



FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required] Ráz

Last name [required] Londoloji

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Nov 18, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)

[required] - max 75 characters budget

Are you in favour or opposition of the issue? [required] Neither

ATTACHMENT_01_FILENAME

E-Whellers - Pay for it or Pay it Forward Together.pdf

ATTACHMENT_02_FILENAME

E-Wheelers
(Pay it Forward Together)

Easily Accessible:

As easy as it is for a motorist to access a connected thoroughfare right from their driveways, so should E-Bikers be able to connect to a parallel yet separately safe infrastructure from their homes. E-Bikers should be allowed to safely roll along sidewalks in Ward 5 up to 9 km/hr, the speed of a light jog.

Those who can't buy/pay rental for one, should be able to share/borrow one and pay it forward.

Economically Viable:

Ward 5 needs a network of battery swap kiosks/stations situated at designated LRT stations, to support E-Bike ready city bikes that can also be ridden without battery power.

Train users who choose to pay it forward to provide maintenance and dedicate community service time to profit sharing ventures for the city such as delivery of mail, small packages to residents.

Environmentally Friendly:

All battery swap kiosks/stations should be solar powered thus making E-Wheelers the first and only community transit system in Calgary driven by clean, green renewable energy.

Select E-Bikes can also be equipped with environmental sensors to monitor noise, CO2 and other polluting emissions along specific corridors.

Equity Building:

Provide free CTrain passes to gig workers using city E-Bikes for profit sharing ventures in Ward 5, where a part of revenue earned goes to the City to expand and maintain the program.

Incorporate knowledge transfers to underserved communities by partnering with local technical institutions such as SAIT to provide free certificate courses for E-BIKE conversions, light manufacturing and technical repairs.

Enjoyable:

A smile is worth more than a thousand words and E-Biking companions/group rides are a great way to break isolation while improving mental and physical health.

Encouraged:

Cycling permitted signage can be installed at all intersections on stop sign posts, which will educate users and decrease conflict on sidewalks.

Compact and folding city E-Bikes, will encourage users to store city them in their homes, thereby removing the consequences of theft and vandalism.

Evolves:

Software updates to E-Bike controllers with dynamic displays will allow users to experience the growth in technology for systems manufactured and assembled in Canada.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



Expandable:

E-Bike cargo trailers should be made available for free usage in Ward 5 for at least 24 hours.

En Vogue:

E-Bikes should be customizable to reflect a users unique identity such as by including a magneti

E-Wheelers (Pay it Forward Together)

“E-Biking must become more appealing than other modes of transit, in order for it to have significant impact on a city.” Ráz

Cities can simply use signage along existing infrastructure at minimal cost, to quickly expand mobility opportunities, namely, cycling on under-utilized sidewalks where it is safe to do so. By seamlessly connecting every home to multi-use pathways via sidewalks, the city will encourage sustainable travel and increase its revenue from transit stations and business centres, while preventing road fatalities, improving traffic flow and increasing the general well being of communities.

Given that the city has selected Ward 5 to receive priority investments to improve its 5A Pathway and Bikeway Network in 2025, E-Whellers proposes that the city maximize its return on this investment and future developments, by simultaneously conducting a sidewalk cycling pilot, similar to the pilot it undertook to allow bicycles on the CTrain.

Forward Together means that Council recognizes that “there’s more work ahead to tackle the inequities within Ward 5 head-on.” So before all residents can celebrate the over \$100 million promise made, promise delivered for the Northeast Athletic Complex, we must consider how those without a car will get there. I was one of the 511 unique respondents to complete in the city’s public engagement survey, as the athletic complex was proposed to serve as a community hub, fostering social connectivity and healthy, active, creative living. However, not even I as an experienced ebiker, would take the risk of riding down 80 Ave. NE to the athletic complex, when an empty sidewalk that is safe to cycle on exists along that very stretch.

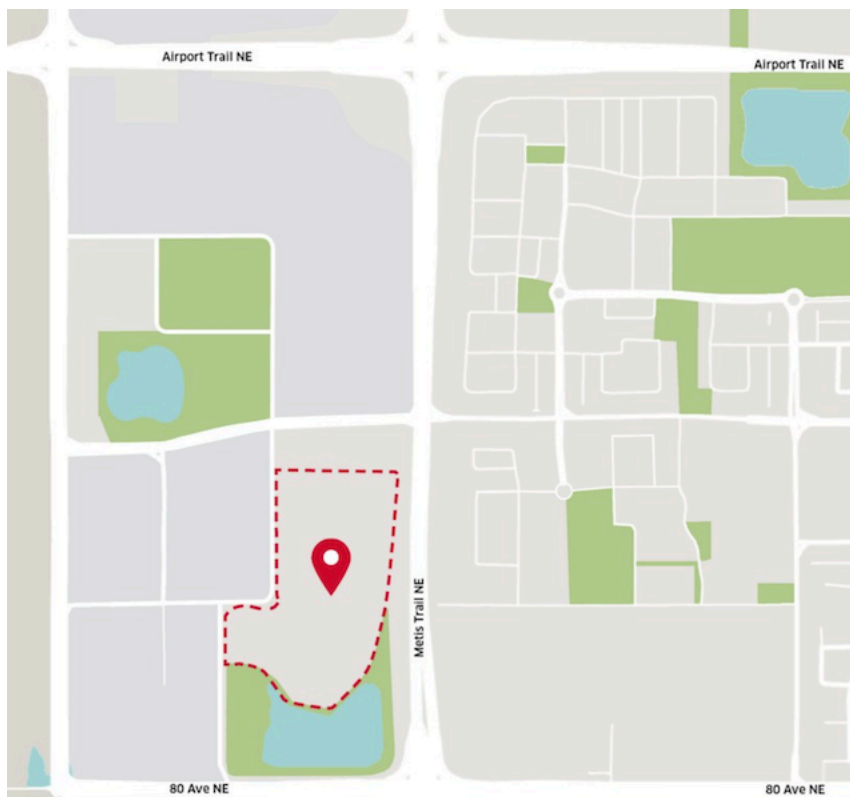


Photo credit:
engage.calgary.ca
(Northeast Athletic
Complex site)

Photo credit: (Google Maps Street View) @ intersection of 80 Ave. NE and Metis Trail



The safe cycling empty sidewalk on the right in the picture above, is the only corridor leading directly from Saddletowne Circle to Metis trail, where a regional off-street pathway exists which will connect cyclists to the Northeast Athletic Complex.

According to existing Calgary Traffic Bylaw 26M96, sections 41 and 42, only children under the age of 14 years, an Officer while on duty and a person delivering newspapers are allowed to cycle on a sidewalk. Notwithstanding this, section 41 (Bicycles) also states that “the Traffic Engineer may designate those portions of sidewalks, or boulevards where bicycles may be ridden by other persons who are not carriers of newspapers delivering copies thereof.”

Where such permission is given, the bicycle shall only be ridden/used in such a way that does not interfere with a pedestrian lawfully on or using such sidewalk, and must yield to any vehicle or pedestrian when entering onto a roadway. E-Wheelers proposes a 9 km/hr limit on sidewalks, the speed of a light jog, which is a way more practical metric for safe cycling than using age and job description.

Additionally, as per section 41.1 E-Wheelers proposes that the Traffic Engineer designate crosswalks at intersections controlled by traffic signals in Ward 5 as multi-use crossings, because this already common practice allows cyclists to clear dangerous roadways more quickly.

The legal framework already exists to allow safe cycling on sidewalks in the Northeast, a measure that will make significant strides in tackling the inequities within Ward 5 head-on. Furthermore, with the planned extension of the Blue Line LRT to 88 Ave. NE, the 60th Street NE extension from Airport Trail, and the widening of Country Hills Blvd, E-Wheelers advocates that the gap in the multi-use pathway along Country Hills Blvd. between 36 St. NE and Barlow Trail NE be also completed, to allow people who are picking up/dropping off travellers, or who work in, with and around the airport, easier car free access.

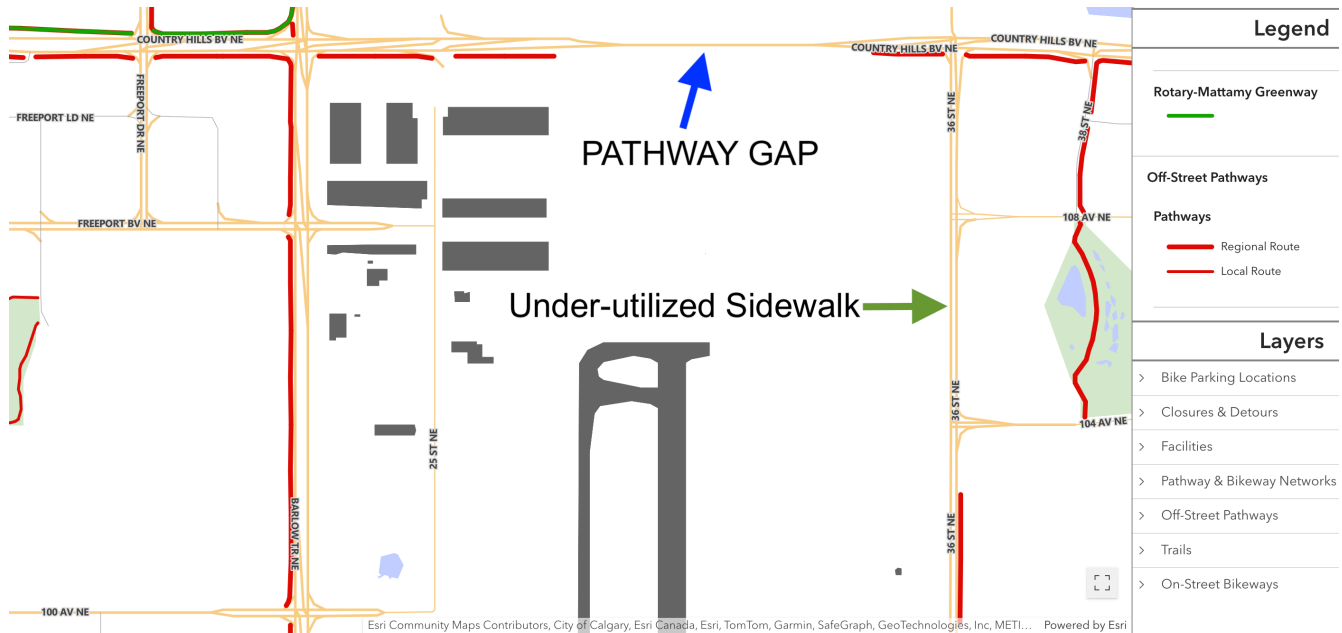
Photo credit: (Google Maps Street View) under-utilized sidewalk connecting to multi-use pathway @ intersection of 36 Street NE and Country Hills Blvd. NE heading towards the airport/Barlow Trail NE



Photo credit: (Google Maps Street View) gap at end of above multi-use pathway along Country Hills Blvd. NE from 36 Street NE heading towards the airport/Barlow Trail NE



Photo credit: Calgary Pathways & Bikeways Map - Gap along Country Hills Blvd. NE



By permitting safe cycling on often empty under-utilized sidewalks and designated multi-use crossings, as well as bridging the less than 1km pathway gap on Country Hills Blvd. NE, #ForwardTogether would also become known for seamlessly connecting Ward 5 residents to the airport, which has a total GDB impact of \$8 billion, and 24,000 people who work in, with and around there.

E-Wheelers proposes to collaborate with the City of Calgary for the above improvements to active transportation in Ward 5, by simultaneously offering a number of free community services which will include E-Bike group rides. Seminars will also be offered to newcomers on how to improve ones chances of buying or renting ones preferred home by 1000%. These seminars will cover budgeting and goal setting, and E-Bikes will be introduced as the transit mode shift strategy that can dramatically increase cash flow within a household, which then can be used towards paying for a house or subsidizing rent and living expenses.

Additionally, through collaborating with the Calgary Climate Hub and E-Bike companies like Vintage Iron Cycles, grant funding and corporate sponsorship will be sought to launch a dynamic renewable energy ride share program, whereby equity deserving residents in Ward 5 can gain shared access to a compact folding E-Bike, to significantly reduce the high cost of transit and pollution in the city.



Photo credit: vintageironcycles.com

RIDE AND ZOOM

Ráz



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First name [required] Frederic

Last name [required] Borgatta

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Council

Date of meeting [required] Nov 21, 2024

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here.)

[required] - max 75 characters 2023-2026 Service plans and budgets

Are you in favour or opposition of the issue? [required] In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The condo market is only now beginning to recover after many years of a free fall in values. Other forms of residential housing have seen large increases in their property values and yet see only a small proposed increase in their taxes. Council has decided to impose a 10% increase in taxes on condo owners which is not only deeply unfair but inexplicable. Moreover many condo owners are seniors on fixed pensions or young families and in both cases many with mortgages. Why are condo owners being asked to bear the lion's share of the tax burden? The communication around this issue is very poor and lacks credibility. And begs the question as to how much of this budget proposal is politics.