



Calgary and Area Pathway and Bikeway Plan

Report Back // What we Heard
October 30, 2017

Project overview

In 2000 and 2001, City Council adopted the Calgary Pathway and Bikeway Implementation Plan. The original plan provided a map of:

- existing built pathways,
- approved pathways,
- proposed pathway alignments,
- existing built/identified on-street bicycle routes,
- recommended on-street bicycle routes, and
- recommended on-street bicycle lane/wide curb lane facilities.

The plan included guiding principles related to the planning, design and management of Calgary's pathway and on-street bicycle route system and outlined an implementation strategy to build towards the pathway and bicycle network recommended in the plan.

Since then, significant construction of pathway and bicycle infrastructure has occurred. Many routes identified in the 2001 plan as future or recommended facilities have since been constructed, and some proposed connections have been rendered out of date by subsequent changes to the area road network or approved Area Structure Plans. Due to this, the Calgary and Area Pathway and Bikeway Implementation Plan will create an updated map with new recommendations for future pathway and bikeway routes, along with an implementation plan.

As part of the 2011 Cycling Strategy, updating the Calgary Pathway and Bikeway Implementation Plan was identified and funds were set aside to update the plan. Updating it will provide a plan to provide more opportunities for Calgarians to walk, jog, cycle, in-line skating and skateboard within Calgary.

Engagement overview

Engagement was done completely online from June 1-30, 2017. This was the most efficient way to reach a large group of participants. The online engagement consisted of a survey form, as well as two interactive maps that participants could place pins and comments on. One map was for participants to pin locations they regularly travel to or want to travel to. The second map was for participants to pin obstacles encountered either accessing the pathway and bikeway network or obstacles encountered within the network.

Participants shared 2,750 comments regarding barriers to the network, 2,706 comments about common destinations that participants shared and filled out 2,596 survey forms. Some overarching themes that came out of the engagement are comfort, connections, safety and directness.

What we asked

Within the online survey we asked participants to answer questions about the following:

- what they currently use the pathway and bikeway network for,



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

Participants were 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 are:

- directness,
- comfort level,
- protection from traffic, and
- pathway availability.

We also wanted to understand what would encourage participants to use the pathway and bikeway network more, why it is important to them and things we should consider when upgrading or installing new walking or cycling infrastructure. For each of those categories participants were asked to select their top 5 out of pre-selected options, and given the opportunity to select “other” and provide an alternate option.

Using an interactive mapping tool, participants were asked to identify typical destinations that they travel to or would like to travel using the network. On a separate interactive map, they were asked difficulties or barriers they face when using the pathway and bikeway network.

What we heard

In our online survey, participants told us that they use the pathway and bikeway network for several activities, but predominantly for fun, exercise and exploring Calgary. Most participants identified themselves as regular users of the network and that they could access the network from their starting point relatively easily. Participants also indicated that when the weather was good they would be willing to travel longer distances on the pathway and bikeway network. When the weather was poor, people were still willing to travel the network, but the duration of those trips were not as long.

Many participants indicated in the survey that they have some access to the network. However, some participants indicated that the network is not well developed in some areas of Calgary. Participants also indicated that they travel to many destinations near leisure and recreation amenities such as parks and pools, work places and schools.

Using our online mapping tool, participants told us that the barriers they face with our pathway and bikeway network can be broken out into 4 general themes: comfort, connectivity, safety and directness of the route. For participants that use the network to commute the priority was more to directness and protection from traffic. Those participants who identified as recreational users also wanted protection from traffic but also wanted more pathway availability.



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When asked what would encourage participants to use the network more often, their answer was that more direct connections, pathways and safer on-street connections would help. They also indicated that improved cleaning and maintenance of the existing network would encourage them to use the network more.

On the mapping tool, participants also provided information around typical destinations as well as the barriers that they faced when using or accessing the pathway and bikeway network. The most common destinations for the participants were home, work, school, parks and recreation facilities. Some of the barriers that participants faced ranged from a lack of connection to the network to site specific concerns about the repair of the infrastructure and the maintenance of the infrastructure.

A summary of the overarching themes that came out of this engagement opportunity can be found in the [Summary of Input](#) section below.



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Summary of Input

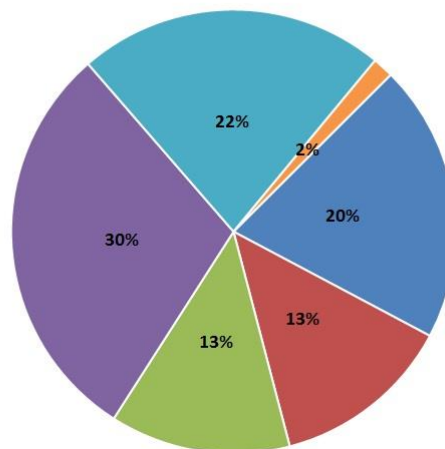
Survey results data:

Below are the responses received to our online survey that asked participants about their current and future habits when using our existing pathway and bikeway network. The results below are presented in the order that they were presented online.

The percentages shown below represent the number of times each category was selected. A participant could have selected more than one option.

I currently use the pathway / bikeway network for (please check all that apply):

- Commuting to work or school
- Running errands (grocery shopping, etc)
- Accessing entertainment (restaurants, sporting, events, theatres)
- Exercise or fun
- Exploring Calgary
- I don't currently use the pathways or on-street bicycle network



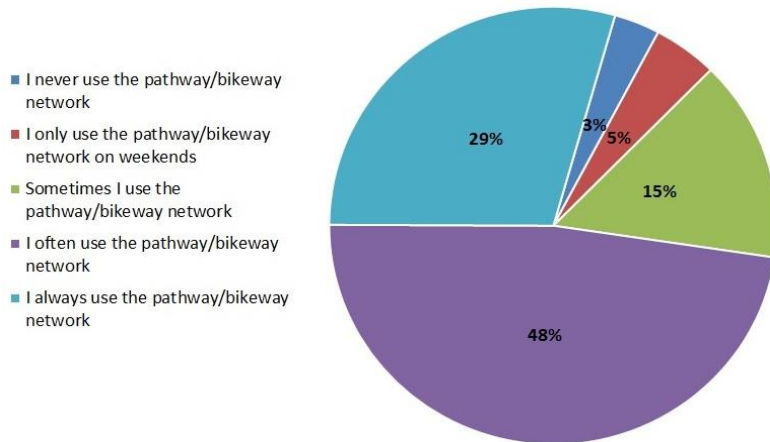


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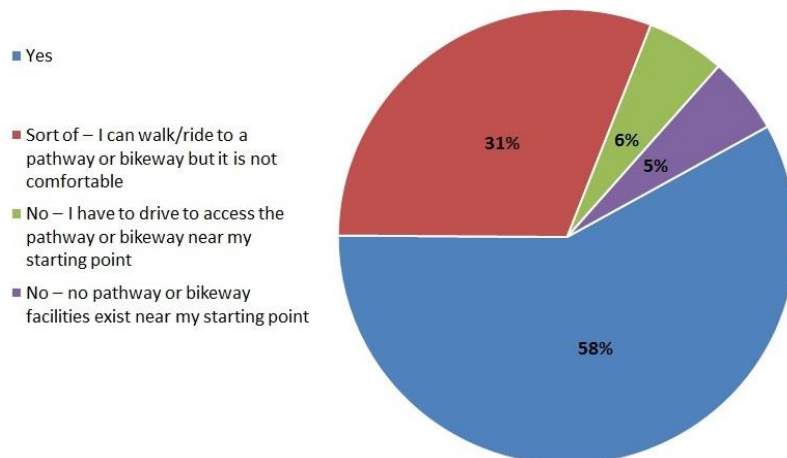
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For the questions below participants were only able to select one answer.

How often do you use the pathway/bikeway network? (check the one that best describes you)



Is the pathway network and/or bikeway network easily accessible from where you start your trip?

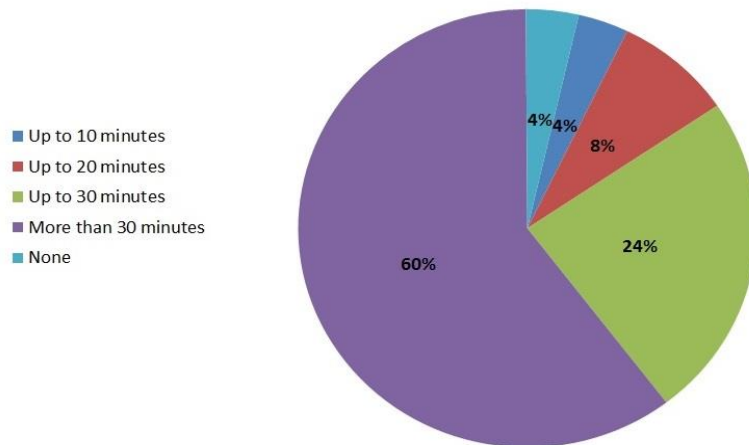




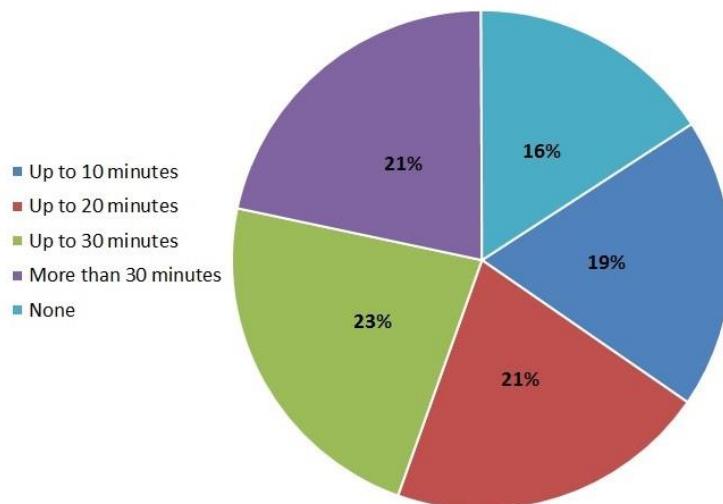
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If you are using the pathway and bikeway network to get to a destination, how many minutes are you willing to travel in ideal weather conditions?



If you are using the pathway and bikeway network to get to a destination, how many minutes are you willing to travel in adverse weather conditions (cold/wet)?





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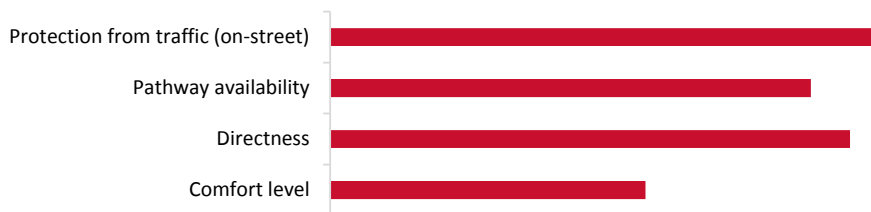
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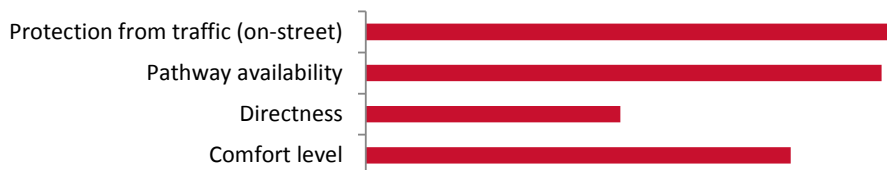
2,596 responses were received when participants were asked to rank the importance of comfort level, directness, pathway availability and protection from traffic if they were using the network to commute, for recreation, or other trips. Participants could rank all three travel options, but might have chosen not to rank all three travel options. Below are the responses received for each travel option.

Longer bars indicate that those elements were more important to participants. Shorter bars indicate that those elements were less important to participants.

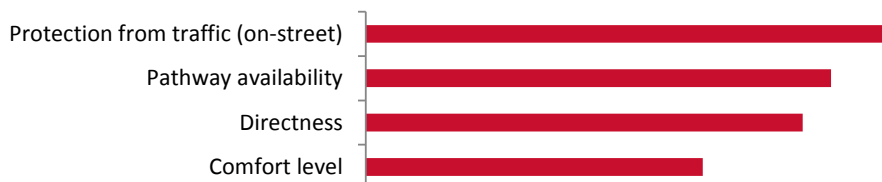
When using the pathway and/or bikeway network for COMMUTING to work or school, please rank the level of importance for each element of your route.



When using the pathway and/or bikeway network for RECREATIONAL use, please rank the level of importance for each element of your route.



When using the pathway and/or bikeway network for OTHER TRIPS, please rank the level of importance for each element of your route.





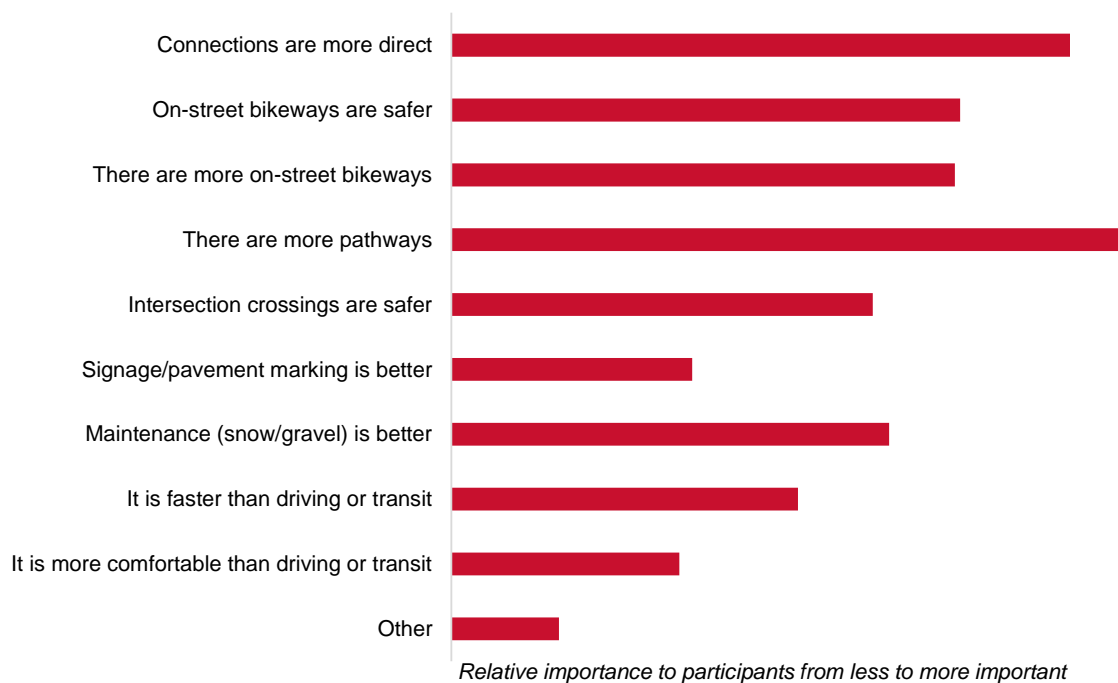
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Participants were asked to select the top five things that would encourage them to use the pathway and bikeway network more. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

I would use the pathway/bikeway network more if (please select your top 5):



When participants selected 'other' these are the responses that they provided us with:

- Lack of lighting deters me from using recreationally in the fall/winter
- free additional education for drivers and cyclists for the rules of the road
- If blocking of the bikeways by vehicles was more enforced.



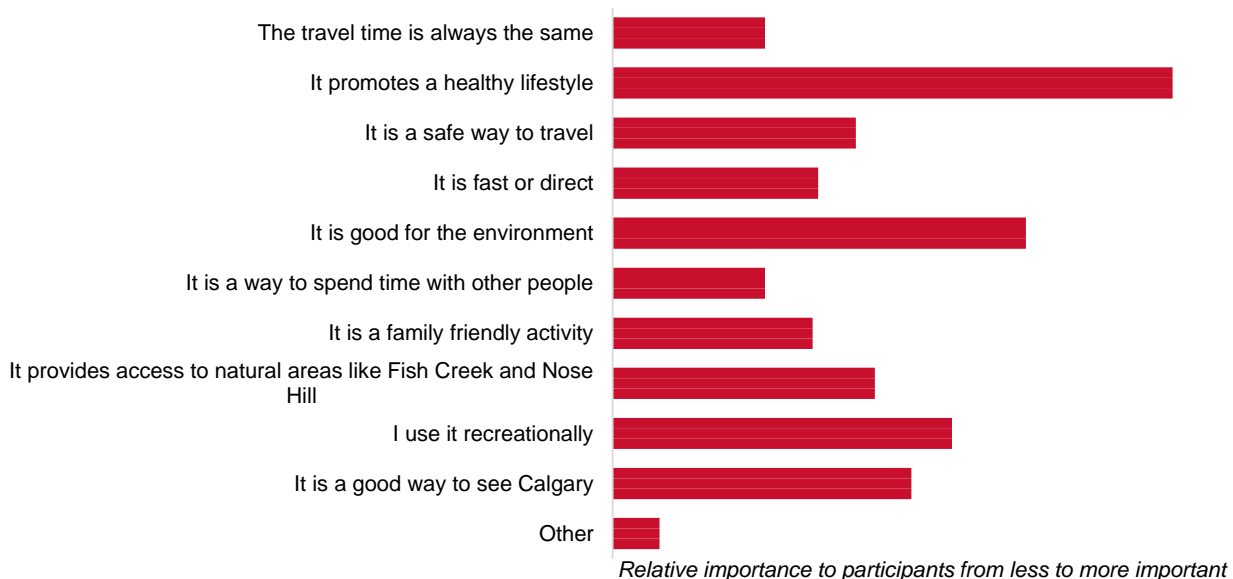
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Participants were asked to select the top five reasons why the pathway and bikeway network are important to them. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

Why is the pathway and/or bikeway network important to you?



When participants selected 'other' these are the responses that they provided us with:

- Biking is the path to financial freedom. I can live inner city, not waste time in traffic, and reduce my carbon footprint, and actual cost to the city (compared to suburban car-commuter).
- I don't own a car
- Because bikes are cheaper than cars and there is a need to promote safe alternatives that improve mobility for poor people



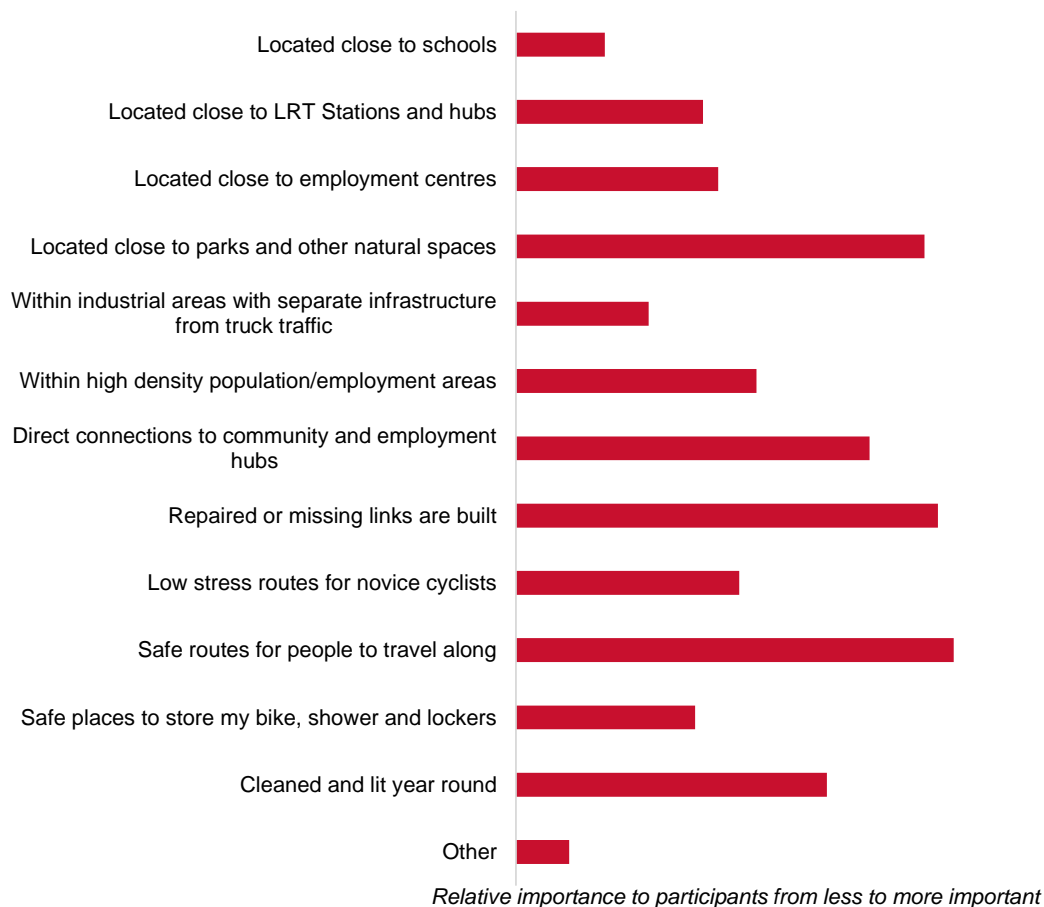
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Participants were asked to select the top five things that we should consider when upgrading or installing new walking or cycling infrastructure. They were given pre-determined options to choose from, or they could select 'other' and fill in an option not provided. Below are the responses received.

What is most important to you when upgrading or installing new walking or cycling infrastructure:



When participants selected 'other' these are some of the responses that they provided us with:

- Fix the potholes and generally maintain the pathways.
- Please require visible registration for cyclists on the road. They do dangerous stuff all the time and should be accountable.
- I am very concerned, at the speed a large percentage of cyclists cycle at. - it is way too fast and I am scared that I will be hit each and every time I use the cycle/walk way



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Interactive mapping tool data summary:

Participants were permitted to submit more than one pin on the mapping tools. They may have submitted pins on multiple occasions while the mapping tool was available.

When we asked participants to share their feedback on where they have encountered barriers and challenges within the network they identified locations that fall under the following themes:

- comfort,
- connections,
- directness,
- safety, and
- other.

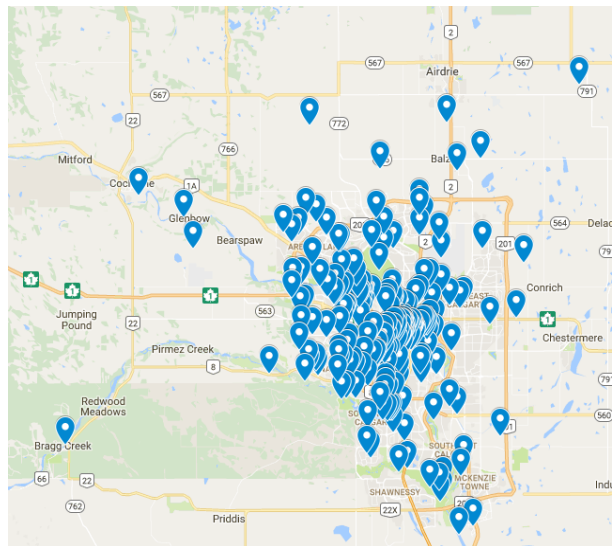
Below is detailed information regarding the destinations that they use the network to travel to, or would like to use the network to travel to. You will also find information regarding each of the themes listed above, along with links to maps that show the verbatim comments that we received in the locations where participants pinned them.

Destinations

This map shows what participants identified as frequent destinations – home, work, school and recreation sites like regional parks and other facilities. Participants were asked to select three locations, but could have selected more than or less than three.

Participants were also asked to describe how accessible the pathway and bikeway network is from their starting point. Some sample verbatim comments regarding accessibility are as follows:

- Not enough paths to get from the 12th street path to downtown. Going across the train tracks through the tunnels with traffic is dangerous
- Relatively accessible to get to downtown. (In the morning)



A Google map to view pinned verbatim comments is not available as participants shared personal information, such as their home address. To see the verbatim comments for this map please see the [Verbatim Comments](#) section.



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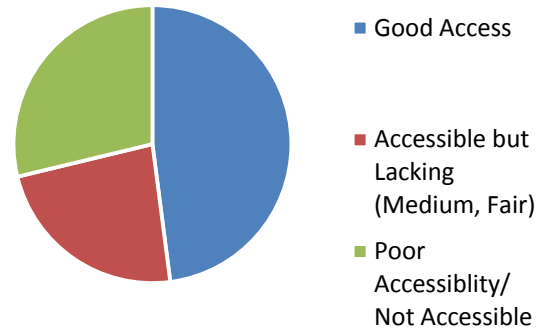
Comment sub-themes

The pie chart shows the relative distribution of the comments regarding accessibility from the starting point of a trip on the pathway and bikeway network.

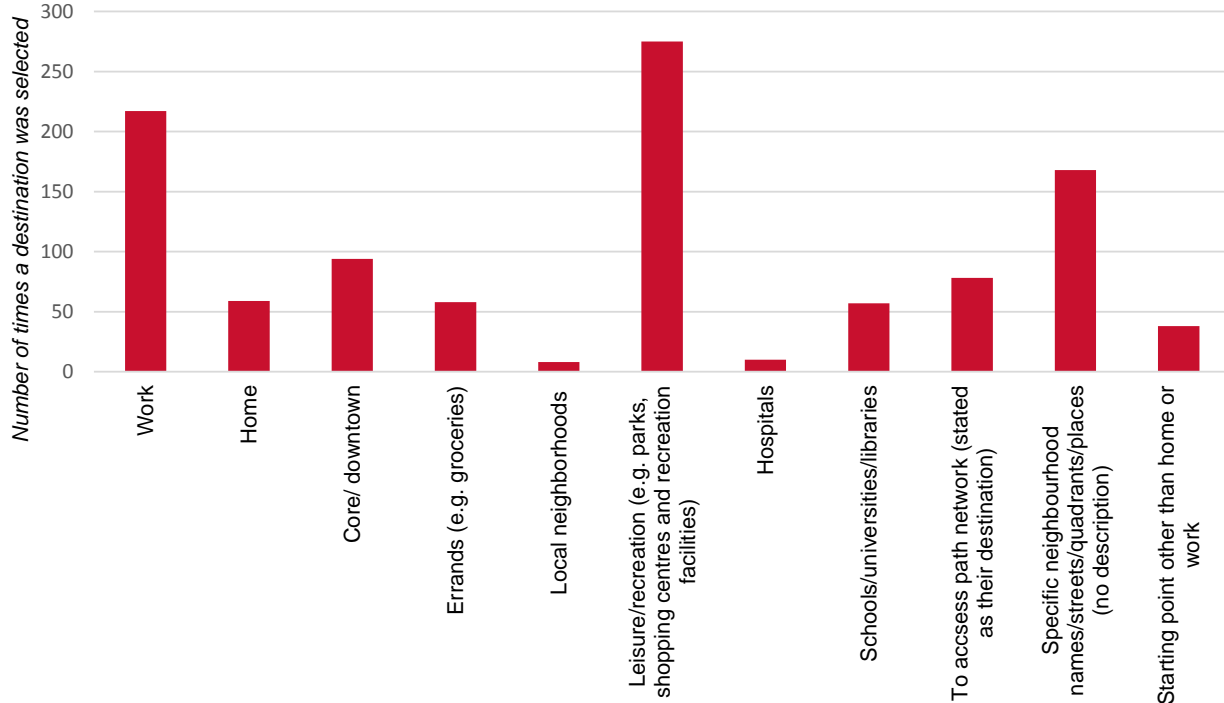
Common destinations

The common destinations that participants indicated they travel to using the pathway and bikeway network are displayed in the bar chart below. The category of 'Airport' is not included in the chart below as only one participant selected that location as a destination they travel to using the pathway and bikeway network. Participants could select multiple locations.

Ease of access from trip starting point



Common destinations





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Comfort

Comfort is important to participants. Accessibility issues like pathways that just end, gates that are difficult for users to navigate around and missing curb cuts affect a user's comfort level. Participants said that the visibility of other users and maintenance of the infrastructure also impacts their comfort level when using the pathway and bikeway network.

Verbatim comments

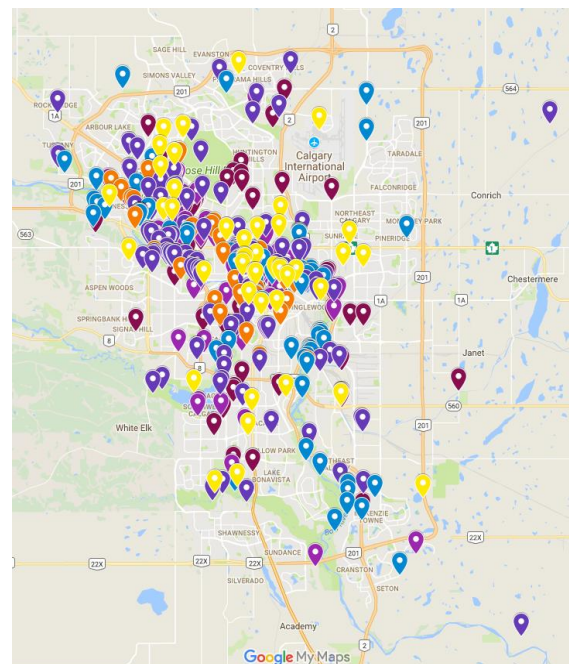
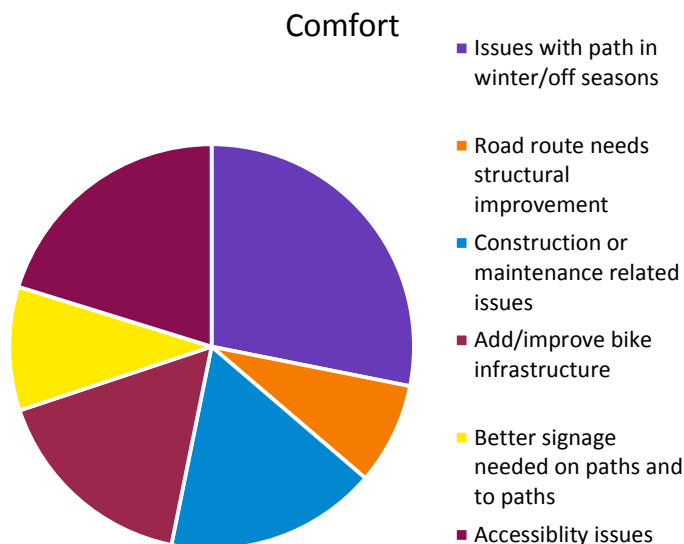
Some sample verbatim comments for this theme are as follows:

- Pathway can experience flooding that lasts for a prolonged period of time
- Poor directional signage. It's difficult to find the other section of pathway so you can continue your trip.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of 'comfort'. The legend shows the sub-themes that comments fell within.





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Connections

Connections within the pathway and bikeway network are important to participants. Comments under this theme refer to connections to the network or missing connections within the network.

Verbatim comments

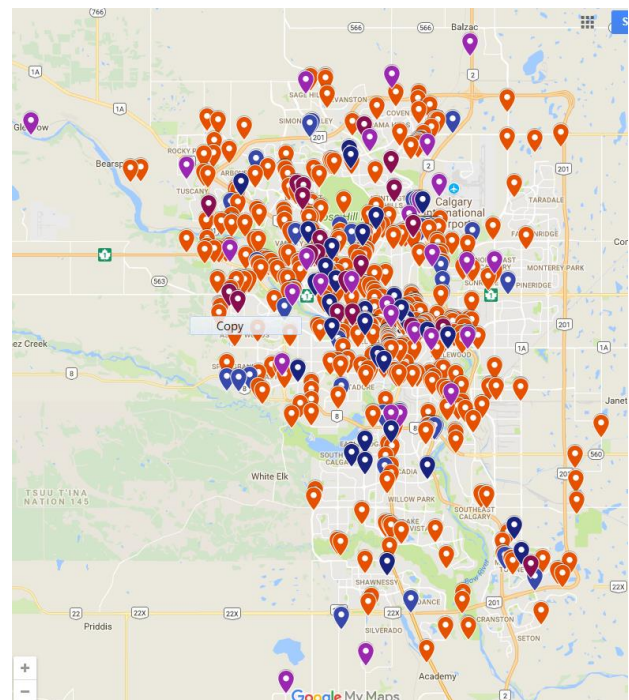
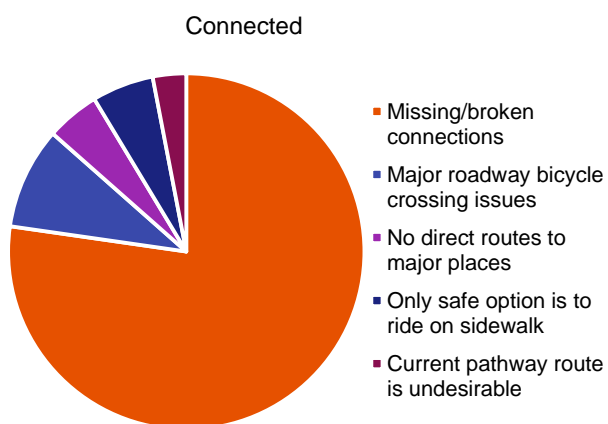
Some sample verbatim comments for this theme are as follows:

- Pathways do not line up with a cross walk... Have to go on sidewalk to cross, then through alley to get back to pathway
- No bike infrastructure connecting any of these areas in the NE, very difficult to get around with large roadways and fast moving traffic.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of 'connections'. The legend shows the sub-themes that comments fell within.





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Directness

Participants indicated that they have concerns with routes and the time it took to get to their destination using the pathway and bikeway network. Participants also identified locations where crossing issues impacted their travel while using the network.

Verbatim comments

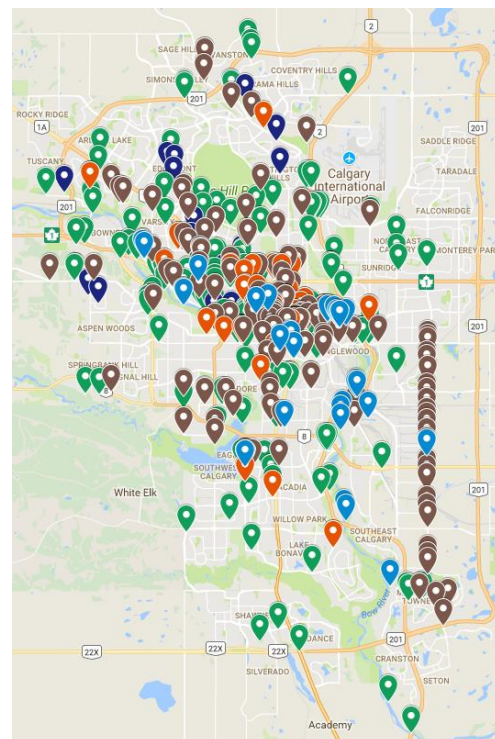
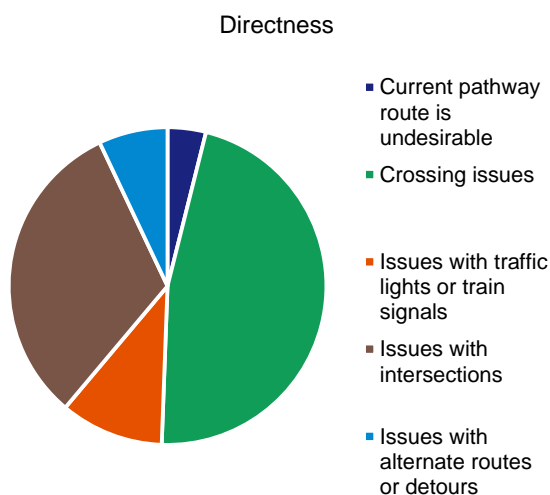
Some sample verbatim comments for this theme are as follows:

- crossing 36th street as a pedestrian is a nightmare.
- Continued pathway closure since 2013 [along the bow river pathway near Ogden Road]. Detour requires passing through busy intersection with significant heavy truck traffic.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie chart shows the relative distribution of the comments within the theme of 'directness'. The legend shows the sub-themes that comments fell within.





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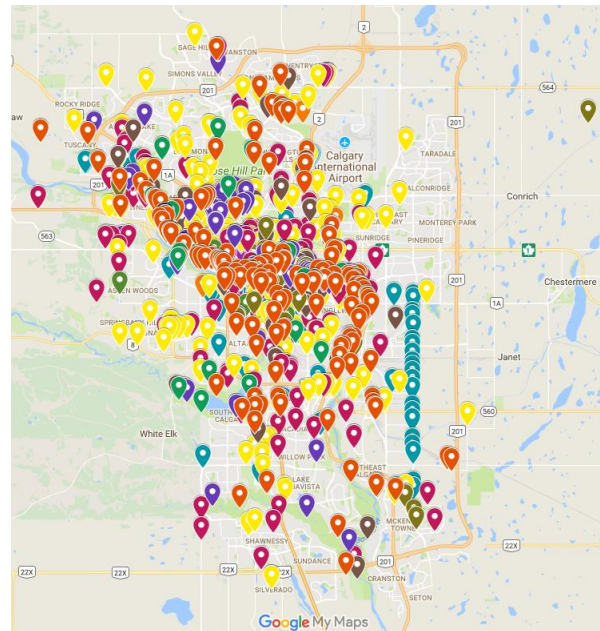
Safety

The perception of safety was a theme that participants provided comments related to the safety of pathway and bikeway infrastructure, interactions with vehicles and other pathway users, the design of the network in select locations.

Verbatim comments

Some sample verbatim comments for this theme are as follows:

- Extremely dangerous intersection heading WB on Northmount Dr as a lot of traffic is trying to get to the right lane to take 14th NB
- Cars coming out of the alleys frequently almost hit cyclists and pedestrians. Some signage reminding them to look would be good
- Cyclists speed through heavily used pedestrian/dog areas. Sightlines are poor and this is dangerous! [Bowmont Park]
- Terrible infrastructure gap under Memorial Drive to connect pathway system to employment along Barlow Tr



To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.

Comment sub-themes

The pie charts below show the relative distribution of the comments within the sub-themes of 'safety'. Due to the volume and variety of comments that fell under the theme of 'safety' they were categorized under the following sub-themes:

- Interactions with cars
- User group conflicts
- State of network infrastructure
- Design of network
- Perceived dangerous situations

The pie charts below are arranged by sub-theme. Within each sub-theme there are additional categories that identify various safety concerns identified by participants. The pie chart legends indicate the categories that fall under each safety sub-theme.

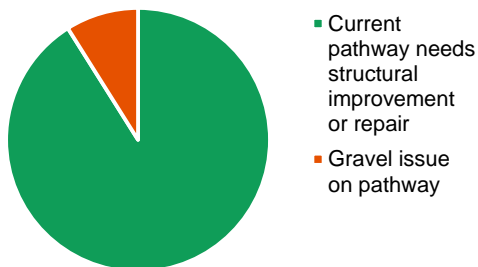


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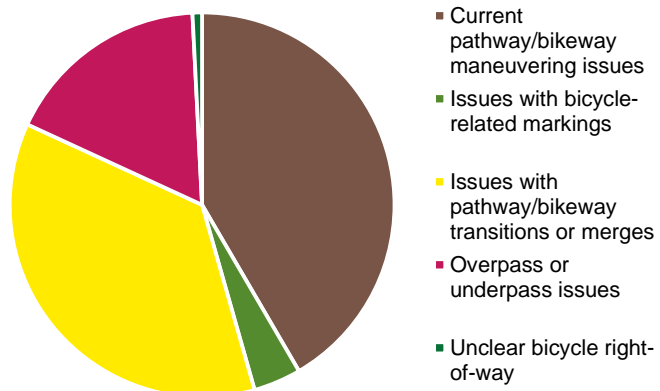
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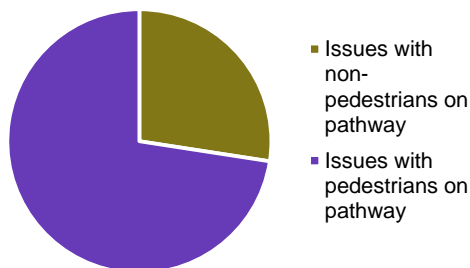
Safety - state of network infrastructure



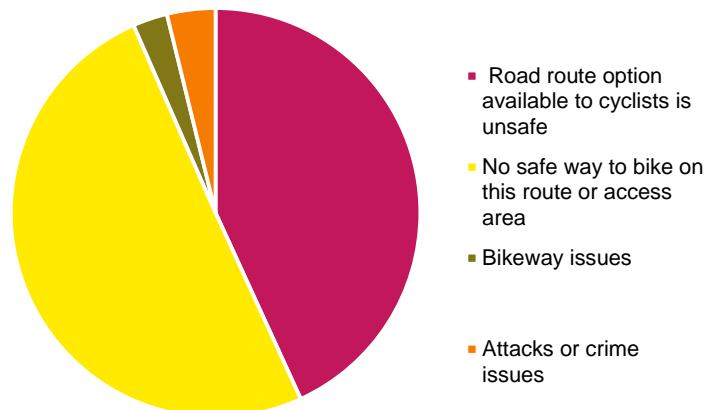
Safety - design of network



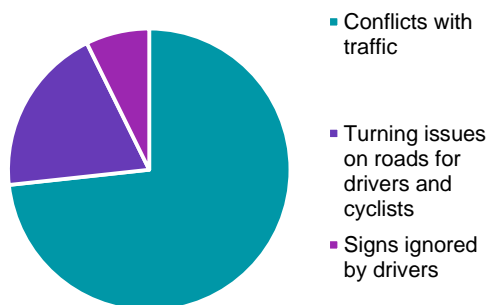
Safety - user group conflicts



Safety - perceived dangerous situations



Safety - interactions with cars





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Other

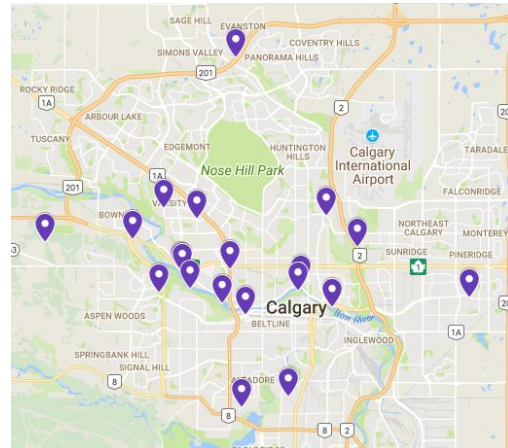
Participants also submitted general comments unrelated to the themes identified above.

Verbatim comments

Some sample verbatim comments for this theme are as follows:

- The stairs going up the ridge are congested with people working out, including boot camp groups going up and down these stairs [Crescent Heights]
- Parking lots need paved with marked spots. Often people triple park unknowingly and you are stuck.

To see all the pinned verbatim comments for this theme please click on the map. You will be taken to a separate Google map page. The comments are colour coded based on the sub-theme that best fits the comment.



- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Comments](#) section.

Next steps

Technical analysis is being conducted by the project team, which includes analysing public feedback. Public feedback will help us develop an updated network plan and criteria used to prioritize the implementation of the plan.

A draft of the updated pathway and bikeway network plan will be shared with the public. More feedback will help us refine the updated network plan before presentation to Council for approval.

"What We Heard" Report for Engagement Phase I

Verbatim comments have been removed from this report. To download a full version of the Calgary and Area Pathway and Bikeway Plan Report Back // What We Heard, visit <https://engage.calgary.ca/pathwaybikeway>