

Sidewalks & Pathways

Led by: Roads, Calgary Parks, Transportation Infrastructure & Transportation Planning

Description:

We plan, design, build and maintain the active transportation network that people use to get around Calgary every day. Sidewalks, pathways and protected on-street bikeways connect our communities providing Calgarians with safe and accessible year-round opportunities to walk, cycle, run, ride and use mobility devices throughout the city. These networks support travel for any reason, including to work, school, social or recreational, or commercial activities. Safety and accessibility are key elements for making walking and biking more attractive options for moving around Calgary. We are constantly working to make sidewalks and pathways more inclusive, safer and easier to use.

Customers:

Sidewalk and pathway users include commuters, recreational users, and business users of all age groups and abilities. This network allows people to travel anywhere in the city and connect to other transportation services like parking and public transit. Businesses, utilities and festivals also use the space for infrastructure and special events.

What is delivered to customers:

Sidewalks & Pathways, along with Streets, includes infrastructure worth over \$20 billion. This includes sidewalks, pathways and protected bikeways, and also includes great spaces like Stephen Avenue and the River pathway system. There are many supporting elements like bridges, pedestrian corridors, rapid flashing beacons (RRFB's), crosswalks and lighting.



Partners:

We partner and consult with agencies across the public and private sectors to deliver the services that Calgarians need. Infrastructure including design, is delivered with developers and the construction industry. Safety initiatives for pedestrians and cyclists are delivered in concert with Community/Business Associations, school boards, police, Alberta Motor Association, and Alberta Health Services.

Service need (value proposition):

Calgarians make over one million trips per day by walking or cycling. The Sidewalks & Pathways service is part of almost every journey and is the integral connection tying all transportation service lines together. Calgarians want great spaces for walking and cycling so that they can realize the physical and mental health benefits of these activities. People want walkable communities, with convenient and attractive connections to neighbours, shopping, services and natural spaces. People need sidewalks and pathways to be safe, smooth and clear year-round. People need convenient, accessible and safe routes around construction detours. Street crossings need to be especially safe, well-lit, marked and signed. Inclusive elements are needed to make the network safe and accessible for everyone. Permits for special uses of the space needs to be easy to access, with clear rules and restrictions.

Current State Service Value

<p>1.1 million Customers each day</p> <p>94% Satisfaction with the pathway system</p>	<p>46.1 Ped/cyclist injury/death collision rate</p> <p>8,219 Painted crosswalks</p>	<p>2018 Budgeted Gross Operating Expenditures Funding Breakdown (\$ Millions)*</p> <p>\$0.10 Operating cost per trip</p>  <p>* Gross operating budget and the service cost ratio may include internal recoveries that are also included in other services gross operating budget.</p>
<p>Connections to Citizen Priorities</p> 		<p>What the service includes</p> <p>This service has no sub-services.</p>
		<p>Key Capital Investments</p> <p>Key initiatives are developed and implemented through City policies and plans, including Step Forward, the Safer Mobility Plan, and the Pathway and Bikeway Plan. This focuses spending on safety-related improvements, missing links and community traffic.</p>



What we've heard and service outlook

What we heard: Research & Engagement Results

Annual surveys are conducted to gauge citizen satisfaction for sidewalks and pathways. While both have maintained strong satisfaction with ratings near 90%, citizens have shared a strong desire for improvements in snow clearing (53% satisfaction) and detours around construction (62%). Satisfaction for biking in Calgary has been increasing from 70% in 2011 to 78% in 2018. Citizens are very satisfied with biking on cycle tracks (90%). Overall though, 59% of Calgarians want to bike more and more often, but 51% do not feel safe riding in their community today. Key focuses moving forward will be improving safety and making sure routes are clear.

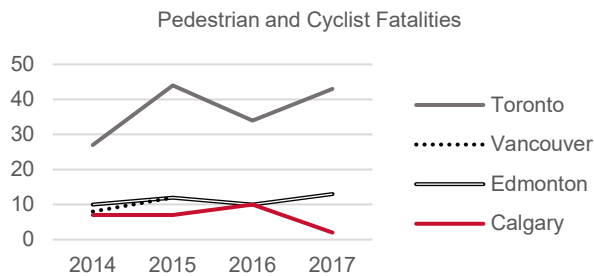
What Council has directed

Council's primary concern is for all transportation options to be safe and attractive choices for Calgarians (M1 and M2). We have supported this direction with plans and policies such as the Calgary Transportation Plan, The Safer Mobility Plan, Step Forward (pedestrian strategy), and the Cycling Strategy. Council recently increased funding to expand The City's capacity to provide snow and ice control on sidewalks and pathways to make winter walking and cycling easier for Calgarians. Council wants all travel modes to be desirable, and for the needs of people who walk and cycle to be balanced against the needs of people who drive. Sidewalks and pathways are safe, accessible, and inclusive public spaces that are critical to providing Calgarians with safe and inspiring neighbourhoods (N1). They support healthy lifestyles and interaction among residents and reduce social isolation.

What are we watching?

We are monitoring and adjusting to many trends that impact the delivery of sidewalks and pathways, including: increasing focus on pedestrian and cyclist safety, increasing share of trips being made by cycling and walking, and an increasing emphasis on year-round accessibility and wayfinding. Citizen expectations are changing as demographics and behaviours evolve. Changes in behaviour such as the increase in distracted drivers, cyclists and pedestrians, and emerging transportation technologies (like ebikes and pedelecs) and business models (like undocked bikesharing) are changing how we move. Growth is also driving a need to expand the network to connect communities, and to balance the needs of different users where streets intersect with sidewalks and pathways. There is also a growing number of commercial activities and events that use the network like festivals and mobile vendors.

Benchmarking



Source: Cities of Calgary, Edmonton, Toronto and Vancouver

Council's first priority for A City that Moves is safety. Across Canada major cities are moving towards a Vision Zero policy that recognizes that no life should be lost in a safe transportation system, and aim to reduce traffic fatalities for every mode of transportation to zero. Pedestrians and cyclists are especially vulnerable in traffic collisions. Calgary compares well to other major Canadian cities in terms of total fatalities, but injury rates have remained steady and citizens expect a higher standard. We still need to make improvements through engineering, education, and enforcement.

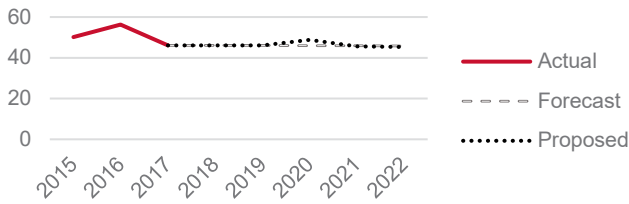
What matters to Calgarians

VALUE DIMENSION	DESCRIPTION
Safety	The customer is or perceives themselves to be protected from danger, risk or injury.
Accessibility	Streets, sidewalks and pathways are designed for use by everyone.
Connectivity	People are able to reach their destination using streets, sidewalks, and pathways.
Responsiveness	Projects respond to the needs of the community. The City responds to service requests in a timely manner.
Reliability	Infrastructure is in good repair, and meets the changing needs and expectations of users.



How is the Service performing? Where we are headed and where do we want to go?

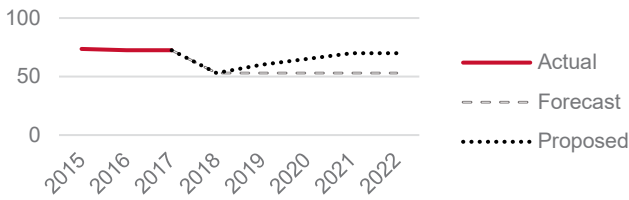
Pedestrian/Cyclist Injury Collision Rate (Number of Injury collisions involving walking or biking per 100K residents)



Story behind the curve

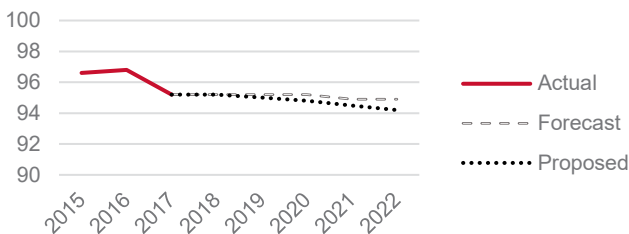
Pedestrian/cyclist injury collision rate: Safety is Council's top concern with respect to all modes of transportation. While everyone has a role to play in safety, we target improvements through engineering, education and enforcement. The pedestrian and cyclist collision injury rate dropped by 8% from 2015 to 2017, and is expected to continue to trend downward through 2022. We recently published, and continue to develop, guidelines to create safer roads in Calgary. This includes the development of a Pedestrian Strategy, the Complete Streets Guide, an update to the Calgary Temporary Traffic Control Manual, and a guideline for traffic safety processes in Calgary, including Road Safety Audits and In-Service Road Safety Reviews. Network screening processes are also employed and being refined to identify where there are high concentrations of collisions where we focus In-Service Road Safety Reviews and implementation of new safety measures.

Citizen Satisfaction with Snow and Ice Control on Sidewalks (% Satisfied with walking, jogging and running pathways & sidewalks)



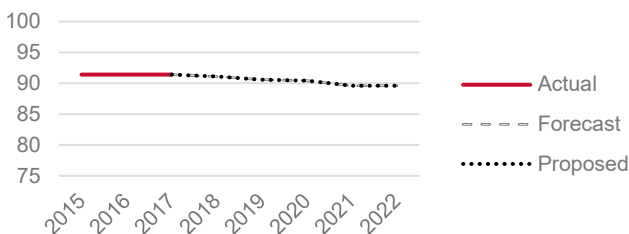
Citizen satisfaction with snow and ice control: The winter of 2017-2018 was particularly severe and resulted in a substantial drop in citizen satisfaction with snow and ice control on sidewalks and pathways. Starting in 2019, we will be providing a higher level of snow and ice control, and now have the option to fine residents who do not clear snow and ice in front of their home. As winter accessibility improves we expect significant increases in citizen satisfaction.

Sidewalk and Pathway Condition (% Sidewalks and pathways in good or very good condition)



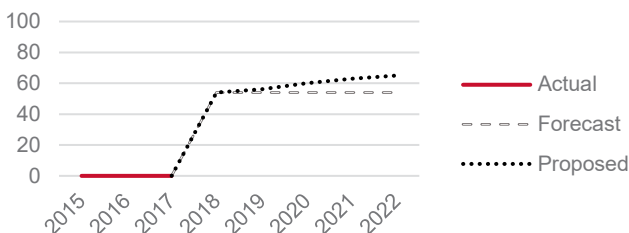
Sidewalk and pathway condition and satisfaction: The charts depict a blended view of the sidewalk and pathway data based on linear km of the network. The trends for condition and satisfaction show a gradual decline as capital budgets are not expected to keep pace with lifecycle needs. A 1% drop in condition equates to approximately 65 km of additional sidewalk and pathway in less than good condition.

Sidewalk and Pathway Satisfaction (% of citizens satisfied with sidewalks and pathways)



Bike route connectivity: Increasing the availability and connectivity of all ages and all abilities bike routes, like cycle tracks and pathways, is a key element to increasing the safety and attractiveness of cycling. Across all travel modes, citizens feel least safe when riding a bicycle on roads. Separated cycle tracks, greenways and pathways are safer for more people. Bike route connectivity is expected to increase as new routes are added, although this will be balanced against continued population growth on the city's outskirts if new communities come online without including all ages and all abilities bike routes.

Bike Route Connectivity (% of population within 400m of all ages/abilities bike route)





What do we propose to do?

What we propose to continue doing

STRATEGY
Plan sidewalks, pathways and bikeway network.
Seek innovative solutions to improve efficiency and effectiveness.
Make pathways and sidewalks more accessible by removing barriers and adding ramps.
Improve safety and support community growth with new pedestrian crossings, pedestrian corridors and RRFBs.
Inspect the sidewalk and pathway network, and repair priority locations.
Work with communities to identify small scale community mobility improvements.
Public realm enhancements that align with Complete Streets and Main Streets.

Why?

Maintaining a network for walking and cycling is essential for every neighbourhood. We will continue to build, maintain and modify sidewalks and pathways to make walking and cycling more attractive options and ensure that Calgarians can reach their destinations.

What we propose to do less of

STRATEGY
Lifecycle maintenance including sidewalks, pedestrian bridges, and Plus-15's.
Invest in missing links in the sidewalk and pathway network.

Why?

While sidewalks and pathways have a widespread impact on Calgarians, constrained capital funding for the 2019-2022 budget cycle will result in reduced planning, lifecycle work and fewer major upgrade projects. This budget proposes to operate and maintain the existing network, although the reduced capital funding will increase pressure on operating costs associated with maintenance.

What we propose to do more of or include as a new offering

STRATEGY
Implement Step Forward to improve the attractiveness and accessibility of the pedestrian realm.
Expand snow and ice control on City sidewalks and pathways.
Safety projects through the Safer Mobility Plan.
Investigate temporary options as a transition towards permanent public realm enhancements such as Main Streets.
Implement improvements that address community traffic, walking and biking concerns.

Why?

Calgarians and Council have identified improvements to safety and accessibility as key outcomes for walking and cycling. We will increase resources to implement the actions identified in the Safer Mobility Plan, Step Forward, and the Pathway and Bikeway Plan to improve the level of service for citizens. Examples include temporary traffic calming curbs, curb ramp retrofits with tactile pads, audible pedestrian signals, improved pathway and bike route connections.



What Operating Budget do we need to achieve these results and strategies?

For Council Approval

SERVICE PERFORMANCE RESULTS FOR 2019-2022	CURRENT	TREND
Pedestrian/Cyclist Injury Collision Rate (Number of Injury collisions involving walking or biking per 100K residents)	46.10	↔
Citizen Satisfaction with Snow and Ice Control on Sidewalks (% Satisfied with walking, jogging and running pathways & sidewalks)	53	↑
Sidewalk and Pathway Condition (% Sidewalks and pathways in good or very good condition)	95.2	↓
Sidewalk and Pathway Satisfaction (% of citizens satisfied with sidewalks and pathways)	91.1	↓
Bike Route Connectivity (% of population within 400m of all ages/abilities bike route)	54	↑

Breakdown of net operating budget (\$000s)

	2019	2020	2021	2022
Previous Year's Budget	35,597	37,511	55,943	48,836
Less Previous Year one Time	(488)	-	(12,000)	(3,000)
Base	35,109	37,511	43,943	45,836
Revenue Changes	(350)	(64)	(71)	(49)
Internal Recovery Changes	-	-	-	-
Inflation	529	748	654	653
Operating Impact of Previously Approved Capital	148	27	131	-
Operating Impact of New Capital (Incremental)	115	1,080	860	290
Efficiencies	(36)	(245)	(192)	(236)
Service Reductions	(180)	-	-	-
Service Increases	2,176	4,886	511	511
One Time	-	12,000	3,000	3,115
Realignments	-	-	-	-
Total	37,511	55,943	48,836	50,120

Total Operating Budget (\$000s) for Approval

	2018 Budget	2019			2020			2021			2022		
	At Mar 31	Base	One-Time	Total	Base	One-Time	Total	Base	One-Time	Total	Base	One-Time	Total
Expenditure	44,714	47,047	-	47,047	53,543	12,000	65,543	55,507	3,000	58,507	56,725	3,115	59,840
Recoveries	(5,215)	(6,034)	-	(6,034)	(6,034)	-	(6,034)	(6,034)	-	(6,034)	(6,034)	-	(6,034)
Revenue	(3,902)	(3,502)	-	(3,502)	(3,566)	-	(3,566)	(3,637)	-	(3,637)	(3,686)	-	(3,686)
Net	35,597	37,511	-	37,511	43,943	12,000	55,943	45,836	3,000	48,836	47,005	3,115	50,120



Recommended Capital Investment to Support Service Delivery

For Council Approval

Capital Budget for Council Approval

ACTIVITY	DESCRIPTION	2019 REQUEST (\$000s)	2020 REQUEST (\$000s)	2021 REQUEST (\$000s)	2022 REQUEST (\$000s)	2023+ REQUEST (\$000s)	Total REQUEST (\$000s)
Annual Investment Program(s)		6,875	6,875	6,875	6,875	-	27,500
423080	Pathways & Trails Lifecycle	1,375	1,375	1,375	1,375	-	5,500
481354	Concrete Rehabilitation	4,000	4,000	4,000	4,000	-	16,000
481350	Plus 15 Rehabilitation	1,500	1,500	1,500	1,500	-	6,000
Project(s)		-	-	-	-	-	-
Program(s)		4,250	20,200	15,200	6,225	-	45,875
481400	Comm Mobility Imp-Sidewalks	4,250	11,200	6,200	6,225	-	27,875
481500	Main St Stscape Swalk	-	9,000	9,000	-	-	18,000
Sub-Total (New Budget Requests)		11,125	27,075	22,075	13,100	0	73,375
Previously Approved Budget Remaining		54,825	9,105	-	-	-	63,930
Total Capital Investment		65,950	36,180	22,075	13,100	0	137,305

Explanation of Capital Budget Requests

Annual Investment Program(s)

Activity 423080: Pathways & Trails Lifecycle

New Budget Request of \$5,500 thousand for the replacement and refurbishment of existing pathways and trails that are in poor condition.

Funding from Municipal Sustainability Initiative (\$4,653 thousand) and Lifecycle Maintenance & Upgrade Reserve (\$847 thousand)

Operating Impact of Capital: This request requires \$170 thousand base funding of operating costs starting in 2021 and a decrease of \$50 thousand base funding of operating cost starting in 2022.

Activity 481354: Concrete Rehabilitation

New Budget Request of \$16,000 thousand to maintain and complete lifecycle replacement of concrete assets.

Funding from Federal Gas Tax Fund (\$13,868 thousand), Municipal Sustainability Initiative (\$532 thousand) and Pay-As-You-Go (\$1,600 thousand)

Operating Impact of Capital: This request requires \$960 thousand base funding of operating costs starting in 2020, \$590 thousand base funding of operating costs starting in 2021 and \$240 thousand base funding of operating costs starting in 2022.



Recommended Capital Investment to Support Service Delivery

For Council Approval

Activity 481350: Plus 15 Rehabilitation

New Budget Request of \$6,000 thousand to fund lifecycle rehabilitation and critical upgrades of the City's network of Plus 15 bridges.

Funding from Municipal Sustainability Initiative (\$5,400 thousand) and Pay-As-You-Go (\$600 thousand)

Operating Impact of Capital: This request requires \$55 thousand base funding of operating costs starting in 2019, \$85 thousand base funding of operating costs starting in 2020, \$65 thousand base funding of operating costs starting in 2021 and 2022. This request also requires \$3,000 thousand one-time funding of operating costs from 2020 to 2022.

Program(s)

Activity 481400: Comm Mobility Imp-Sidewalks

New Budget Request of \$27,875 thousand for planned community mobility and active transportation infrastructure, equipment, materials and testing.

Funding from Federal Gas Tax Fund (\$20,137.5 thousand), Pay-As-You-Go (\$2,237.5 thousand) and Reserve for Future Capital (\$5,500 thousand)

Operating Impact of Capital: This request requires \$60.5 thousand base funding of operating costs starting in 2019, \$35 thousand base funding of operating costs starting in 2020, 2021 and 2022.

Activity 481500: Main St Stscape Swalk

New Budget Request of \$18,000 thousand for the Streetscape Masterplan Design and Construction for Main Streets. Funding supports the Council approved land use framework for the Main Streets Program.

Funding from Lifecycle Maintenance & Upgrade Reserve (\$10,000 thousand) and Reserve for Future Capital (\$8,000 thousand)

Operating Impact of Capital: This request also requires \$115 thousand one-time funding of operating costs for 2022.