

Pathway and Bikeway Plan Framework

Purpose: To update the 2000/2001 Calgary Pathway and Bikeway Plan. The purpose for updating the plan is to create a seamless network to move Calgarians by active transportation. The plan will address new, missing, and substandard infrastructure, prioritize projects, create concept designs for higher priority projects, and develop design guidelines. A central focus of this plan is to design and implement facilities that are safe and appropriate for all ages and abilities to walk, ride a bicycle or get around in other ways by non-motorized means.

As requested by Council, Administration has developed this framework to help guide the Pathway and Bikeway Plan Update. This framework will serve as a “road map” for updating the Pathway and Bikeway Plan for the City of Calgary. The need to update the plan was identified and funded with the Council approved Cycling Strategy in 2011.

The Council-approved motion in March 2014 (NM2014-07) asked that a project charter be developed and returned to the Transportation and Transit SPC no later than October 2014. The updated Pathway and Bikeway Plan would address the following:

- a) Principles for network design and route selection that considers both on and off-street solutions;
- b) Approaches to data, research and analysis related to route and network planning;
- c) Approaches to public engagement; and
- d) Timeline to complete a city-wide network plan.

Project Team and Resources: The Updated Pathway and Bikeway Plan will be led by Transportation Planning in collaboration with Parks business unit. Transportation Planning and Parks will work together to create a plan focused on moving Calgarians on the pathway and bikeway system. When developing the Pathway and Bikeway Plan, support will be sought from other internal City business units and external stakeholders.

The approved Cycling Strategy provided \$480,000 of one-time operating funding to update the Pathway and Bikeway Plan. \$10,000 was spent on the inter-municipal pathway plan to identify pathway connections between Rocky View County and Calgary. The unspent one-time funding (\$470,000) from 2014 will be requested as a new one-time funding request for 2015.

Once the Framework is finalized, Administration will post a Request for Proposals to solicit a consultant team to assist with the development of the Plan. The consultant team will be tasked with developing the strategies and tactics to engage the community, performing the network analysis, and drafting the Plan. City Staff's goal would be to select a consultant team by Q1 2015.

Internal Review

An internal review process will be setup to ensure that all proposed solutions are fully reviewed. A project steering committee, including three Councillors will be established.

The process will include the formation of two internal groups:

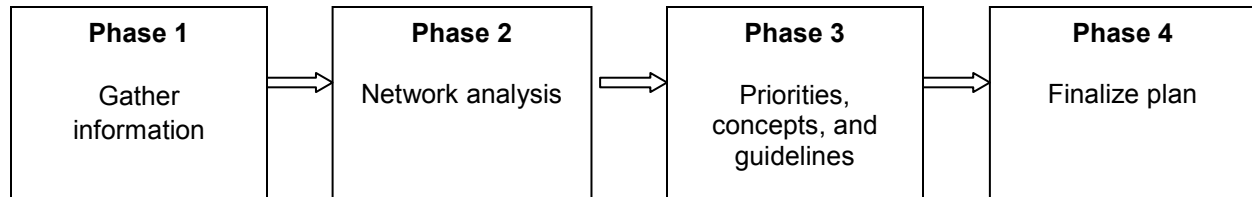
1. A *Steering Committee* comprised of the Directors from Transportation Planning and Parks, two Councillors, senior staff from Roads and The Mayor's Office will provide input on the direction of the plan and resolve any issues related to the project and the plan.

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2. A *Technical Working Group* will be created to provide technical support. This group will be comprised of parks planners, transportation planners and engineers, staff from Emergency and Protective Services, Animal and Bylaw Services, Calgary Police Services, Calgary Transit, Office of Land Servicing and Housing, and Utilities and Environmental Protection.

Planning Process

The planning process includes the following phases:



Engagement Plan

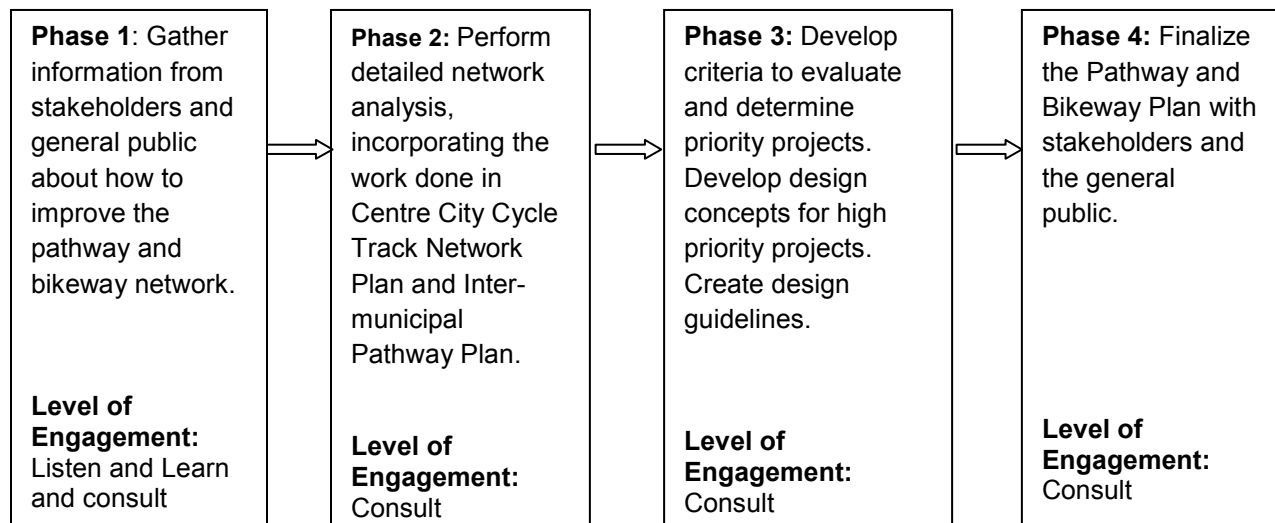
The principle goals of engagement are:

Goal 1: Engage broad and diverse segments of Calgary.

Goal 2: Update the Plan to reflect the priorities and interests of current and potential users of the system.

Goal 3: Update the Plan to reflect the vision of the CTP and Cycling Strategy and to make non-motorized transportation options more appealing to all Calgarians.

A network plan requires the knowledge and input from a broad range of stakeholders. To achieve the public engagement goals, the public will be encouraged to provide input and feedback during four phases of public engagement.



Level of Engagement Definitions

Listen and Learn - Stakeholders and The City listen to and learn about each others' views, plans, concerns, and expectations.

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Consult - Stakeholders' feedback is obtained through consultation to analyze issues and build alternatives, and thereby make contributions to the decision-making process. Consulting with stakeholders ensures issues and concerns are understood and considered.

Examples of how the public could be engaged during each phase:

- Stakeholder meetings
 - Surveys
 - Stated or visual preference surveys ask people to rate or rank walking and bicycling environments, facility types, and potential routes.
 - Origin/destination and route choice surveys give planners a sense of where people currently walk or bike and the routes they choose.
 - Site visits
 - Public Open Houses
 - Online tools and social media
 - Mindmixer is an example of an online community engagement tool, which leverages the power of the Internet and social media to connect community members who might not otherwise get involved.
 - Advisory Committee
 - The Advisory committee would meet regularly to evaluate the Plan and provide input on different steps.
- Suggested stakeholders include:
- Bicycle advocates
 - Parks and recreational organizations
 - Educational institutions
 - Calgary and regional municipalities
 - Trail Organizations
 - Regional employers
 - Community representatives

Proposed Framework for the Updated Pathway and Bikeway Plan

1. Introduction

a. Purpose

- This plan will include both multi-use (pedestrians, bicyclists, in-line skaters...) pathways and bikeways (i.e. bike lanes, cycle tracks, bicycle boulevards, neighbourhood greenways, signed routes, shared lanes).
- Evaluate existing City of Calgary Plans and Policies

b. Project Parameters

What are the boundaries of the project? What the Plan will include and not include?
Included:

- Incorporate the recommendations and guidance of the Inter-municipal Pathway Plan (2014) that was developed between the City and Rocky View County.
- Analyze the current pathway and bikeway network and identify improvements or additions to the network
- Use CTP Map 1 to as a starting point to refine a primary network of major bicycle routes across the city
- Plan direct links to existing and planned BRT/LRT stations within a 3km radius
- Incorporate Complete Streets Guide information
- Incorporate the Centre City Cycle Tracks network planning work

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- Incorporate facilities such as the Perimeter Greenway and TransCanada Trail
- Identify new bicycle/pedestrian bridges/underpasses
- Identify pedestrian bridges/underpasses, stairs, ramps, transit stations that no longer meet current standards.
- Evaluate and provide best practices relating to transitions between pathways and roadways
- Identify pedestrian and bicycle activated signal devices, traffic signals, and crossing treatments

Not Included:

- Sidewalks
- Local pathways
- Engineered walkways
- Trails

c. Vision

A vision for this project will be developed during the public engagement process.

d. Guiding Principles for Network Design

- Create a network that connects to places that people want to go, and provides for continuous and efficient non-motorized travel options, recreational opportunities and supports active living and active transportation.
 - Focus on connections to transit stops and activity centres, especially Centre City, University of Calgary, Mount Royal University, SAIT, LRT/BRT stations.
- Develop a seamless network of on-street and off-street facilities.
 - Identify areas/ barriers where major improvements are needed (overpasses, expressways, rivers, railways, busy intersections...)
- Improve safety for all users including walkers, joggers, cyclists, skateboarders, etc.
 - Separate or widen facilities in high-use and high-conflict areas
 - Identify appropriate speeds for high-use areas

2. Research and Analysis

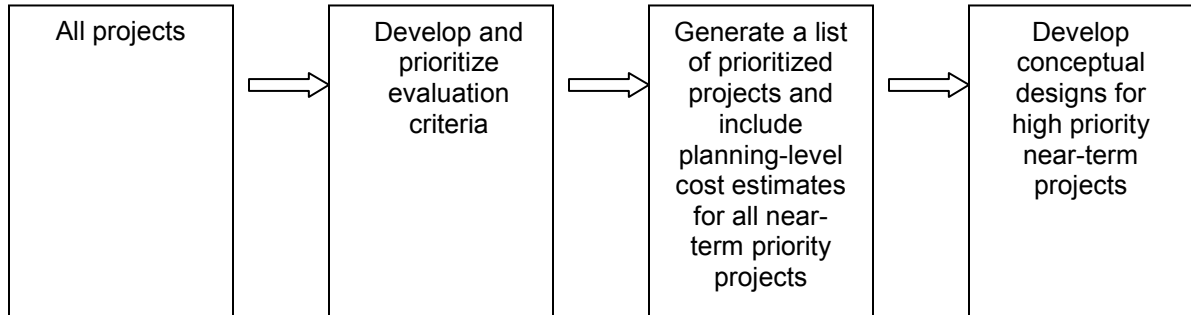
- Inventory Existing Data: Collect, complete, and accurate information on existing conditions and projected trends.
 - Review applicable plans and policies that involve multimodal pathways and bicycles.
 - Review land use and development plans
 - Review activity centres and zoning maps
 - Review existing data (Annual Bicycle Count, Yearbook, Cordon Count, major intersection and pathway counts)
 - Identify major barriers (rivers, expressways, arterial roads, steep slopes)
 - Review roadway characteristics (traffic speeds, traffic volumes, pavement conditions, lane width, right-of-way)
 - Review transit route locations
 - Review collision data
 - Review multimodal and bicycle facilities
 - Review planned multimodal and bicycle facilities
 - Utilize Geographic Information Systems (GIS) to analyze existing network and to identify gaps in the network
 - Planned growth

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- Conduct Necessary Fieldwork
- Assess Current and Future Needs
- Engage the community to determine current and future needs
 - Identify opportunities and constraints
- Engage the community to determine opportunities and constraints
- Identify facilities or areas with high existing use and areas with the highest potential for major growth.

3. Developing, Selecting, and Prioritizing Projects

Prioritization Process:



Additional Considerations:

- Develop a hierarchy of routes in a bicycle network with a range of facility types that serve different functions and appeal to different user types.
- Balance existing and future demand- Improve conditions where people already travel, but also consider areas where demand for more people is likely (activity centres, transit stations, new parks, and institutions).
- Investigate wayfinding opportunities-wayfinding enables people to find their way from place to place with ease. Wayfinding can include signs, pavement markings and maps.

4. Design Guidelines

A chapter on basic design principles for pathway and bikeway facilities.

5. Implementation Plan and Map

- Create an implementation plan that prioritizes a list of actions, an annual work plan, four year goals, eight year goals, implementation budget and design concepts.
- Include a map of the pathway and bikeway network: existing and planned routes.