



THE CITY OF CALGARY

Parks & Recreation/Transportation Depts.

Calgary Pathway & Bikeway Plan

Report

May, 2000



IBI
GROUP

STATUS

REPORT

Adopted by City Council 2000 July 3

MAP

Adopted as amended by City Council 2000 July 3.

Refer to MAP 'A' - revision 3, located in the map pocket at the back of this report, for the Pathway/
Bikeway Plan.

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EXECUTIVE SUMMARY

INTRODUCTION

IBI Group has been retained to prepare a comprehensive set of guiding principles relating to the planning, design and management of Calgary's pathway and on-street cycle route systems: the Pathway and Bikeway Plan. This plan was prepared for a City steering committee composed of members of both the Transportation and Parks & Recreation Departments.

PURPOSE

The purpose of the study is nine-fold:

- 1. to develop guiding principles for the planning, design, implementation and management of pathways and bikeways;*
- 2. to locate conceptual ties to regional and national pathway systems;*
- 3. to produce a comprehensive and integrated pathway/bikeway plan for the study area (southeast and southwest Calgary);*
- 4. to conduct ground-truthing of approved and proposed regional pathway routing;*
- 5. to develop policy to support City negotiations with developers respecting pathway and bikeway construction;*
- 6. to produce a lifecycle replacement strategy;*
- 7. to identify high priority missing links and order of magnitude costing for same;*
- 8. to illustrate where the guiding principles fit into the city planning process;*
- 9. to provide data architecture for Pathway/Bikeway GIS mapping.*

SCOPE

The study area for this report is the lands south of Memorial Drive, and south of The Trans-Canada Highway west of Shaganappi Trail. Essentially this comprises southeast and southwest Calgary. The guiding principles, system management process and implementation strategies are all applicable on a city-wide basis. The plan was developed in the context of current city policy and practice. It is not intended to supersede approved policy (except where in direct conflict with existing policy), but should be used as a supplement to it. In particular, this study should be read together with the Calgary Cycle Plan, the Parks By-law, the Linear Park Policy and the Calgary Plan.

PUBLIC PARTICIPATION

Consultations were held with a group of about 40 stakeholders through the course of the study. A cross section of city departments and outside interest groups were represented in the stakeholder group. Public involvement entailed issue identification, open houses, workshops and ongoing liaison on issues throughout the plan's development. The results of the public consultation are reflected throughout the plan.

PLAN RECOMMENDATIONS

SYSTEM PLANNING

- 1. The Guiding Principles set out in section 2 of this report should be adopted for Pathways and Bikeways.*

EDUCATION, ENCOURAGEMENT, ENFORCEMENT

- 2. A staff person (or persons) should be identified in the Parks Department who, as one of his/her roles, coordinates, supports and encourages public education programs relating to cycling, pathway use, and pedestrian issues through a variety of media.*
- 3. The City of Calgary should sponsor an annual campaign to be carried out in spring/early summer, to raise awareness and encourage the use of the pathways and bikeways, and provide information about safety, etiquette and the rules of operation of these facilities. The campaign should be timed to coincide with the Commuter Challenge and/or Environment Week.*
- 4. The parks and pathways enforcement division should be expanded to provide more extensive coverage of the city.*
- 5. The Calgary Parking Authority should continue to expand its bicycle parking program.*
- 6. The Land Use By-law should be amended to require bicycle parking as a condition precedent to the granting of a development permit. Guidelines for the amount, location and design of bicycle parking required should be established.*
- 7. Partnerships with private sector bike rack suppliers should be pursued.*

SIGNAGE

- 8. The Parks and Transportation departments should cooperate to create a pathway and bikeway signage program that is consistent between the two systems, and to the greatest extent possible consistent with the Highway Traffic Act and City of Calgary Traffic Operations Policy Manual. Bikeways should be signed in accordance with the Transportation Association of Canada's "Bikeway Traffic*

Control Guidelines for Canada (1999)” with respect to signage and pavement marking.

- 9. A comprehensive sign program should be implemented to address the issues set out in sections 3.4.1 and 3.4.2 of this report.*

LIFECYCLE MANAGEMENT

- 10. The Lifecycle Replacement Strategy set out in section 4 of this report should be employed to determine the budget amount annually required for repair and rehabilitation of pathways indicating a high priority need for such work.*
- 11. A bikeway hotline or e-mail response system should be established to allow members of the public to report hazards or the need for repairs.*

ROUTE ANALYSIS

- 12. That the pathway routes which have been identified as suitable for construction or installation be so indicated on the appropriate community plan or outline plan, and constructed at the time of development (in new communities), or as part of the Parks work program commencing in 2000 (established areas and missing links).*
- 13. That the bikeways which have been identified as potential signed bike routes, bike lane, wide curb lane or bike corridor routes be evaluated against all the criteria in Exhibit 2.2 in consultation with adjacent residents and communities, and affected City departments. Ongoing route evaluation should be carried out to coordinate with the biennial production of the Pathway and Bicycle Route Map.*

MISSING LINKS

- 14. Key missing links, including new pathways, new bikeways and pedestrian/cycle overpasses should be identified as early as the signing of the Developer Final Acceptance Certificate for the subdivision. When the missing links are identified, they will be classified as priority one development items by the City and budgeted for within the upcoming 5 year capital envelope.*

FUNDING

- 15. Bicycle and pedestrian issues must be addressed in all transportation plans and studies. Pathways should be considered and included where possible in all parks and recreational facility plans. The pathway and bikeway coordinators should be consulted in the course of such planning initiatives.*

16. *The City should continue to partner with other governments, outside agencies and community groups to access funding to support education, promotion and development projects related to the pathway / bikeway system.*

IMPLEMENTATION STRATEGY

17. *That Pathway and Bikeway co-ordinator positions be established within the Parks and Transportation divisions to coordinate the planning, development, design, operations and maintenance of the Pathway and Bikeway systems.*

18. *Administration should investigate the expansion of the existing committee (CPAC), or development of a new Citizens' Advisory Committee to address both pathway and bikeway issues.*

The Citizens' Advisory Committee should encompass representatives from a cross-section of stakeholders and relevant agencies including:

- *the general public*
- *runners, walkers, hikers*
- *cyclists, bicycle messengers*
- *persons with disabilities*
- *youth, seniors*
- *in-line skaters and skateboarders*
- *other pathway providers (e.g. Fish Creek Provincial Park)*
- *community associations*
- *school boards, universities and/or colleges.*

19. *The Corporate Planning Applications Group (CPAG) planning process should ensure that:*

At the Community Plan stage, pathway alignments and bikeway routing are identified. These facilities should connect to existing and planned linear recreation/ non-motorized mode facilities in adjacent developments.

At the Outline Plan stage, pathway and bikeway routes are finalized.

20. *The Transportation Department should expand current cyclist and pedestrian traffic counts, and maintain a database of collisions involving cyclists and/or pedestrians.*

21. *The Bikeway coordinator should develop a detour policy to address closures of the bikeway system through the Pathway/ Bikeway Coordination team. The detour policy should entail:*
- *advance notice of closures by on-site signage;*
 - *identification of a suitable detour route for the duration of the closure;*
 - *provision of directional signs advising of the detour route;*
 - *consultation with the Bikeway coordinator in all major road construction projects at the planning stage.*
22. *That Calgary Roads identify a staff person who meets on a regular basis with the Pathway & Bikeway Coordinators to ensure that pedestrian, bicycle, pathway and bikeway issues are co-ordinated and dealt with consistently.*
23. *The Pathway/Bikeway Coordination Team should develop a program for conducting pathway and bikeway counts every two years, as well as user surveys every four or five years.*
24. *The Pathway Coordinator should work closely with the “Information Services” section of Parks to:*
- *establish a booking system for pathway programs;*
 - *ensure the Pathway Hotline is up-to-date; and*
 - *ensure that Information Services has sufficient information to answer general public enquiries regarding the pathways.*
25. *The Pathway Coordinator should establish location markers along the entire pathway system in conjunction with the development of the signage master plan.*
26. *That City staff from all affected departments should be provided with appropriate communication and education to inform them of the objectives and principles of the Pathway and Bikeway plan.*
27. *That the Animal Control by-law (23M89) be amended to indicate that dogs in an off-leash area must not be on the pathway unless:*
- *the dog is under its owner’s control; and*
 - *the dog and owner do not occupy more than half of the pathway, and keep to the right except to pass;*

and that the Parks By-law (36/76, as amended) be amended to be consistent with the Animal Control By-law, according to the foregoing terms.