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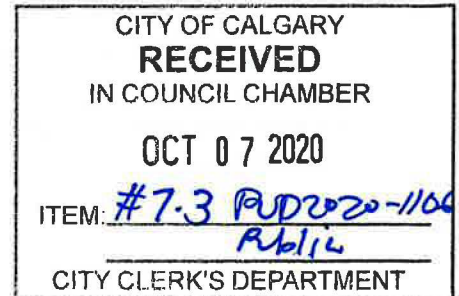
* First name: Bob
* Last name: Morrison
Email: aresem@shaw.ca

Phone:

* Subject: PUD2020-1106 (7.3 October 7th SPC on Planning and Urban Development)

* Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Attached is the submission from the Calgary Climate Hub and Sustainable Calgary. Apologies for the delay in getting this to you.





Submission on PUD2020-1106: Review and Update of the Municipal Development Plan and Calgary Transportation Plan

Hold Off on More Revising, Let's Get Things Done

We are disappointed that only housekeeping changes have been made. The *MDP* and *CTP* are the most cost-effective method of reducing greenhouse gas emissions. They are also fundamental to the creation of both a sustainable and just city.

There are many ways the *MDP* and *CTP* could easily have been made stronger. Our letter (Attachment 6) summarizes where improvements should have been made.

Implementation is the Priority

However, as the Next 20 team has told us, implementation is more important. We agree.

- **Further revisions to the *MDP/CTP* should be put on hold for the next Council.**

Reallocate Resources to Walking and Cycling Improvements

Further work to implement the *MDP* would be nice. However, that would be premature until the twin experiments of the North Hill Local Area Plan and the \$30 million investment in the *Established Areas Strategy* have been completed.

We recommend that:

- **For 2021-2022, in combination with money reallocated from the transportation budget, the Next 20 money, FTEs, and other resources should be used to fully meet walking and cycling infrastructure needs, the *CTP's* top two transportation priorities.**
- **This is climate action. The money and other resources should be transferred to the Climate Change and Environment section to ensure that walking and cycling needs receive first preference in operations and infrastructure.**

As Administration said on September 21st: Transformation + Hustle = Thrive. This is what "transformation" and "hustle" are all about.

Calgary Climate Hub

314 – 11 A St NW
Calgary, AB T2N 1X8
admin@calgaryclimatehub.ca
www.calgaryclimatehub.ca

Sustainable Calgary

201 – 1225A Kensington Rd NW
Calgary, AB T2N 3P8
info@sustainablecalgary.ca
www.sustainablecalgary.org

Submission to the City of Calgary

Standing Policy Committee of Planning and Urban Development

October 7th, 2020



Bike Calgary is a volunteer, nonprofit group representing cyclists on Calgary's shared transportation infrastructure. Bike Calgary's membership and social media platforms enable us to **access more than 4,000 Calgarians directly**. This work involves advocacy, education and community improvement.

According to the City's data, in 2017 **nearly 200,000 Calgarians rode their bikes for recreational purposes** and over **400,000 rode occasionally**. The uptake on cycling in 2020 alone has **exceeded 469% in measured activity uses of Calgary's mobility network** by riders.

Bike Calgary recognizes that Calgary's mobility infrastructure is one of the leading City's in Canada with over 1,000 kilometers of pathways and cycle tracks, and that this has been built up over recent decades and through individual projects. The result of this is that there are areas of connected network with disconnected segments within, there are some communities with no safe routes to navigate, resulting in cycling with children and less confident riders being unappealing. The system has gaps, and as part of the **MDP and CTP**, as well as **RouteAhead**, the City has a long-term plan to resolve this. The basis of this plan is reflected in the **Always Available for All Ages and Abilities (5A) Network Map (see page 92 of the CTP document)**.

Bike Calgary is proposing that a **"Phase 1" of the 5A Map** be developed to enable the City to **access federal funding** that was announced in the throne speech, allocate sustainable City funding, and work with all communities to **bridge the gaps and service the communities with missing or disconnected infrastructure**.

The benefits of this are:

- **Reliable access to progressive and lower-cost mobility options throughout the City, particularly during this economically difficult time.**
- **Jobs for Calgarians throughout the construction projects.**
- **Accessibility to federal funding to start building the plan.**
- **Mobility options for children commuting to schools.**
- **Safe accessibility to the City's parks and spaces, especially at a time when residents are seeking local outdoor recreation.**
- **Demonstrate to investors and businesses that the City supports low-carbon modes of transport and healthy recreation.**
- **Progression toward the City's goal of reducing their carbon footprint.**
- **Connectivity to existing public transport and future City transit, such as the Green Line LRT/BRT.**

1 Always Available for All Ages and Abilities (5A) Network

