roads these days because of some drivers	Adults allowed to ride on streets if no bike lanes available	Provisions made concerning respect from riders as well as pedestrians.

APPENDIX B

Bikes on Sidewalks By-law Amendment Public Comments

#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
10	NO	Something needs to be done about the motorized scooters & chairs - they are all over the place. Should included more or all age groups, not just young families. No one should be expected to ride on busy, fast streets - bicycles and cars/trucks etc should not be together. When bicycles were first ordered onto the streets, there were not cars, trucks etc to content with.	No one should be permitted to ride bikes where there are a lot of pedestrians. Bikes should then be walked or parked out of the way. The law needs to be flexible and common sense should enter into it mor than it is now.	Bikes should not be classified as "motorized" vehicles unless they do have an obvious motor on them. Pedal power cannot compete with motorized vehicles. Also seniors should be exempt from riding on the streets as ones balance and coordination is not as good as you get older.
11	NO	Not quite. I think all riders should be allowed to ride on the sidewalk as long as they are courteous.	Please allow all riders to use the sidewalks on all roads, as long as they are considerate to other sidewalk traffic ie: pedestrians, pets, wheelchairs, etc.	Its not safe to ride on the roads or the sidewalks in London the way things are. A cyclist needs to be extremely cautious no matter where they are. Drivers on the road often do not check for traffic, pedestrians or cyclists in general. More enforcement on this would be nice.
12		<p>If enforceability is the issue, was there thought into other measurable factors other than wheel size for the enforcement? For example, the threat to pedestrians comes from a collision and reaction time between the pedestrian and cyclist. An example would be the teenagers (or adults) speeding down the sidewalk and catching the pedestrian unaware and not allowing for any reaction time should the pedestrian wander within the sidewalk. Was there thought into a speed threshold that could be measured? This would reduce the hazard to the pedestrians of "skilled" cyclists travelling rapidly on the sidewalk. An issue would be that the cyclist is not aware of their exact speed. I am also unsure what the enforcement officer would have on hand to measure the speed of the cyclist.</p> <p>I would say my main concern is that the proposed changes would cause parents to blatantly ignore the bylaw in favour of escorting their child on the sidewalk as a matter of safety and guidance. This could bring about more charges to the public and people fighting the tickets based on a safety issue. While I am for clarifying the bylaw and making the enforcement parameters more easily determined in the field, I would like to see remain the clause about parents/guardians accompanying young riders on the sidewalk, as both bicycles would be moving more slowly to reduce the change of a pedestrian conflict/collision. For some background on the issue, I understand where the officer would have some difficulty in enforcing the bylaw as it stands now based on ID and determining the relationship of the cyclists when an adult is with a child. That said, do you know how often this bylaw tries to be enforced (I don't recall ever seeing a cyclist being "pulled over").</p> <p>As a parent with a child just learning to ride a bike without training wheels, I was recently thinking I would have to start cycling with her to keep up. With the new bylaw amendment, I would not be able to "guide" her on the sidewalk, set the speed, show how to give way to pedestrians, etc., as I would have to be on the road while she is on the sidewalk. I feel it is much safer leading her as she is still not proficient enough to be watching for all of the hazards and conflict points while trying to maintain her balance. This brings to mind situations where sidewalk is on one side of the road (i.e. there is a stretch of road on the way to the park for us like this) and parent must ride on opposite side?</p> <p>I wonder that the general public may not be aware or even comply with bylaw...how strict will this really be enforced? Parents likely to ride with children anyway as they would feel it is safer for their child. Why change a hard to enforce bylaw with one that may not be enforced at all? I realize this is a tool for the enforcement and rectification of dangerous conditions for pedestrians and gives the enforcement officer some legal backing to remove the danger.</p>		

Bikes on Sidewalks By-law Amendment Public Comments

#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
13		<p>On behalf of the Community Safety & Crime Prevention Advisory Committee (CSCSP), which met on Thursday, May 26, 2011 and held a discussion with respect to the public meeting that was held at City Hall on Tuesday, May 24, 2011 with respect to bicycle safety, the CSCSP asked me to remind you that their original intent in bringing forward the issue of people riding bicycles on sidewalks was to allow parents with young children learning to ride a bicycle to be allowed to ride on the sidewalk, not everyone under the age of 18.</p> <p>The CSCSP also respectfully requests a chance to review the motion prior to its passage by Council.</p>	<p>The CSCSP also respectfully requests a chance to review the motion prior to its passage by Council.</p>	
14		<p>Hello I was watching the news last night about the Bikes in the city of London, and I have an idea can we not let it be bylaw that bikes are to be able to have a horn or a bell the reason to this is because my mother whom is a senior citizen was on the sidewalk and was run down by a young person who was on the bike and didn't hear the bike behind her since she was hard hearing (partial deaf) the young person didn't have a bell on their bike if there was a bell or horn and they rang it my mother would of heard it. I see alot of seniors on the sidewalk and they have to look behind them or in front of them because of the bikes or people that are rollerblading also so in conclusion I think that it should be mandatory that bikes should be with a bell or horn</p>		

Bikes on Sidewalks By-law Amendment Public Comments

#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
15	<p>Out Of Sight Productions www.oosproductions.com</p> <p>London Accessibility Advisory Committee.</p> <p>Canadian Council of the Blind</p>	<p>No: Being blind and have been crashed into by many side walk riding bikes of all kinds I am very concerned about injury. Hit and runs or just shock that can lead to disorientation and may complications and hazards. Size, wait and speed are only part of the danger. Even just getting scraped let alone hurt enough to need on going therapy, why bring that mess on the elderly, disabled or any pedestrians? Size, wait and speed are only part of the danger. Even just getting scraped let alone hurt enough to need on going therapy, why bring that mess on the elderly, disabled or any pedestrians? I as a blind person can't even identify who or what hit me, how can I take action or report what happened to me? [Very Vulnerable] If I am lucky someone might witness the accident, do the scene survey and give an accurate report, if someone is there. Please keep riders Over 12 off the side walk. We should be getting car and bike drivers to be more respectful of each other. Hit the problem where it really is.</p>		
16			<p>Florence is 91 years old and likes to ride her bike as much as she can instead of her car for short trips. She does not feel comfortable riding on the road because she says her reflexes are not as quick as a younger person's would be. She would like to see this by-law exemption be also extended to the elderly, maybe seniors or those over 70 years old She indicated that although it is currently against the by-law, officers often look the other way for seniors anyway</p>	

Bikes on Sidewalks By-law Amendment Public Comments

#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
16				<p>Did you know that it is the Provincial Government Governs TRANSPORTATION. Did you know that THE MUNICIPALITY or CITY, are responsible for the engineering and construction of roads and traffic system. Did you know it is the POLICE that have to enforce the traffic regulations. Three entirely different groups in charge of traffic, YET, IT WORKS! Even more mind-boggling... People from age 10 to 91 operate different vehicles like; bicycles, motorbikes, cars, vans, delivery trucks, busses and big transport trucks. People with different temperament, psychological attitudes, emotional differences, People from different backgrounds and cultures. Is it not a miracle that it works so well? Traffic is a modern-day miracle that works! The roads are more crowded then ever and it is time to move over and share the roads even more. They belong to all of us. Two wheeling is a complicated issue, because it is about identifying what it is we really want. Bicycleling could be identified into 3 different groups. The bike as transportation. The bike as a means to play and freedom for kids and teens. And the toy bicycle or even the tricycle for our children. In addition to these groups, we also need to create space for scooters for the physically challenged, electric assisted bikes, and mopeds, roller blades, skateboards and the Segway. We, in North America, are going through a big transition about two wheel vehicles. We all need to be more tolerant of this transition. There is already a bylaw in London that ALL NEW construction of roads are 1 meter wider in the curb lane. A small but important step towards road safety. We in London have a lot of bicycle paths through our park system and more are being build every year. More bicycle routes are marked to assist safety for cyclist. When cycling, we need to obey the highway traffic act. Stop at stop signs and signal. Have proper lights etc etc. That is where we need to educate ourselves about the many frustration, myths and fears on NON AUTOMOBILE TRAFFIC. The best way to behave on a bicycle, during this transition, is to act PREDICTABLE AND BE SEEN. Wear an orange vest and put a flag on the back of your bicycle. But PLEASE..... Follow the rules of the road and follow the highway traffic act. The highway traffic act is there for us to be safe and integrate. When I was driving my car going south on Colborne street, turning west onto Oxford, my senses were overwhelmed by 3 cyclist simultaneous. Only one of them was following the highway traffic act. The first cyclist was traveling with traffic. I noticed that cyclist and processed that as normal. That did not overwhelm me. What did overwhelm me was the cyclist who darted in front of me riding on the sidewalk coming from my right, traveling the "wrong" side of the street. Then a third, crossing Oxford St, with the green light, but also coming from the sidewalk on the unexpected side. That is what makes a cyclist totally unpredictable. As a drivers, am already challenged with heavy traffic, many cars darting and rushing from behind, slowing me down in front. Cycling on the road, when following the rules, become part of traffic and conform to this flow. But, when cyclist think that they are safer on the sidewalk, think again. They are totally unpredictable to the norm. Pedestrians travel at about 4 to 6 km per hour. That is normal. Drivers look for pedestrians on sidewalks and anticipate walking speed. When a bicycle travels on the sidewalk, they travel at about 12 to 18 km per hour. 3 times the speed. Not only is it illegal, but drivers in cars do not expect cyclist on sidewalks. When I back out of my driveway, I look for pedestrians on the sidewalk. I do not expect a cyclist to be there. I look on the road for cyclist. The rules are there to make traffic as safe as possible. Unfortunately, it is the enforcement of the Act that leaves the system challenged, because we do not need a drivers license to operate most of these two wheelers. And even if we did make mandatory licensing, how would we implement such a complex system. I am concerned when we throw figures around about the study quoted in the article by Ian Gillespy Aug 30 2010. This study did not mention "fault". As I have seen many different stats, I am of the opinion that cyclists, when following the rules, are safer then pedestrians. The real question is: Are we willing to follow the rules of the road and learn to share our roads. Because, the roads belong to all of us.</p>

Bikes on Sidewalks By-law Amendment Public Comments

#	1. Are you a member of any concerned agencies or groups? If so please identify	2. Do you agree with the recommended by-law amendment as presented? If not, why?	3. What changes would you like to suggest for the recommended by-law amendment?	4. Additional comments.
17		<p>This is just a short e-mail to let you know how much our family would enjoy a by-law like this to be passed.</p> <p>Roads are far too busy these days to allow children to ride their cycles on major, minor roads or even roads around the sub divisions.</p> <p>We are sure there's been a lot of thought put into the by-law proposal, but here's a few things that we could think off that may help the by-law to be passed without too many issues. These ideas may have been thought of, or not, but we wanted to make sure we shared our thoughts (sorry they're last minute).</p> <ul style="list-style-type: none"> • Try to allocate part of the pathway to cycle lanes, if wide enough. • Have some kind of Cycling Proficiency Certificate for children to pass in order for them to be allowed on the pathways. This will give the children some kind of rules they must abide by to ensure they do not cause any damage or injury. Otherwise adult supervision would be necessary. • Living in the UK during my childhood, I passed the Cycling Proficiency Certificate in the 1970s... I remember it like it was yesterday! This test has been in around in the UK for about 60 years and was a great achievement for the kids and made them more aware of their surroundings and the rules of the road, which in turn kept them safe. For further details, or at least a quick preview see: www.telegraph.co.uk/.../Cycling-Proficiency-test-facing-axe.html or en.wikipedia.org/wiki/Cycling_Proficiency_Test. • Not sure how feasible this is, but it would be great to try to link some of the more isolated sub divisions together. We live on one of the 'newer' sub divisions in Lambeth (houses around 20-years-old) and the accessibility to the village of Lambeth, Byron or to Westmount is impossible (even to our local bus stop), unless you take your life in your hands and ride on the gravelled area. This would encourage people to get out and about and get some exercise and it would also encourage local people to shop locally. • If we are going down this route, it would be great, from a parents point of view, to have the routes patrolled by the Police during their regular runs (ie. keep the routes as accessible to the Police as possible). As a parent in today's society, I am nervous of letting my children out without supervision. Sometimes we let our eldest child (aged 11) bike to his friend's house in our local sub division, but I am constantly on tenter hooks, waiting for him to return at his allocated time. Times were different when we were children... either the risk of being abducted was less likely (not sure about that!) or our parents weren't as paranoid as we parents are today (more likely!) 		
18		<p>Only children with parents should be allowed on the sidewalk.</p> <p>I will also add that all the bicycles for children, teenagers, and adults should have the appropriate bell to warn the pedestrians they are approaching. I will prevent collisions and injuries to all involved.</p>		

Appendix C – Bikes On Sidewalks By-Laws of Other Municipalities

Toronto, ON By-Law No. 1409-2011

Definition: “A bicycle or tricycle where either has at least one tire that has a tire size of more than 24 inches, or the metric equivalent of 61.0 centimetres.”

Regulation: “No person shall ride a bicycle on a sidewalk of any highway, except for those locations designated in § 886-6 of Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths and Bicycle Lanes. “

Town of Georgina, ON By-Law No. 2002-0046 (TR-1)

Definition: “Bicycle includes a tricycle having a wheel or wheels of more than 60 centimeters in diameter.”

Regulation: “No person shall ride a bicycle upon a sidewalk on any highway.”

Vancouver, BC By-Law No. 2849

Regulation: “No person shall ride any bicycle upon any sidewalk except where posted by signs.”

St. Thomas, ON

Regulation: “No person shall, either by himself or by permitting others without lawful authority, operate a motor vehicle or bicycle within, upon, across or along any sidewalk, path or boulevard except

- (a) A motorized wheelchair shall be permitted;
- (b) At a driveway;
- (c) A bicycle with a wheel or wheels less than 510 mm in diameter with a tire size of 510 mm X 45 mm. (B/L 92-95).”

Aylmer, ON By-Law No. 41-01

Definition: “A 2 or 3-wheeled device with handlebars and pedals for the purpose of transportation by muscular power. “

Regulation:

- “a) engage in or permit in-line skating, rollerblading, rollerskating, skateboarding, or the use of a bicycle or scooter on any steps, ramps, driveways or sidewalks of any building owned or occupied by the Corporation of the Town of Aylmer.
- b) Engage in or permit in-line skating, rollerblading, rollerskating, skateboarding, or the use of a bicycle or scooter in or on any path, accessway, stairs or steps leading to or on:
 - (i) The Cenotaph on Talbot Street
 - (ii) The bandshell located in Monteith Bandshell Park
- c) Engage in or permit in-line skating, rollerblading, rollerskating, skateboarding, or the use of a bicycle or scooter within any municipal parking lot;
- d) Engage in or permit any game or sports activity upon a roadway or sidewalk without due care and attention, and without reasonable consideration for others using the roadway or sidewalk;
- e) Engage or permit in-line skating, rollerblading, rollerskating, skateboarding, or the use of a bicycle or scooter upon any sidewalk within the core area of the Town of Aylmer defined as:
 - Talbot Street from Wellington Street eastward to Queen Street
 - John Street from Pine Street northward to Chestnut Street
 - King Street from Sydenham Street northward to Talbot Street
 - Centre Street from Sydenham Street northward to Talbot Street
 - Raglan Street from Sydenham Street northward to Talbot Street”

Edmonton, AB

Regulation: “Standard size bicycles are only allowed on signed, shared use sidewalks that are 2.5m wide or greater. Bicycles with wheels less than 50cm in diameter (children’s bikes) are permitted on all sidewalks.”

Kelowna, BC

Regulation: “Must not ride on a sidewalk unless otherwise directed by a traffic control device, unless that person is under the age of 12 years and is operating a non-chain driven 3 or 4 wheeled cycle which is designed for recreational use.”

Cochrane, AB

Regulation:

1. “Persons over the age of twelve (12) years shall not operate a bicycle on any sidewalk.
2. Persons under the age of twelve (12) years who operate a bicycle on any sidewalk shall do so under the supervision and control of a parent or guardian.
3. Persons under the age of twelve (12) who operate a bicycle on any sidewalk shall do so in a safe and courteous manner and must yield the right of way to pedestrian traffic at all times.”

Chicago, IL By-Law 9-52-020

Regulations: “(a) No person shall ride a bicycle upon a sidewalk within a business district. (b) No person 12 or more years of age shall ride a bicycle upon any sidewalk in any district, unless such sidewalk has been officially designated and marked as a bicycle route.”

Calgary, AB

Regulation:

“(1) Except as otherwise provided in this Section, a person shall not:

- (c) Ride a bicycle;
- (e) Draw, push, propel or ride a wheeled vehicle of any description other than a bicycle on or along a sidewalk, or boulevard.

(2) Notwithstanding the provisions of Subsection (1), a person may draw, push or propel:

- (c) A child’s tricycle; or
- (d) A child’s bicycle operated by an individual under the age of Fourteen (14) years;

on or along a sidewalk in such a way as to not interfere with the other pedestrians using the sidewalk.”

Surrey, BC

Definition: "CYCLE means a device having any number of wheels that is propelled by human power and on which a person may ride, including a motorized wheelchair (scooter) and excluding a skater."

Regulation:

“(2) A person operating a cycle:

- (a) Shall not ride on a sidewalk unless authorized by this By-law or unless otherwise directed by a traffic control device;
- (b) Shall not, for the purpose of crossing a highway, ride on a crosswalk unless authorized to do so by this By-law or unless otherwise directed by a traffic control device;

(6) A person shall not operate a cycle:

- (b) On a sidewalk without due care and attention or without reasonable consideration for other persons using the sidewalk.”

Guelph, ON By-Law No. (2002)-17017

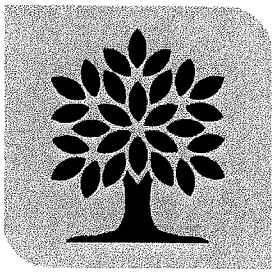
Regulation: “No person shall ride a Bicycle upon any Sidewalk or footpath unless a Traffic Control Device has been erected on or alongside such Sidewalk or footpath to indicate a recognized Bicycle pathway.”

Waterloo, ON By-Law No. 83-19

Regulation: “No persons shall drive a motor vehicle, a motor assisted bicycle or a bicycle along any sidewalk or boulevard except at a driveway”

Shellbrook, SK By-Law No. 10-2008

Regulation: “No person older than 10 years old shall ride a bicycle on a sidewalk.”



London
CANADA

Appendix 'D'

Corporate Communications

Tactical Communications Plan Bikes on Sidewalks

Version 1.1
August 29, 2012

Authored by:
Glynis Tucker
Communications Specialist

Tactical Communications Plan

Plan Overview

Department/Division: Transportation Planning & Design

Environmental & Engineering Services

Project/Campaign: Bikes on Sidewalks

Project Manager: Aaron Rozentals

Subject Matter Experts: Aaron Rozentals, Maged Elmadhoon

Key Dates

- September 10 – Civic Works Committee
- September 18 – Council
- September 28 – By-law effective date

Communications Objectives

- Promote and raise public awareness of change to by-law
- Educate (safety messages) – right of way, helmets, back to school
- Public awareness of cycling on sidewalks, back to school

Target Audiences

- All residents in the city of London
 - < 14
 - 14-24
 - 25-55
 - 55 +
- Media
- Internal staff – esp. concierge
- Community & cultural groups

Key Messages

- The *Streets By-law* has changed
- Cyclists under the age of 14 can now ride on City sidewalks, provided the wheels of their bikes are less than 61 centimetres in diameter
- Cyclists on sidewalks should always yield right-of-way to pedestrians and persons operating an Electric Personal Assistive Mobility Device
- Motorists need to watch out for cyclists, especially when turning
- Cyclists should always wear helmets, ride with caution, use hand signals, have proper safety gear on bikes (lights, bells)

Issues/Challenges

- Lack of awareness of the old by-law; coupled with lack of awareness of proposal to change and decision process = potential resistance
- Fear of backlash from key stakeholders – seniors, persons with disabilities

Opportunities/Strengths

- Partner with MLHU to produce and deliver info through their website, social media and school visits
- Healthy Schools, Active Transportation, In Motion

Budget

- City of London \$5,000 - \$10,000

Channels – *how to deliver the messages*

Internal

- City Connect (Intranet)
- Screen saver
- Message boards (incl. satellite locations)
- Unions
- Send-alls

External

- Traditional media (newspapers, television, radio)
- Web (London.ca; community billboards)
- Social media (Facebook, twitter)
- Posters (City facilities, arenas, community centres, libraries)
- Key stakeholder groups (Board(s) of Education; community associations, accessibility groups)