

CENTRE CITY CYCLE TRACK NETWORK

PLANNING CALGARY'S CENTRE CITY CYCLE TRACKS



Cycle tracks give Calgarians more transportation choices

Improving transportation choices in Calgary's busiest area, the Centre City, is important to a city that is expected to double in population 60 years from now. Choices give people the option to leave their car at home, which avoids traffic congestion, lowers the stress on the transportation system, and avoids the expense of parking. Since 1996, how people travel in and out of the Centre City has changed:

- People arriving by car decreased from 60% of traffic to 39%
- People arriving by transit increased from 33% of traffic to 51%
- People arriving by foot increased from 5% of traffic to 8%
- People arriving by bike increased from 1% of traffic to 2%

Better and well maintained cycling infrastructure, like cycle tracks, increases the appeal of cycling as a way to travel in and around the downtown, even in a winter city. It can become a real, year-round transportation option that's affordable and healthy, making Calgary's downtown more accessible to more people.

Cycle tracks make it easy to bike downtown

There is already a growing market for cycle tracks. More bicycle facilities, such as secure parking and locker rooms, are found in existing buildings and included in new buildings, offering people an alternative to driving or public transit:

300 stalls
Eighth Avenue Place

600 stalls
The Herald Building (future)

400 stalls
The Bow

200 stalls
TELUS sky (future)

Calgary Parking Authority also offers secure bike parking stalls in their parkades. But, getting to these and other downtown destinations is a challenge.

The current pathway system offers a safe space for people cycling until they reach downtown. They then have to brave the busiest roads in Calgary - a barrier to some people who want to bike. Cycle tracks offer that missing protected piece between the pathway and those destinations. It makes cycling an attractive choice to more people.

What is a cycle track? It's an on-street bike lane separated by a physical barrier.

7 STREET S.W. CYCLE TRACK (OPENED JULY 2013)

Daily summertime bike trips increased from 270 to 1,100 (430% increase)

Sidewalk cycling decreased from 25% to less than 1%

Traffic signals re-timed to improve traffic flow



Winter cycling on 7 Street S.W. cycle track



Family cycling on 7 Street S.W. cycle track

www.calgary.ca/cycletracknetwork

calgary.ca | contact 311



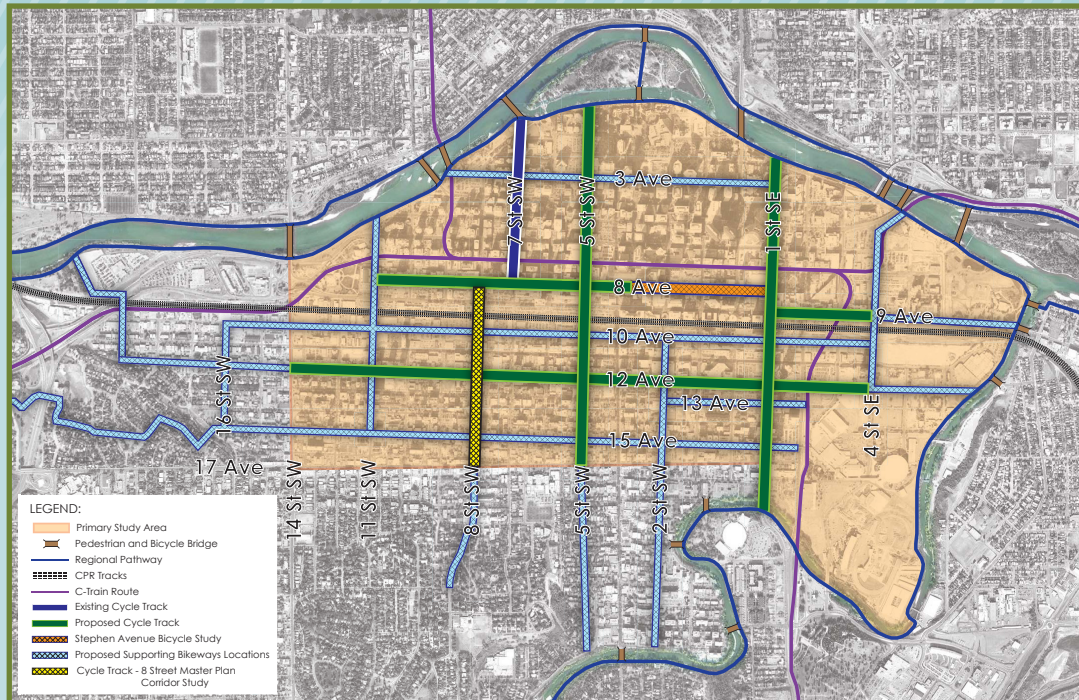
Onward/ Providing more travel choices helps to improve overall mobility in Calgary's transportation system.



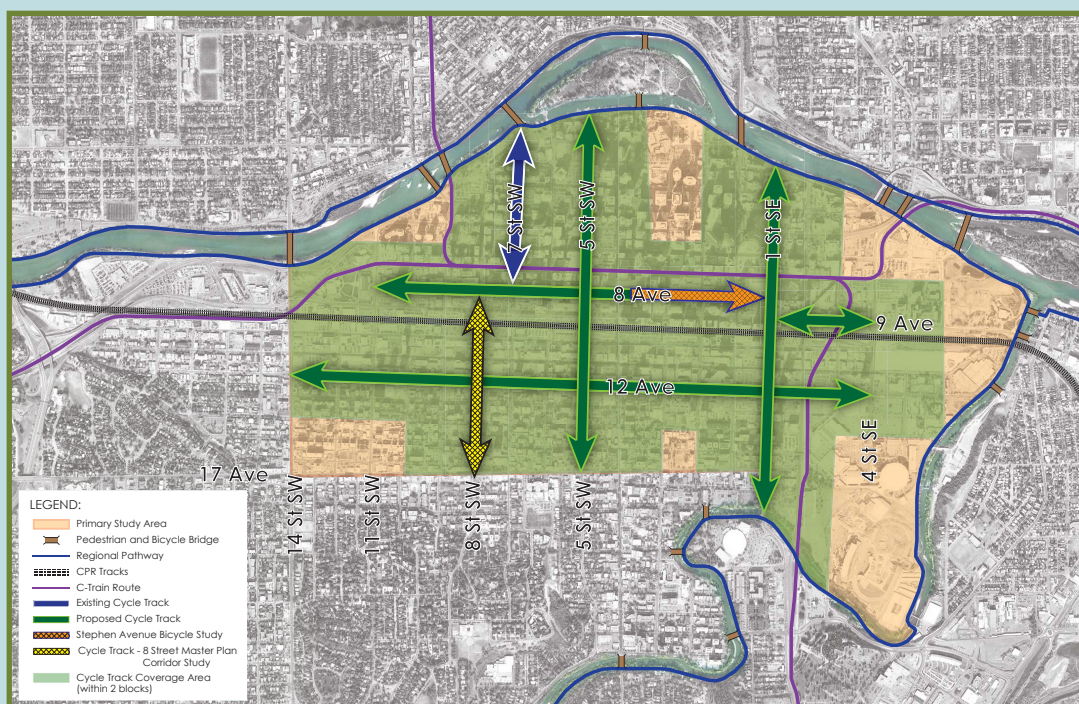
CENTRE CITY CYCLE TRACK NETWORK

CALGARY'S PROPOSED CYCLE TRACK NETWORK IN THE CENTRE CITY - 5 YEAR PLAN

Proposed centre city cycle track and supporting bikeways



Centre city cycle track coverage - 2 block range





CENTRE CITY CYCLE TRACK NETWORK

CALGARY'S **PROPOSED** CYCLE TRACK NETWORK IN THE CENTRE CITY - 5 YEAR PLAN

How did we choose the cycle track locations?

There were a number of items the project team considered when selecting the streets and avenues for cycle tracks.

The result of the analysis led to seven streets and avenues chosen for a cycle track. Together they form a cycle track network that connects people from the Bow River and Elbow River Pathways to within two blocks of their downtown destination. The cycle track network also offers direct options to travel by bike through the Centre City, from end-to end.

CONNECTIVITY

Does the road connect to the river pathways and reach downtown destinations and workplaces?

DEMAND

How many people cycle now and what is the potential in the future?

IMPACT TO TRAFFIC

Will pedestrians, public transit and cars be impacted and if so, can those impacts be minimized?

CROSSING AREAS

How many intersections, driveways, alleyways, crosswalks, bus stops, and turning lanes will the cycle track cross?

COST AND CONSTRUCTABILITY

Is one road better for a cycle track than another due to the traffic signal work, curb work, type of cycle track, and length?

PUBLIC ENGAGEMENT

What's important to Calgarians and where do they see cycle tracks benefiting them and the city?

296

Km of traffic lanes in Calgary's Centre City

9.5

Km of proposed cycle tracks

3%

Existing traffic lanes are proposed for cycle tracks.

CENTRE CITY CYCLE TRACK NETWORK

A street for everybody

The avenues and streets selected will be redesigned to fit the cycle track in the existing road width. In some areas traffic lanes and on-street parking will be changed.

On-street parking: Some parking may need to be relocated to side streets, removed, or redesigned (parallel to angles). Where space is available, we may add parking stalls.

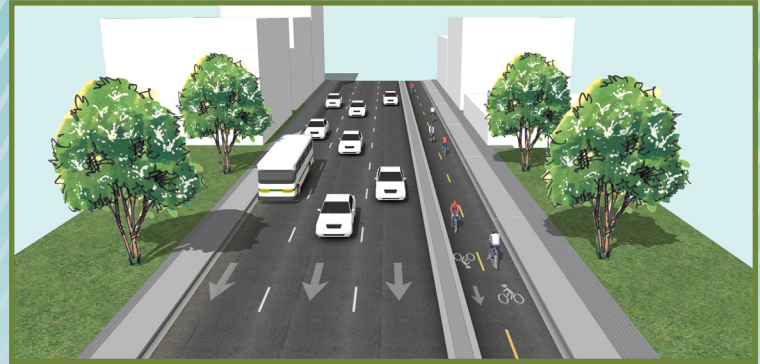
Traffic flow: Overall, each road will become more accessible to more people. Generally, one travel lane will turn into a two-way cycle track. In all cases, intersections will be redesigned to make sure traffic flows well through the area:

- New traffic signal timing
- New traffic signals
- New roadway markings

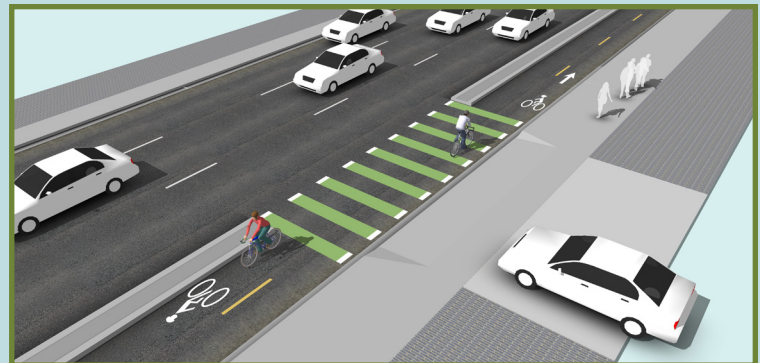
A safer street for everybody

Cycle tracks make roads safer. They are designed to provide a safe space for cycling and a more predictable space for walking, cycling, driving and transit vehicles:

- Gives people who cycle protected space on the road
- Encourages people to follow traffic laws
- Decreases cycling on the sidewalk
- Reduces the chance of collision



1 Street S.E., typical mid-block design



Typical driveway and alleyway crossing



Intersection at 1 Street and 6 Avenue S.E.

Top five things we heard from Calgarians to consider when choosing cycle tracks

"Bicycling safety"

"Connections
to other bike
facilities"

"Traffic
movement"

"Access to
businesses, shops,
and restaurants"

"Pedestrian
crossings"