

Transportation Report to  
Infrastructure and Planning Committee  
2022 June 10

ISC: UNRESTRICTED  
IP2022-0543  
Page 1 of 4

## Complete Streets and Roadway Design Updates

### **RECOMMENDATION(S):**

That the Infrastructure and Planning Committee recommend that Council receive this Report for the Corporate Record.

### **RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2022 JUNE 10:**

That Council receive this Report for the Corporate Record.

### **Opposition to Recommendation:**

Against: Councillor McLean

### **HIGHLIGHTS**

- This monitoring report provides an update on the implementation and effectiveness of the Complete Streets Policy. It also provides information on the future update to the Roadway Design Guidelines. The Complete Streets Policy and the Roadway Design Guidelines influence how streets are built in new communities and on city-wide retrofit projects.
- What does this mean to Calgarians? Streets make up a large portion of public space in Calgary and are an essential part of the transportation network. Having standards that reflect high quality, safe and efficient streets for all modes impacts the quality of life of Calgarians.
- Why does it matter? As our city grows and the needs of citizens change, it is essential we review and revisit these documents to ensure they reflect emerging trends, best practices, and continue to achieve the direction provided by Council.
- Since the last monitoring report in 2018, the updated policies and guidelines have resulted in more streets with active modes infrastructure, wider sidewalks and more trees planted in residential areas.
- In consultation with the development industry, there are concerns with the existing policy and guidelines regarding the street cross section design and approval process. The development industry recommends the following changes:
  - Reduce the amount of additional land required for roadways in communities.
  - Allow for a more diverse set of cross sections.
  - Develop a process where roadway design can continually evolve and adapt to The City's and communities changing needs.
  - Scale roads based on community design.
- To help improve community design, address industry concerns, reflect Council direction, and keep up with best practices, the Roadway Design guide will be reviewed with the Complete Streets Policy as part of the 2023-2026 work plan, and will include the following changes:
  - Revising Collector standards to support 40 km/h roadways and Residential standards to support 30 km/h roadways for new communities and for retrofit projects on existing city roadways, as per Council direction;
  - Adding off-street bike facilities on collector roadway cross sections;

Approval: **Morgan, Doug** concurs with this report. Author: **Sedor, Andrew**  
City Clerks: J. Clement/J. Palaschuk

## **Complete Streets and Roadway Design Updates**

- Offering more cross sections that meet the Complete Streets Policy;
- Strategic Alignment to Council's Citizen Priorities: A city of safe and inspiring neighbourhoods and A city that moves
- Background and Previous Council Direction is included as Attachment 1.

### **DISCUSSION**

As a city, we want our communities to be built with complete streets. A complete street is defined as a street that is designed and operated to enable safe, attractive, and comfortable access and travel for all users, including people walking, wheeling, taking transit and driving. A complete street incorporates natural infrastructure and optimizes public space and aesthetics wherever possible.

The Complete Streets Policy, approved by Council in 2014, provides City Administration and the development industry direction on how to incorporate complete streets concepts into planning, engagement, design, and construction of new and rebuilt streets. To implement the policies of Complete Streets, new roadway designs must meet or exceed the design guidance contained in the Roadway Design section of the Design Guidelines for Subdivision Servicing (DGSS). The DGSS is a collection of engineering designs that provide guidance for integrating roads, water, geotechnical and bridge structures. The Roadway Design section of the DGSS provides the street cross sections and technical notes which are then used to build complete streets. For example, the design guidance in the Roadway Design section of the DGSS states new sidewalks along residential streets should be at least 1.5m wide on both sides of the street.

### **COMPLETE STREETS MONITORING**

From January 2018 to December 2021:

- Over 30 km of the new residential street standard have been constructed. The roadway standard gives more space to green infrastructure (public trees) and for people walking.
- Over 60 km of new and wider sidewalks on both sides of residential streets have been constructed to-date. This sidewalk standard is 36% wider than the sidewalk standard pre-Complete Streets Policy (1.1m to 1.5m sidewalk each side of roadway).
- Over 2,100 public trees have been planted along residential streets. Public tree planting along residential streets was not required pre-Complete Streets Policy.
- 25 km of street upgrade projects. These projects include downtown underpass enhancements, Bowness Road NW, 24<sup>th</sup> Avenue NW, 2<sup>nd</sup> Street SW and 37<sup>th</sup> Street SW. See attachment 2 and 3 for photos and a list of retrofit projects.

A Complete Streets Policy review is scheduled as part of the 2023-2026 work plan.

### **FUTURE UPDATE TO THE ROADWAY DESIGN GUIDELINES**

The Roadway Design Guidelines are updated periodically to address emerging issues. The next significant update to the Roadway Design Guidelines will be connected to the Complete Streets Policy review in 2023-2026. To better reflect today's best practices of safe sustainable roadway design, and to address industry concerns, and Council direction, several changes are anticipated:

## Complete Streets and Roadway Design Updates

- Revising Collector standards to support 40 km/h roadways and Residential standards to support 30 km/h roadways for new communities and for retrofit projects on existing city roadways, as per Council direction;
- Adding off-street bike facilities on collector roadway cross sections;
- Offering more cross sections that meet the Complete Streets Policy;

### STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder dialogue/relations were undertaken

The development industry is a key stakeholder for the Complete Streets Policy and the Roadway Design Guide as they build the streets and communities in Calgary. Extensive consultations have taken place with BILD as part of The City's Balancing Policy for Mutual Success project. The following items were highlighted by BILD as part of this work:

- There is a concern that land dedication for roads and utilities is increasing and, in some cases, exceeding the 30% maximum of Gross Developable Area stipulated under the Municipal Government Act (MGA). The increase in land for the current cross-sections uses a community's land resource and leaves less land for housing and other community amenities. Minimizing concrete and asphalt would be financially and environmentally beneficial.
- The current Roadway Design Guide does not contain options to fit with the varying needs of developers. For example, there is a desire to have a standard cross section for a one-way street in Neighbourhood Activity Centres. If a custom cross-section is required to address the specific needs of a community, it costs the developer more time and provides no certainty that the cross section will be approved at the construction stage. In a sample of 30 outline plans, there were ~200 alternative street cross sections approved.
- If a custom cross section is approved for one development, that same custom cross section cannot be used as a standard for another development without going through the same custom review process again.

### IMPLICATIONS

#### Social

Complete Streets Policy enables safety and multi-modal travel options for people of all ages and abilities and income levels. Active mode travel and enhanced public realm fosters social interactions, provides safety, and improves the people's health. Residential streets with improved pedestrian facilities (wider sidewalks) and public trees create more accessible neighbourhoods for all people.

## **Complete Streets and Roadway Design Updates**

### **Environmental**

Multi-modal travel and green infrastructure (trees) decrease air pollution and greenhouse gas emissions associated with vehicle use.

### **Economic**

Complete Streets promote the economic well-being of both businesses and residents. Walking, cycling and transit modes are more affordable. Active modes infrastructure is more affordable to build, operate and maintain long term. Maintaining on-street parking on most streets will continue to benefit retail businesses and delivery services. Research indicates that walkable and bikeable communities have increased residential property values, attract businesses and visitors to Calgary.

### **Service and Financial Implications**

#### **No anticipated financial impact**

\$0

There are no additional costs for the 2023-2026 budget cycle. However, as The City inherits the infrastructure the development industry builds, there will be a long-term financial impact on the maintenance and replacement cost of the infrastructure.

### **RISK**

The current Complete Streets Policy and the Roadway Design Guide require an update. The update is scheduled to be part of Administration's 2023-2026 work plan. However, design guidance is needed now for new developments. Administration can work with the development industry during the interim period to develop cross sections that address immediate concerns.

### **ATTACHMENT(S)**

1. Previous Council Direction, Background
2. Complete Streets Cross Sections and Photos
3. Complete Streets Inventory (Retrofit Projects, from Jan 2018 to Dec. 2021)
4. **Public Submission**

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Doug Morgan	Transportation	Approve
Josh White	Planning	Consult
Kerensa Fromherz	Transportation	Consult