



Calgary Pathway and Bikeway Plan

Stakeholder Report Back: What we Heard

June 6, 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.

Engagement overview

On May 29, 2018, The City of Calgary held a workshop for key stakeholders – who are invested in cycling, walking, skateboarding and otherwise making active use of the city’s pathways and bikeways – to share their expertise and feedback on the Calgary Pathway and Bikeway Plan and map.

The workshop consisted of three main activities:

- An informal opportunity to get to know each other as an invested and supportive community
- A presentation from the project manager
- Small-group discussion at poster stations of the draft Pathway and Bikeway map

Workshop participants:

Organization
Alberta Health Services
Bike Calgary
Bike Calgary
Calgarians for Cycle Tracks
Calgary Association of Skateboarding Enthusiasts (CASE)
Calgary Chinatown District Business Improvement Area (BIA)
City of Calgary, Calgary Building Services, Accessibility
Federation of Calgary Communities
Parks Foundation Calgary
University of Calgary – Government Relations



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Organizations invited to provide representation at this workshop:

Organization
Advisory Committee on Accessibility (ACA)
Alberta Health Services
Alberta Parks
Alberta TrailNet
Alberta Transportation
Bike Calgary
Calgarians for Cycle Tracks
Calgarians for Transportation Choice
Calgary Association of Skateboarding Enthusiasts
Calgary Board of Education
Calgary Catholic School Board
Calgary Economic Development
Calgary Parks Foundation
Calgary Public Libraries
Chamber of Commerce
Elbow Valley Cycle Club
Federation of Calgary Communities
Mayor's Youth Council
Mount Royal University
Safer Calgary
Southern Alberta Institute of Technology (SAIT)
Sustainable Calgary
Tourism Calgary
University of Calgary
Vision Zero YYC
17th Ave Retail & Entertainment District
4th Street South West BIA
Calgary Downtown Association
Chinatown District BIA
HIPville BIA
Inglewood BIA
International Avenue BRZ



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Kensington BRZ
Mainstreet Bowness BIA
Marda Loop BIA
Montgomery on the Bow BIA
Victoria Park BIA

What we asked

In small-groups, workshop participants discussed and scribed their responses to four questions related to plot-print versions of a draft Pathway and Bikeway map:

1. What are your first observations of this map?
2. What excites you about what you see on this map?
3. What concerns do you have about what you see on this map?
4. What questions do you have about this map and the Calgary Pathway and Bikeway Plan?

What we heard

What are your first observations of this map?

- Workshop participants noted how extensive the network appeared on the map
- Workshop participants wondered about how the network would be prioritized as it was being built

What excites you about what you see on this map?

- Participants again expressed enthusiasm about the extensive connectivity displayed on the map as well as the new and increased options for getting people where they need to be

What concerns do you have about what you see on this map?

- Participants expressed concerns about breaks in connectivity, especially in industrial areas and over existing infrastructure (i.e. Deerfoot Trail)
- Participants noted common deterrents to travellers making use of the pathways, including hills, limited information about the time required to travel to destinations, and limited connection with transit options for multi-modal transportation

What questions do you have about this map and the Calgary Pathway and Bikeway Plan?

- Participants wondered how this project encouraged engagement with groups representing various modes of travel (e.g. AMA, Pedestrian associations, City business units)
- Participants wondered how the Pathway and Bikeway connections could integrate with transit



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Summaries and verbatim comments

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

This report has been prepared for the project manager, Jennifer Black, to inform her work in the development of the updated Calgary Pathway and Bikeway Plan. The content of this report will be considered for integration with What we heard reports created after additional public engagement offered to Calgarians from mid-May to early June. Jennifer is encouraged to share this report with the stakeholders who were present in the workshop on May 28, and to use this report in follow-up meetings with these stakeholders to continue to build a supportive community of practice centred on active use of the city's pathways and bikeways.



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Summary of Input

Theme	Verbatim comment
Connectivity	<ul style="list-style-type: none"> • Lots of green in N.E. but limited connectivity moving east to west • Not all connected – some gaps – could connect to walkways • No intercity connections (i.e. Okotoks)? • Increase in options of pathway / bikeway use • Bike paths in industrial locations • New bridge over Bow / rail bridge (Inglewood) • Very extensive – touch on many areas – reach most people • Lots of green lines – good connectivity emerging • Not enough connectivity in industrial area – beer mile? ☐ • Challenges to reach the network where you are not directly on the route • Breaks to network – ensure continuity • Direct routes lost further from core
Prioritization	<ul style="list-style-type: none"> • Extensive network – mixed modes – should have prioritization • Network around areas of high use outside downtown (e.g. hospitals, schools, etc.) Need to be short term priority • New connections in N.E. – Central N.E. – needs to be priority in 5 to 10 years • Equality in green lines – does that mean equity? Is it serving who needs to be served? Getting people to where they need / want to be • How can the city guarantee funding for key projects? • Type of path impacts evaluation of the plan
Safety and functionality	<ul style="list-style-type: none"> • Map looks really good but would it necessarily reflect reality if built-form of paths is not safe, functional? • Major arteries and separation of bike lanes • People are deterred by hills – people won't commute north south due to hills – look at bike escalator? • Wayfinding challenges – times to reach destinations – encourage those who might not otherwise ride • Links to transit (opportunity – not a concern) • Bike storage opportunity – biker's destinations • Would help to have LRT stations and transit hubs identified. Helpful for considering multi-modal travellers • Bus racks? • Free up-hill transit with bikes? • Transit accessibility? • Bike transport / storage at trains? • Future of e-bikes and integration? • Are there alternatives to travelling up hills? Via Transit? • How about bike repair stations?



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	<ul style="list-style-type: none"> • Can wayfinding be incorporated? • Will the Biki bike system be supported? • Could incorporate interactive map (e.g. want to ride 30 min, use paths, route could be identified) • Will the Policy include an expectation to enhance network? • No topography (i.e. hills, etc.)
<p>Integration with existing infrastructure</p>	<ul style="list-style-type: none"> • What is the integration with existing and on street infrastructure? • Integration with complete streets • Skate park connections aren't clear (skateboard amenity strategy) • Consider links with existing infrastructure (Roads and Paths) – could improve infrastructure support – might be more clear if lines identified (could be just this map) • Major barriers crossing Deerfoot Trail (esp. N.E.) • Stairs only pedestrian overpasses (inclusive?) • No pathway connection on 37 street over Fish Creek in S.W. Could use path on Ring Road Bridge • Green Line LRT parallel pathway / bikeway • Leverage decommissioned rail (if any) for within-city and inter-city connections? • How will these pathways integrate with Green Line? • How will this project integrate with complete streets? • How does this work link to the 2009 Transportation Plan (and bigger corridors)?
<p>Communication and engagement</p>	<ul style="list-style-type: none"> • Have we spoken with groups that represent other modes of travel? AMA? Pedestrians / seniors? • How does this project break down silos between Parks and Transportation? • How familiar are the Councillors with this work?



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Verbatim Responses

The following section is comprised of three sub-sections:

1. Verbatim responses of workshop participants scribed during their discussion at poster stations of the draft Pathway and Bikeway map
2. Verbatim responses of workshop participants during the informal getting to know each other activity (i.e. creating a fun and informal slogan for the pathways and bikeways)
3. Verbatim responses of workshop participants at the end of the workshop, when asked about what they felt was positive about the workshop and what they felt should change at a possible follow-up workshop

Draft Pathway and Bikeway map responses

Group one

- What are your first observations of this map?
 - Lots of green in NE, but limited connectivity moving east to west
 - Network around areas of high use outside downtown (e.g. hospitals, schools, etc.) need to be short term priority
- What excites you about what you see on this map?
 - The increase in options of pathway / bikeway use
 - Bike paths in industrial locations
 - New bridge over Bow / Rail bridge (Inglewood)
 - New connections in NE – Central NE – needs to be priority in 5 to 10 years
- What concerns do you have about what you see on this map?
 - See above, re: connectivity – major arteries and separation of bike lanes
 - Not enough connectivity in industrial area – beer mile? □
 - People are deterred by hills – people won't commute north south due to hills – look at bike escalator?
 - What is the integration with existing and on street infrastructure?
 - How can the city guarantee funding for key projects?
 - Integration with complete streets
 - Skate park connections aren't clear (skateboard amenity strategy)
- What questions do you have about this map and the Calgary Pathway and Bikeway Plan?
 - Bus racks?
 - Free up-hill transit with bikes?
 - Transit accessibility?
 - Bike transport / storage at trains?
 - Future of e-bikes and integration?



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Group two

- What are your first observations of this map?
 - No topography (i.e. hills, etc.)
 - Direct routes lost further from core
 - Extensive network – mixed modes – should have prioritization
 - Not all connected – some gaps – could connect to walkways [circled on map]
- What excites you about what you see on this map?
 - Very extensive – touch on many areas – reach most people
 - Could incorporate interactive map (e.g. want to ride 30 min, use paths, route could be identified)
 - Equality in green lines – does that mean equity? Is it serving who needs to be served? Getting people to where they need / want to be
- What concerns do you have about what you see on this map?
 - Challenges to reach the network where you are not directly on the route
 - Breaks to network – ensure continuity
 - Wayfinding challenges – times to reach destinations – encourage those who might not otherwise ride
 - Consider links with existing infrastructure (Roads and Paths) – could improve infrastructure support – might be more clear if lines identified (could be just this map)
 - Major barriers crossing Deerfoot Trail (esp. N.E.)
 - Stairs only pedestrian overpasses (inclusive?)
 - Links to transit (opportunity – not a concern)
 - Bike storage opportunity – biker's destinations
- What questions do you have about this map and the Calgary Pathway and Bikeway Plan?
 - Have we spoken with groups that represent other modes of travel? AMA? Pedestrians / seniors?
 - How does this work link to the 2009 Transportation Plan (and bigger corridors)?
 - How does this project break down silos between Parks and Transportation?
 - How familiar are the Councillors with this work?
 - How will these pathways integrate with Green Line?
 - How will this project integrate with complete streets?
 - Are there alternatives to travelling up hills? Via Transit?
 - How about bike repair stations?
 - Can wayfinding be incorporated?
 - Will the Biki bike system be supported?
 - Will the Policy include an expectation to enhance network?



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Group three

- What are your first observations of this map?
 - Map looks really good but would it necessarily reflect reality if built-form of paths is not safe, functional?
 - No intercity connections (i.e Okotoks)?
- What excites you about what you see on this map?
 - Lots of green lines – good connectivity emerging
- What concerns do you have about what you see on this map?
 - No pathway connection on 37 street over Fish Creek in S.W. Could use path on Ring Road Bridge
 - Type of path impacts evaluation of the plan
 - Green Line LRT parallel pathway / bikeway
 - Would help to have LRT stations and transit hubs identified. Helpful for considering multi-modal travellers
- What questions do you have about this map and the Calgary Pathway and Bikeway Plan?
 - Leverage decommissioned rail (if any) for within-city and inter-city connections?

Getting to know each other responses (i.e. creating a fun and informal slogan for the pathways and bikeways)

- From city to nature, safely
- Active transportation for the health of it!
- A web connecting people, places, and neighbourhoods
- For everyone to get everywhere: faster
- Calgary's pathways and bikeways: connecting places, people, nature, neighbourhoods
- Calgary's pathways and bikeways: the scenic route that fits your daily needs
- Memorable. Web. A network that weaves together people, places and experiences around Calgary
- Bike-a-way
 - A way home
 - A way to travel
 - A way to green
 - Away from pedestrians
- Really good but really bad
- Great, but frustrating
- Huge potential!
- A vital part of our city
- Hate gas prices, use the bikeways!



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Workshop reflection responses (positive and change for next time)

“Positive”

- Interaction
- Talking back and forth as a team
- Using a similar voice / language
- Cake and coffee

“Change or focus on next time”

- Ensure participants can add value to the discussion
- Look at 5-year plan (10-year plan)?
- Identifying barriers – approvals, policy, politics