

CALGARY PATHWAYS AND BIKEWAYS PLAN UPDATE STATUS REPORT

EXECUTIVE SUMMARY

The purpose for this report is to provide a status update as per the schedule outlined in the 2014 October 10 Calgary Pathway and Bikeway Plan Framework Report to the SPC on Transportation and Transit. To date, the following actions have been undertaken:

- Development of a Project Charter
- Formation of a Steering Committee
- Development of a Engagement Plan
- Development of a Communications Plan
- Development of a Project Management Plan
- Compilation of a Baseline Map
- Administration is currently working to hire a consulting team through an ongoing RFP process.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommend that Council 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.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 JUNE 15:

That the Administration Recommendation contained in Report TT2016-0444 be approved.

Opposition to the Recommendation:

Opposed: S. Chu

PREVIOUS COUNCIL DIRECTION / POLICY

This report is in response to the Council-approved motion on 10 March 2014 that Administration develop a project charter for creating a city-wide network plan, as well as a Council-approved motion on 03 November 2014 that Council adopt the Pathway and Bikeway Plan Framework (TT2014-0686 *Attachment 3 Pathway and Bikeway Plan Framework* – included as *Attachment 1*). On 03 November 2014, Council adopted a motion to appoint Councillors Pincott and Woolley to the Calgary Pathway and Bikeway Steering Committee (C2014-0923).

BACKGROUND

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. The plan also included guiding principles related to the planning, design and management of Calgary's pathways and bikeways and outlined an implementation strategy to achieve the pathway and bicycle network recommended in the plan. Since the Calgary Pathway and Bikeway Plan's adoption, there have been numerous changes in the policy framework at The City:

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- Parks Open Space Plan
- Centre City Plan
- Calgary Transportation Plan (CTP)/ Municipal Development Plan (MDP)
- Cycling Strategy
- Pathway Safety Review Report
- 2020 Sustainability Direction
- Complete Streets Policy / Guide
- Area Structure Plans and Outline Plans
- Rocky View County / City of Calgary Intermunicipal Pathways and Trails Study (IPTS)

The need to update the 2001 plan was identified with the Council-approved Cycling Strategy in 2011. The Council-approved Cycling Strategy provided the initial funds for the project, which have been rolled over into the current Action Plan budget.

A project team comprised of Transportation Planning, Parks, Engage!, and Corporate Analytics and Innovation was formed to collaboratively undertake this project. A planning consultant will be hired to support the project team with specialized knowledge.

The Plan will be City-wide and include regional connections. To most accurately represent the scope and intent of the 2016 update, feedback from stakeholders suggests that the plan should be renamed slightly to read: *Calgary and Area Pathways and Bikeways Plan*.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Following the direction from Council on 2014 March 10, the project team developed a project charter for undertaking an update of the 2000/2001 Pathways and Bikeways Plan. As directed by Council (NM2014-07), the project charter defines the steps required to undertake the creation of a city-wide network plan 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.

An updated schedule for the project is included as *Attachment 2*.

A steering committee has been formed to: assist the project in achieving its desired results, assist with resolving strategic level issues, represent the interests of their specific business unit or group, and review and provide feedback on project progress and deliverables. The Steering Committee membership list is included as *Attachment 3*.

A summary of the Engagement Plan for this project is included as *Attachment 4*. The principle goals of engagement for this project are:

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- To engage broad and diverse segments of Calgary across various income levels, ages, genders, geographic locations, language preferences, and current mode of transportation.
- To ensure that the updated plan reflects the priorities and interests of current and future users of the system.
- To ensure that the updated plan is well supported by internal and external stakeholders (including the general public).

A baseline map is under development outlining existing and approved pathways and bikeways. A sample is included as *Attachment 5*.

Strategic Alignment

This project supports all five of Council's priorities, as summarized in the following table.

A Prosperous City	High quality and accessible recreation and transportation infrastructure is an effective tool for attracting and retaining businesses and employees in Calgary, and in supporting thriving business zones and a diverse local economy.
A City of Inspiring Neighbourhoods	High quality and accessible recreation and transportation infrastructure will create safe, liveable communities that encourage social interaction.
A City that Moves	High quality and accessible recreation and transportation infrastructure will provide safe, affordable, non-motorized alternatives for many trip purposes.
A Healthy and Green City	High quality and accessible recreation and transportation infrastructure will encourage healthy lifestyles for Calgarians and reduce Calgary's per capita ecological footprint (i.e. GHGs and CO ₂).
A Well-Run City	By improving the usability of the plan, the City will be able to more effectively leverage its own resources as well as allow developers to make informed decisions to efficiently achieve a high quality network.

Financial Capacity

Current and Future Operating Budget:

The Council-approved Cycling Strategy provided the initial funds for the project as one-time operating funding, which have been rolled over into the current Action Plan budget. To date, \$19,500 of the \$480,000 project funds have been spent.

Current and Future Capital Budget:

The development of the plan has no capital budget requirements.

Risk Assessment

If Administration does not continue to undertake this project, potential risks include:

- A poorly connected network of pathways and bikeways.
- Lack of cohesion and connections to adjacent municipalities.

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- Difficulty in assessing development applications due to outdated information, with the potential to miss opportunities for improvement.
- Failing to adopt new pathway and bikeway facility types and standards.

The potential impact risks of developing the Pathways and Bikeways Plan include:

- An inability to meet citizen expectations around engagement due to limited resources.
- Citizen concerns about pathway or bikeway links in the Plan negatively impacting private property or roadways.

REASON(S) FOR RECOMMENDATION(S):

The intent of this report is to provide Council with an interim update on the progress of this key plan development. The project is progressing along with several related pathway initiatives.

ATTACHMENT(S)

1. Council-adopted Pathway and Bikeway Plan Framework (TT2014-0686)
2. Revised Project Schedule
3. Steering Committee Membership
4. Engagement Plan Summary
5. Proposed Map Legend and Baseline Map Sample