



## Calgary and Area Pathway and Bikeway Implementation Plan

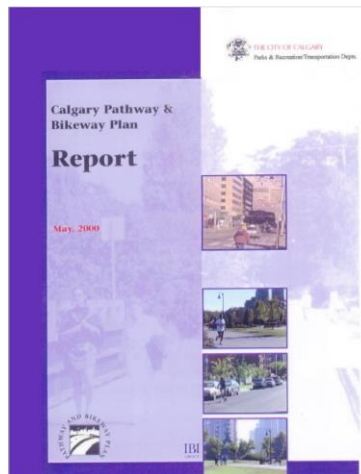
What We Did  
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### What is the Calgary and Area Pathway and Bikeway Implementation Plan

In 2000, Council approved the original Calgary Pathway and Bikeway Plan. It included a comprehensive set of guiding principles related to the planning, design and management of Calgary's pathway and bikeway network. It also included an implementation map, which showed existing and proposed pathways, bikeways and bridges.

Since then, new communities, pathways and bikeways were built, and new policies and guidelines have been approved. Despite these changes, the Calgary Pathway and Bikeway Plan remained the same.

When the Cycling Strategy was approved in 2011, it was identified that the Calgary Pathway and Bikeway Plan needed to be updated. In 2017, we began the process of updating the original plan. It was renamed the Calgary and Area Pathway and Bikeway Implementation Plan, as some of our pathways connect to regional and national pathways.



The updated plan will provide a proposed city-wide network of pathways and bikeways.

### How we're updating the plan

Updating the plan is a complex process. Technical work and engagement with Calgarians have contributed to the development of the updated plan.

The technical work began with digitizing the original implementation map. This helped us identify what pathways and bikeways were already built, which ones were obsolete and which ones are still recommended routes.

We then analyzed various pieces of data. This included usage data for our existing pathways and bikeways, demographic information about Calgarians, information about our existing road network and feedback from public engagement.

The first phase of engagement helped us lay the groundwork for developing the updated network. It also helped us identify what routes are needed to connect Calgarians to the destinations they want to visit.

During the first phase of engagement we asked Calgarians about how they use our existing pathway and bikeway network, the challenges and difficulties they experience with our existing pathway and bikeway



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network, and where they like to travel to using the existing network. The detailed feedback we received in Phase 1 is within the [What We Heard Report](#) for that phase.

To help us identify challenges and difficulties with the existing network, Calgarians pinned locations on a digital map. We were then able to create a map of hot spots with potential issues to address. The comments associated with the pinned locations helped us better understand the issues that people were experiencing when using our network. These issues were grouped into the following themes: comfort, connectivity, safety and directness of route.



Participants also used a digital map to pin the common destinations they use the existing network to travel to. Many people identified their home, place of work, schools, parks and recreation facilities as the places they travel to most often. This information was used to help us identify the origin and destination of trips using our pathway and bikeway network. As this information was digitized, we could overlay it with our existing network to determine where to recommend new infrastructure to connect destinations that people are traveling to.

### Prioritizing building out the network

During the second phase of the project, technical experts developed an updated network map, using data and public feedback gathered during the first phase. New routes were proposed in all quadrants of the city, including new connections over or under major roads and water ways.

Due to the number of kilometres of pathway and bikeway proposed in the updated network map, the build-out of routes needs to be prioritized over more than 10 years. To ensure that routes are prioritized in a way that Calgarians support, we asked for assistance with this task during the [second phase of engagement](#). We provided Calgarians with four criteria to choose from and they prioritized the build-out of pathways and bikeways as follows:



- Routes where there are safety concerns and have been collisions in the past
- Where we'll get the most people walking and biking



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- Social equity (improve areas where people are less likely to own or operate their own vehicle)
- Spread evenly around the city

Once all the proposed routes are finalized, they will be weighted using these criteria, along with technical requirements. This will help us determine which proposed pathways and bikeways will be built first.

### The Always Available for All Ages and Abilities (5A) Network

During the first phase of engagement, we heard that the barriers faced by people using our existing pathway and bikeway network are: comfort, connectivity, safety and directness of the route. They also indicated that direct connections, pathways and safer on-street connections would encourage them to use the network more. This feedback, provided using online maps and text responses, and research from previous cycling projects, confirmed the need for an Always Available for All Ages and Abilities (5A) Network in Calgary.

The 5A Network will aide Calgarians in getting to the destinations they want to travel to across the city, using various types of active transportation. People of all ages and physical abilities will be able to use the network, at all hours of the day in varying weather conditions.

The 5A Network will:

- Be comfortable for all users
- Be maintained year-round
- Have lighting
- Have separate spaces for walking and cycling where possible
- Have smooth and paved travel surfaces
- Have a 3% grade or less, where possible

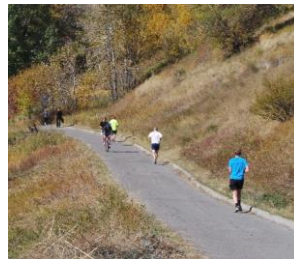
During the second phase of engagement, participants told us what types of pathways and bikeways they are most likely to use. When walking, participants indicated they would be more likely to walk on a separated pathway with separate spaces for walking and biking, rather than a multi-use pathway. When biking, participants indicated they would be most likely to bicycle on a pathway with separate spaces for walking and biking, along with separated on-street bike lanes. Understanding that having designated spaces for people walking and cycling is important, the 5A Network will have a combination of the following facility types:



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**Multi-use pathway** – an off-street pathway designed for use by people walking and cycling.



**Separated pathway** – an off-street pathway with separate facilities for people walking and people using non-motorized personal mobility devices, like bicycles, skateboards, scooters and inline skates.



**Bicycle pathway** – an off-street pathway designed for the exclusive use of people cycling. Can be used for one-way or two-way bicycle operations. Should be located adjacent to a sidewalk or pedestrian pathway.

**Commented [VBEL1]:** Do we have any photos of bike paths that we can include? Could the photo from Eau Claire be used here?

**Commented [FK2R1]:** We'll see what The City of Edmonton is able to send over.

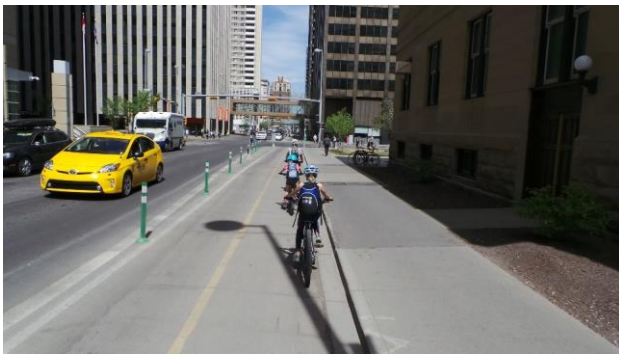
**Commented [VBEL3]:** Is this accurate, or are other non-motorized personal mobility devices permitted to use this space too?



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**Protected bicycle lane** – a dedicated bicycle facility for use by people using non-motorized personal mobility devices, like bicycles, skateboards, scooters and inline skates. Bike lane users and drivers are physically separated by vertical and horizontal elements. They can be used for one-way or two-way operations.



**Commented [VBEL4]:** Kim, I've updated this definition to include all of the other users who are allowed to use the bike lanes now.

Please see the Alberta Bicycle Design Guidelines for detailed descriptions of each facility type.

To build the 5A Network, we will need to retrofit existing pathways and bikeways, as well as build new infrastructure. If the plan is approved, existing pathways and bikeways will be retrofitted when they are life-cycled and new infrastructure will be built as funding comes available. It will take multiple years to retrofit and build the 5A Network.

### Community connections and active living

Enabling Calgarians to live active and healthy lifestyles is important to The City. Investments in active transportation infrastructure, which includes our pathways and bikeways, provides Calgarians with active ways to travel through and around our city.

During the first phase of engagement Calgarians were asked to pin the common destinations that they travel to regularly using our existing network. This information helped us identify what types of places people are travelling to, so that our technical experts could plan new pathways and/or bikeways to these locations across the city. The destinations that people told us they travel to most often are work, school, shopping centres and recreation sites like regional parks.

As well, Calgarians told us about the various challenges and barriers they face while using our existing pathways and bikeways. They identified issues like gates that block the entrances to pathways, poor directional signage, poor maintenance and missing connections to name a few. For a full summary of challenges and barriers faced by users please see the [What We Heard Report](#) from the first phase of engagement.



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To improve community connections and promote active living, the recommendations from this project will include:

- Removal of barriers within the existing network
- Increasing community mobility by investing in new connections to recreation centres, parks, schools and employment hubs across the city.
- Increasing and improving connections to existing and future transit stations

### What's next

The project team is working on finalizing the updated Pathway and Bikeway Implementation Plan map. This map will show all the proposed pathways and bikeways to improve how Calgarians travel to the destination that they want to visit. It is anticipated that it will be finalized in Fall 2019.

As part of the project, the team is also working on prioritizing the build out of the 5A and city-wide networks. This involves determining which connections are recommended for construction over the next 10 years.

Throughout the project the team has identified various policies and guidelines that may need to be updated to align with the recommendations in the updated plan. This work will be one of the recommendations of the project and will take place if the updated plan is approved by Council.

The Calgary and Area Pathway and Bikeway Implementation Plan will be presented to Calgary City Council in Q4 2019 for review and approval.