

CALGARY PATHWAY AND BIKEWAY PLAN FRAMEWORK

EXECUTIVE SUMMARY

Transportation Planning and Parks will work together to update the 2000/2001 Calgary Pathway and Bikeway Plan. The purpose for the update is to create a seamless network to move Calgarians by active transportation. The Plan will address new, missing and substandard infrastructure, connect to infrastructure within neighbouring municipalities, prioritize projects, develop concept designs for higher priority projects, and create design guidelines. The final Plan will be developed with Calgarians and include a pathway and bikeway map which identifies the long-term network. The Plan will be finalized in Q4 2016.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommend that Council:

1. Adopt the Pathway and Bikeway Plan Framework in Attachment 3; and
2. Assign two Council members to join the steering committee: one Council member from an inner city ward and one from an outer ward.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED OCTOBER 10:

That Council:

1. Adopt the Pathway and Bikeway Plan Framework in Attachment 3, **as corrected**, as follows:
 - on page 1 of 5, Internal Review, first paragraph, as follows:

“Internal Review

An internal review process will be setup to ensure that all proposed solutions are fully reviewed. A project steering committee, including **two** Councillors will be established.”
 - on page 2 of 5, Level of Engagement Definitions, as follows:

“Level of Engagement Definitions

Listen and Learn – Stakeholders, **Public** and The City listen to and learn about each others’ views, plans, concerns, and expectations.”; and
2. Assign two Council members to join the steering committee: one Council member from an inner city ward and one from an outer ward.

PREVIOUS COUNCIL DIRECTION / POLICY

This report is in response to the Council approved motion on 2014 March 10 (NM2014-07) that asked that a project charter be developed and returned to the SPC on Transportation and Transit no later than 2014 October. The Updated Pathway and Bikeway Plan would address the following:

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- a) Principles for network design and route selection that considers both on and off-street solutions;
- b) Approaches to data, research and analysis related to route and network planning;
- c) Approaches to public engagement; and
- d) Timeline to complete a city-wide network plan.

BACKGROUND

In 2000/2001, City Council adopted the current Calgary Pathway and Bikeway Plan. The need to update the plan was identified in the 2011 Cycling Strategy (Action C1) as a key action to make Calgary bicycle-friendly.

The CTP identifies walking and cycling as a more sustainable transportation option compared to the automobile because walking and biking:

- reduces energy use and emissions
- needs less infrastructure
- cost less to build, operate and maintain
- are available to almost all Calgarians.

The MDP key directions related to walking and cycling include:

- provide for more transportation choices within a complete community,
- increase mobility choices
- create complete streets
- optimize infrastructure.

According to the Cycling Strategy and citizen surveys, people want:

- a variety of travel options to connect to people, goods, and services locally and regionally
- safe, effective, affordable and efficient transportation.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

In order to achieve the goals of the CTP, MDP, and the Cycling Strategy there is an increasing need to provide transportation mobility choices with an increased focus on sustainable development, healthy communities and a reduction of environmental impacts (air, water, and noise).

A comprehensive Pedestrian Strategy is currently underway and planned for completion in Q3 2015. The scope of the Pedestrian Strategy will include all aspects of pedestrian policy, planning, implementation, strategies and actions. Sidewalks, local pathways, engineered walkways, and trails will be included in the Pedestrian Strategy. The Pathway and Bikeway Plan will cover elements not in the Pedestrian Strategy and will become a component of the strategy.

Strategic Alignment

Creating a city where a variety of non-motorized transportation options are viable for both transportation and recreation supports the principles and directions of the CTP and MDP to

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reduce automobile dependence and to improve municipal sustainability, community and personal health and reduce environmental impacts.

This report has been reviewed for alignment with The City of Calgary's Triple Bottom Line (TBL) Policy Framework.

Social, Environmental, Economic (External)

Social: Bicycling and walking are affordable ways to travel. Improvements to the safety and experience of the bicycle and pedestrian realms will encourage Calgarians try active transportation regardless of age, gender, income, or ability. A well designed and attractive network for bicycling and walking adds value to the social fabric of Calgary.

Environment: Creating a city where citizens choose to walk and bicycle will result in improved water and air quality and decrease greenhouse gas emissions associated with vehicle use. Having more citizens walking and bicycling is a key long-term strategy for reducing Calgary's per capita ecological footprint.

Economic: Providing safe active transportation options to citizens can help attract and retain employees which, in turn can help attract, retain and nurture business in Calgary. This further helps maintain Calgary as a city where people want to live and invest, and keeps Calgary a competitive and international city.

Financial Capacity

Current and Future Operating Budget:

The approved Cycling Strategy provided \$480,000 of one-time operating funding to update the Pathway and Bikeway Plan. \$10,000 was spent on the inter-municipal pathway plan to identify pathway connections between Rocky View County and Calgary. The unspent one-time funding (\$470,000) from 2014 will be requested as a new one-time funding request for 2015.

Current and Future Capital Budget:

The work required to update the Pathway and Bikeway Plan will inform but not affect the current annual Transportation capital budget.

Risk Assessment

If the SPC on Transportation and Transit does not adopt the proposed project framework potential risks include:

- A poorly connected network of pathways and bikeways
- Missing or poor links to activity centres and transit stations
- Failing to adopt new pathway and bikeway facility types and standards
- Not identifying nor installing priority pathway and bicycle network projects around Calgary
- Area structure plans and development permits will be approved without consideration to connecting to pathways that are planned or built
- Pathways will be designed and built without consideration to the conclusions and recommendations of the Pathway Safety Review Report 2011.

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A poorly connected network would reduce the shift in travel choices to more active travel options including walking and bicycling as recommended by the CTP and MDP.

The potential low impact risks of developing the Pathway and Bikeway Plan include:

- An inability to meet citizen expectations around engagement due to limited resources
- Citizen concerns about pathway or bikeway links in the Plan
- Exclusion of pathway or bikeway links from the Plan because of constraints such as limited right-of-way.
- Lack of cohesion and connections to adjacent municipalities.

REASON(S) FOR RECOMMENDATION(S):

- The updated Pathway and Bikeway Plan will move Calgarians on a seamless pathway and bikeway network.
- The adoption of the project framework will allow Administration to update a thirteen-year-old plan.

ATTACHMENT(S)

1. Pathway and Bikeway Framework Overview
2. Project schedule
3. Pathway and Bikeway Plan Framework