

Responses to Council Minutes

Council Minutes	Response
1. Linkage to road designs including corner radii;	The City of Calgary's Complete Streets guide provides a section dedicated to corner radii, their impact on pedestrian safety and comfort, and design considerations. (See Complete Streets Guide pg. 77-79.) This information has influenced design standards in the Design Guide to Subdivision Servicing and is used in design work for retrofit situations, including traffic calming applications. Since the current design standards are sufficient in regard to this issue, no further recommendations for action were included in the Pedestrian Strategy.
2. Incorporate pedestrian scramble operations;	Acknowledged. Recommended revision to Action 10 of STEP FORWARD (see Attachment 6) will incorporate investigation of pedestrian scramble operations along with other signal techniques to reduce conflict between pedestrians and turning vehicles at locations where appropriate.
3. Start with 40 km/h pilots in several neighbourhoods;	As indicated in this table, there were a number of questions and concerns regarding the details of the STEP FORWARD approach to reducing vehicle speeds in residential areas. The pedestrian strategy team proposes to resolve these concerns through the following key elements: Revise Action 2. The proposed revision to Action 2 (see Attachment 6) directs administration to pursue the legal power to reduce the residential speed limit via the City Charter process. Discussions on the City Charter with the Province are currently underway. Even if the City obtained the legal power to do so, we would not be obligated by this action to reduce the speed limit. Therefore, given the timelines, the revised action directs administration to continue this effort with the Province to ensure this option is available if selected (see below). Revise Action 3. The proposed revision to Action 3 (see Attachment 6) directs administration to conduct a more detailed investigation of the options for achieving reduced vehicle speeds in residential areas, in accordance with the framework provided (see Attachment 4). Provide a framework for the project. The framework will clearly spell out what administration will bring back to committee and when. This will empower admin to investigate alternatives (including what speed limit, and what mechanism), collect and present research (including cost/benefit analysis), engage with the public, and make a recommendation (to T&T Committee in November of 2016) on an approach to achieve the desired result (which is improved pedestrian safety in residential areas). Subsequently, administration will do further work to develop an implementation plan for the approved approach, including funding, education and enforcement plans, and monitoring to assess the effectiveness of the proposed program. (See Attachment 4 of this report for more details.)

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4. Reduce staff involvement;	See pg. 56, "Invest effort". In order to deliver on the recommended actions in the time frame outlined additional dedicated staff are required. See pg. 58, "The case for dedicated staff", the recommended number of staff is actually below the amount of other major cities with similar strategies. No changes are recommended to this requirement.
5. Revisit and clarify the use of countdown timers;	Acknowledged. Recommended revision to Action 11 of STEP FORWARD (see Attachment 6) will include a review of the criteria of use for count-down timers (including potential negative effect on end of cycle vehicle speeds) and to ensure that they are used consistently.
6. Clarify the wording of Recommendation 3 with respect to funding;	See response to item 3 above.
7. Look more closely at the Operational Health and Safety approach applied in the oil and gas sector in relationship to the approach The City might take to the collision reduction;	The City's collision investigation process is explained in "Comprehensive Road Safety Review Program Guide". This process is similar to OHS approaches used in the Oil and Gas sector, in that both provide a framework for review of any incidents that includes location specific safety improvements as well as recommendations for broader (city-wide) revisions to standards and procedures. Action 7 of STEP FORWARD (see pg. 80) directs administration to broaden this effort and increase proactive use of data analysis to identify and respond to collision trends beyond individual incidents. One aspect of OHS approaches that has not been well represented by the existing City of Calgary regime is near-miss reporting. Therefore, we have revised Action 7 to explore the potential for collecting and assessing near-miss reporting data for pedestrian collisions in Calgary. (See Attachment 6 of this report.)
8. Seek clarity on how the resources for measures such as the Rectangular Rapid Flashing Beacons (RRFBs) will be applied to locations where there is a high potential for collisions versus a high number of collisions which have previously occurred;	See pg. 80, Action 1. STEP FORWARD recommends developing an interim warrant to address the concern about suitable locations and the need for increased operational funding.
9. Clarify the criteria around the placement of mid block crossings;	The requested criteria still need to be developed. See pg. 80, Action 13. STEP FORWARD recommends developing guidelines for the appropriate placement of mid-block crossings and design standards for how to build safe midblock crossings for various road types and contexts. As noted in Attachment 5 of this report, the findings of this work will be incorporated into the appropriate City design standards.
10. Engage the public on the question of 40 km/h or 30 km/h; and	See response to item 3 above.

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11. Include the actual reported benefits from other locales where speed limit reductions have taken place; and	See response to item 3 above.
12. Strengthen linkages to existing policies, such as the Complete Street Standards, and clarify the “Living Document” nature of these policies with regards to innovations and evolutions developed through the Pedestrian Strategy	At the policy level (MDP/CTP, Council Priorities, Complete Streets) Pedestrians are well supported. These policies make pedestrian safety and comfort a priority in many contexts across the City. STEP FORWARD is not a policy, but a strategy for how to take action to deliver on the direction provided by these policies. In order to better clarify how the City's policies inform the strategy, an appendix highlighting the relationship between STEP FORWARD and existing City policies will be added to the STEP FORWARD document (see Attachment 6). One way that STEP FORWARD will have significant effect is by revising Design Standards and Guidelines currently in place. Of the 50 Actions, 20 will impact one or more design standards (such as midblock crossing designs) or City processes (such as how signal timing is set). Attachment 5 of this report highlights which City design standards will be impacted by which recommended actions.

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Strategy Deficiencies				
Seniors & Accessibility	Farrell	Strategy needs to acknowledge seniors, disabilities and mobility difficulties.	T&T	STEP FORWARD does acknowledge seniors, disabilities, and mobility difficulties. The pedestrian strategy project collaborated with the ACA and the Seniors Age-Friendly strategy team. See pg. 52: "Actions for seniors and accessibility" for a list of 9 actions that will directly improve conditions for seniors and people with disabilities.
Bold in short term	Farrell	Strategy needs to be bold. Need bolder actions in the short term. Some bold long term actions could be moved forward to short term. Not so many smaller tactical action items and more discussions are needed with stakeholders/public.	T&T	The Pedestrian Strategy project put significant focus on identifying impactful and all-encompassing actions for each time frame. This was not exclusively a financial consideration, but also accounted for staff capacity, and the time required to establish partnerships, initiate process changes within the organization and build on successes in a logical progression. The approach is to invoke a broader organizational culture change by involving many staff in carrying out a series of tactical action items. With council direction to increase the capital and operating resources dedicated to this program, the future pedestrian team would expand and expedite effort within the general strategic framework outlined on pg. 43.

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Pedestrian experience	Farrell	Strategy does not go far enough with quality of environment that inspires people to walk	T&T	See pg. 43 for a summary of the strategy at a high level. As shown, the short term actions focus primarily (though not exclusively) on addressing safety, while connectivity and walkability (including quality of environment) are increasingly the focus over time. In particular, Actions 13, 18, 19, 20, 24, 26, 27, 28, 35, 45, and 46 all speak to improving some element of the pedestrian environment or experience. Existing policies such as Complete Streets and work in progress such as Main Streets are the tools being used to focus more on the total pedestrian experience as well as links to Parks operating and capital programs.
Pedestrian experience	Farrell	What actions address the pedestrian experience	Council	
Status Quo	Pincott	Is the strategy to just improve pedestrian safety in a status quo environment? - or - does the strategy change the environment to be safer more efficient for pedestrians and thereby encourage more walking.	T&T	The strategy is intended to raise the corporate consciousness of pedestrian issues in general. The strategy covers both. As outlined on pg. 43 , the initial response is to focus on improving pedestrian safety in the environments that walking Calgarians face today. Over time, the strategy shifts focus toward walkability and transforming more existing corridors into great, pedestrian focussed environments. Already today new streets construction must conform to the pedestrian-friendly design standards under the Complete Streets Policy so much of the focus of the Pedestrian Strategy is on existing streets with poor pedestrian safety or walkability. There are a number of Pedestrian Strategy actions, however, that will further improve design standards on a go-forward basis, as outlined in Attachment 5 of this report.

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Roadway users	Pincott	It seems the pedestrian strategy is simply how to accommodate more pedestrians and bikes in a car dominated environment. But a real strategy should change road design to be equal for all road users.	T&T	The Complete Streets Guide/Policy has fundamentally changed road design to support all users. Some actions in STEP FORWARD will lead to more specific design guidance for pedestrian-specific treatments that the 2014 Complete Streets work was not able to address, such as mid-block crossings (Action 13) and smart right turn islands (Action 14) among others (see Attachment 5 for a full list). These guidelines will have impact in new communities and in retrofit contexts. Given that this is a long and gradual process, other actions in STEP FORWARD are focused on better accommodating pedestrians in the current environment.
Roadway designs	Farrell	Currently we build roads for cars then adapt them for pedestrians, this need to change	Council	At the policy level (MDP/CTP, Council Priorities, Complete Streets) Pedestrians are well supported. These policies make pedestrian safety and comfort a priority in many contexts across the City. STEP FORWARD is not a policy, but a strategy for how to take action to deliver on the direction provided by these policies. In order to better clarify how the City's policies inform the strategy, an appendix highlighting the relationship between STEP FORWARD and existing City policies will be added to the STEP FORWARD document (see Attachment 6). One way that STEP FORWARD will have significant effect is by revising Design Standards and Guidelines currently in place. Attachment 5 of this report highlights which City design standards will be impacted by which recommended actions.
Pedestrian prioritization	Farrell	Pedestrian Strategy should put pedestrian needs first. Should include fundamentals of how we should approach mobility to make accommodating pedestrians a priority.	T&T	

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Update other policies	Cara	We need to understand the connection between pedestrian work and existing policies and how to amend those policies based on the findings of pedestrian related pilots. "Strengthen linkages to existing policies, such as the Complete Street Standards, and clarify the "Living Document" nature of these policies with regards to innovations and evolutions developed through the Pedestrian Strategy.	Council	
Update other policies	Farrell	Work process must be a continual process, what we learned from pilots (the findings) need to get embedded into City policies.	Council	
Update other policies	Pincott	Supports Cllr. Carra's amendment to tie back pilot works to other policies.	Council	
Realistic actions	Sutherland	Actions need to be SMART (Specific, Measurable, Attainable, Realistic, Timeframe).	T&T	See pg. 80 . STEP FORWARD actions have been validated through internal stakeholders (including Directors and Managers) to ensure they are: Specific, Attainable, Realistic and all recommended actions include a Timeframe. See pg. 63 . "Is It Working?", the effectiveness of the overall strategy will be measured through a Results-based Accountability (similar to SMART) process by monitoring "Six measures of success". Additional information will be added on pg. 63 to explain this approach (see Attachment 6). Also, update Council on any measureable results appropriate to specific actions within the strategy (the results of pilots, for example).

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Vision Zero				
		7. Look more closely at the Operational Health and Safety approach applied in the oil and gas sector in relationship to the approach The City might take to the collision reduction;	T&T	The City's collision investigation process is explained in the "Comprehensive Road Safety Review Program Guide". This process is similar to OHS approaches used in the Oil and Gas sector, in that both provide a framework for review of any incidents that includes location specific safety improvements as well as recommendations for broader (city-wide) revisions to standards and procedures. Action 7 of STEP FORWARD (see pg. 80) directs administration to broaden this effort and increase proactive use of data analysis to identify and respond to collision trends beyond individual incidents. One aspect of OHS approaches that has not been well represented by the existing City of Calgary regime is near-miss reporting. Therefore, we have revised Action 7 to explore the potential for collecting and assessing near-miss reporting data for pedestrian collisions in Calgary. (See Attachment 6 of this report.)
Zero injuries	Farrell	With reference to Occupational Health and Safety standards in the oil and gas sector, their goal is zero injuries in the workplace - the pedestrian strategy should follow these OHS standards.	T&T	Although zero deaths may not be a practical target in the near term, reducing the number of pedestrian deaths and injuries relative to today's rates is achievable. See pg. 65 , STEP FORWARD identifies actions that aim to change current trends and reduce casualty and fatality rates by 50% in a 10 year timeframe. Each incident is unique and this strategy is designed to influence the factors and reduce the likelihood of a fatality.
Zero injuries	Sutherland	Zero deaths is unachievable.	T&T	

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Design Guidance				
2. Incorporate pedestrian scramble operations;				
Scramble crossings	Pincott	Pedestrian Scramble crossings at intersections are not mentioned in pedestrian strategy.	T&T	Acknowledged. Recommended revision to Action 10 of STEP FORWARD (see Attachment 6) will incorporate investigation of pedestrian scramble operations along with other signal techniques to reduce conflict between pedestrians and turning vehicles at locations where appropriate.
5. Revisit and clarify the use of countdown timers;				
Countdown timers	Chabot	General discussion on countdown timers: Why does countdown go down to red light instead of down to yellow light? Countdown display is also watched by drivers waiting to get through intersection before red light.	T&T	Acknowledged. Recommended revision to Action 11 of STEP FORWARD (see Attachment 6) will include a review of the criteria of use for count-down timers (including potential negative effect on end of cycle vehicle speeds) and to ensure that they are used consistently.
8. Seek clarity on how the resources for measures such as the Rectangular Rapid Flashing Beacons (RRFBs) will be applied to locations where there is a high potential for collisions versus a high number of collisions which have previously occurred;				
			T&T	See pg. 80 , Action 1. STEP FORWARD recommends developing an interim warrant to address the concern about suitable locations and the need for increased operational funding.
9. Clarify the criteria around the placement of mid block crossings;				
			T&T	The requested criteria still need to be developed. See pg. 80 , Action 13. STEP FORWARD recommends developing guidelines for the appropriate placement of mid-block crossings and design standards for how to build safe midblock crossings for various road types and contexts. As noted in Attachment 5 of this report, the findings of this work will be incorporated into the appropriate City design standards.

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Green on Green LPI	Farrell	"Green on Green" (green light for car to turning and green light for pedestrian to cross) situation is a dangerous position for a pedestrian. Leading Pedestrian Interval (LPI) at traffic light signals would help alleviate the conflict.	T&T	See pg. 80, Action 10 . STEP FORWARD recommends an action to develop controls such as Leading Pedestrian Interval (LPI) to separate pedestrians from turning vehicles and to pilot these techniques in locations with high pedestrian collision rates. The results of these pilots will inform design standards and signal operation procedures, as noted in Attachment 5 of this report.
Public washrooms	Walk Calgary	Currently there are no amenities at (LRT) stations, no public amenities from seniors and the pedestrian strategy does not cover the subject of public washrooms.	T&T	The "Public Toilets in the Centre City 2008" provides guidance around the provision of public washrooms. See pg. 86, Action 45 , as a compliment to this work, STEP FORWARD recommends an action to further expand and promote the "Go Here" washroom locator mobile app which provides the public, particularly seniors, with information on retail and office locations with washrooms which function as a shadow public amenity with a significantly reduced operational cost burden for the City.
Missing design solutions	Pincott	Pedestrian strategy does not mention roundabouts, right turn lanes and pedestrian refuge islands.	T&T	See pg. 82, Action 14 . STEP FORWARD recommends effort to develop a design standards tool-box of solutions such as smart right turns (modified right turn lane designs) and pedestrian refuge islands. Action 14 will be revised to explicitly include improvements to roundabout design standards (particularly for multi-lane roundabouts) for pedestrian safety. (See Attachment 6 of this report.)

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Crossing designs	Safer Calgary	Designated pedestrian crossings could be a false safe situation as they create the illusion of safety but the actual situation is still unsafe.	T&T	The pedestrian strategy team has reviewed the mentioned report. The City will monitor the effectiveness of existing and new measures to ensure pedestrian crossing improvements are being used only in the appropriate locations and are resulting in real improvements in safety. The proposed safety education efforts (see pg 84, Action 42) will evolve over time to include any mismatches between actual and perceived safety.
Crosswalk safety	Demong	Enquired about the mention of a report: "Marked vs. Un-marked study - Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations. Charles V. Zegeer <i>et al.</i> Sept. 2005. FHWA"	T&T	See pg. 84, Action 41 . STEP FORWARD recommends an action to identify innovative pedestrian projects (such as reflector pole sleeves piloted by Roads) that can be considered for funding through Council's Innovation Fund.
Innovations	Safer Calgary	There are no other new ideas/new technologies, or new designs mentioned in the pedestrian strategy.	T&T	See pg. 80, Action 10 . STEP FORWARD recommends a number of options be explored to use signal techniques to reduce conflicts between pedestrians and drivers. Action 10 will be revised to explicitly include both advance and lagging left turn signal operations. (See Attachment 6 of this report.)
Advance left for cars	Chabot	General comment: that a green advance left turn for cars should be considered, as this advance for cars would better separate pedestrians and cars and improve the flow of traffic.	T&T	See pg. 84, Action 29 . STEP FORWARD recommends action to update the current Construction Hoarding policy in this regard. This is a short term action (2016-2018), but will require research on best practices (including Toronto) and engagement with industry partners, as it will have impacts on construction costs in Calgary.
Construction hoarding	Farrell	Regarding sidewalk closures and construction hoarding: We need instant improvements, instant change now. We need to change our current practises without additional studies and approvals. Toronto's practises are better and Calgary should follow their example.	T&T	

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Shrub planting	Keating	Pedestrian strategy funds should be used strictly for pedestrian infrastructure improvements only. Tree and shrub planting action (Action #24) should be removed.	T&T	See pg. 82, Action 24 is a medium-term action (timeframe 2019-2022) with no immediate funding allocation, see pg. 55, Table 2 . This action is one of several ways that STEP FORWARD approaches improving the quality of the pedestrian realm. Public engagement revealed that the quality of the public realm is important to Calgarians when they are choosing whether to walk, one of the top 5 concerns (see pg. 20 for additional discussion).
Shrub planting	Demong	With reference to the action (#24): "Pilot shrubs in empty tree boxes" - why is this action in the pedestrian strategy and not part of Parks standard business?	T&T	
C-Train injuries	Magliocca	Regarding LRT stations and railway crossing injuries: C-Train vs. Pedestrians. There are many fatalities, 3 or 4 per year on average. C-Train safety is a big issue and needs to be addressed.	Council	Acknowledged. See pg. 82, Action 16 . STEP FORWARD recommends an action to implement railway crossing safety improvements in high pedestrian activity areas.
Funding and Costs				
4. Reduce staff involvement;				
Staff costs	Chu	Recommendation to hire 10 full time staff cannot be supported. The staff number needs to drop	T&T	See pg. 56, "Invest effort" . In order to deliver on the recommended actions in the time frame outlined additional dedicated staff are required. See pg. 58 , "The case for dedicated staff", the recommended number of staff is actually below the amount of other major cities with similar strategies. No changes are recommended to this requirement.
Funding	Sutherland	In strategy, need to see a breakdown of percentages of proposed spending on: safety, education, health, environment etc.	T&T	See pg. 55, Table 2 provides a breakdown of expenditure on: Safety; Plan & Design; Operate & Maintain; Educate & Encourage.

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School board funds	Chabot	Regarding the cause and effect of regional schools: School boards decisions to develop regional schools, special programs, charter schools, is a solution for the school boards but is a problem for the City. School boards should provide funds to the City to help with this situation.	T&T	See pg. 62 , Partner agencies and organizations. The pedestrian strategy project team collaborated with both school boards (CBE and CCSD) to develop the strategy, and will continue to work with the school boards and province, including discussions regarding funding or shared resources for programs to increase walking to school. Provincial capital funding provided to school boards is restricted to a school site only. Those funds are not permitted to be used for offsite improvements such as pedestrian facilities and road crossings.
AHS funds	Chabot	Not mentioned in the report: Is it the intent of STEP FORWARD to get funds from AHS. The strategy goes a long way in encouraging a healthy life style, so the City should have a plan to ask for funds from Province health budget.	T&T	See pg 56. "Sources of Funding" explicitly mentions AHS as a potential external partner. AHS representatives sat on the project Steering Committee and AHS has provided a letter of support for the objectives of the strategy. Where these objectives align with AHS goals and programs, and with further discussions with this partner, funding may become available.
Sedentary behaviour	Walk Calgary	No information in the pedestrian strategy about the costs to society of a sedentary life style which increases sick days off and mental health issues due to sedentary life etc.	T&T	Acknowledged. STEP FORWARD will include an Appendix of references to all the research and reports that have informed the work of the strategy, including the health benefits identified on pg 34-35 . (See Attachment 6 .)
Walking under-funded	Farrell	Walking is a mode that is universal but the cost allocation to walking from City budget is inequitable	T&T	As outlined in the Capital funding requirement summary pg. 53, Table 1 , the Pedestrian program will create business cases to support requests for additional budget allocation in the next Action Plan.

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RRFB spending	Sutherland	If we lower the warrant to get more RRFBs, then there could be as many as 100 new locations each year, this would require more spending in 1 year, and the proposed funding for more RRFBs should reflect this increase.	T&T	Administration implements a number of RRFBs based on an available budget and does not build at every location that meets the warrant score. See pg. 55, Table 2 . STEP FORWARD recommends committing additional resources to RRFBs. That would amount to approx. 25 additional RRFBs per year over and above the current 5 per year.
Limited budget	Sutherland	There are limited resources for funding so strategy needs to address safety issues first, and then nice-to-haves can come at a later stage.	T&T	Agreed. As shown on pg 55, Table 2 , over 2/3 of short term (2016-2018) spending is on safety focus. As shown on pg. 43 , the strategy focuses on safety in the short term, transitioning to connectivity and then walkability over time. All components are necessary to address the six key measures of success identified on pg. 63 .
40 km/h				
		3. Start with 40 km/h pilots in several neighbourhoods; 6. Clarify the wording of Recommendation 3 with respect to funding; 10. Engage the public on the question of 40 km/h or 30 km/h; and 11. Include the actual reported benefits from other locales where speed limit reductions have taken place; and	T&T	As indicated in this table, there were a number of questions and concerns regarding the details of the STEP FORWARD approach to reducing vehicle speeds in residential areas. The pedestrian strategy team proposes to resolve these concerns through the following key elements: 1. Revise Action 2. The proposed revision to Action 2 (see Attachment 6) directs administration to pursue the legal power to reduce the residential speed limit via the City Charter process. Discussions on the City Charter with the Province are currently underway. Even if the City obtained the legal power to do so, we would not be obligated by this action to reduce the speed limit.
			T&T	
			T&T	
			Council	
Cost of injuries	Farrell	Strategy needs to quantify health care costs of collisions & injuries, to demonstrate value of lower speed to 40km/h. Citations needed to research. Provide costs of injury in Alberta statistics.	T&T	
Provincial Act	Chabot	Regarding 40km/h issue: is it a province wide initiative, convention, or only on selected streets	T&T	

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Provincial Act	Farrell	Strategy is the right construct to begin lower speeds in residential areas. But needs to include working with local MLAs to get behind the change	T&T	Therefore, given the timelines, the revised action directs administration to continue this effort with the Province to ensure this option is available if selected (see below). 2. Revise Action 3. The proposed revision to Action 3 (see Attachment 6) directs administration to conduct a more detailed investigation of the options for achieving reduced vehicle speeds in residential areas, in accordance with the framework provided (see Attachment 4). 3. Provide a framework for the project. The framework will clearly spell out what administration will bring back to committee and when. This will empower admin to investigate alternatives (including what speed limit, and what mechanism), collect and present research (including cost/benefit analysis), engage with the public, and make a recommendation (to T&T Committee in November of 2016) on an approach to achieve the desired result (which is improved pedestrian safety in residential areas). Subsequently, administration will do further work to develop an implementation plan for the approved approach, including funding, education and enforcement plans, and monitoring to assess the effectiveness of the proposed program. (See Attachment 4 of this report for more details.)
Provincial Act	Pincott	Supports 40km/h issue as a provincial act change	T&T	
30 km/h vs. 40 km/h	Farrell	30km/h vs. 40km/h. Is 40km/h a compromise, is it acceptable?	T&T	
30 km/h vs. 40 km/h	Farrell	Toronto went from 40km/h to 30km/h but was costly	T&T	
30 km/h vs. 40 km/h	Safer Calgary	Reduction in speed limit should be to 30km/h, and signs will not achieve slower speeds. 40km/h is not supported by the science	T&T	
Framework	Chu	40km/h whole city right away? - what is the timing on the change	T&T	
Previous 40km/h reports	Chu	Referenced previous TT report from 2000 about the 40km/h speed issue	T&T	
Framework	Chu	Pilot the 40km/h first. Communities that want it can pilot lower speeds	T&T	
Map, road classifications	Demong	Need to define road types, local, collector, residential. The strategy needs clarity on street classifications	T&T	
Framework	Demong	Public engagement is needed	T&T	
Other city examples	Demong	Have any other cities gone to 40km/h speed limit - not seeing an overwhelming trend across Canada - so strategy needs to include info from cities with existing slow speeds	T&T	

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Revise Action #3	Chabot	Action #3. Reword the action so that action doesn't sound so automatic, i.e. will happen automatically after pedestrian strategy is approved	T&T	
Framework	Chabot	40km/h public engage needed. Does not support pre-supposing an outcome, and administration is asking for money but with no detailed plan	T&T	
Framework	Farrell	How many communities are on the traffic calming list? More than 20. So could be said that Community Associations want slower speeds now	T&T	
Framework	Keating	40km/h needs engagement first to find out what the communities want	T&T	
Edmonton Pilot	Demong	Need to see the results from Edmonton's 40km/h pilot	Council	
Framework	Demong	Need to understand that if we don't do pilots, or get citizen feedback, then how do we go forward with this recommendation	Council	
Other city examples	Demong	Need to see recorded benefits of going down to 40km/h. Actual documented benefits are needed from where lowering of speed limits has already taken place	Council	
Framework	Demong	Strategy need to add information about the need of increased enforcement to achieve lowering the speed limit	Council	

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Map, road classifications	Demong	Strategy should include a map of the road type classifications, to indicate where the proposed 40 km/h reduction in speed limit in residential areas would apply	Council	
Playground zones	Magliocca	Consider the results and feedback from the recently extended times for city wide playground zones	Council	
Framework	Magliocca	40 km/h recommendation costs \$2M (95% of funds for signs and 5% for education) to change or it could be a Provincial matter, but how do we get involved with Provincial issues	Council	
Framework	Magliocca	Education more critical than signage, education will get message across	Council	
Provincial Act	Chabot	If not implemented provincially, then many signs are needed at high cost to the City, so supports going the provincial route	Council	
30 km/h vs. 40 km/h	Sutherland	40km/h alone is not going to fix our pedestrian problem	Council	
Other city examples	Sutherland	Needs to see some facts of long term results, stronger correlation between what we are proposing and what we expect outcome. Need to see the Edmonton findings.	Council	
Map, road classifications	Pootmans	Supports reduced speed limits, but will be helpful to have map where 40km/h will not apply	Council	

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Framework	Chu	Wants police, or spokes-person from CPS at T&T Committee meeting, to talk about police involvement but not burdening putting too much strain on police resources	Council	The pedestrian strategy team has met with Police Chief Chaffin to further discuss CPS involvement with the strategy. The CPS will also be a stakeholder in the project to evaluate and make recommendations on an approach (Attachment 4) and subsequently in the development and implementation of the education and enforcement plans and other components of the effort as appropriate.
Complete Streets				
1. Linkage to road designs including corner radii;				
Turning radii	Pincott	Road design turning radii are not mentioned in pedestrian strategy.	T&T	The City of Calgary's Complete Streets guide provides a section dedicated to corner radii, their impact on pedestrian safety and comfort, and design considerations. (See Complete Streets Guide pg. 77-79). This information has influenced design standards in the Design Guide to Subdivision Servicing and is used in design work for retrofit situations, including traffic calming applications. Since the current design standards are sufficient in regard to this issue, no further recommendations for action were included in the Pedestrian Strategy.
12. Strengthen linkages to existing policies, such as the Complete Street Standards, and clarify the "Living Document" nature of these policies with regards to innovations and evolutions developed through the Pedestrian Strategy				
Roadway designs	Walk Calgary	No mention of road design in strategy - impediment to pedestrians is encouraged by roads designed for speed	Council	At the policy level (MDP/CTP, Council Priorities, Complete Streets) Pedestrians are well supported. These policies make pedestrian safety and comfort a priority in many contexts across the City. STEP FORWARD is not a policy, but a strategy for how to take action to deliver on the direction provided by these policies. In order to better clarify how the City's policies inform the strategy, an appendix highlighting the relationship between STEP FORWARD and

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Issues	Councillor	Comment	T&T / Council	Response
Roadway designs	Pincott	Road design. Pedestrian strategy is only a list of improvements to our current context but does not fundamentally change how we design roadways	T&T	Existing City policies will be added to the STEP FORWARD document (see Attachment 6). One way that STEP FORWARD will have significant effect is by revising Design Standards and Guidelines currently in place. Of the 50 Actions, 20 will impact one or more design standards (such as midblock crossing designs) or City processes (such as how signal timing is set). Attachment 5 of this report highlights which City design standards will be impacted by which recommended actions.
Roadway designs	Safer Calgary	Roadways are systems we can change. Road design not mentioned in strategy and there are no recommendations to deal with road design	T&T	
Roadway designs	Magliocca	Slower traffic can be achieved through road design, installing medians, flower pots and with parking lane on both sides of street	Council	
Complete Streets costs	Keating	Complete Streets up the cost, increase the costs to City	T&T	Acknowledged. For new streets following the Complete Streets Guide there is a small cost increase for the City as developers are constructing the new streets. Retrofitting of streets in older communities may cost more. Projects like Main Streets will need to find funding.
Complete Streets timing	Pincott	Currently 125 km of new streets are being built each year, and the designs are not fully up to Complete Streets standards, so each years the City is losing time on good design	T&T	It is beyond the scope of the Pedestrian Strategy to enforce the implementation of the Complete Streets Guide, which has its own evaluation and reporting structure for Council.
Woonerf	Cara	Missing typology: for heavy traffic roads how do you introduce pedestrian to them and then on the other end low traffic streets like back alleys and “woonerf” how do we encourage those types to be developed. Need specific direction and linkage to Complete Streets palette	Council	Road typologies are governed by the Complete Streets guide. Woonerf could be added to our street palette when we revise the Complete Streets guide in 2017. pg 84, Action 41 could include an innovation project to implement a pilot Woonerf with appropriate support from Council, an affected Community or BRZ, and other stakeholders.

Issues	Councillor	Comment	T&T / Council	Response
Top Priorities				
Top priorities	Sutherland	Strategy's 50 actions is a shot gun approach. What are the outcomes you want, what are the 3 top priorities	T&T	See pg. 37, Fig. 9 . STEP FORWARD initially included over 200 actions developed through public and stakeholder engagement. See pg. 40, Fig. 11 . These actions were then refined (validated and prioritized) to the 50 most impactful actions. STEP FORWARD outcomes are the 6 key results (see pg. 63). See pg. 25, Figure 4 for a list of the public's top concerns. Figure 4 will be revised (see Attachment 6) to include the percent of total responses from public engagement.
Principles	Safer Calgary	Principles are not included and there is very little science in the strategy about what the principle are to manage conflict between all road users	T&T	Acknowledged. In terms of scientific analysis, STEP FORWARD will include an Appendix of references to all the research and reports that have informed the work of the strategy. In terms of principles, a summary of the key principles of walkability will be added to pg. 4 of the document (see Attachment 6).
Principles	Farrell	Need to identify core principles Once principles are in place then they can be applied to each context, so interventions can be specific for that context	T&T	
Principles	Safer Calgary		T&T	
Principles	Farrell	Steering Committee may have ideas to strengthen the document	Council	Feedback from February 18 and March 15 meetings of Steering Committee have been incorporated into the attachments and recommendations of this report.

Issues	Councillor	Comment	T&T / Council	Response
Principles	Keating	Strategy must be a solid balance to make the city better. Need to be considerate on where and how we should address safety for pedestrians without impeding drivers	Council	Our Complete Streets guide fully acknowledges the balance required (see Complete Streets Guide pg. 10) to achieve good mobility for all road users. Unfortunately, much of our existing road network is out of balance relative to these priorities. In order to make efficient use of available resources to close these gaps, STEP FORWARD prioritizes actions in high pedestrian activity areas, high pedestrian collision locations, or by other criteria as appropriate to the action (see pg. 50 and maps on pg. 88-91).
Driver vs. pedestrian needs	Keating	Regarding the issues of driver aggression vs. pedestrian stupidity: strategy needs to consider where and how to address safety for pedestrians without impeding drivers	Council	
Data				
Walking to school	Sutherland	Regarding walking data: how do we measure school trips if we don't know the base line for regional schools where most kids are driven to school	T&T	See pg. 71, Fig. 12 . The baseline data for school trips was collected in 2011 as part of the Household Activity Survey (CARTAS). These results are reflective of today's mix of regional and specialty schools. Progress relative to this baseline would result in safer school sites and healthier children.
Why not walking	Pincott	Strategy indicates the trends but does not explain why people are not walking	T&T	The Pedestrian Strategy team engaged extensively with the public regarding factors that influence their walking choices. In general, the engagement indicated that people find our current system is not safe, enjoyable, and easy to use to make at least some of the trips they desire to make. See pg. 25 for a summary of the top concerns people identified relative to their desired outcomes.

Issues	Councillor	Comment	T&T / Council	Response
Transit vs. walk data	Farrell	Regarding data collection: How do we calculate modal split for transit users vs. walker	T&T	Current methods of trip analysis count a trip as a pedestrian trip if no other mode is involved in making the trip. Numerous new counters have been installed in the inner city to improve our knowledge of this situation. Key Result 1 (see pg. 64) will measure progress on these single-mode pedestrian trips only. As noted on pg. 71 , STEP FORWARD recognizes the need for additional and better data collection on pedestrian activity and recommends additional resources are dedicated to this task. At the same time, STEP FORWARD acknowledges the close relationship between walking and other modes, including transit. Action 25 (see pg. 82) specifically directs effort to improve walking access to transit facilities, and many other actions (e.g. building missing links) will promote good access to transit stops in communities.
Transit vs. walk data	Chabot	Regarding data collection: city needs to be more accurate measuring pedestrian walk trips, need to separate walking trips from transit trips	T&T	See pg. 71, "Data Collection" . STEP FORWARD has recognized the need for accurate collection and analysis of pedestrian-specific data to support the monitoring program, pilot projects, and the planning and prioritizing of pedestrian improvements. Per pg. 55, 57 , the staffing and equipment needed to collect and analyze this data has been accounted for in the budget.

Issues	Councillor	Comment	T&T / Council	Response
Trend lines	Demong	Regarding the 6 key result graphs, it appears that the trend lines are going down, getting better	T&T	See pg. 64-70 . For each Key Result, the current trend is identified in red text. For Key Result 2 (Casualty Collision Rates) the long term trend is gradually down, but results appear to have stalled over the past decade. The number of pedestrian fatalities was down in the last two years, but as shown by the graph included on pg 65 , this rate is fluctuating and is not reflective of a sustained trend.
Tactical Urbanism				
Definition	Chu	What is Tactical Urbanism	T&T	See pg. 21 "What is tactical urbanism" Also see Glossary pg. 78 : a general term used to describe a collection of low-cost, temporary changes to the built environment intended to improve local neighbourhoods and city gathering places (e.g.. Little Free Libraries, intersection art, etc).
Education				
Campaigns	Farrell	Regarding education messaging: we need more empathy and kindness and responsibility for each other	T&T	See pg. 84, Action 39-42. STEP FORWARD recommends collaborating with partner agencies to develop pedestrian education campaigns. Campaigns will include empathetic messaging, and will seek to educate all roadway users to be aware of each other. The exact means used to deliver campaign messages will be developed by the project team specific to the message and audience.
Billboards	Sutherland	Regarding current provincial billboard campaign: "make eye contact with the driver"	T&T	
Billboards	Safer Calgary	Education to bend the curve (trend) is very slow due to human nature, slow and complex process. Billboards are not an effective use of funds or effective to bring about change	T&T	

Issues	Councillor	Comment	T&T / Council	Response
Distracted	Sutherland	Distracted walking is a new and concerning behavioural pattern. The strategy wants to motivate more people to walk, but, if there is no education to stop distracted walking habits it will result in more walking but with more people with bad habits. Strategy needs to include mandatory education program in schools to deal with distracted issues	T&T	See pg. 84, Action 42 . STEP FORWARD recommends collaborating with partner agencies to develop pedestrian safety campaigns to address distracted walking. See pg. 86, Action 49 that is specific to ensuring the inclusion of walking education in the school curriculum.
Research				
Social capital	Chabot	Regarding TT report: Social paragraph in report - what is the rationale for the statement "walking fosters social capital"	T&T	Social capital is defined as the social networks and interactions that inspire trust and reciprocity among citizens. The statement that "walking fosters social capital" is supported by the research report: <i>Kevin M. Leyden. "Social Capital and the Built Environment: The Importance of Walkable Neighborhoods." American Journal of Public Health: September 2003, Vol. 93</i> . In the report, Leyden finds that persons living in walkable, mixed-use neighborhoods have higher levels of social capital compared with those living in car-oriented suburbs. Respondents living in walkable neighborhoods were more likely to know their neighbors, participate politically, trust others, and be socially engaged.
Reference research	Farrell	Show linkage with priorities and research	T&T	Acknowledged. The final version of STEP FORWARD will include an Appendix of references to all the research and reports that have informed the work of the strategy. (see Attachment 6 .)
Pedestrian experience	Farrell	Strategy needs to include "psychology of the pedestrian", their experience moving through the city	T&T	

Issues	Councillor	Comment	T&T / Council	Response
Walkability				
Land use	Chabot	Regarding current developments: the 1995 Go Plan resulted in more complete communities, better walkable communities. So new Greenfield developments are in fact improving the walkability	T&T	Acknowledged. Complete Streets Guide and the Residential Streets Policy have further improved on previous policies. But significant shortfalls in walkability remain. See pg. 93, Appendix Map 3 , "Walk Score of Calgary Communities". STEP FORWARD identified that the perimeter outlying new communities mostly have low walk scores. See pg. 82, Action 26 . STEP FORWARD recommends collaborating with the development industry and the City's planning groups to embed walking principles in community design.
School site planning	Chabot	School Boards need to be included in strategy, to inform the planning of new school sites	T&T	See pg. 61 , "Collaboration with external partners". STEP FORWARD has recognised the importance of working with external partners and list both school boards CBE and CCSD as partners. Also, the school boards both provided a letter of support. See pg. 82, Action 15 . STEP FORWARD recommends continuing the work of the School Site Safety Review and applying the recommendations to the design of new schools.
Regional schools	Sutherland	Regarding the issue of larger regional type schools: less kids are walking to school because there are larger regional schools and often no schools in new communities. So how do people walk to a regional school that is many communities away from their home	T&T	It is agreed that children living several kilometers or more away from school will not be able to walk. Through public engagement it was learned that even those kids living close to schools are afraid to walk (or their parents don't feel comfortable). Therefore, it appears there are opportunities to turn the curve on walk-to-school rates. See pg. 84, Action 39 which directs support for Active and Safe routes to school programs.

Issues	Councillor	Comment	T&T / Council	Response
Definition	Pootmans	Regarding Walkability: the measure is not understood, as it depends on the definition of "walkable". For example Discovery Ridge is very walkable for recreation. Strategy should consider how the development industry uses walkability, it includes multiple factors	Council	Good, safe connections for recreation purposes is one component of walkability, but high overall walkability provides walkable connections for many trip purposes. See pg. 3 , "What is walkability" for general information on the subject. See pg. 27 , "Walkability" for detailed information, definitions and factors that are used to measure the walkability of any given neighbourhood. By setting overall Walkability as one of the Key Results, STEP FORWARD encourages the City to take action to promote walkability in communities across the city.