

## **CYCLING STRATEGY ANNUAL REPORT**

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### **EXECUTIVE SUMMARY**

As directed, Administration is providing an annual update of the 2011 Council-approved Cycling Strategy (per Action C-47). During the last year, much progress has been made to provide safer, more comfortable streets for cycling, improved education, and public access to a growing set of cycling data. Some of the main accomplishments this year include construction or improvement of 16.9 km of on-street bikeways, the adoption of the Centre City Cycle Track Network pilot, the release of bike data in the Yearbook Report, and the release of the Bike Count Report.

### **ADMINISTRATION RECOMMENDATION(S)**

That the SPC on Transportation and Transit recommends that Council:

1. Receive this update for information.
2. Direct Administration to return to the SPC on Transportation and Transit in 2015 December with an update.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the 2014 Jan 13 Council Meeting, Report TT2013-0792 (Cycling Strategy Annual Report), Council adopted the following recommendations:

1. To receive this update for information; and
2. Direct Administration to return to the Standing Policy Committee on Transportation and Transit by April 2014 with a recommended Centre City Cycle Track Network.

### **BACKGROUND**

The Cycling Strategy was approved in 2011 July and set Calgary on a path towards becoming a bicycle-friendly city. The Strategy calls for the planning, designing and building of more on-street bikeways; operating and maintaining bike facilities; and the development of an education and promotion program. Fifty actions are identified to achieve the goals of the Cycling Strategy. While the complexity of each action varies substantially, The City has made considerable progress on most of the action items and towards accommodating cycling into day to day decision making.

- 46 of the 50 Cycling Strategy action items are currently underway (See Attachment 1 for an update of each action)
- 36.3 km of new bikeways have been constructed since 2011 around the city (See Attachment 2 for a map of these projects)
- 26% increase in downtown bike trips since 2011 (Attachment 3)
- Creation and release of more bike data including the Yearbook Report, Annual Bike Count Report and downtown flow map for 2013 and 2014
- Council approved a one year pilot of the Centre City Cycle Track Network on 8/9 Av S, 12 Av S, and 5 St SW to be open by July 2015
- Council approved framework for the update to Pathway and Bikeway Plan (Action C-1)
- Council approved Complete Streets Policy
- Installation of bike signals or improved bike detection at several intersections
- Over 3,000 bike parking spaces are available citywide thanks to the Bike Rack Sponsorship Program, the Calgary Parking Authority, and Calgary Transit (spaces provided by private developers are in addition to this)

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- Education 'how-to' guides developed for new and unique projects, such as for Bowness Rd NW, Northland Dr NW, 10 Street and 3 Avenue NW, 7 Street SW Cycle Track and Sunmills Dr SE
- Over 3,500 followers on The City of Calgary's Bicycle Program Facebook page.

Much work however still remains to meet the on-street bikeway targets of the Cycling Strategy for 2020 (see Attachment 4 for a graph and Attachment 5 for definitions of each bikeway type).

- Bike lanes – Target of 180 km with 31.1 km built
- Cycle Tracks – Target of 30 km with 1.2 km built (5.5 km coming in 2015 with pilot network)
- Shared Lanes – Target of 20 km with 19.2 km built
- Signed Routes/Bike Blvd – Target of 370 km with 340.8 km built

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

The Cycling Strategy provides the framework for Calgary to become a bicycle-friendly community. Success will be measured in several different ways, including increases in the number of people choosing bicycling as their transportation mode, an increase in the availability of bikeways, and an increase in satisfaction with bicycling. Progress will be monitored and reported as data becomes available.

### **Stakeholder Engagement, Research and Communication**

Engagement on the Council-approved Cycling Strategy occurred prior to adoption. Additional engagement occurs with the planning and development of new bikeways and planning efforts. The City meets periodically with stakeholders from the bike community, Calgary Downtown Association, community associations and the general public typically in conjunction with specific actions. Members of the public are encouraged to follow the Bicycle Program's Facebook page for the latest news.

### **Strategic Alignment**

The Cycling Strategy and its actions align with the vision and goals of imagineCALGARY, the Calgary Transportation Plan, the Municipal Development Plan, the Centre City Plan, and the Complete Streets Policy.

### **Social, Environmental, Economic (External)**

Cycling continues to grow in popularity in Calgary. The number of all-day bike trips into and out of Centre City is at its all time high, up 26% since 2011. Construction of well designed bikeways will enable thousands more trips to happen by bicycle in downtown and citywide. Cycling represents a form of transportation that is financially accessible to most Calgarians.

Creating a city where more Calgarians can choose to cycle results in reduced dependence on motorized transportation, thereby improving air quality, reducing greenhouse gas emissions, and easing traffic congestion. Enabling more Calgarians to bicycle is an important, long-term strategy for reducing Calgary's ecological footprint and helps more people realize the health benefits of an active lifestyle.

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A positive bicycling environment contributes to an active city with a high quality of life. This environment establishes Calgary as a progressive city, which in turn helps attract talented and mobile people to our city. Good cycling infrastructure can also be good for tourism.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

The operating cost for the adopted Cycling Strategy was included within the approved 2012-14 Transportation Department budget. No additional funding is being requested with this update report.

#### **Current and Future Capital Budget:**

The capital cost for the adopted Cycling Strategy was included within the approved 2012-14 Transportation Department capital budget. No additional funding is associated with this update report.

### **Risk Assessment**

There are no significant risks associated with this update report.

<b>REASON(S) FOR RECOMMENDATION(S):</b>
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To update Council on the status of the fifty actions of the 2011 Cycling Strategy.
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### **ATTACHMENT(S)**

1. Status of Cycling Strategy Actions
2. Bikeway Projects 2011-2014 Map
3. Downtown Bike Trips 2006 – 2014 Graph
4. On-street Bikeway Targets for 2020 Graph
5. Definitions of Bikeway Types