Page ii   Insert: Letter from Steering Committee (see Attachment 7 of this report).

Page 4   Insert: Summary of Key Principles of Walkability
                 [TEXT BOX]
                 Key Principles of Walkability
                 A focus on walkability can mean different things when designing a community, a building, a streetscape, or a park. In general, the following key principles can be applied to projects of any scale to ensure that people who walk are well served:
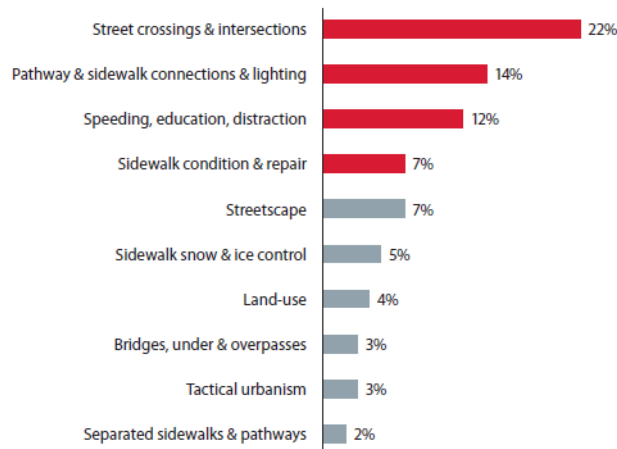
- Create direct, simple connections to nearby destinations
- Create well-designed, interesting spaces to walk in
- Consider scale and make sure spaces, street blocks, etc. are the right size for people to use (not too big or too small)
- Start with people and where they want to walk and put parking, loading, and storage out of people's way
- Manage conflict between users rather than blocking off pedestrians
- Match feelings of safety to actual safety

Page 6   Revise: 3rd full paragraph
                 ...to transform the way we build our city and how we move around it. See Appendix 4 for a list of all City policies, strategies, and guidelines relating to pedestrians and the pedestrian experience. We have strategies to improve street design...

Page 25   Insert: Frequency of mentions graph added to Figure 4.

Top 10 concerns (% of total responses)

Concern	%
Street crossings & intersections	22%
Pathway & sidewalk connections & lighting	14%
Speeding, education, distraction	12%
Sidewalk condition & repair	7%
Streetscape	7%
Sidewalk snow & ice control	5%
Land-use	4%
Bridges, under & overpasses	3%
Tactical urbanism	3%
Separated sidewalks & pathways	2%

Page 63   Insert: Definition of RBA
                 [TEXT BOX]
                 What is RBA?
                 Results Based Accountability (RBA) is a framework for creating accountability in public agencies (among others) that was developed by the Fiscal Policy Studies Institute. The framework starts with Outcomes (what you want to experience in the world) and then works backward to what Actions and partners are needed to create that outcome.

For STEP FORWARD, the six key results are indicators – ways of using data to measure if these outcomes are being achieved. For each key result, a number of different actions, both by the City and our partners have the potential to influence the outcome. By monitoring the results over time, we can stay focused on what we are trying to achieve (e.g. more people walking) rather than on how much effort we have put to any one program (e.g. kilometers of sidewalk repaired per year).

Page 80   Replace: Action 2
"Work with the province to establish a new legal mechanism to revise the unposted speed limit within the City of Calgary through the City Charter initiative."

Page 80   Replace: Action 3
"Review alternatives for reducing vehicle travel speeds in residential areas per the proposed residential speed reduction framework approved by Council in May 2016 and implement an approved approach arising from this work."

Page 80   Revise: Action 7
"Establish a program for **in service road safety reviews** to investigate trends and contributing factors including common roadway attributes, at high pedestrian collision locations and explore the potential for collecting and assessing near-miss reporting data for pedestrian collisions."

Page 80   Revise: Action 10
"Develop design guidelines for the separation of pedestrian and turning vehicles at intersections with turning controls such as **no right turn on red, red turn arrows, pedestrian scrambles, protected left and lagging left turn signals,** and **leading pedestrian intervals** (advance green light for pedestrians) and pilot installations in high pedestrian activity locations."

Page 80   Revise: Action 11
"Increase annual funding for installation of **wheelchair ramps, audible pedestrian signals and countdown timers** in areas of high pedestrian activity, and review the operation and criteria of use for count-down timers (to ensure consistent use and to address potential negative impact on vehicle speeds)."

Page 82   Revise: Action 14
"Research and develop a **design standards tool-box** of pedestrian safety solutions such as smart right turns, pedestrian refuge islands, revised roundabout designs (particularly for multi-lane roundabouts), and raised crossings.

Page 94   Insert: Appendix 4: Linkages to Existing Policies (see below)

Page 94   Insert: Appendix 5: References (see below)

Various   Minor errata (noted since previous publishing) and minor changes to support the above amendments (other mentions of revised actions, reference indicators, photos and graphics, etc.).

Appendix 4: Linkages to Existing Policies

STEP FORWARD (SF) recognizes synergies between and linkages to other City policies, strategies and guideline documents. All these documents guide and support each other at the Corporate and business unit level in the shared purpose of bringing about improvements to the City environment.

<div align="center">

Alignment with Council Priorities

</div>

STEP FORWARD aligns with Council Priorities from **Action Plan 2015-2018**. Specifically, the strategy will support priorities:

A prosperous city
Priority P8 "*Respond to the needs of an aging population*." SF addresses accessibility of public space such as sidewalks and walkways.

A city of inspiring neighbourhoods
Priority N5 "*Invest in established neighbourhoods*", SF includes repairing and upgrading roads infrastructure to improve safety, accessibility and reduce environmental impacts.
Priority N8 "*Make it easier to build developments that meet our MDP and CTP objectives*." SF is aligned with the MDP and CTP.
Priority N9 "*Provide great public spaces and public realm improvements*", SF includes linking sidewalks and bikeways to encourage pedestrian and cycle commuting.
Priority N11 "*Promotion of public safety through education, prevention, and partnerships*", SF will promote public safety and awareness through education and engagement with citizens.

A city that moves
Priority M3 "*Invest in strategic road improvements in priority growth areas*", SF will promote the advancement of traffic safety initiatives with a focus on multi-modal safety.
Priority M4 "*Invest in active transportation infrastructure, including cycling and pedestrian networks*", SF is the planning and implementation of a Pedestrian Strategy.

A healthy and green city
Priority H2 "*Encourage a broader range of innovative and clean energy technologies*." SF will deliver programs to engage the community to advance the goal of reducing greenhouse gases.

A well-run city
Priority W7 "*Continue to transform the organization to be more citizen-focused in its approach and delivery of service*." SF includes supporting 311 to ensure quality customer service.
Priority W8 "*Increase collaboration across the organization, including alignment of budgets with service delivery to achieve City priorities*." SF will promote and foster relationships throughout the corporation that improve services and deliver value to customers.

<div align="center">

Alignment with City Policies

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STEP FORWARD is part of a broader City policy framework and the strategy aligns with the goals and objectives of:
Calgary Transportation Plan (CTP) adopted by Council 2009
> Goal #3. Provide affordable mobility and universal access for all.
> Goal #4. Enable public transit, walking and cycling as the preferred mobility choices for more people.
> Goal #6. Advance environmental sustainability.

Municipal Development Plan (MDP) adopted by Council 2009
Goal 2.5. Connecting the city.
Objective 2.5.1.
Transportation choice – Maintain automobile, commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit).

2020 Sustainability Direction (Adopted by Council 2010)
Goal: Smart Growth and Mobility Choices.
Objective: Increase Transportation Choice; Optimize Existing Transportation System.

Pedestrian Policy and Needs Report (Adopted by Council 2008)
- Plan and build compact, mixed-use communities.
- Give priority to the planning, design, implementation and operation of pedestrian routes and facilities with all land use and transportation planning and design.
- Improve existing pedestrian routes and facilities to build missing links.
- Design facilities, educate the public and enforce laws to increase acceptance and understanding and decrease conflicts among the users of pedestrian facilities.
- Give priority to pedestrian route in everyday maintenance and facility improvements in yearly programs.
- Provide pedestrian routes that are of engaging character, safe and feel secure.

Alignment with City Guidelines and other Companion Documents

STEP FORWARD recognizes linkages to other guidelines and companion documents. These are all considered "living documents" as they are continually updated and revised based on the on-going collaboration between business units. The relevant documents include:

Transportation
- Safer Mobility Plan 2015 (Update)
- Complete Streets Policy & Guide 2014
- RouteAhead 2013
- Transportation Impact Assessment (TIA) Guidelines 2011
- Cycling Strategy 2011
- Traffic Calming Policy 2003
- Calgary Pathway & Bikeway Plan 2000

Calgary Neighbourhoods
- Seniors Age-Friendly Strategy 2015
- Universal Design Handbook & Access Design Standards 2010

Local Area Planning & Implementation
- Calgary School Site Review report (preliminary document)
- Centre City Urban Design Guidelines 2015
- Civic District Public Realm Strategy 2015
- Beltline Area Redevelopment Plan 2015
- Large Retail/Commercial Area Urban Design Guidelines 2014

- Centre City Illumination Guidelines 2011
- Centre City Mobility Plan 2010
- Downtown Underpass Urban Design Guidelines 2010
- Calgary Downtown Retail District Strategy 2009
- Public Toilets in the Centre City 2008
- Centre City Plan 2007
- Transit Oriented Development Policy Guidelines 2005

Calgary Parks
- Our BiodiverCity: Calgary's 10 year biodiversity strategic plan 2015
- Centre City Parks & Public Realm Enhancements Plan 2010
- Parks Urban Forest Strategic Plan 2007
- Centre City Parks: Open Space Management Plan 2006

Calgary Recreation
- Recreation Master Plan 2010
- Public Art Policy 2003

Appendix 5: References

> **Legend**
> Pg. 3 Page Number - Chapter or section (*text relevant to reference*)
>   Blue text is reference to research and report documents.

Pg. 3 - What is walkability (*walkability allows people of all ages*)
1. Abley, Stephen. (2005). Walkability Scoping Paper. Land Transport New Zealand.

Pg. 3 - What is walkability (*attract and retain new residents*)
2. Thomas, Elli, Ilona Serwicka & Paul Swinney. (2015). Urban demographics: Where people live and work. Centre For Cities. DAC Beachcroft.

Pg. 4 - East Village (*principles at work*)
3. The City of Calgary. Land Use Planning & Policy. (2010). East Village Area Redevelopment Plan.

Pg. 17 - How much are we walking (*mode share city wide all day, all purpose*)
4. The City of Calgary. Transportation Planning. (2013). Travel Behaviour Report Series: Vol. 2. Fig. 7. Pg. 14.

Pg. 17 - How much are we walking (*grade school children walked*)
5. The City of Calgary. Transportation Planning. (2013). Travel Behaviour Report Series: Vol. 2. Fig. 19. Pg. 23.

Pg. 17 - How much are we walking (*mode share for travel to work*)
6. The City of Calgary. Transportation Planning. (2013). Travel Behaviour Report Series: Vol. 2. Fig. 12. Pg. 19.

Pg. 17 - How much are we walking (*mode share for all non-work trips*)
7. The City of Calgary. Transportation Planning. (2013). Travel Behaviour Report Series: Vol. 2. Fig. 25. Pg. 27.

Pg. 19 - Is it safe? (*collisions for small children*)
8. The City of Calgary. Roads. (2015). Calgary Safer Walking Report 2015. Appendix A.

Pg. 20 - Is it safe? (*injury and fatal collisions*)
9. The City of Calgary. Transportation Planning. (2014). Traffic Collision Annual Report 2014. Fig. 1.3. Pg. 8

Pg. 20 - Is it safe? (*even when crossing a street with right of way*)
10. The City of Calgary. Transportation Planning. (2014). Traffic Collision Annual Report 2014. Fig. 4.8. Pg. 32.

Pg. 26 - Safety (*results from other Canadian cities*)
11. *Calgary.* The City of Calgary. Transportation Planning. (2014). Traffic Collision Annual Report 2014.
Edmonton. http://www.edmonton.ca/transportation/RoadsTraffic/OTS Motor Vehicle Collisions 2014 Annual Report.pdf
Toronto. http://www1.toronto.ca/City%20Of%20Toronto/Transportation%20Services/ Road%20safety/Files/pdf/ped2013sept.pdf
Ottawa. Own correspondence with City of Ottawa.

Pg. 27 - Walkability (*calculated walkability index*)
[12.] https://www.walkscore.com/methodology.shtml
Pg. 27 - Walkability (*18th out of 22 Canadian cities*)
[13.] https://www.walkscore.com/cities-and-neighborhoods/

Pg. 33 - Why invest in walking (*It is low cost, healthy, helps people feel better*)
[14.] The City of Calgary. Transportation. (2009). Calgary Transportation Plan. Pg. 3-6.

Pg. 34 - Economic benefits (*Walking is closely tied to property value*)
[15.] Hack, Gary. (2013). Business Performance in Walkable Shopping Areas. Active Living Research. Robert Wood Johnson Foundation.
Pg. 34 - Economic benefits (*between a $500 and $3000 increase*)
[16.] Cortright, Joe. Impresa, Inc. (2009). Walking the Walk: How Walkability Raises Home Values in U.S. Cities. CEOs for Cities.
Pg. 34 - Economic benefits (*over the past decade more then*)
[17.] The City of Calgary. Transportation Planning. (2014). Traffic Collision Annual Report 2014. Fig. 4.2. Pg. 27.
Pg. 34 - Economic benefits (*this costs society*)
[18.] Parachute. (2015). The Cost of Injury in Canada. Ver. 2.2. Parachute: Toronto, ON. The Conference Board of Canada. Public Health Agency of Canada.
Pg. 34 - Health benefits (*report being less stressed and bored*)
[19.] Wolff, Elisabeth. Katharina Gaudlitz. Brigitt-Leila von Lindenberger. Jens Plag. Andreas Heinz. Andreas Strohle. (2011). Exercise and physical activity in mental disorders. European Archives of Psychiatry & Clinical Neuroscience. 261 Suppl 2:S186-91.
Pg. 34 - Health benefits (*type II diabetes and heart disease)*
[20.] Colberg, Sheri R. Carmine R. Grieco. (2009). Exercise in the treatment and prevention of diabetes. Current Sports Medicine Reports. 8(4):169-75.
Pg. 34 - Health benefits (*heart disease and cancer)*
[21.] Alberta Health Services. (2015). Update Report on Cancer Statistics in Alberta. Surveillance & Reporting, Cancer Measurement Outcomes Research and Evaluation (C-MORE), CancerControl AB.

Pg. 35 - Health benefits (*health problems that arise from inactivity*)
[22.] Hootman, Jennifer M. Carol Macera. Barbara Ainsworth. Cheryl Addy. Malissa Martin. Steven Blair. (2002). Epidemiology of musculoskeletal injuries among sedentary and physically active adults. Medicine and Science in Sports and Exercise. 34(50).
Pg. 35 - Social benefits (*walking allows people to be socially involved*)
[23.] Leyden, Kevin M. (2003). Social Capital and the Built Environment: The Importance of Walkable Neighborhoods. American Journal of Public Health: September 2003, Vol. 93, No. 9, pp. 1546-1551.
Pg. 35 - Environmental benefits (*2.3 to 2.7 kilograms of C02*)
[24.] Natural Resources Canada (NRCan). Office of Energy Efficiency (OEE). (2014). Fuel Consumption Guide. Pg. 6.

Pg. 58 - Inset box: The case for dedicated staff (*In its 2014 benchmarking report*)
[25.] Alliance for Bilking & Walking (ABW). (2014). Bicycling and Walking in the United States: 2014 Benchmarking Report. Centers for Disease Control and Prevention. American Public Transportation Association.