

Previous Council Direction/Policy

At the 2014 March 10 Council Meeting, Notice of Motion 2014-07, Council adopted the following recommendations:

1. Direct Administration to develop a project charter for creating a city-wide network plan (excluding the Centre City), which will address:
 - 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.
2. Direct Administration to bring the charter to the SPC on Transportation and Transit no later than 2014 October.

At the 2014 November 03 Council Meeting, Report TT2014-0686, Council adopted the following recommendations:

1. Adopt the Pathway and Bikeway Plan Framework; and
2. Request that the City Clerk circulate Members of Council as to their interest in serving on the Steering Committee, to return to Council with the results as soon as possible.
3. Appoint Councillors Pincott and Woolley to the Calgary Pathway and Bikeway Steering Committee (C2014-0923).

At the 2016 July 4 Council Meeting, Report TT2016-0444, Council adopted the following recommendation:

1. Direct Administration to report back through the SPC on Transportation and Transit with a status update of the Pathways and Bikeways Plan in December 2017.

At the 2017 December 18 Council Meeting, Report TT2017-1239, Council adopted the following recommendation:

1. Direct Administration to report back through the SPC on Transportation and Transit with the Cycling Strategy Annual Report, Calgary Pathways and Bikeways Plan Update and the Pedestrian Strategy Update no later than Q1 2018.

Changes in Policy Framework at The City of Calgary

In 2000 and 2001, City Council adopted the *Calgary Pathway and Bikeway Plan*. The plan provided a map of built and approved pathways and bikeways, as well as guiding principles related to the planning, design and management of the network. It also outlined an implementation strategy.

Since the *Calgary Pathway and Bikeway Plan's* adoption, there have been numerous changes to policy framework at The City.

Project Background

The Calgary Transportation Plan (CTP) and the Cycling Strategy provided additional vision and direction to update the *Calgary Pathway and Bikeway Plan*. Other plans, policies and strategies have changed how Administration provides services for Calgarians and influence how pathways and bikeways in the city are planned, designed, constructed and maintained.

- Parks Open Space Plan (2003)
- Centre City Plan (2007)
- Calgary Transportation Plan (CTP)/Municipal Development Plan (MDP) (2009)
- 2020 Sustainability Direction (2010)
- Cycling Strategy (2011)
- Pathway Safety Review Report (2011)
- Complete Streets Policy/Guide (2011)
- Rocky View County / City of Calgary Inter-municipal Pathways and Trails Study (2014)
- Step Forward: Pedestrian Strategy (2016)
- Seniors Age Friendly Strategy (2017)
- Climate Resilience Strategy (2018)
- Social Well-being Policy (2019)
- Gender Equity, Diversity and Inclusion Strategy (2019)
- Area Structure Plans and Outline Plans (approved after 2001)

Project Methodology: Phase 1-4

The project framework was developed and approved by Council in November 2014. An internal review process was established to guide the development of the updated plan. The process included the formation of two internal groups: a Steering Committee and a Technical Working Group. Both groups provided input on the direction of the plan and support to the project team.

Figure 1 summarizes the framework identified for the four phases of the project.

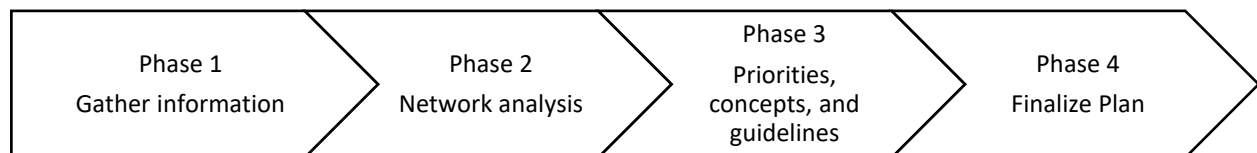


Figure 1

Phase 1: Gather Information

A wide variety of data sets were collected from City records, census information and data from third-party suppliers. Specific data sets included, but not limited to:

Project Background

- existing pathway and bikeway routes
- collision data
- speed limits
- road classification
- proposed pathways and bikeways approved by Council
- transit routes
- existing and proposed road network
- topography
- origin and destination information
- population and employment locations
- locations of recreational facilities, schools, retail centres

Phase 1 included engagement with Calgarians. The project team asked Calgarians:

- How they currently use the pathway and bikeway network
- How often they use it
- Whether the network is accessible from where they start their trips
- How long they are willing to travel on the pathway and bikeway network in ideal and adverse weather conditions

Participants were also asked to rank their priorities for using the pathway and bikeway network based on whether they were using it for transportation or recreation. The priorities they were asked to rank included:

- directness
- comfort level
- protection from traffic
- pathway availability

Phase 2: Network Analysis

The network analysis incorporated geospatial data of the existing pathway and bikeway network, previously approved routes, along with other technical analysis and input from engagement with Calgarians.

Phase 3: Priorities, Concepts and Guidelines

After vetting by the project team, an updated network map was developed. To ensure that the build-out of routes are prioritized in a way that Calgarians support, the project team asked for assistance in the second phase of engagement. Calgarians were provided four criteria to choose from to support the prioritization of the build-out of pathways and bikeways.

Routes or future projects will be weighted using these criteria, along with technical assessments. This will support which proposed pathways and bikeways are designed and built.

- Routes where there are safety concerns and where collisions have occurred
- Where we'll get the most people walking and cycling
- Social equity: improve areas where people are less likely to own or operate their own vehicle

Project Background

- Spread evenly throughout the city

A detailed summary of public input is included in the “What We Did” Report (Attachment 3)

Phase 4: Finalize Plan

Engagement with Calgarians and network analysis, along with data from previous cycling projects, Council’s priorities from One Calgary, academic research and an environmental scan from other municipalities, confirmed the need for an Always Available for All Ages and Abilities (5A) Network in Calgary as part of the update to the *Calgary Pathway and Bikeway Plan*.

The design of the 5A Network will support the following five principles, based on feedback from Calgarians, to:

- Separate people by their speed
 - Improve visibility
 - Make it reliable
 - Be accessible for everyone
 - Make it easy to use
- } 5A Network Principles

The 5A Network Principles are described in detail in Attachment 2, Always Available for All Ages & Abilities (5A) Guiding Principles Report. The principles outline how to upgrade existing and build new pathways and bikeways to improve user experience.

If the 5A Network principles are approved, Administration will identify and update existing policies and guidelines to incorporate the principles. Administration will continue to work with developers and City of Calgary staff to educate stakeholders about the network principles. Administration plans to bring forward the 5A Network Map to replace the Primary Cycling Network in the update to the Calgary Transportation Plan in Q2 2020.

How the 5A Network supports One Calgary

Pathways and bikeways connect our communities, providing Calgarians with safe and accessible year-round opportunities to walk, run, ride, and use mobility devices throughout the city. The 5A Network principles support travel for any reason, including to work, school, social, recreational or commercial activities and provides connectivity to other transportation services like public transit and parking.

Council’s primary concern is for all transportation options to be safe and attractive choices for Calgarians (M1 & M2).

Council has directed Administration to develop strategies for communities that support healthy lifestyles and interaction among residents (walkability, pedestrian, cycling and public transit connections) to reduce and prevent social isolation (H4).

A connected, high-quality recreation and transportation network will support:

One Calgary	Council Directive
A prosperous city.	P2. Support travel and tourism and increase opportunities for citizens to participate in civic and community life P4. Support the implementation of Enough For All, Calgary’s Poverty Reduction Initiative by providing safe and affordable transportation options

Project Background

<p>A city of safe and inspiring neighbourhoods.</p>	<p>N1. Sidewalks and pathways should be safe, accessible, and inclusive for all Calgarians, including seniors and people who are disabled. N4. All communities are complete communities Community and economic growth are in alignment with the MDP and the CTP.</p>
<p>A city that moves.</p>	<p>M1. All modes of transportation must be safe M2. All options for mobility should be desirable M3. Innovative technology partnerships can help to build, fund and sustain a resilient transportation network M4. Develop and implement innovative and technological solutions with respect to existing and new transportation infrastructure that both enhances Calgarians' safety and reduce peak-hour traffic congestion</p>
<p>A healthy and green city.</p>	<p>H1. Support Climate Resilience Strategy and Action Plans H4. Create communities that support healthy lifestyles and interaction amongst residents (walking, wheeling, public transit connections) to reduce and prevent social isolation. H5. Continue to implement a range of accessible and affordable recreational programs and opportunities that encourage active daily living. Continuous investment in indoor and outdoor recreation facilities that address the changing needs of Calgarians will be important to support healthy lifestyles for all.</p>
<p>A well-run city.</p>	<p>W3. Validate rules and processes that support community engagement and activism while eliminate impediments to citizens who are trying to help make improvements in their communities.</p>