



# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back

July 16, 2018

## Project overview

The Calgary and Area Pathway and Bikeway Plan was developed in 2000 and needs updating. Many of the proposed pathways and bikeways from the plan were built. Some of the proposed pathways and bikeways are now obsolete because of changes to the roadway or approved developments. Also, new policies have been approved that impact the plan.

The updated plan will provide a proposed city-wide network of pathways and bikeways. It will become the framework that developers and City planners use to seamlessly connect Calgarians to the places they want to go. It will also include a digital map that is easy to access and update.

## Workshop overview

On May 30, 2018, The City of Calgary held a workshop for 23 grade six children attending the City Hall School program to share their feedback on the Calgary Pathway and Bikeway Plan.

The workshop consisted of three main activities:

- A presentation from the project manager
- A digital feedback questionnaire.
- A field trip to explore and discuss various types of pathway and bikeway facilities.

## What we asked

Students were asked to provide feedback on three key areas using a live digital questionnaire, where they selected answers using remotes. The first area was prioritizing the buildout of the pathway and bikeway network. The second area was choosing the pathways and bikeways that students were most likely to use. The third was detailed comments in response to observing different types of pathway and bikeway infrastructure.

Two questions were asked on priorities. Students were asked:

1. How do you feel we should prioritize pathways and bikeways? Please select your top choice:
  - a. Social equity (improve areas where people are less likely to own or operate their own vehicle)
  - b. Where we'll get the most people walking and biking
  - c. Routes where there are safety concerns and have been collisions in the past
  - d. Spread evenly around the city
2. What would you rather have access to by foot and by bike?
  - a) Local destinations (E.g. Local school, library, recreation centre or coffee shop).
  - b) Be able to use pathways and bikeways to get across town



# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018

Students were then asked nine questions where they chose the pathways and bikeways they were likely or not likely to use. Choosing from “Very likely to choose,” “likely to choose,” “neutral,” “unlikely to choose,” “very unlikely to choose” and “don’t know,” students were asked:

1. Walking on a separated pathway

How likely are you to choose to walk or use a mobility device on a pathway separated for walking and biking?



2. Walking on a multi-use pathway

How likely are you to choose to walk or use a mobility device on a pathway shared by people walking, biking, etc.?



3. Riding a bike on a separated pathway

How likely are you to choose to ride a bike on a separated walking and biking space pathway?



4. Riding a bike on a multi-use pathway

How likely are you to choose to ride a bike on a pathway shared by people walking, biking, etc?



# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018



## 5. Riding a bike on an average residential street

How likely are you to choose to ride a bike on an average residential street?



## 6. Riding a bike on a residential street designed for lower speeds

How likely are you to choose to ride a bike on a residential street with a 30 km/h speed limit, and designed for slower speeds & fewer vehicles?



## 7. Riding a bike on a separated bike lane

How likely are you to choose to ride a bike on a separated bike lane that is separated by a barrier?



## 8. Riding a bike on a painted bike lane

How likely are you to choose to ride a bike on a painted lane on a busy street?



# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back

July 16, 2018



## 9. Riding a bike on a shared bike/driving lane

How likely are you to choose to ride a bike on a shared lane on a busy street?



All pathways and bikeways had a corresponding image on a slideshow presentation for visual reference.

During the workshop students visited three types of bikeway facilities:

- No bike infrastructure on a busy road on 2 Street at 8 Avenue S.E.,
- a painted bike lane at 11 Street and 7 Avenue S.W., and
- a separated bike lane at 5 Street and 7 Avenue S.W.,

Students told the project manager about their walking and biking experiences and level of comfort with those types of bike facilities.

## What we heard

In interpreting these results, it is important to note that this engagement cannot be interpreted as a representative nor statistically significant sample. While this report uses percentages to describe the feedback received from students, it's important to note that these percentages are based on the students involved in the workshop. Therefore, findings in this report should not be interpreted as formalized research and are not a representative sample of Calgarians, and therefore cannot be extrapolated to a larger group.

### ***Prioritization of build-out***

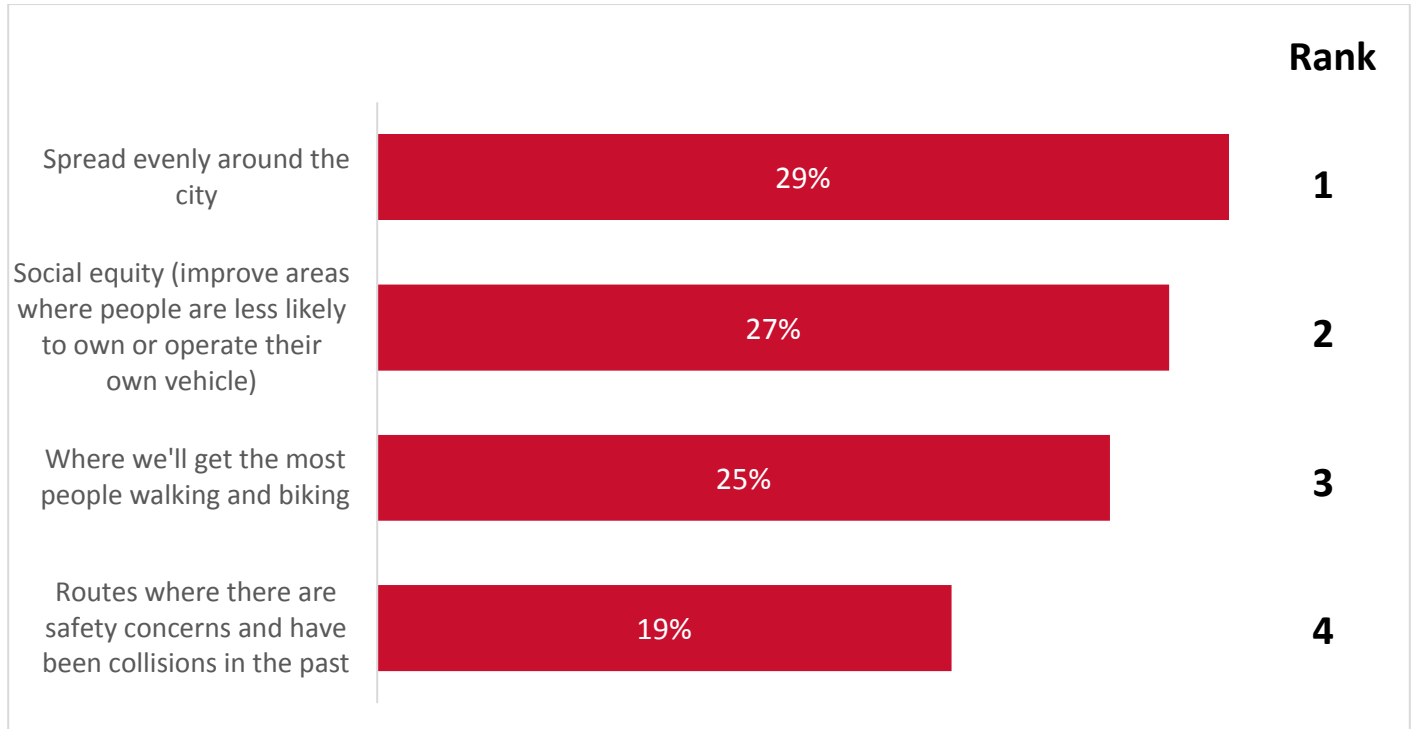
Students were asked how they think we should prioritize pathways and bikeways from a set of four options. Students were most likely to choose the option of evenly spreading routes across the city, with social equity



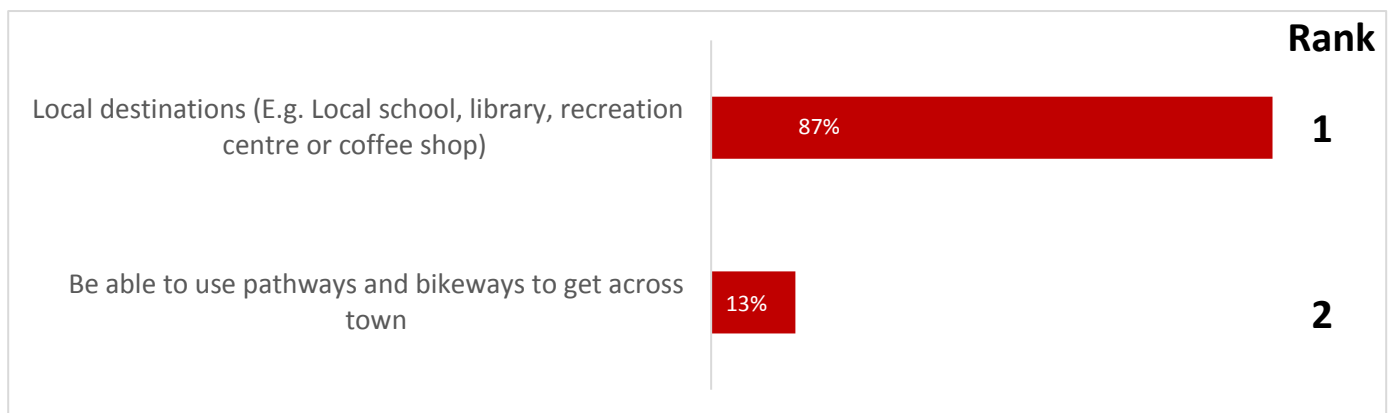
# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018

being the next-highest option and cycling uptake ranking third. Locations where safety concerns and collisions have taken place received the lowest rank overall from the students.



When asked what they would you rather have access to by foot and by bike, students valued the ability to get to local destinations significantly higher than the ability to get across town.





# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018

## Walking and Cycling Infrastructure

During the digital questionnaire students were asked questions about the likelihood that they would walk, use a mobility device or bike on several different types of pathways and bikeways.

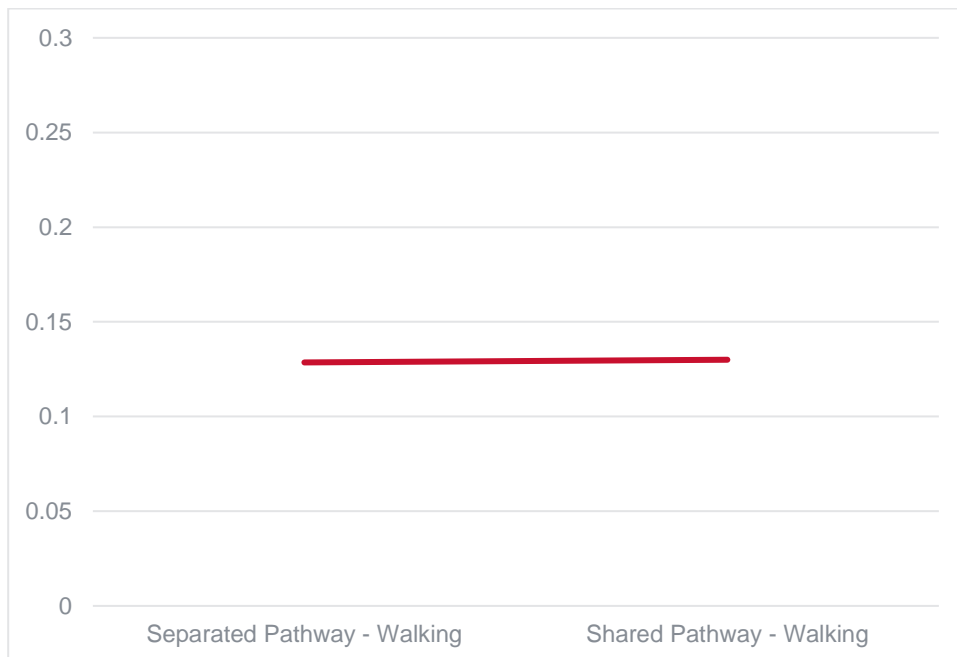
A weight was assigned to each of the answer categories, as follows:

- Very likely to choose = 2
- Likely to choose = 1
- Neutral to choose = 0
- Unlikely to choose = -1
- Very unlikely to choose = - 2

Each answer (percentage) was multiplied by this weight, after which an average was calculated. This average is the score for each question. Findings below on types of pathways and bikeways show these scores for all students.

## Walking Infrastructure

Students were asked how likely they would be to choose to walk or use a mobility device on two different types of pathways: a pathway separated for walking and biking, and a multi-use pathway shared by people walking, biking, etc. Average scores for separated pathways (score: 0.13) and shared pathways (score: 0.13) were found to be equally popular for walking.



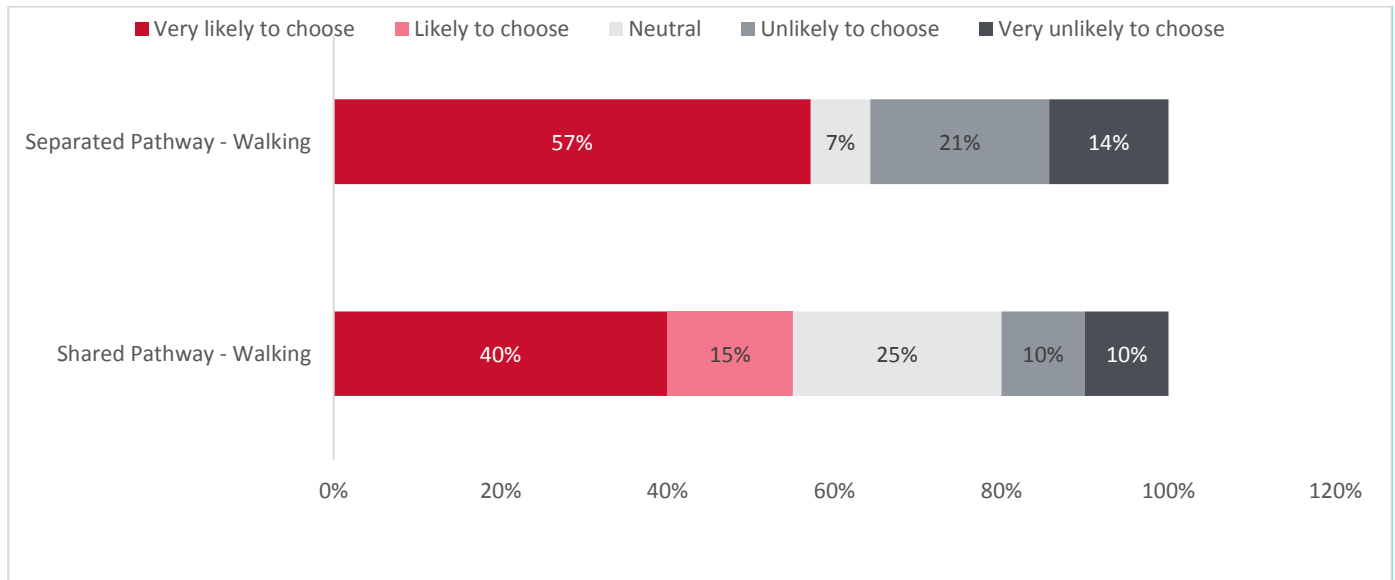




# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018

However, when walking, 63% of students indicated they would be likely to walk on a pathway with separate spaces for walking and biking, compared to a multi-use pathway, which only 55% of students indicated they would likely walk on.



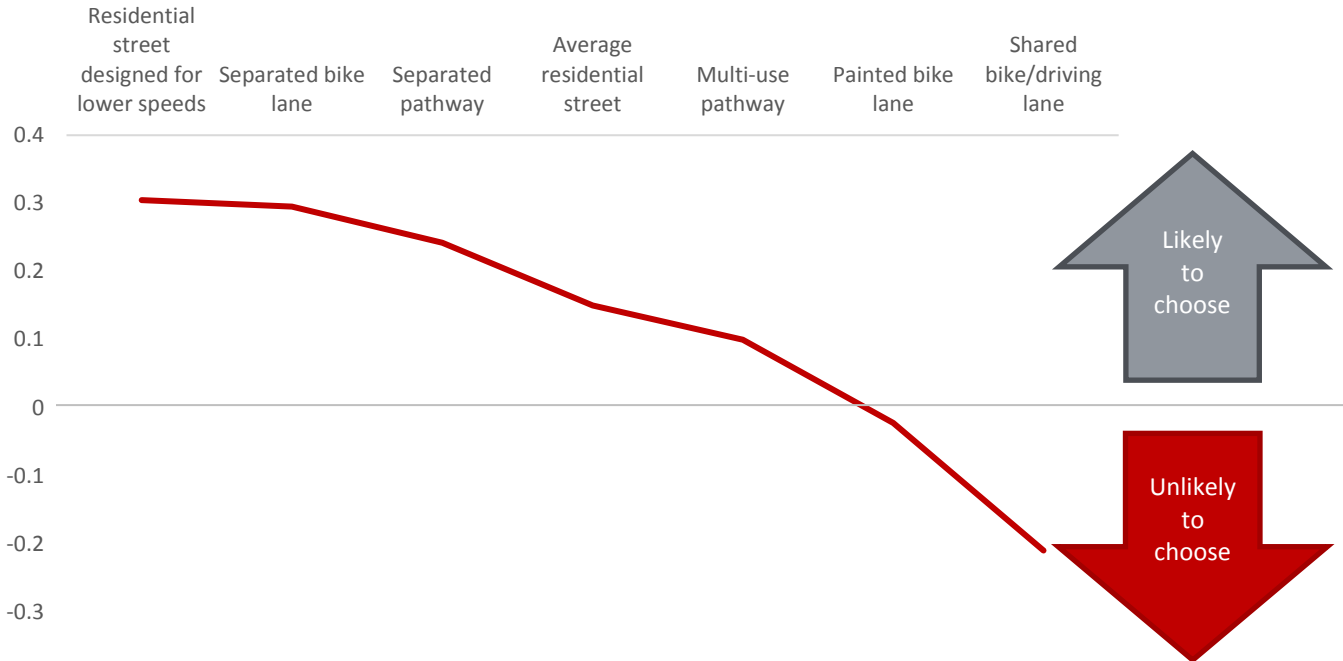
## Biking Infrastructure

Students were asked how likely they would be to choose to bike on seven different types of pathways and bikeways, shown above. Overall, the top three options students indicated they would be likely to ride a bike on were residential streets with a 30 km/h speed limit designed for slower speeds & fewer vehicles (average score of 0.30), physically separated on-street bike lanes (0.30), and pathways with separate spaces for walking and biking (0.24). Average residential streets (0.15) and multi-use pathways (0.10) received markedly lower scores, while the lowest scores were seen for painted bike lanes (-0.02), and for shared drive/bike lanes (-0.21). The negative score for the last two options signifies that it is unlikely to be a choice for students.

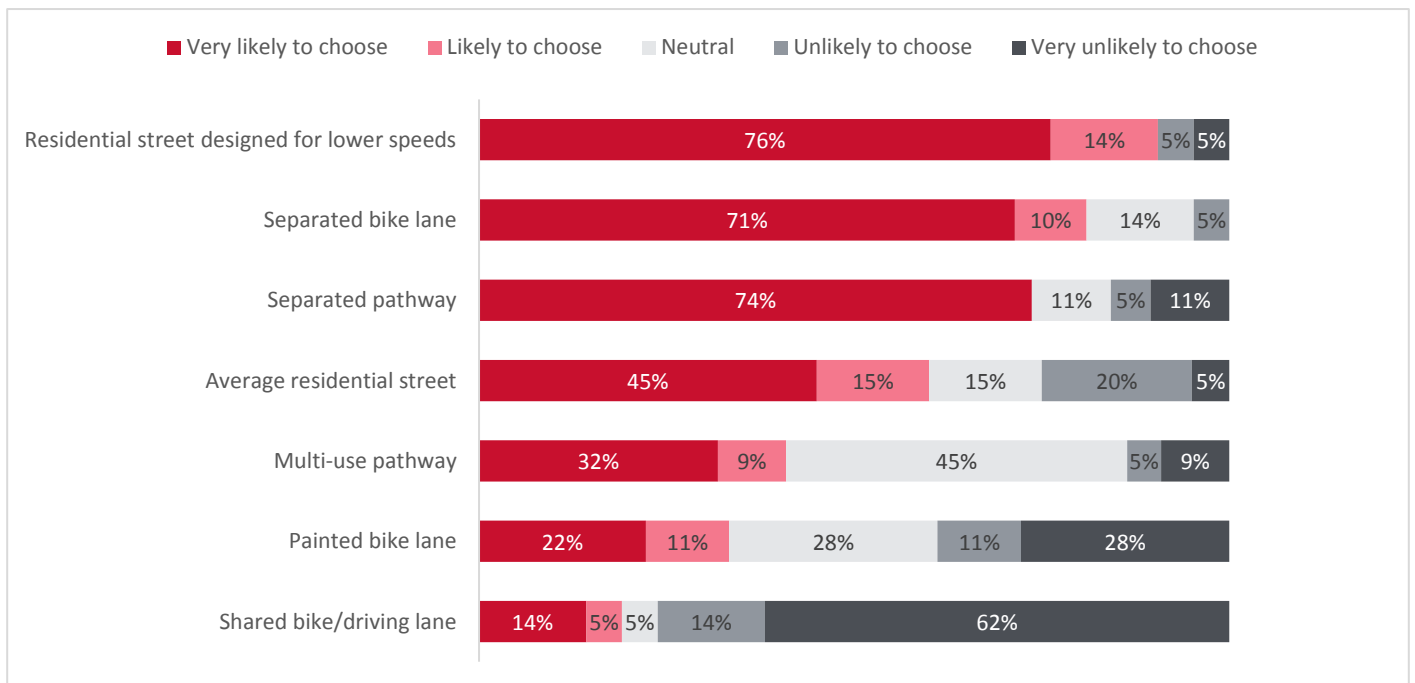


# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back  
July 16, 2018



When biking, students indicated they would be most likely to bicycle on residential street designed for lower speeds; 90% said they'd be likely to do so. The separated on-street bike lane option was also quite popular, with 81% saying they would be likely to choose it. 74% said they would choose a pathway with separate spaces for walking and biking.







# Calgary Pathway and Bikeway Plan

City Hall School Workshop Report Back

July 16, 2018

60% of students said they would be likely to choose to ride a bike on an average residential street. Only 41% were comfortable riding on a multi-use pathway, and 33% of students would choose to ride in a painted bike lane. Sharing the road with other traffic was the least preferred option, with only 19% saying they would be likely to choose it.

## **Verbal Feedback**

Themes that emerged from what students said are that they would not feel safe sharing space when biking with vehicles. In reference to a painted bike lane, students suggested that a painted bike lane provided no physical protection from vehicles and that younger children could not be trusted to stay within the painted lines. With respect to a separated bike lane using flexible delineators, students suggested that although they would feel a lot safer, they suggested that vehicles could still drive through the posts, and physical separation would be preferable.

The following are some of the verbal comments made by students visiting bikeway facilities:

No bike infrastructure on a busy road (2 Street at 8 Avenue S.E.):

- "I'd rather ride on the sidewalk".
- "I feel confident in my skills, I could ride here".
- "I wouldn't ride my bike here".
- "If I had to ride here, I would ride on the sidewalk".
- "I wouldn't feel safe".

Painted bike lane (11 Street at 7 Avenue S.W.):

- "Cars can still drive right into you".
- "I wouldn't feel comfortable riding here".
- "It's a bit better, but not really".
- "My little brother and sister wouldn't care but I wouldn't want to take them here because they might swerve into cars and I'm responsible for them".

Separated with flexible delineators (5 Street at 7 Avenue S.W.s):

- "I'd feel a lot safer here".
- "Cars can still drive right through the posts".
- "It's ok, but a concrete barrier would be better".
- "In other places I've seen they make it look really nice with planters and stuff".