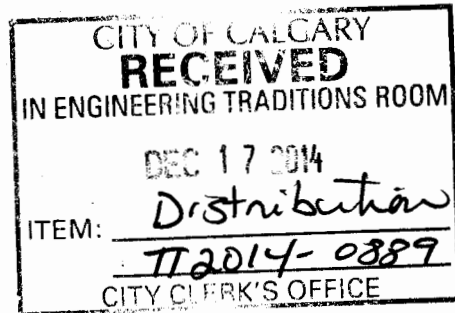


BIKE CALGARY

Historic City Hall (Sandstone Building)
700 Macleod Trail S.E.
Calgary, Alberta, Canada

December 17, 2014



Bike Calgary Comments Pertaining to the Centre City Cycle Track Pilot and Stephen Avenue Pilot Evaluation

Attention Councillor Keating, Chair SPC Transportation & Transit

Dear Councillor Keating,

Bike Calgary is pleased to provide comments on the Centre City Cycle Track Pilot and Stephen Avenue Pilot Evaluation. As a major stakeholder in both pilots, we are pleased to see that work is progressing in a timely manner. Bike Calgary is broadly supportive of the designs, evaluation criteria and implementation plans for both projects.

Cycle Track Network Map Update

Bike Calgary has been closely following the evolution of the Network, finding that it generally is aiming toward what ought to be expected from a high-quality cycle track pilot. We support the extension of the 5 Street SW cycle track by one block and we agree with Administration's suggestion that it will improve connectivity to the Bow River Pathway. Bike Calgary does note that the connectivity of cycle tracks to supporting infrastructure continues to be one of the most significant struggles for the Network. Both ends of the 12 Avenue S cycle track end quite abruptly, diminishing the ability of the facility to connect persons riding onto and off of the route. The termination of the 5 Street SW cycle track on its south end is better than had been expected, though the lack of a connection from 17 Avenue S to the Elbow River Pathway will mean that the cycle track cannot realise its full potential. The west-end termination of the 8 Avenue S cycle track at 11 Street SW is also a concern. Certain major cycling turn movements will be very difficult to execute, hampering the ability of the 8 Avenue S cycle track's ability to attract the "interested but concerned" demographic that the City is attempting to encourage with cycle tracks. Bike Calgary notes that signalling this intersection would alleviate this concern, while also providing safety and flow improvements for pedestrians and motorists as well.

Bike Calgary finds that, like at 8 Avenue S and 11 Street SW, there are solutions to all of these connectivity concerns. We trust that Administration will examine these solutions and also encourage Council to support Administration in realising said solutions. It is essential that Administration and Council do that which is reasonably possible to ensure the success of this pilot. In particular, this includes ensuring the connections offer safe, comfortable and reliable access to and from each of the cycle tracks.

Macleod Trail Connection

Though not mentioned in this report Bike Calgary understands that the connection between the Stephen Avenue Shared Space and the new 9 Avenue S cycle track may be on the sidewalk along Macleod Trail. Bike Calgary is very concerned about facilitating cycling in this way. As we have continuously highlighted, cycling on sidewalks, and the facilitation of such through boulevard pathways, represents an inconsistent commitment to improving

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cycling. One of the main purposes of the Cycle Track Network is to provide dedicated space for cycling, something not accomplished by allowing cycling on a sidewalk. We are particularly concerned that allowing cycling on this piece of sidewalk will encourage cycling on Macleod Trail's sidewalks both north and south of this section. Bike Calgary finds that this may lead to user conflicts and serve to reinforce inconsistent expectations of cyclists' place on our roadways.

3 Avenue S Supporting Bikeway

Bike Calgary recognises that 3 Avenue S is already a popular cycling route, one that is encouraging to see is being suggested as a supporting bikeway for the Cycle Track Network. Dedicated infrastructure on 3 Avenue S will improve access to a variety of Downtown destinations, including Eau Claire Market, Chinatown and many new retail, office and residential developments. We look forward to learning more about this route in the future.

10 Avenue S

In the past, Bike Calgary has opposed removing the 10 Avenue S bicycle lane, suggesting that improving the facility would be a better decision. This report indicates the floating cycling facility will be re-purposed as all-day parking. It also suggests that there will be no improvements to the traffic flow as a result of the removal of the cycling facility. In light of this, Bike Calgary again questions whether this change is actually an improvement.

Updated Evaluation Matrix

Bike Calgary finds the metrics and targets to be agreeable. We again stress that improving safety and increasing cycling rates are, by far, the most important measures of success.

Reduced Cost

Though even the original cost estimates for the Cycle Track Network were relatively very small, and even though Bike Calgary has stressed the importance of building an effective network over a cheap network, it is very encouraging to see that the costs have been refined. Delivering a safe, comfortable and accessible network, in the most cost-effective way possible, is exactly what Bike Calgary has been advocating for.

General

We respectfully ask that the Standing Policy Committee on Transportation and Transit recommend that Council adopt the recommendations in this report. We further encourage Council to support Administration in making further improvements to the Cycle Track Network and Stephen Avenue Shared Space pilots.

Sincerely,

<signed>

Kimberley Nelson
(President, Bike Calgary)

<signed>

Dale Calkins
(Vice-President, Bike Calgary)