



CD2022-0797 Mobility Trends in Calgary

COVID-19 Transportation System Monitoring

Presentation to the Community Development Committee – July 28, 2022

Recommendation

Administration recommends that the on Community Development recommend that Council receive this information for the Corporate Record.

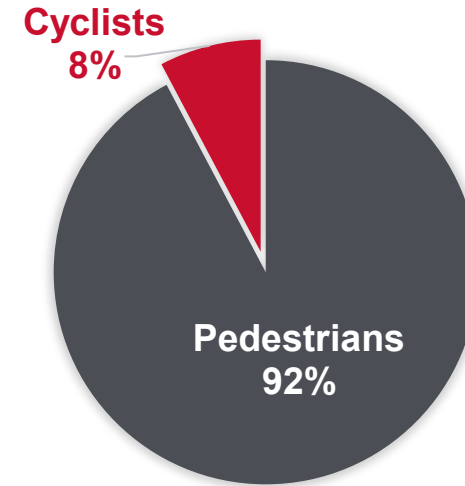


- Public health restrictions were eased in February 2022.
- Recovery of transit volumes in certain segments.
- Overall transit volumes are not recovering as quickly.

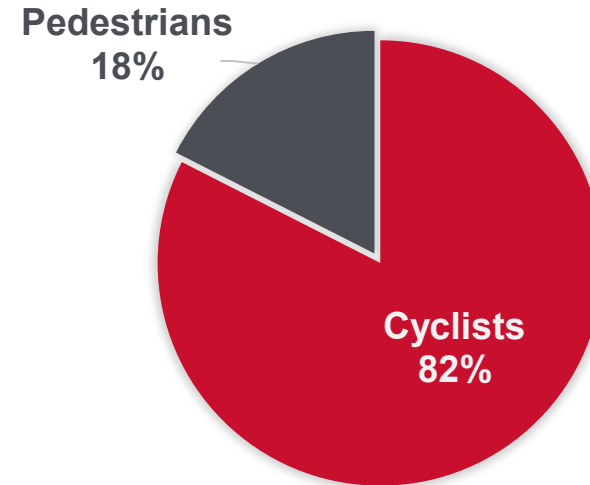


Adaptive Roads

- Adaptive roads are operation in four locations across the city:
 - 12 ST SE
 - Crescent RD NW
 - 50 AV SW
 - Crowchild TR SW (Lakeview)
- Pedestrians tend to prefer the pathways and sidewalks
- Cyclists prefer the adaptive road.



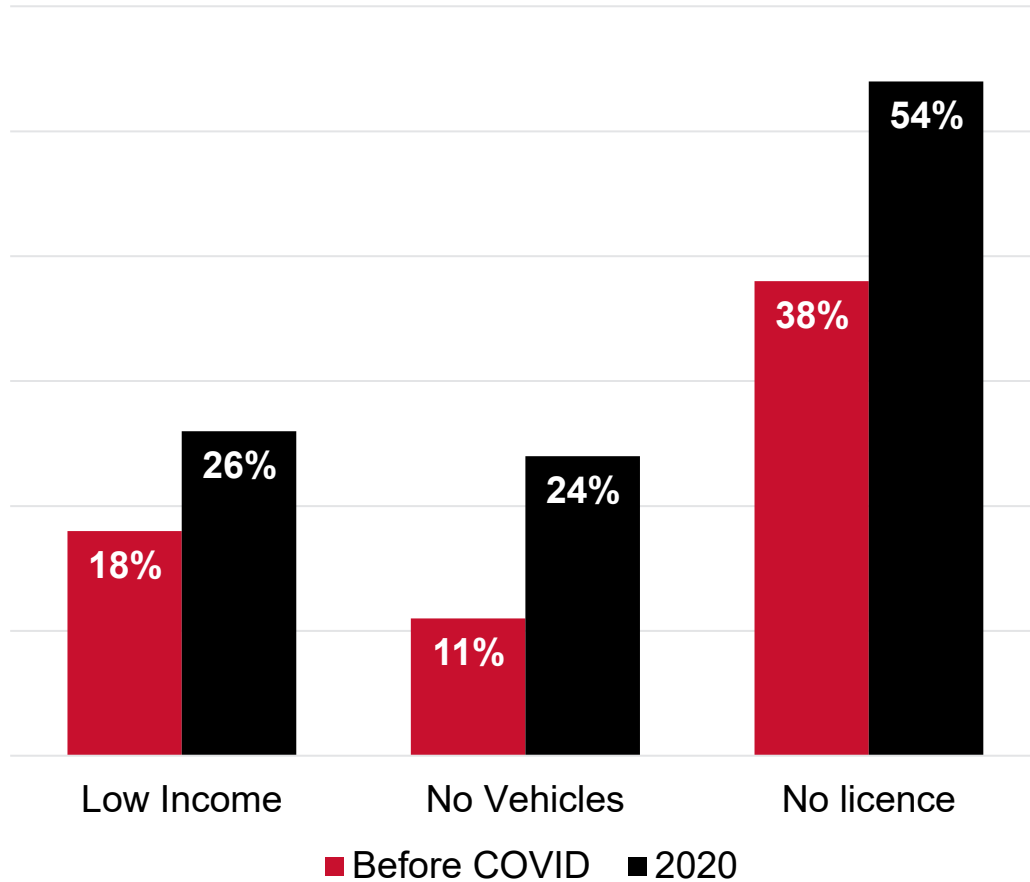
Pathway and sidewalk users



Adaptive road users



Percent of transit users who are transit dependent



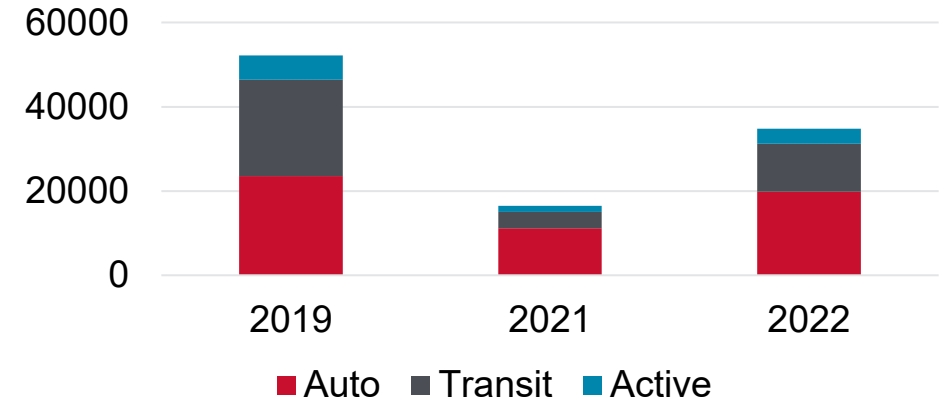
Transit Dependent Users

- Transit dependent users are passengers who do not have easy access to other modes of transportation.
- This includes
 - Low-income households
 - Households with no vehicles
 - People who do not have a driver's licence.
- These users continue to depend on transit, while others have shifted to other modes or stayed home.

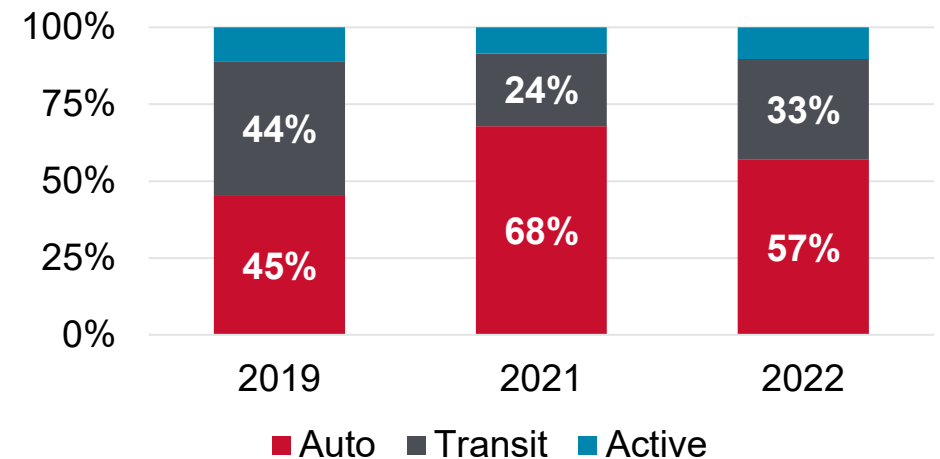


- Trips into the downtown core doubled between 2021 and 2022 and is two-thirds of pre-pandemic levels.
- Auto mode share increased in 2021 as people travelling to the downtown shifted modes.
- As workers return to the downtown, the transit mode share has improved.
- Mode share is also impacted by factors such as parking availability and cost, safety, and work schedules.

AM Inbound Trips



AM Inbound Mode Split

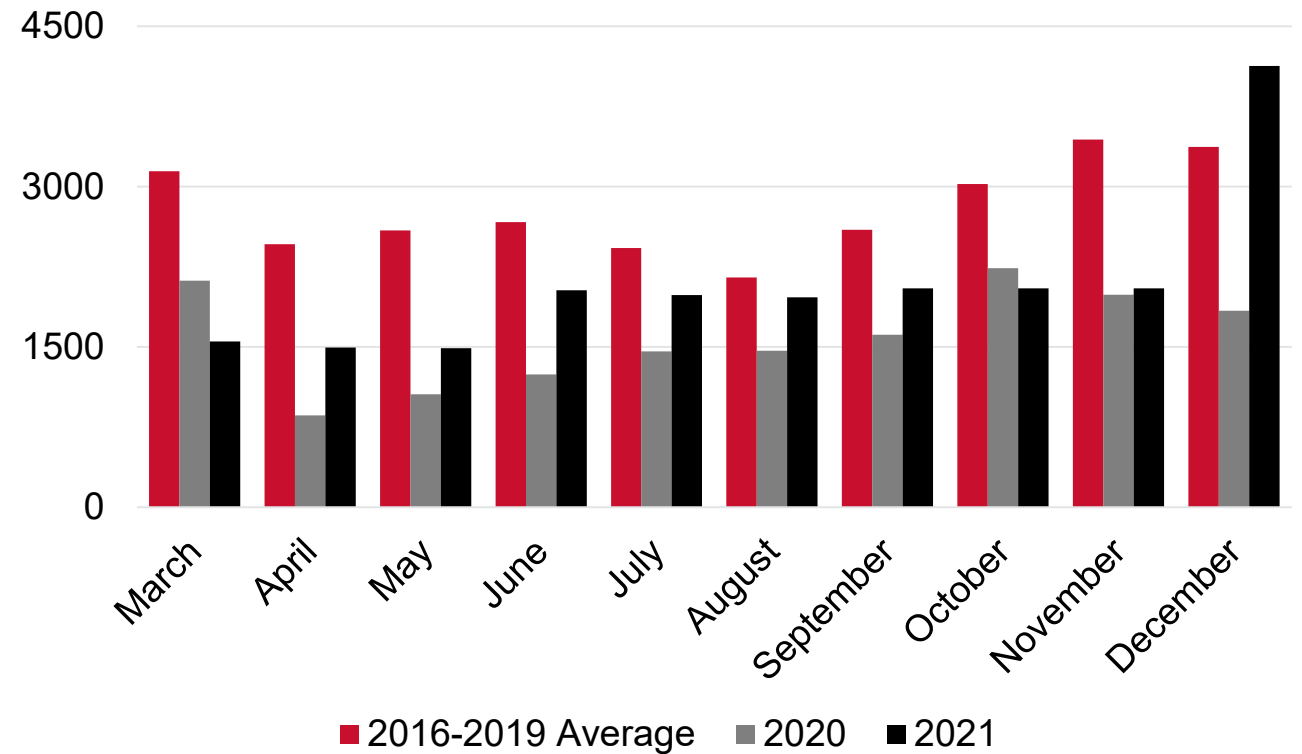


Collisions & Safety

- The total number of collisions increased in 2021 and remains below historical averages.



Collisions by Month



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