

**Response to TT2014-0150 from  
The Calgary Downtown Association  
February 19, 2014**

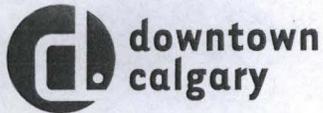
The Calgary Downtown Association (CDA) has been supportive of the detailed investigation into the use of 1<sup>st</sup> street east, from the Bow River south to the Elbow River as a cycling route, as we recognize that this would serve as a direct connection between two major river pathways, several residential areas and allow access into and through the central business district.

Engagement on this portion of the Cycling Strategy has shown improvement over previous programmes, although the team admits the self selection of cyclists to participate in open houses, surveys etc. (It was challenging to find the recent survey on the City's website.) Economic measurements are still not being captured, which will make the measurement of success more difficult. Based on the 7<sup>th</sup> street cycle track, the economic impact on businesses has not been positive in several instances, and certainly hasn't been what was suggested.

The investigation and analysis on this project is lacking in quantitative results. It is difficult to comprehend the 4.5 minute number given as the travel time, during the PM rush hour, from Riverfront Avenue to 18<sup>th</sup> avenue, as the traffic always seems to be extremely slow at that time. Suggesting that with 25% of the road surface being made unavailable to vehicular traffic would only increase the travel time by 30 seconds to one minute, is hard to imagine. If those numbers are assumed to be correct, there has not been any information shared in regard to the impact on pedestrian transit times, or the impact on the vehicular traffic travelling on the east/west avenues that intersect with 1<sup>st</sup> street east. There must be some impact if the signal timing is to be altered. We have been assured that the new signal timing required to accommodate the four car LRT trains, expected later this year, has been incorporated into the reported estimated travel times. It is also unclear as to how buses will be impacted by the cycle track, and the reduce road surface, as there is only one layby north of the CPR tracks, but two busy bus stops. Access under the CPR tracks, though not included in the design, will be a significant challenge. It would have to be assumed that any delays over that stretch of the corridor have not been incorporated into the estimated lengthened travel times.

With the proposed signal light for cyclists at Riverfront Avenue, the impact on the traffic flow is not quantified. This is a major access point for Chinatown, as well as Eau Claire, and delays would be poorly received.





All parking/drop off/loading space at the Trinity Building and the cathedral appears to have been removed, which will likely be a concern for disabled persons and seniors frequenting those buildings.

Last, but not least, the #1 fire hall access, which is both north and south during emergencies, looks to be very restricted by the physical barriers of the proposed cycle track. Any delay in emergency dispatch, especially in the downtown, where thousands of people are impacted by each alarm, would not be acceptable.

The CDA would recommend that a complete study be finished, including the pedestrian travel time, east/west traffic and economic impacts, and if it is still deemed that 1<sup>st</sup> street east is an appropriate location for a cycle track, that a measurable pilot be done over two years, using less physically imposing structures similar to what was implemented on Laurier Avenue in Ottawa. We would suggest that success be measured by ensuring improved or stable business revenues, tripling the number of existing cyclists (1160 bicycles/day X 3 = 3480 bicycles/day), and reducing the number of accidents involving combinations of cyclists with both pedestrians and vehicles.

A handwritten signature in black ink, appearing to read 'Maggie Schofield'.

Maggie Schofield  
Executive Director  
Calgary Downtown Association

