

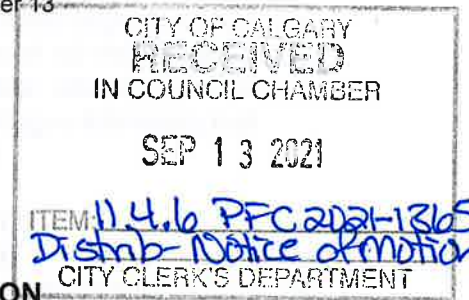


**Report Number:** [Report Number]  
**Meeting:** Combined Meeting of Council  
**Meeting Date:** 2021 September 13

## NOTICE OF MOTION

**RE: PRIORITIZING SCHOOL ROUTES IN THE 5A NETWORK**

**Sponsoring Councillor(s): DIANE COLLEY-URQUHART      JEFF DAVISON**



### WHEREAS:

1. The City of Calgary's Transportation Plan (CTP) outlines seven goals, including safety, universal access, affordability and environmental sustainability, with Goal #4 to enable public transit, walking and wheeling as the preferred mobility choices. The target is getting 20-25% of people walking or wheeling.
2. On January 13, 2020, Council approved the Always Available for All Ages & Abilities' (5A) Network Guiding Principles (Attached) to prioritize walking and wheeling infrastructure in Calgary to include:
  - Separate people by their speed;
  - Improve visibility;
  - Make it reliable;
  - Be accessible for everyone;
  - Make it easy to use
3. These principles and targets guide investment into the development of new pathway and bikeways through street reconstruction, redevelopment, and completion of missing links.
4. To aid in budget and investment allocation, City Administration is developing a prioritization tool and creating a prioritized list of projects for where 5A routes should be built in the short, medium, and long term. The list of projects will be prioritized based on four main criteria: user demand, route connectivity, safety improvements, and equity / inclusivity (routes to/from schools that are included in the 5A network are one example of projects that will be run through the prioritization tool).
5. Over 50% of high school students are driven to school with most living within 5 km of their schools. In prioritizing school routes, school transportation planning addresses Education, Engineering, Encouragement, Evaluation and Enforcement, and could significantly contribute as community partners to advance the 5A Network.
6. Many school sites have complex property titles that involve but are not limited to CBE, CCS, Community Associations, City Parks, Recreation, Roads and private property such as shopping malls.
7. The City has partnered with schools, community organizations, multiple City Business Units to run the Active and Safe Routes to School program, which uses a multi-pronged approach, focused on coordinating engagement, education, encouragement with any needed engineering improvements and enforcement to support immediate and long term increases in active school travel. The main objective of the program is to build a culture of active travel in schools as well as implement any needed infrastructure improvements.
8. Significant operating and capital investments are required over the next four year budget cycle to fully achieve the 5A Network outcomes.
9. Now is an ideal time to prepare for the 2023-2026 Business Plans in order to set the stage for projects to be ready to hit the ground running, while being able to seek Council feedback to tweak our 2022 programs.

## NOW THEREFORE BE IT RESOLVED THAT:

Administration be directed to:

1. Report back directly to Council in November during the final year of the 2019-2022 Business Plan deliberations with a scoping report and funding recommendations that would identify:
  - a) A framework for how the City will work **and communicate** with key stakeholders such as schools, **school boards, school councils**, JUCC, community organizations, multiple City Business Units and provincial organizations to:
    - i. Identify and prioritize the required capital improvements to achieve the 5A Network Guiding Principles around **every** school;
    - ii. **Include those not currently on the 5A Map;**
    - iii. **Examine school size to determine potential users.**
  - b) How Administration will approach 5A Network connectivity as a mobility program to:
    - i. **Ensure cross-corporate coordination in consultation with key stakeholders for the efficient and timely delivery of the program;**
    - ii. **Ensure schools are always included in 5A mapping and recognized as important destinations for trips.**
  - c) Unfunded operational and capital 5A Network priorities already determined by Administration (including b.i – b.ii) that include but **are** not limited to:
    - i. Class 5 cost estimates for potential pathway/**bikeway** alignments;
    - ii. Snow-clearing not part of current routes;
    - iii. **Required 5A network lifecycle improvements in the vicinity of schools (paving, concrete rehab and road work).**
2. Review the Active and Safe Route to School (SRS) program to identify opportunities for potential expansion that would include **but not be limited to:**
  - a) **High schools and fund ongoing transportation surveys to measure connectivity between engineering improvements and travel choices;**
  - b) Relying on the City's GIS data to identify priority schools to be included in the SRS program, by increasing the area of study around schools when looking at connectivity, and;
  - c) Additional funding **considerations** for infrastructure improvements..

And report back through the SPC no later than June, 2022.