



Report Number: C2018-1117

Meeting: Regular Meeting of Council

Meeting Date: 2018 October 15

NOTICE OF MOTION

RE: Pathway Closure and Detour Improvements

Sponsoring Councillor(s): Councillor Druh Farrell

WHEREAS the Council-approved Municipal Development Plan, Calgary Transportation Plan, Step Forward pedestrian strategy, and Cycling Strategy emphasize walking and cycling as safe and accessible transportation options for Calgarians;

AND WHEREAS Calgary offers over 850 kilometres of pathways city-wide, providing transportation and recreation options for Calgarians from all communities and of all backgrounds;

AND WHEREAS pathway closures have significant impacts on the accessibility and enjoyment of Calgary's pathway system, particularly where relevant alternative routes do not consistently provide comparable walking and cycling accommodations, require lengthy detours, or are non-existent;

AND WHEREAS, while pathways are generally designed to be used by people of all ages and abilities, on-street detour routes often provide infrastructure that is inappropriate for the same range of users;

AND WHEREAS several recent major pathway closures generated complaints from Calgarians for poor advanced communication, signage, and detour provisions;

AND WHEREAS recent pathway closure and detour concerns are the result of contractor errors, City Administration missteps, and/or lack of inter-departmental coordination;

NOW THEREFORE BE IT RESOLVED that City Council directs City Administration to develop a consistent inter-departmental strategy to better manage pathway closures and detours, with particular consideration to:

1. Advanced on-site and digital communications to pathway users and local stakeholders;
2. Improved pathway signage that is clear and legible at both walking and cycling speeds;
3. Improved and more intuitive en route detour signage that is similar to detours for automobile-related closures;
4. Improved barrier implementation that more consistently prevents access to construction sites by pathway users;
5. Providing detour routes that offer similar accessibility, comfort, and safety for users of all ages and abilities wherever possible;
6. Providing temporary mid-block and intersection modifications on detour routes, where necessary, to improve the function of those routes for the influx of all age and ability users who are walking and cycling;
7. Clearer and more consistent expectations for contractors on pathway closures and detours, with proactive inspections from City Administration to ensure proper execution;
8. Improved coordination between Parks, Transportation, and other departments on closure timing and detour routes.