

Active Transportation Annual Update 2017

EXECUTIVE SUMMARY

Administration is providing an annual update of the 2011 Council-approved Cycling Strategy and 2016 Council-approved Pedestrian Strategy. These strategies have outlined 10 goals with almost 100 specific action items to support active transportation city-wide. Administration has been working across the areas of planning, design, build, operate, and maintain, as well as education and encouragement, to advance these goals. Investments that have made it more comfortable, connected and safe for people to be active have shown positive outcomes.

ADMINISTRATION RECOMMENDATION:

That the SPC on Transportation and Transit recommends that Council receive this report for information.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2018 FEBRUARY 08:

That Council receive this report for information.

PREVIOUS COUNCIL DIRECTION / POLICY

Approval of Strategies

At the 2011 July 04 Council Meeting, Report LPT2011-63- Cycling Strategy and Pathway Safety was approved by Council.

At the 2016 May 2 and 3 Council Meeting, Report TT2016-0250-Pedestrian Strategy Final Report was approved by Council.

Previous Cycling Strategy Annual Report

At the 2016 December 19 Council Meeting, Report TT2016-0833, Council adopted the following recommendation:

1. Receive this update for information and direct administration to return to SPC on Transportation and Transit in December 2017 with an annual update.

Pedestrian Strategy Reporting

At the 2016 May 2 and 3 Council Meeting, Report TT2016-0250, Council adopted the following recommendation:

1. Direct Administration to provide an update report back on the progress of the Pedestrian Strategy to SPC on Transportation and Transit no later than January 2018.

Reporting Timelines Update

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

1. That the SPC on Transportation and Transit recommends that Council defer the Cycling Strategy Annual Report, Calgary Pathways and Bikeways Plan Update and the

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Pedestrian Strategy Update and direct administration to return to SPC on Transportation and Transit no later than Q1 2018.

Previous Cycle Track Network Pilot Report

At the 2016 December 19 Council Meeting, Report TT2016-0746, Council adopted the following recommendation:

1. Direct the cycle team to work with the Green Line team to develop an ultimate alignment for the cycle track through the Beltline, including construction phasing if needed and report back to Council on improvements and alignment prior to adopting 12th Avenue SW as a permanent component of the cycle track network.

BACKGROUND

The Cycling Strategy was approved in 2011 and set Calgary on a path towards becoming a bicycle-friendly city and helping make cycling a viable transportation option. The Strategy calls for the planning, designing and building of more on-street bikeways, improved operations and maintenance of bike facilities; and the development of an education and promotion program.

The Pedestrian Strategy was approved in 2016, and will create a safer, more inviting and better maintained realm for pedestrians, making Calgary an even better place to live. In the short-term, the focus of the Pedestrian Strategy is to develop internal and external partnerships, create internal alignment, implement tactical urbanism projects, and install more rectangular rapid flash beacons (RRFBs).

These strategies have outlined 10 goals with almost 100 specific action items. Administration has been working across the areas of planning, design, build, operate, and maintain; as well as education and encouragement, to advance these goals.

Highlights for 2017 include:

- 66 of the 99 action items are currently underway (see attachments 1 and 2)
- Five corridors were retrofitted to be Complete Streets in 2017:
 - 8th Avenue SE from 28 street to 52 Street SE
 - Northmount Drive NW from Cambrian Drive to Carol Drive
 - Marlborough Way from Marbank Drive NE to 16th Avenue
 - Bowness Road from 52 street to 70 street
 - Home Road 32 Avenue to Montgomery Boulevard
- Connected with 3,000 citizens through education and encouragement efforts in 2017.
- On a typical day, 21.5% of people will walk or cycle as a part of their daily travel according to the 2015 My Travel Log Survey (see attachment 3).
- The rate of casualty collisions (injury or fatality) among people who walk and cycle increased during 2016 compared to 2015.

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2017 Plan, Design and Build accomplishments:

- \$12M in capital investment in 2017 along corridors and spot improvements that expand and connect networks and improve safety and accessibility for users.
- 31 km of new or improved pathways and bikeways
- Pedestrian and cycling needs have been embedded into Administrative documents such as the Developed Areas Guidebook, and the upcoming Alberta Bike Design Guide.
- New construction and lifecycle work is being coordinated to include audible signals, missing sidewalk links, wheelchair ramps, and urban braille.
- Improved multi-modal accommodation around construction hoarding.
- The Green Line alignment was determined and approved by Council in 2017. The route runs underground through the Beltline and there are no remaining conflicts with making the 12 Avenue South cycle track the permanent route. However, with the Green Line construction, the route may be detoured for a number of years. This work will be coordinated within the Transportation Department.

Operate and Maintain

- Continued improvements and efficiencies with snow and ice control. We are currently piloting snow and ice control measures around 45 locations where temporary traffic calming devices have been recently deployed, and 785 transit stops being snow cleared to provide accessible connections.
- Pavement markings are being refreshed more frequently, for example ladder crossings are being marked in the spring and the fall seasons.
- Signal timings have been adjusted to reduce potential conflicts between drivers and vulnerable road users, such as introducing leading pedestrian intervals and protected turn phases.

Educate and Encourage

- Partnering with other business units, agencies and institutions to advance research or pilot projects including adaptive sidewalks, and pedestrian conflict analysis.
- Over 450 attendees at the Walk21 international conference in September 2017.
- Developing new ways to engage, educate and encourage citizens and partners through efforts such as tactical urbanism.
- Over 25,000 hard copies of the 2017 Pathways & Bikeways map distributed.

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INVESTIGATION: ALTERNATIVES AND ANALYSIS

While progress is being made, citizens continue to ask for comfortable, safe, connected infrastructure. When it is provided, there are positive outcomes:

- Female ridership along the cycle track is 25%, and trips into the downtown has sustained its growth at 17,500 daily trips. Cycling downtown is at 3.8% of the mode split approaching the 4% target set for 2020.
- The city-wide pedestrian count has measured 75,000 pedestrians in its first year, setting the baseline. In Erin Woods, yielding compliance to pedestrians increased from 43% to 90% after installation of traffic calming curbs. The new signalized intersection at Memorial Drive and 9 Street NW had 780 pedestrians cross safely.

Many of the projects are being piloted and are showing success. They will require ongoing investments to convert temporary installations into permanent infrastructure and support for ongoing maintenance of those facilities.

Investments in research and technologies, along with collaborating with institutions and agencies, will provide new ways to engage citizens across projects and programs. Administration will be able to develop new metrics and tools to improve planning, designing and piloting systems.

Stakeholder Engagement, Research and Communication

Engagement on the Council-approved strategies for walking and cycling occurred prior to adoption. Additional engagement occurs with the planning and development of new infrastructure projects, programs and campaigns.

Providing statistics, facts, tips and guides about how to use and navigate facilities is helping to raise awareness and shift attitudes about the different users on the transportation system.

Encouragement activities such as the family Halloween bike ride to celebrate the opening of the Bowness corridor have been well received by citizens. These activities provide opportunity to foster relationships between staff and citizens.

Strategic Alignment

The Pedestrian Strategy and Cycling Strategy Policies align with the vision and goals of ImagineCalgary, the Calgary Transportation Plan, Municipal Development Plan, Safer Mobility Plan, the Centre City Plan, the Complete Streets Policy and Council's "A city that moves" priority within Action Plan.

Social, Environmental, Economic (External)

Social

By implementing the actions of the Pedestrian and Cycling strategies, improvements to the safety and mobility of communities will provide opportunities for Calgarians to walk and ride more regardless of age, gender, income or ability. Active travel fosters social interactions; it increases personal awareness of and attachment to one's community. *Leyden, Kevn M. (2003) Social Capital and the Built Environment: The importance of Walkable Neighbourhoods. American Journal of Public Health: September 2003, Vol. 93, No. 9*

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This increased attachment builds social capital which generates interest and involvement in local government and builds community trust. Active forms of travel improve the health of individuals and communities, and are also affordable and inclusive ways to travel.

Environmental

Active travel is quiet, doesn't pollute and can decrease car travel which in turn decreases greenhouse gas emissions associated with vehicle use, improving water and air quality. *Natural Resources Canada (NRCan). Office of Energy Efficiency (OEE) (2014) Fuel Consumption Guide*. Having more citizens choose active travel for some daily trips is a key long-term strategy for reducing Calgary's per capita ecological footprint.

Economic

Research indicates that walkable, bikeable communities have increased residential property values, attract businesses and visitors to Calgary. Providing safe walking and cycling options for citizens helps attract and retain young college graduates. A well designed and attractive public realm keeps Calgary a competitive and international city built around strong neighborhoods and economic opportunities.

Administration's 2017 June 19 Report to Council on the Report Back on the Downtown Economic Summit identified walkability and cycling infrastructure as a priority area. The recent Amazon Headquarters bid is an example of how the city is leveraging these assets to pursue business opportunities, and reflects the asks of technology companies looking for these assets to offer their employees.

Financial Capacity

Current and Future Operating Budget:

Investments in 2017 have been made within existing operating budgets. \$578K in one time funds allocated to these strategies were used in 2017. \$2.7M are programmed to be spent in 2018.

Current and Future Capital Budget:

\$12M in capital were invested to support these strategies in 2017. \$1.7M is programmed to be spent in 2018.

Risk Assessment

There are no significant risks associated with this update.

REASON(S) FOR RECOMMENDATION(S):

To update Council on the status of the 2011 Cycling Strategy and the 2016 Pedestrian Strategy.
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ATTACHMENT(S)

1. Attachment 1 – Status of Pedestrian Strategy Action Items
2. Revised Attachment 2 – Status of Cycling Strategy Actions Items
3. Revised Attachment 3 – Summary of Active Transportation Key Results