



VISION STATEMENT
Calgary Pathway & Bikeway Plan
Adopted by Council July 3, 2000

The City of Calgary is committed to being a healthy place to work and live. It recognizes the importance of walking, running, cycling, wheelchair use, skateboarding, in-line skating and all other non-motorized modes of movement as positive contributions to the urban fabric. These non-polluting modes have inherent value as viable, efficient and environmentally friendly means of both transportation and recreation. They facilitate healthy and active living, and contribute to overall community vitality. The vision for Calgary is:

"... a city of neighbourhoods which are interconnected by a friendly street and pathway network. The network is available to all Calgarians, regardless of age, gender, ability, income or culture. The Pathway and Bikeway network offers a convenient alternative to the automobile, and provides year-round ability to enjoy recreational opportunities."

LEGEND:

- Existing Pathway¹
- Approved Pathway¹
- Proposed Pathway Alignment²
- Preferred Trans-Canada Trail Route
- Existing On-Street Bicycle Route¹
- Recommended On-Street Bicycle Route¹
- Recommended Bicycle Lane¹ / Wide Curb Lane¹
- Recommended Intersection Improvement
- Bus Only Crossing
- Flashing Pedestrian Crosswalk
- Existing Pedestrian Bridge
- Approved Pedestrian Bridge
- Recommended Pedestrian / Cycle Bridge
- Key Crossing of Major Barrier (provide pathway and bike lane or wide curb lane on structure)
- Existing Road
- Future Road
- Existing LRT
- Future LRT
- LRT Alignment to be Determined
- Future LRT Station
- Major Park or Natural Area
- Provincial Park

FOOTNOTES:

- ¹ Definitions:
- Pathway**
 - Off-street asphalt path used by walkers, runners, cyclists, persons with disabilities, in-line skaters, skateboarders and others
 - Wider (at least 2.5 m) than a sidewalk
 - Located in a park, along a river or next to a road
 - Identified by signs and a yellow stripe along middle of pathway
 - Bicycle Route**
 - Route on lower volume, lower speed (40-50 km/h) road
 - Identified by signs
 - Wide Curb Lane**
 - Extra wide (4.3 m²) right side lane on higher volume, medium speed road
 - Identified by signs and on-road bike symbols
 - Bicycle Lane**
 - Extra lane for bicycles (1.2 m to 1.5 m wide) on higher volume, medium speed road
 - Identified by lane markings, signs and on-road bike symbols
- ² Proposed Pathways

¹Proposed pathways are conceptual links to major community facilities, river valleys, waterways, park systems, encampments & towns, bikeways, LRT stations, major employment centres, schools, etc. In order to realize the Calgary Pathway and Bikeway Plan vision of interconnected neighbourhoods, all planning projects must provide "proposed" pathways links shown on this drawing. The exact routing of "proposed" pathway links is subject to on-site conditions such as safety, existing infrastructure, environmental sensitivity, availability of public property, continuity, accessibility and topography.

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Calgary Pathways & Bikeways IMPLEMENTATION PLAN

The Pathway and Bikeway Plan is a long range plan for Calgary. The plan is a result of the work of the general public and over sixty stakeholder groups.

Council adopted the Plan for the south half of Calgary on July 3, 2000. The south plan includes a policy document: **Calgary Pathway and Bikeway Plan Report**. Council adopted the Plan for the north half of Calgary on July 23, 2001. This Implementation Plan is a compilation of the north and south plans and policies contained in the policy report.

