

Active Modes Reports – Deferral

EXECUTIVE SUMMARY

Administration requests to defer the annual update on the Cycling Strategy, Calgary Pathways and Bikeways Plan Update, and the first annual update on the Pedestrian Strategy. Administration would like additional time to finish data collection and in order to have a committee meeting where the active mode reports are discussed together. The three reports are overseen by the same team with many common goals and outcomes.

ADMINISTRATION RECOMMENDATION:

That the SPC on Transportation and Transit recommends that Council defer the Cycling Strategy Annual Report, Calgary Pathways and Bikeways Plan Update and the Pedestrian Strategy Update and direct administration to return to SPC on Transportation and Transit no later than Q1 2018.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2017 DECEMBER 08:

That the Administration Recommendations contained in Report TT2017-1239 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

Cycling Strategy Annual Report

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

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

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

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.

Calgary Pathways and Bikeways Plan Update

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.

BACKGROUND

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

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The Pedestrian Strategy was approved in 2016 and created a plan which 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, to create internal alignment, and to implement tactical urbanism projects and install more RRFB's (rectangular rapid flashing beacons).

In 2000 and 2001, City Council adopted the *Calgary Pathway and Bikeway Plan*. The plan provided a map of built and approved pathways and bikeways. The plan also included guiding principles related to the planning, design and management of Calgary's pathways and bikeways and outlined an implementation strategy to achieve the pathway and bicycle network recommended in the plan. Since the Calgary Pathway and Bikeway Plan's adoption, there have been numerous changes in the policy framework at The City.

The need to update the 2001 plan was identified with the Council-approved Cycling Strategy in 2011. The Cycling Strategy provided the initial funds for the project, which have been rolled over into the current Action Plan budget.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The Cycling Strategy, Pedestrian Strategy, and the *Calgary Pathway and Bikeway Plan* are a result of previous planning efforts including the 2000 Pathway and Bikeway Plan, the 2008 Bicycle and Pedestrian Policy and Needs Reports, and the 2009 Calgary Transportation Plan. All reports are aligned with the 2014 Complete Streets Policy.

The Q1 2018 recommendation to return to Committee also provides the opportunity to integrate recent and upcoming data which addresses key metrics in the Pedestrian Strategy, as well as results from current projects and initiatives.

Stakeholder Engagement, Research and Communication

Engagement on the Council-approved Cycling Strategy occurred prior to adoption. Additional engagement occurs with the planning and development of new bikeways or corridor improvements.

Strategic Alignment

This deferral request does not result in impacts of a strategic alignment nature.

Social, Environmental, Economic (External)

There are no significant social, environmental or external economic impacts associated with this deferral request.

Financial Capacity

Current and Future Operating Budget:

Current and future operating budgets are not impacted by the deferral request.

Current and Future Capital Budget:

Current and future capital budgets are not impacted by the deferral request.

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Risk Assessment

There are no significant risks associated with the deferral request.

REASON(S) FOR RECOMMENDATION(S):

Administration desires to report back in early 2018 with the most up-to-date data available so that all of the active modes reports can be discussed together.

ATTACHMENT(S)

None