

PEDESTRIAN STRATEGY FINAL REPORT

EXECUTIVE SUMMARY

The Transportation Department has developed a city-wide Pedestrian Strategy STEP FORWARD an action plan for reducing pedestrian casualties and improving walking in Calgary, see Attachment 1 (previous report TT2016-0013 Attachment 1). The strategy has been developed as a result of comprehensive consultation and review and is now ready to move into implementation.

On 2016 January 25, Council referred the Pedestrian Strategy Final Report (TT2016-0013) back to Administration to address a number of comments (12 captured as minutes) and to report back to 2016 April 20 meeting of the SPC on Transportation and Transit. This report addresses those specific comments and other issues raised both at the January 20 SPC meeting and January 25 Council meeting.

More specifically, this report includes:

- detailed responses to approximately 100 comments and issues raised during the January meetings;
- a proposed framework for residential speed reduction;
- a list of the actions requiring future reporting and impacting city design standards;
- a list of revisions to STEP FORWARD (content edits);
- a summary of further consultation with the project's stakeholders and Steering Committee (2016 February to April); and
- two new recommendations (#1 and #2 below) in addition to the five (#3 to #7) previously presented in TT2016-0013 in 2016 January.

ADMINISTRATION RECOMMENDATION(S)

That the Standing Policy Committee (SPC) on Transportation and Transit recommends that Council:

1. Direct Administration to revise the document STEP FORWARD as specified in Attachment 6,
2. Adopt the proposed framework for residential speed reduction (Attachment 4) and direct Administration to report back with a recommended approach and implementation plan to SPC on Transportation and Transit no later than 2016 November.
3. Adopt the 6 Key Results to be used to measure the success of the strategy,
4. Adopt the 50 Actions of the strategy,
5. Direct Administration to incorporate the short-term capital and operating funding requirements into the November 2016 mid-cycle budget adjustments for 2017 and 2018.
6. Direct Administration to provide an update report back on the progress of the Pedestrian Strategy to SPC on Transportation and Transit no later than 2018 January.
7. Direct Administration to include the capital and operating costs to deliver the medium-term strategy actions during the development of the next budget business cycle (2019-2022).

PEDESTRIAN STRATEGY FINAL REPORT

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 APRIL 20:

That Council:

1. Direct Administration to revise the document STEP FORWARD as specified in Attachment 6, **as amended, in the 50 Actions to remove Action 3 at this time.**
2. **Refer (Attachment 4) back to the Administration to return to the Committee no later than 2016 November with a report on public consultation, including detailed maps, on the topic of speed reduction on residential roads, to assess the level of public support or opposition on that action.**
3. Adopt the 6 Key Results to be used to measure the success of the strategy,
4. Adopt the 50 Actions of the strategy, **as amended, in the 50 Actions to remove Action 3 at this time.**
5. Direct Administration to incorporate the short-term capital and operating funding requirements into the November 2016 mid-cycle budget adjustments for 2017 and 2018.
6. Direct Administration to provide an update report back on the progress of the Pedestrian Strategy to SPC on Transportation and Transit no later than 2018 January.
7. Direct Administration to include the capital and operating costs to deliver the medium term strategy actions during the development of the next budget business cycle (2019-2022).

Opposition to Recommendations:

Opposed: S. Chu

PREVIOUS COUNCIL DIRECTION / POLICY

On 2014 July 28, Council adopted the Pedestrian Strategy Framework report (TT2014-0486): provided the project's strategic planning framework and a preliminary table of contents for the future strategy document.

On 2015 April 27, Council adopted the Pedestrian Strategy Status Update report (TT2015-0120): introduced the four focus areas: safety, plan and design, operate and maintain, educate and encourage and how these focus areas will be used to structure an action list.

PEDESTRIAN STRATEGY FINAL REPORT

On 2015 November 9, Council adopted the Pedestrian Strategy Update (key elements of the strategy) and Deferral of Final Report (TT2015-0666) and directed Administration to defer the Final Report to 2016 January 20 meeting of the SPC on Transportation and Transit.

On 2016 January 25, Council referred the Pedestrian Strategy Final Report (TT2016-0013) back to Administration to address a number of issues raised (12 captured as minutes) and report back to 2016 April 20 meeting of the SPC on Transportation and Transit. This report addresses those specific issues and addresses other concerns raised both at the January 20 SPC meeting and January 25 Council meeting.

BACKGROUND

At the 2016 January 20 meeting of SPC on Transportation and Transit, and the 2016 January 25 meeting of Council, several comments and issues were raised by Council members regarding the Pedestrian Strategy Final Report (TT2016-0013). Some of these comments (12 in total) were captured in the approved Minutes of Council (Attachment 2) including:

- A need for strong linkages to existing design standards and policies, and the ability to revise these standards;
- Clarity around the selection criteria for the installation of mid-block crossings, rapid rectangular flashing beacons (RRFBs), and countdown timers;
- Clarity on the wording of recommendation Action #3 with respect to funding;
- Review of Occupational Health and Safety (OH&S) practices around striving for zero work incidents that could be used for the pedestrian strategy;
- Concern around the effectiveness and roll-out of a City-wide 40 km/h reduced residential speed limit including recorded benefits from other locals, enforcement requirements, better understanding of what roadways would be affected, and a request for engagement;
- Questions around design guidance of mid-block crossings, intersection design & signal phasing, pedestrian scrambles, countdown timers, crosswalk locations, roundabouts, new technologies; and
- Justification of the recommended staffing numbers.

The main purpose of this report is to respond to the Minutes of Council and receive approval of the 7 recommendations (5 of which were previously presented in 2016 January as part of TT2016-0013).

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Administration reviewed staff notes, the minutes and video footage from both the January 20 SPC on Transportation & Transit and January 25 Council meetings and noted approximately 100 specific comments and issues (including the 12 identified in the Minutes of Council). Attachment 3A and Attachment 3B of this report summarizes the minute comments and other issues; records which Councillor raised the issue and provides a response from Administration. Each response either:

PEDESTRIAN STRATEGY FINAL REPORT

- a) commits to further work (e.g. the proposed framework for residential speed reduction);
- b) commits to revising content within the STEP FORWARD document; or
- c) answers a specific issue or concern by referencing the answer within the strategy document.

Items a) and b) are explained in further detail below.

Proposed Framework for Residential Speed Reduction (Attachment 4)

Much of the discussion at Committee and Council in 2016 January was around the proposed City-wide 40 km/h speed limit for residential areas. It is clear that much more work is needed before Council is prepared to adopt this change. In response, Administration has developed a framework in order to investigate approaches to reducing vehicle travel speeds in residential areas. This framework includes research, engagement, cost/benefit analysis, legislative approach, presentation of findings and suggestions on an implementation plan. A framework for this work is provided in Attachment 4. Administration is seeking approval of this framework and will bring back a report to this Committee no later than 2016 November that presents approach options and a recommended option.

Actions Requiring Future Reporting and Impacting City Designs (Attachment 5)

Attachment 5 presents each of STEP FORWARD's 50 Actions and indicates whether a separate new Committee report, pilot project, or design standard process revision is required to advance the action. This illustrates the inter-relationship between STEP FORWARD's recommended actions and existing policies and design standards.

Revisions to STEP FORWARD Content Edits (Attachment 6)

In order to address the comments received since 2016 January, a number of specific edits to the STEP FORWARD document (e.g. additional information, grammar corrections and revision to the wording of specific key actions) are being proposed in Attachment 6. Assuming approval of the pedestrian strategy by Council in 2016 May, these content edits will be made before the final document is published.

Stakeholder Engagement, Research and Communication

Councillor 1-on-1's

Immediately following the 2016 January 25 meeting of Council, Administration set up 1-on-1 meetings with every Councillor. In these meetings Councillors were presented with a one page pedestrian strategy fact sheet and a table of detailed responses to their comments and issues raised in January. These meetings proved extremely useful as it gave Administration a one hour opportunity to discuss the strategy and to address specific questions in advance of the 2016 April Committee meeting. Project timelines did not permit this approach in advance of the 2016 January 20 Committee meeting.

PEDESTRIAN STRATEGY FINAL REPORT

Meeting with the Police Chief

Pedestrian safety is as much a concern to the Calgary Police Service as it is to City Council, Administration and Calgarians. Administration met with Police Chief Chaffin and his staff in the first week of 2016 March to discuss the pedestrian strategy and to identify actions that we could partner on in order to reduce pedestrian casualties. The Chief and his staff are very supportive of the strategy as they recognize the synergies between recommended actions in STEP FORWARD and some initiatives Calgary Police Service already have underway with the same goal of improving pedestrian safety. As has been demonstrated in other North American cities, partnership with the police is paramount to any pedestrian program. This partnership is clearly strong in Calgary.

Steering Committee Meetings and Letter of Endorsement (Attachment 7)

The Pedestrian Strategy Steering Committee met on two occasions since January, once on 2016 February 18 and again on 2016 March 15. A draft of this Committee report TT2016-0250 and attachments was given to the Steering Committee in advance of the 2016 March 15 meeting. In that meeting a letter of endorsement (Attachment 7) of the pedestrian strategy and this report was signed by all Steering Committee members.

Strategic Alignment

Refer to pages 4 and 5 of the previous report TT2016-0013 (Attachment 1 of this report)

Social, Environmental, Economic (External)

Refer to page 5 of the previous report TT2016-0013 (Attachment 1 of this report)

Financial Capacity

Current and Future Operating and Capital Budget:

Refer to page 6 of the previous report TT2016-0013 (Attachment 1 of this report)

Monitoring and Results Based Accountability

Refer to page 7 of the previous report TT2016-0013 (Attachment 1 of this report)

Risk Assessment

The risk of not approving the Pedestrian Strategy, and the resources needed to deliver on the recommended actions, is that The City and its partners will not have the ability to make measurable progress on the 6 Key Results. Indirect costs (approximately \$120million/year) will be incurred without Key Result #2 (fewer pedestrian injuries and deaths) as well as congestion costs associated with Key Result #1 (more people walking).

PEDESTRIAN STRATEGY FINAL REPORT

REASON(S) FOR RECOMMENDATION(S):

Revising the pedestrian strategy document and reporting back on a recommended approach to reducing vehicle travel speeds in residential areas addresses the concerns Administration received in 2016 January 25. Adopting the pedestrian strategy actions will reduce pedestrian related casualties and further walking as a safe, convenient and enjoyable travel choice in Calgary. Adopting the 6 Key Results and reporting back to Committee and Council on their progress ensures a higher level of accountability and a successful implementation of the strategy.

ATTACHMENT(S)

1. TT2016-0013 Report (including Attachments 1-9)
2. Minutes of Council 2016 January 25 for report TT2016-0013
3. Responses to Council Minutes and Councillor Comments
4. Framework for Residential Speed Reduction
5. Actions Requiring Future Reporting and Impacting City Design Standards
6. Revisions to STEP FORWARD Content Edits
7. Pedestrian Strategy Steering Committee Letter of Endorsement