

## **CYCLING STRATEGY 2016 ANNUAL REPORT**

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### **EXECUTIVE SUMMARY**

As committed, Administration is providing an annual update of the 2011 Council approved Cycling Strategy (Action C-47). During the last year, progress has been made on all three pillars of the Cycling Strategy (plan-design-build, operate & maintain, educate & promote). The Transportation Department delivered 9 km of new or improved bikeway and two dozen spot improvements, continued operating the Centre City Cycle Track Network Pilot, improved winter maintenance techniques, collected more usage data and delivered dozens of educational messages to help all roadway users to better understand new facilities and the rules of the road.

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

That the SPC on Transportation and Transit recommends that Council:

1. Receive this update for information and direct administration to return to SPC on Transportation and Transit in December 2017 with an annual update.

### **RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 DECEMBER 08:**

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That Council approve the Administration Recommendation contained in Report TT2016-0833.

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

At the 2016 January 11 Council Meeting, Report TT2015-0851 (Cycling Strategy Annual Report), Council adopted the following recommendations:

1. To receive this update for information and direct administration to return to SPC on Transportation and Transit in December 2016 with an update.

### **BACKGROUND**

The Cycling Strategy was approved in 2011 July and set Calgary on a path towards becoming a bicycle-friendly city and make cycling as attractive as other transportation modes. The Strategy calls for the planning, designing and building of more on-street bikeways; operating and maintaining bike facilities at a higher level; 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 progress on nearly all of the action items. Cycling is now incorporated into day to day decision making on capital improvements while also balancing the needs of all roadway users. Highlights from this year include:

## **CYCLING STRATEGY 2016 ANNUAL REPORT**

---

### **Overall Progress:**

- 49 of the 50 action items are currently underway (See Attachment 1)
- 72% increase in downtown bike trips since 2011, including a 40% increase since last year (See Attachment 2)
- A doubling of the number of people cycling to work city wide between the 2011 and 2016 Civic Census
- Collection and release of more bike data including the 2015 Annual Bike Count Report which monitors the demographics of who is cycling at 78 locations across the city

### **Plan, Design and Build:**

- 11 km of new or improved bikeways in 2016, including improvements to 20 Street S.W., Richmond Road S.W., Edmonton Trail N.E., 5 Avenue N.W., 53 Street N.W. and 52 Street N.W. (See Attachment 3 for a map and Attachment 4 for a list of projects delivered this year)
- 69 km of new bikeways have been constructed or improved since 2011 around the city
- Construction of two dozen spot improvements in 2016 including bicycle ramps and bike access through traffic calming barriers
- Added 436 new bike parking spaces in the last year. Over 4,000 bike parking spaces are available city-wide thanks to the Bike Rack Sponsorship Program, the Calgary Parking Authority, and Calgary Transit (see action C-21 for more detail).

### **Operate and Maintain:**

- Continued improvements and efficiencies with snow and ice control on marked bikeways
- Pavement markings are being refreshed more often along bikeways

### **Educate and Promote:**

- Creation of education materials for new projects
- 32,000 interactions with Calgarians by the Bicycle Ambassador team during the rollout of the cycle track network pilot
- Provided education session to Calgary Transit operators (see action C-31 for more detail)

### **Evaluation:**

The City is progressing towards the Cycling Strategy 2020 targets to create more on-street bikeways. See Attachment 5 for definitions of each bikeway type.

- Bike lanes – Target of 180 km with 34 km built
- Cycle Tracks – Target of 30 km with 7.1 km built
- Shared Lanes – Target of 20 km with 17.8 km built
- Signed Routes/Bike Blvd – Target of 370 km with 340 km built

More bikeway projects are planned for the 2017 construction season. The City has been engaging with several communities to improve access and safety for those who bicycle. These projects are also helping to address deficiencies in pedestrian facilities, to better manage community traffic. These projects were identified in the current Council approved Pathway and Bikeway Implementation Plan or in other City plans.

## **CYCLING STRATEGY 2016 ANNUAL REPORT**

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### **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 number of bikeways, and an increase in satisfaction with bicycling.

### **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. The City also meets periodically with stakeholders from the bike community, Calgary Downtown Association, community associations and the general public. Members of the public are encouraged to follow the Bicycle Program's Facebook page for the latest news.

The Citizen Satisfaction Survey includes a question asking Calgarians their satisfaction with various programs or services. Sixty-five percent of Calgarians state they are satisfied with "On-Street Bikeways" in 2016, which is up 4% from last year. The same survey also asks Calgarians how important "On-Street Bikeways" is. In 2016 the result is 56%, which is up 3% from last year.

### **Strategic Alignment**

The Cycling Strategy and its actions align with the vision and goals of ImagineCalgary, the Calgary Transportation Plan, Safer Mobility Plan, the Centre City Plan, the Complete Streets Policy and Council's "A city that moves" priority within Action Plan.

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

Cycling continues to grow in popularity. The number of all-day bike trips into and out of downtown is up 72% since 2011 and according to the 2016 Civic Census the number of Calgarians commuting to work by bicycle has doubled, up from 2,923 in 2011 to 6,798 in 2016. In some communities such as Rosedale and Wildwood, up to 10% of residents now get to work by bicycle thanks in part to bikeway improvements.

Creating a city where Calgarians have a choice to bicycle, results in reduced dependence on automobiles, better air quality, and fewer greenhouse gas emissions. Good cycling infrastructure contributes to healthier citizens and helps improve the quality of life of Calgarians. Cycling infrastructure is one of the cheapest forms of transportation in terms of capital costs and also is very affordable compared to driving or taking transit. This can create significant household savings for Calgarians.

### **Financial Capacity**

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

The operating cost for the adopted Cycling Strategy is included within the approved 2015-18 Action Plan. No additional funding is being requested with this update report.

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

The capital cost for the adopted Cycling Strategy is included within the approved 2015-18 Action Plan budget under the City-Wide Active Modes Program (Program 126-103). No additional funding is associated with this update report.

## **CYCLING STRATEGY 2016 ANNUAL REPORT**

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### **Risk Assessment**

There are no significant risks associated with this update report.

### **REASON(S) FOR RECOMMENDATION(S):**

To update Council on the status of the 2011 Cycling Strategy action items.

### **ATTACHMENT(S)**

1. Status of Cycling Strategy Actions
2. Daily Downtown Bike Trips 2010-2016 Graph
3. Map of 2016 Bikeway Projects
4. List of 2016 Bikeway Projects
5. Definitions of Bikeway Types