

## **Calgary Pathways and Bikeways Plan Update Status Report**

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### **EXECUTIVE SUMMARY**

In 2001, Council adopted the Calgary Pathways and Bikeways Plan. The plan included a map of existing and future pathways and bikeways, as well as guiding principles related to the planning, design, and management of the pathway and bikeway network. Since its adoption, there have been numerous changes in the policy framework at The City, and the need to update the 2001 plan was identified in the 2011 Cycling Strategy. Council directed Administration to start the update in 2014 March.

The vision of the updated Calgary Pathways and Bikeways Plan is a seamless network that connects people to the places they want to go, provides for safe, continuous, and efficient non-motorized options, creates recreational opportunities, and supports active transportation. The goal of the project is to incorporate new policy plans, establish new criteria for route planning, publish an interactive map online and develop a 10-year construction list.

Administration established a project steering committee including two Council appointees to provide oversight to the project. The committee directed the vision and terms of reference for the project. A new Council appointee is needed on the committee because one of the Councillors has retired.

The purpose of this report is to provide an update and to request a Council appointment to the project steering committee.

#### **ADMINISTRATION RECOMMENDATION:**

That the SPC on Transportation and Transit recommend that Council:

1. Receive this report for information.
2. Appoint a City of Calgary Ward councillor to the Pathways and Bikeways Project Steering Committee.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2014 March 10 Council Meeting, Notice of Motion 2014-07, Council adopted the following recommendations:

1. Direct Administration to develop a project charter for creating a city-wide network plan (excluding the Centre City), which will address:
  - 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.
2. Direct Administration to bring the charter to the SPC on Transportation and Transit no later than 2014 October.

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At the 2014 November 03 Council Meeting, Report TT2014-0686, Council adopted the following recommendations:

1. Adopt the Pathway and Bikeway Plan Framework; and
2. Request that the City Clerk circulate Members of Council as to their interest in serving on the Steering Committee, to return to Council with the results as soon as possible.

At the 2014 November 17 Council Meeting, Council adopted the following recommendations:

1. Appoint Councillors Pincott and Woolley to the Calgary Pathway and Bikeway Steering Committee; and
2. Keep the In-Camera discussions confidential pursuant to Sections 17(1) and 19(1) of the Freedom of Information and Protection of Privacy Act.

At the 2016 July 4 Council Meeting, Report TT2016-0444, Council adopted the following recommendations:

1. Direct Administration to report back through the SPC on Transportation and Transit with a status update of the Pathways and Bikeways Plan in December 2017.

At the 2017 December 18 Council Meeting, Report TT2017-1239, Council adopted the following recommendations:

1. Direct administration to return to SPC on Transportation and Transit with the Cycling Strategy Annual Report, Calgary Pathways and Bikeways Plan Update and the Pedestrian Strategy Update no later than Q1 2018.

## **BACKGROUND**

In 2001, City Council adopted the Calgary Pathways and Bikeways Plan. The plan provided a map of built and approved pathways and bikeways, as well as guiding principles related to planning, design and management. It also outlined an implementation strategy. Since the Calgary Pathways and Bikeways Plan's adoption, there have been numerous changes in the policy framework at The City:

- Parks Open Space Plan (2003)
- Centre City Plan (2007)
- Calgary Transportation Plan (CTP)/ Municipal Development Plan (MDP) (2009)
- 2020 Sustainability Direction (2010)
- Cycling Strategy (2011)
- Pathway Safety Review Report (2011)
- Complete Streets Policy / Guide (2011)
- Rocky View County / City of Calgary Intermunicipal Pathways and Trails Study (2014)
- Pedestrian Strategy (2016)
- Area Structure Plans and Outline Plans (various)

The need to update the 2001 plan was identified with the Council-approved Cycling Strategy in 2011. Council directed Administration to start the update in 2014 March.

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### INVESTIGATION: ALTERNATIVES AND ANALYSIS

The project framework was developed and approved by Council in 2014 November. An internal review process was established to guide the development of the updated plan. The process included the formation of two internal groups:

1. A *Steering Committee* comprised of the Directors from Transportation Planning, Transportation Infrastructure, Corporate Analytics and Innovation, and Parks, two Councillors, senior staff from Roads and The Mayor's Office have provided input on the direction of the plan and oversight and support to the project team.
2. A *Technical Working Group* was created to provide technical support. This group is comprised of parks planners, transportation planners and engineers, staff from Calgary Parks, Calgary Building Services, Calgary Neighbourhoods, Transportation Planning, Roads, Transportation Infrastructure, Community Planning, Urban Strategy, Community Services, Calgary Police Services, Calgary Transit, and Utilities and Environmental Protection.

At its 2014 November 17 Council Meeting, Council appointed Councillors Pincott and Woolley to the Steering Committee. Councillor Pincott did not seek re-election in 2017, and as such there is one vacant Councillor position on the Steering Committee.

Figure 1 summarizes the project framework identified four phases for the project:

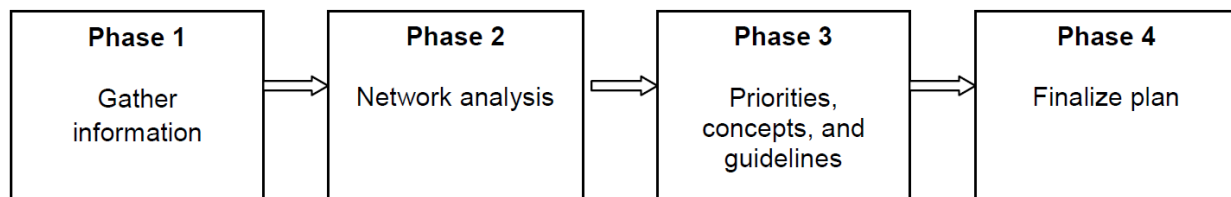


Figure 1: Planning Process

An engineering consultant was retained to support Administration in the development of the updated plan, and public engagement.

The public was encouraged to provide input and feedback during all four phases of the project, to reflect the priorities and interests of current and potential users of the system.

#### Phase 1: Gather Information

A wide variety of data sets were collected from City records, Census information and data from third-party suppliers. Specific Information includes:

- pathway and bikeway routes approved by Council
- collision data
- speed limits
- road classification
- bikeways and pathways
- transit routes
- road network
- topography
- origin and destination information
- population and employment locations
- locations of recreational facilities, schools, retail centres

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The first phase of public engagement occurred in the summer of 2017. The project team asked Calgarians about:

- what they currently use the pathway and bikeway network for
- how often they use it
- whether the network is easily accessible from where they start their trips
- how long they are willing to travel on the pathway or bikeway network in ideal and adverse weather conditions.

Participants were also asked to rank their priorities for using the pathway and bikeway network based on whether they were using it for commuting, recreational use, or other trips. The priorities they were asked to rank included:

- directness
- comfort level
- protection from traffic
- pathway availability

The City received 2,700 individual completed survey forms, and 5,500 individual barrier and destination locations on two digital maps. The number one concern from respondents, whether they use pathways and bikeways for commuting or for recreation, was protection from on-street traffic. A more detailed summary of the public input is included in the “What We Heard” Report (*Attachment 1*).

### Phase 2: Network Analysis

The consultant is currently undertaking the network analysis to develop a draft future network. This analysis incorporates the existing bike network, geospatial data, previously approved routes, and other technical analysis, along with the public engagement input.

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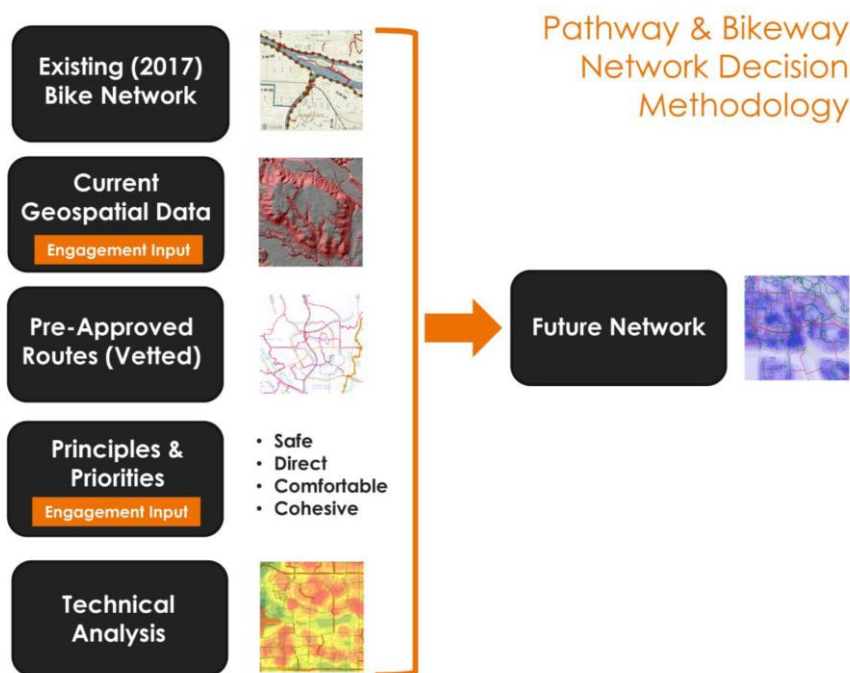


Figure 2: Network Decision Methodology

### Phase 3: Priorities, Concepts and Guidelines

Over the coming months, the project team will engage with Calgarians to check that the principles and priorities align with public feedback. Once these have been confirmed, a final recommended map will be developed using the data and public feedback.

The final step will be to recommend a 10-year construction plan including costs, an investment strategy and a maintenance protocol.

### Phase 4: Finalize Plan

Based on the updated schedule, it is anticipated that the final plan will be presented to Council in 2018 Q3. This final phase includes public engagement on the recommended map and 10-year investment plan.

### **Strategic Alignment**

This project supports all five of Council's priorities identified within Action Plan 2015-2018, as summarized in the following table:

A connected, high-quality recreation and transportation network will...	
A Prosperous City	...be an effective tool for attracting and retaining businesses and employees in Calgary, and in supporting thriving business areas and a diverse local economy.

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A City of Inspiring Neighbourhoods	...create safe, liveable communities that encourage social interaction by getting people out and about in their communities.
A City that Moves	...provide safe, affordable, non-motorized alternatives for many trip purposes.
A Healthy and Green City	...encourage healthy lifestyles for Calgarians and reduce Calgary's per capita ecological footprint (i.e. GHGs and CO <sub>2</sub> ).
A Well-Run City	...make it easier for the City of Calgary to work with developers to connect the network in new and redeveloping communities, and reduce City expenditures on building and maintaining road capacity.

### 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 to 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 international city.

### Financial Capacity

#### ***Current and Future Operating Budget:***

The Council-approved Cycling Strategy provided the initial funds for the project as one-time operating funding.

#### ***Current and Future Capital Budget:***

The 10-year construction plan will inform the Corporate Level Infrastructure Investment Plan through Infrastructure Calgary, and ongoing investments through existing programs.

### Risk Assessment

The potential impact risks of developing the Pathways and Bikeways Plan include:

- Citizen concerns about proposed pathway or bikeway routes identified in the plan
- Inability to satisfy diverse client expectations

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The project team is managing these risks by engaging with Calgarians to ensure that feedback is incorporated into the development of the Pathways and Bikeways Plan. In the engagement process, the project team has endeavoured to manage expectations by communicating that the pathways and bikeways network serves a wide variety of users, and that The City must balance these needs. The City reached out to groups representing a wide variety of stakeholders and encouraged them to share the information with their members and contacts.

### **REASON(S) FOR RECOMMENDATION(S):**

The intent of this report is to provide Council with an update on the progress of this project.

### **ATTACHMENT(S)**

1. Attachment 1 – “What We Heard” Report for Engagement Phase I