

Charter Bylaw 19642

Safe Passing Distance

Purpose

The purpose of Charter Bylaw 19642 is to set minimum safe passing distances for motorists when passing cyclists based on the speed limit of the road.

Readings

Charter Bylaw 19642 is ready for second and third readings.

Advertising and Signing

Charter Bylaw 19642 was advertised on June 11 and 18, 2021. The Public Hearing will be advertised on August 13 and 20, 2021.

Position of Administration

Administration supports this Bylaw.

Previous Council/Committee Action

At the June 7, 2021, City Council meeting, Charter Bylaw 19642 received first reading.

At the February 22, 2021, City Council meeting, the following motion was passed:

1. That Administration bring forward a Charter Bylaw to establish a minimum safe passing distance for motorists passing cyclists, based on alignment with the City of Calgary's approach, as outlined in the February 17, 2021, City Operations report CR_8037.

Report Summary

Charter Bylaw 19642 will set minimum safe passing distances for motorists passing cyclists based on the speed limit of the road in the City of Edmonton.

Report

At the February 22, 2021, City Council meeting, Administration presented an overview of the bylaw changes that the City of Calgary made to establish a safe passing

distance. The report outlined the next steps needed for Edmonton to implement minimum safe passing distances through Charter Bylaw 19642 (Attachment 1).

This bylaw change allows an opportunity for behaviour and culture shift through conversations, education and engagement with Edmontonians to improve safety and provides clear expectations for all road users to understand how best to share the road.

Under Charter Bylaw 19642, City Council may set out requirements for the minimum distance that drivers are required by law to leave when passing someone cycling as outlined in the table below.

Speed Limit	Minimum Passing Distance
≤ 60 km/h	1 meter
> 60 km/h	1.5 meters

Bylaw Steps and Implementation

In order to establish the minimum safe passing distances in Chapter Bylaw 19642, the following steps must occur:

1. First reading of Charter Bylaw 19642
2. Advertising of Charter Bylaw 19642
3. Public Hearing for Charter Bylaw 19642
4. Second and Third readings of Charter Bylaw 19642
5. Advertising the date that the minimum safe passing distance becomes effective.

If the bylaw receives three readings, Charter Bylaw 19642 will become effective on September 30, 2021 in order to allow time for Administration to publicly communicate the effective date of the change.

Public Engagement

This topic was previously presented and discussed at the February 17, 2021, Community and Public Services Committee meeting where four members of the public registered to speak. There will be an additional opportunity to provide input on this bylaw at the September 1, 2021, public hearing before final consideration of Charter Bylaw 19642.

Budget/Financial Implications

No additional budget is requested to implement this bylaw change. Public communications costs will be covered by the existing operating budget through the Traffic Safety Automated Enforcement Reserve.

Legal Implications

Pursuant to the *Traffic Safety Act*, City Council may, by bylaw, establish requirements for drivers to allow adequate space for cyclists on highways under the direction, control, and management of the City. The *City of Edmonton Charter, 2018 Regulation* allows the City to pass Charter Bylaw 19642 to set safe passing distances between motorists and cyclists.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a safe city.			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmonton is a safe city	Safe Mobility Strategy, Total Fatalities	12 (2020) 14 (2019) 19 (2018) 27 (2017) 22 (2016)	Decline to Zero (2032)
	Safe Mobility Strategy, Total Serious Injuries	231 (2020) 268 (2019) 319 (2018) 341 (2017) 325 (2016)	Decline to Zero (2032)

Attachment

1. Charter Bylaw 19642 - Safe Passing Distance

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- A. Laughlin, Deputy City Manager, Integrated Infrastructure Services
- S. McCabe, Deputy City Manager, Urban Planning and Economy
- K. Fallis-Howell, Acting City Solicitor