

Date: 7 June 2022

To: Mayor Gondek, Members of Council

CC: Executive Leadership Team

From: Doug Morgan, General Manager, Operational Services

Subject: Response to Administrative Inquiry - Sidewalks on 52nd Street NE

The following is Administration's response to Councillor Chabot's administrative inquiry put forward at the 2022 March 29 Combined Meeting of Council.

The City of Calgary has developed a portion of the new MAX Orange line in the North-East which has resulted in some public realm improvements. The public realm improvements have been a combination of sidewalks and pathways along 52 Street that did not previously have sidewalks.

The original development in what is referred to as the Properties took place in the late 1970s and early 1980s when The City's priorities did not have a strong focus on active transportation modes.

In light of the current direction identified in the CTP and MDP promoting active transportation modes as a high priority and the fact that 52 Street NE has not had the benefit of having continuous sidewalk North of 26th Ave. NE. In addition, 32nd Ave NE which is a direct link to the Orange line on 52 street also suffers from the same outdated practices and has more missing links than it has sidewalks.

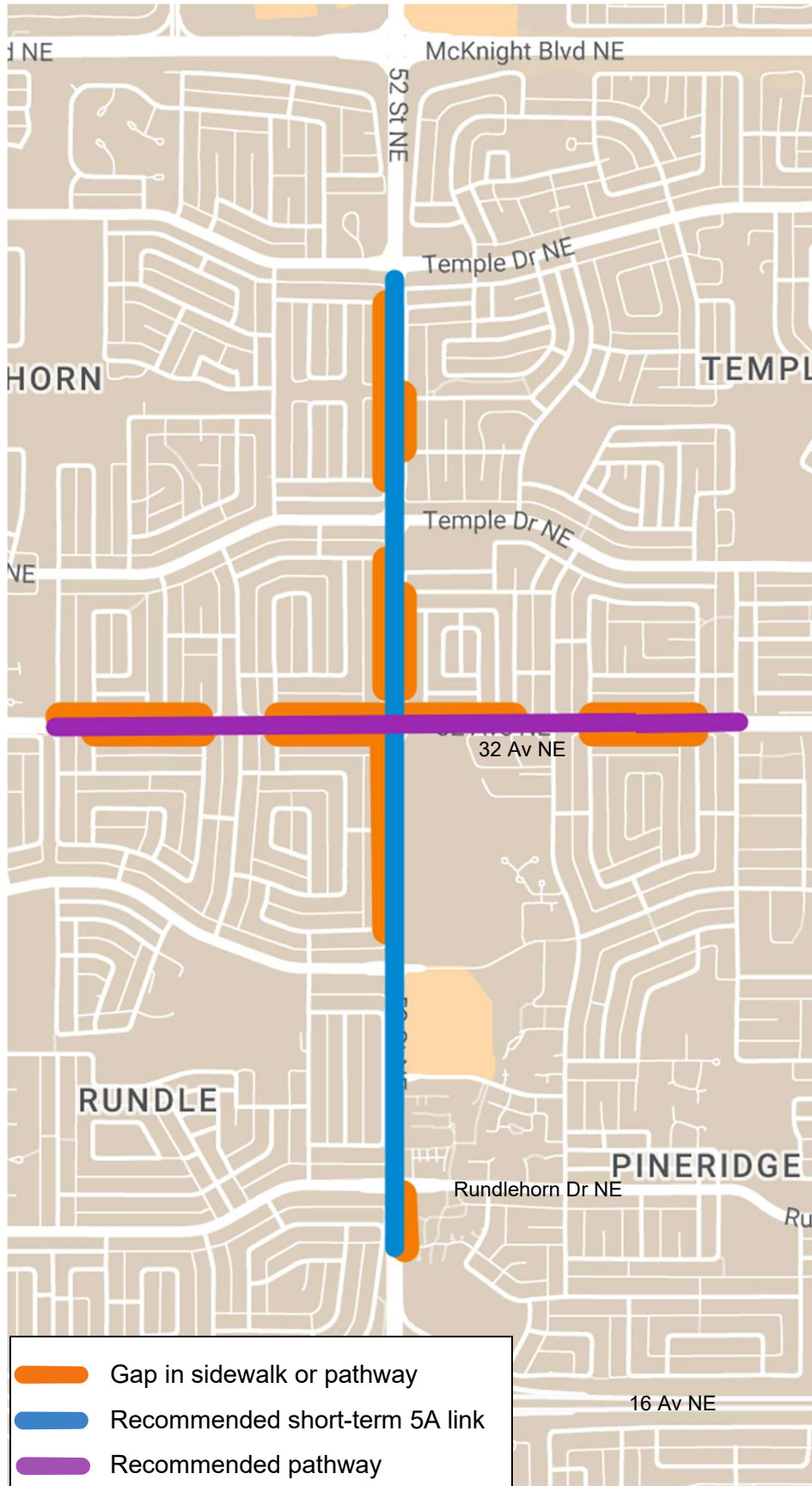
Can administration advise when these missing links will be remedied to support out active transportation network and if and when the improvements to the sidewalks along the Orange line will be completed in conjunction with the Max Orange line.

Planning and building sidewalks

The City maintains a network of 5,900km of sidewalks and 1,000km of pathways. While we have developed an extensive active modes network in the past several decades, hundreds of kilometres of legacy missing links still exist. The long-term network of multi-use pathways and wheeling routes is shown on the City's 5A Network Map (Map 1 of the [Calgary Transportation Plan](#)).

As part of the MAX Orange BRT project (constructed in 2017-2018) and the 52nd Street Transit Improvements project (constructed in 2021-2022), more than 450m of sidewalk and 650m of pathways were constructed to connect new transit infrastructure to nearby land uses and intersections. However, broader active mode network connectivity along 52nd Street NE and 32nd Avenue NE is still required. Approximately 3.5km of missing links are needed along these corridors, as illustrated in the figure below.

Memo





Addressing missing links

Missing links are constructed as part of bundled capital projects wherever feasible. When missing links are not part of another capital project, they are prioritized and funded through capital programs such as Community Mobility Improvements, Pathways Missing Links, and proposed capital programs such as Missing Sidewalks. Business cases have been submitted for the 2023-2026 budget for these programs, and, if approved, funding could be allocated to completing the missing links on 52nd Street NE and 32nd Avenue NE... Final decision on completion of projects within the program will be subject to project prioritization, following funding approval.

Please feel free to reach out to me if you have any additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Morgan".

Doug Morgan, P.Eng, MBA

cc:

Kerensa Fromherz, Director, Transportation Infrastructure

Ryan Vanderputten, Director, Transportation Planning

Francois Bouchart, Future-State Director, Capital Priorities and Investment