



2020 November 02

To: Councillor Farkas

From: Troy McLeod, Director Roads

Re: Administrative Inquiry – Engineered Walkways

The purpose of this memo is to follow up on an Administration Inquiry (AI2019-09) regarding Engineered Walkways adjacent to private parcels.

1. What is the overall City policy and Council direction in regard to ownership, maintenance and responsibility for engineered walkways?

- Engineered walkway systems are thoroughfares that run between private properties to connect streets, pathways, back lanes and parks to each other. They are designed to provide pedestrian mobility through neighborhoods and to provide convenient year-round connectivity to transit, schools, recreation and shopping centres.
- At the 2013 September 16 meeting of Council, NM2013-30 was approved - Snow and Ice Control for Sidewalks/Walkways Adjacent to Private Parcels. The outcome directed Administration to investigate options on sidewalks and walkways not covered under the Streets Bylaw Number 20M88 and bring forward recommendations including, but not limited to assigning responsibility for snow and ice control to the adjacent property owner(s). The report recommendations were forwarded to budget deliberations in 2014 and no further direction was provided at that time. Furthermore, Action 31 of the 2016 Step Forward Pedestrian Strategy included an assessment of engineered walkways to identify alternatives to maintain walkways city wide (bylaw or service). High level snow clearing estimates were \$3-4M for walkways in high-priority areas in 24 hrs or \$6-8M for all engineered walkways.
- In 2018, Council endorsed a Notice of Motion (C2018-0107) on Improving Accessibility and Reducing Injuries through Snow and Ice Control. Administration was directed to review walking-focused snow and ice control policies to improve the accessibility, safety and equity of Calgary's walking network. As a result, additional one-time funding for snow and ice control services was allocated for snow clearing on City owned sidewalks and pathways but did not include engineered walkways.
- Currently, Council approved Snow and Ice Control Policy does not explicitly identify engineered walkways as part of the 7 Day Plan.



- During the Spring/Summer season, City boulevard crews perform general maintenance such as weed control, litter/ garbage collection and pavement surface repairs as needed. Although engineered walkways perform the same function as a sidewalk, the adjacent property owners are not required to keep this space clear of snow and ice.
- As engineered walkways are not currently part of The City's Snow and Ice Control (SNIC) 7 day plan, concerns are managed on a request basis. As required, sand and salt will be applied on the engineered walkway to provide additional traction; however; the hard-packed snow condition is maintained.

2. How many are there, how did they get there, and who owns them?

- There are approximately 2,200 public engineered walkways within the city, with a total length of 98.7 km. Typically, these thoroughfares have an asphalt surface (over 90%) and depending on when they were commissioned, a physical barrier would be installed at the ends (i.e. bollard or bedstead) to prevent traffic from accessing them. This infrastructure was constructed during the development of new communities.
- According to the Streets Bylaw 20M88 Section 67, the owner or occupant of a private parcel is only required to remove snow and ice from public sidewalks or pathways that run parallel to and directly adjacent to a street.

3. What is the process for closure of existing engineered walkways, or opening new ones?

- The process for evaluating closures is a on a case by case basis when requested by the public to the Roads Maintenance Division. Once a closure is reviewed based on safety and mobility impacts, pedestrian detour signage would be placed at both entrances to notify the public of the closure. Administration has not received any closure requests over the past few years or any requests for future openings.

The City of Calgary is committed to the provision of a safe, customer focused, efficient and sustainable transportation system that supports mobility choices. Should you have any further questions regarding on this topic, please do not hesitate to contact us.

Sincerely,

A handwritten signature in blue ink that reads "Troy McLeod".

Troy McLeod, P.Eng.
Director, Roads