

Background

Context

Complete Streets is one of the key directions for land use and mobility in the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). 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 (including engagement), design and construction of new, and reconstruction of existing streets. In order to implement the policies of Complete Streets, new roadway designs must conform to 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, waterworks, wastewater, stormwater, geotechnical, and hydrogeological requirements, and bridge structures. The Roadway Design section of the DGSS is the implementation tool for complete streets.

Previous Council Direction

The last update on the Complete Streets Policy (TT2018-0628) to Council Committee was on June 8, 2018. Administration recommended that Council direct Administration to report back to Council no later than Q4 2023 on the effectiveness and implementation of the policies. However, Council revised the direction for Administration to report back by Q4 2019. Administration then deferred the report on Nov 20, 2019 TO Q4 2021, and then again deferred the report on Nov 10, 2021 TO Q2 2022.

In recent years, Council provided several directions to Administration to make neighbourhood streets safer, more accessible for people of all ages and abilities, and more vibrant, while providing more travel options for Calgarians. These directions include:

- An adopted Motion Arising from Council with respect to Neighbourhood Speed Limit Review (TT2020-1036) to: Direct Administration to work with industry partners to revise Collector standards to support 40 km/h roadways and to revise Residential standards to support 30 km/h roadways, and to apply those standards in new communities and for retrofit projects on existing city roadways.
- 2021 Speed Limit Charter Bylaw (1H2020), which resulted in changing Calgary's unposted speed limit from 50km/h to 40km/h.
- A Safer Collector Framework for lower speed limits on existing Collector roadways from posted 50 km/h to the long-term intended speed limit of 40 km/h framework. This report is expected to be presented to Council Committee in Q3, 2022.
- The Neighbourhood Streets Policy (IP2022-0546). The Neighbourhood Streets Policy goes beyond Calgary's Traffic Calming Policy (TTP2002-65, C2003-01) and describes the many ways The City of Calgary, residents and partners are contributing to the safety, inclusivity, and vibrancy of Calgary's community streets. It will be presented to Council Committee in Q2, 2022.
- The Council-approved 2020 Transportation Plan (CTP), which includes the principles and map of the Always Available for All Ages and Abilities (5A) Network, a city-wide primary network of active transportation connections (on-street wheeling facilities and off-street facilities for walking and wheeling).