

CENTRE CITY CYCLE TRACK NETWORK PILOT PROJECT

EXECUTIVE SUMMARY

Administration is seeking approval to proceed with a network of cycle tracks in the Centre City. Further, Administration proposes to install a cycle track network as a one-year pilot project, monitor and evaluate it based on performance measures, and report results back to this committee. Cycle tracks will increase mobility through the downtown core by opening up routes for bicycle access to offices, homes, shops, cultural destinations and parks with short, medium and long-term benefits for people walking, taking transit and driving. The completion of a network of physically separated bike facilities, or cycle tracks, is critical to achieving the Cycling Strategy target of 4% of all morning peak period trips into downtown being made by bicycles by 2020.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommend that Council:

1. Approve the Centre City Cycle Track Pilot Project Network map (Attachment 2).
2. Direct Administration to open the Centre City Cycle Track Pilot Project Network in 2015.
3. Direct Administration to report back to the SPC on Transportation and Transit on the results of the Centre City Cycle Track Pilot Project Network with a final report no later than December 2016.

RECOMMENDATIONS OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2014 APRIL 16:

That Council:

1. Approve the Centre City Cycle Track Pilot Project Network map (Attachment 2);
2. Direct Administration to open the Centre City Cycle Track Pilot Project Network in 2015;
3. **Direct Administration to create an evaluation plan for the pilot, incorporating what will be measured, including but not limited to the measurements in Attachment 3, as well as frequency and severity of collisions, impact to local businesses, and impact on motorist and pedestrian travel time. The plan should also include targets and benchmarks for each measurement and a description of how data is to be captured. A draft plan to be presented to SPC on Transportation and Transit for information no later than June 2014.**
4. Direct Administration to report back to the SPC on Transportation and Transit on the results of the Centre City Cycle Track Pilot Project Network with a final report no later than December 2016.

Oppositions to Recommendations:

Opposed: S. Chu, J. Magliocca, W. Sutherland

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Excerpts from the Minutes of the 2014 April 16 Regular Meeting of the SPC on Transportation and Transit:

“AMENDMENT, Moved by Councillor Magliocca, that Administration Recommendation 1 contained in Report TT2014-0159, be amended as follows:

- by deleting the word “Approve” before the words “the Centre City Cycle” and by substituting the words “Direct Administration to amend”; and
- by adding the words “to propose one east/west and one north/south cycle track within the cycle network plan excluding 1st Street S.E.” following the words “(Attachment 2)”.

ROLL CALL VOTE:

For:

A. Chabot, S. Chu, J. Magliocca, W. Sutherland

Against:

D. Farrell, B. Pincott, E. Woolley, N. Nenshi, G-C. Carra

MOTION LOST

AMENDMENT, Moved by Councillor Magliocca, that Administration Recommendation 4 contained in Report TT2014-0159 be amended by deleting the date “December 2016” following the words “with a final report no later than”, and by substituting with the date “May 2017”.

ROLL CALL VOTE:

For:

S. Chu, J. Magliocca, W. Sutherland, G-C. Carra

Against:

A. Chabot, D. Farrell, B. Pincott, E. Woolley, N. Nenshi

MOTION LOST

Councillor Sutherland requested that, pursuant to Section 155(7)(a) of the Procedure Bylaw 44M2006, as amended, the lost motions with respect to Report TT2014-0159 be forwarded to Council for information, as an excerpt from the Minutes.”

“APPROVE, Moved by Mayor Nenshi, that all distributed documents with respect to Report TT2014-0159 be attached to Report TT2014-0159, prior to being forwarded to Council.

CARRIED”

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PREVIOUS COUNCIL DIRECTION / POLICY

At the 2011 July 4 meeting of Council, a Motion Arising was passed: “Moved by Alderman G-C. Carra, Seconded by Alderman A. Chabot, that with respect to Report LPT2011-63, while broadly supportive of the Cycling Strategy, that Council direct the Administration to review Appendix A of Attachment 7 to determine, through engaging with the Cycle Community, an updated and East-West-North-South separated Cycle Route Network through the Centre City, as part of the implementation plan for the Bike Strategy.”

At the 2014 January 13 meeting of Council, Mayor Nenshi requested an opportunity for Council to review and approve the 2014 Cycle Track Construction Plan. Administration agreed to bring details about the proposed 1 Street S.E. cycle track to the SPC on Transportation and Transit for a detailed conversation before construction would begin.

At the 2014 February 19 meeting of T&T, a motion was passed to “APPROVE, Moved by Councillor Woolley, that Administration Recommendation 2 contained in Report TT2014-0150 be approved, as follows: That the SPC on Transportation and Transit recommend that Council: Direct Administration to finalize work on the Centre City Cycle Route Network and report back to the SPC on Transportation and Transit at the meeting of 2014 April 16.”

At the 2014 February 19 meeting of T&T, a motion was lost: “APPROVE, Moved by Councillor Woolley, that Administration Recommendation 1 contained in Report TT2014-0150 be approved, as follows: That the SPC on Transportation and Transit recommend that Council: Direct Administration to incorporate the 1 Street S.E. cycle track into the Centre City Cycle Track Network plan.” Pursuant to Section 155 (7) (a) and (b) of the Procedure Bylaw 44M2006, as amended, Councillor Woolley requested that the lost motion with respect to Report TT2014-0150 be forwarded to Council for information.

At the 2014 March 10 meeting of Council, a Motion was passed: “REFER, Moved by Councillor Demong, Seconded by Councillor Colley-Urquhart, that Report TT2014-0150 be referred to the Administration to come back with options to the 2014 April 16 Regular Meeting of SPC on Transportation and Transit with the entire Centre City Cycle Route Network Plan.”

The Cycling Strategy (LPT2011-63) sets a target of 30km of cycle tracks by 2020. Today the 7 St. S.W. cycle track, the first in the Centre City, contributes 0.7 km toward the 30km target. The Cycling Strategy also lists two actions supportive of cycle tracks in the Centre City:

- C5 Plan, design and build priority pilot projects including cycle tracks and bike boxes.
- C10 Improve bicycle routes in the city centre based on the Centre City Action Plan Map.

The Calgary Transportation Plan (2009) places priority on transportation choice, with direction to “make walking and cycling more convenient through the provision of additional or enhanced infrastructure...” The Centre City Cycle Track Network is a component of the city-wide network to pursue this objective which seeks to provide affordable and environmentally clean travel options.

The Bicycle Policy and Needs Report (LPT2008-36) includes a goal “to design and operate a city in which cycling is a meaningful transportation choice for social and economic interaction.

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The goal can be achieved by providing well-designed and operated, direct, convenient, safe and comfortable bicycle routes and facilities.”

The Centre City Plan (2007) directs the provision of “a safe, convenient and well-connected bicycle network within the Centre City.”

BACKGROUND

A cycle track is a bike lane protected from parked and moving cars by a physical barrier. In some cases, cycle tracks can be bike lanes that are raised from the roadway. Cycle tracks are effective because they:

- dramatically improve the comfort level for cyclists in Centre City
- enable most cyclists who currently use a travel lane to use the cycle tracks, thereby improving traffic flow for autos
- enable most cyclists who currently use the sidewalk to use the cycle tracks, thereby improving the walking environment and safety for pedestrians on the adjacent sidewalk
- make it safer to travel by bike
- appeal to those who might not otherwise ride a bike
- make efficient use of space and energy to support moving more people
- cost less to operate than other infrastructure for moving similar numbers of people

The Centre City has seen an increase in the supply of bike parking while more bicycles travel on separate facilities such as the Bow River pathway.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Identification of a cycle track network in Centre City started with an evaluation of potential north-south and east-west 'corridors', defined as a grouping of two or three streets that serve similar trip origins and destinations. A consultant with cycle track design expertise in the North American context was retained to assist. Stakeholder input was an important component of the investigation. Engagement activities are described in detail in the next section of this report.

From corridors to cycle track routes and facilities

The goal of the cycle network is to provide a safe and convenient network of cycling routes into and around the downtown core to enable riders to get within two blocks of any destination. Like many drivers or transit riders, the final portion of a cycling trip may be completed on streets without cycle tracks either on foot or by riding a bicycle in traffic.

A number of corridors, or groups of two or three streets, were identified for the Centre City study area based on the idea that a single cycle track within the corridor would be able to appropriately serve the demand for that specific area. The network planning process then identified a number of potential cycle track routes and cycle track configurations that would be appropriate. Cycle track configurations were based on current best practices in North American bicycle planning and design, understanding of the local context, and feedback received during the ongoing engagement.

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Example cycle track configurations include:

- a two-way cycle track on one side of a one-way road
- two one-way cycle tracks on a two-way road (one cycle track on either side)
- a cycle track in the same direction of travel as traffic on a one-way road
- a cycle track in the opposite direction of travel as a one-way road.

Various cycle track routes and configurations (up to five for some corridors) were then evaluated based on a number of technical criteria including:

- connectivity to destinations within the study area
- connectivity to the external bicycle network
- existing and forecast bicycle demand
- impact on other modes
- impacts to on-street parking
- conflicts with driveways and transit
- cost
- constructability

Using this analysis, further observations of the area were conducted and a final route and configuration was chosen for each corridor.

The project team vetted the results of the technical evaluation with site observations, feedback from the public and City staff, and best practices in the selection and design of cycle tracks.

The process of corridor selection, alignment options and selection criteria that resulted in the recommended network is detailed in the Centre City Cycle Track Network Development and Recommendation Report (Attachment 1).

The recommended Centre City network

Instead of installing one route at a time over a number of years, Administration recommends installing the cycle tracks and opening them as a complete network for a one-year pilot period.

Piloting the Centre City Cycle Track Network is advantageous because it will:

- Provide the opportunity to see how cycle tracks work as a complete and connected network
- Allow time to study how the new road design affects all travel modes
- Connect to existing bikeways and pathways sooner so more people can start to try travelling by bike
- Cost less than a permanent installation, yet will provide similar safety and functionality as permanent
- Provide the ability to adjust the cycle tracks during the pilot and adjust, relocate or remove, cycle tracks based on the year-long study results.

The recommended routes are shown on the Centre City Cycle Track Pilot Project Network Map (Attachment 2):

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- 1 Street S.E. from the Bow River pathway to the Elbow River pathway
- 5 Street S.W. from 4 Avenue to 17 Avenue S.W.
- 8 Avenue S.W. from 11 Street S.W. to 3 Street S.W.
- Stephen Avenue (8 Avenue S.) from 3 Street S.W. to 1 Street S.E. (envisioned as a shared-use walking and cycling shopping street)
- 9 Avenue S.E. from 1 Street S.E. to 4 Street S.E.
- 12 Avenue S. from 11 Street S.W. to 4 Street S.E.

The pilot network will be monitored for a full year after installation. Data will be collected the summer and winter before the installation of the pilot network, the summer and winter immediately after it's installed, and again in the summer a year after installation. The results of the monitoring will be used to determine the success of the pilot. Potential performance measures are listed in Performance Measures (Attachment 3).

In addition, the monitoring will also include an evaluation of the need for the existing 10 Avenue S. westbound 3:30-6 p.m. weekday bike lane.

Stakeholder Engagement, Research and Communication

Calgarians have had several opportunities to learn about cycling in the Centre City and provide input through workshops, presentations, open houses, public displays, and online feedback forms.

The project team has hosted 90 open houses, information sessions and one-on-one meetings since spring 2013. Over 2,200 feedback forms have been collected in the same timeframe. Extensive press coverage has drawn awareness to the project, further enabling those that are interested in providing input.

Feedback on the cycle track network

Of the 750 people who responded to feedback forms in spring and summer 2013, 87% support a cycle track network. Respondents identified cycle track connections, safety and comfort and access as the highest-priority needs.

Of the 560 people who responded to a feedback form in fall 2013, 67% support 1 Street S.E. as the next cycle track. An important note from that engagement was that more than half of those respondents do not primarily travel by bicycle. For respondents, top criteria for designing a route include bicycling safety, connections to other bicycle facilities, traffic movement, access to businesses, shops and restaurants, and pedestrian crossings.

Of the 900 people that responded to feedback forms in February 2014, 79% support 1 Street S.E. as a cycle track route. Top concerns with the proposed Centre City Cycle Track Network include impact on vehicle traffic, parking impacts, timing of route construction, and impact on pedestrian movements. Themes heard in the responses include safety for walking, cycling and

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driving; alternative and additional route preferences; impacts to vehicle traffic; cost/benefit ratio; the winter season; compliance with traffic laws; Stephen Avenue.

Administration invited stakeholder groups with an interest in Centre City bicycling to form the Centre City Bicycle Projects Committee in 2012. Business groups, community associations and bicycle advocacy groups on the committee contribute input to the Centre City bicycle plans, including 1 Street SE. Committee member input has been incorporated into the plans where possible. Meetings and communication with stakeholder groups are ongoing.

Additional feedback has been received about other segments of the network, such as Stephen Avenue. The project team has met with stakeholders to understand concerns and address them in the potential project designs and stakeholder involvement process.

The project team has been in contact with property owners, managers and businesses along 1 Street S.E. by email, meeting one-on-one about the proposed cycle track design, and providing project information and open house notices by email and in person. Stakeholder feedback has been recorded and incorporated into the design where possible. Meetings are ongoing.

The key messages, engagement timeline, stakeholder list, and tactics can be found in the Engagement and Communication Summary (Attachment 4).

Input to cycle track designs

As a cycle track route design is developed, City staff arrange one-on-one meetings with property owners/managers and the occupants of ground-level businesses along the specific route. For example, in developing the design of the 1 Street S.E. cycle track, City staff have been meeting on-site with property owners, managers and occupants to understand each property's needs for loading of goods and passengers, frequency of driveway use, and other details about the use of the street. This information is used to develop a design that addresses the needs of the property owners, managers and occupants most directly affected by the cycle track.

A similar process will be followed to develop designs for the cycle tracks on the other routes in the pilot network.

Stephen Avenue, as a recommended pilot shared-use walking and cycling shopping street, will require significant stakeholder involvement to understand the interests for the street and to develop a design, operating principles, and performance indicators. A Stephen Avenue stakeholder committee would be created for this purpose and involve the Calgary Downtown Association, merchants and restaurant owners and managers, property managers, law enforcement and emergency response organizations, and others. Stakeholder concerns identified to date include the safety of pedestrian-bicycle interaction and reduced capacity for bicycles during events, vendor tent set-ups and busy periods. Preliminary research and a review of twenty case studies in Canada, the United States and Europe by the Centre City Cycle Track Network team indicates that people can be expected to safely walk and ride bikes on Stephen

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Avenue outside of the busiest pedestrian times such as summer lunch periods and festivals or special events. Further study would be required before a pilot would begin.

Strategic Alignment

Council approved documents, including The Calgary Transportation Plan (2009), The Centre City Plan (2007) and the Cycling Strategy (2011) identify the importance of, and call for greater investment in cycling. Surveys of Calgarians (such as a random telephone survey, fall 2010) show a majority (59%) want to cycle more.

The Transportation Department has established that by 2020 a target of 4% of weekday morning trips to downtown will be made by bicycle. In 2013, 2.5% of such trips were made by bicycle, 8.5% on foot, 50.1% by transit and 32.1% by car, with the balance of trips by carpool.

According to May 2013 cordon counts, 2.5% of weekday trips entering downtown are made by bicycle (equivalent to about 5,500 bicycles between 6 am and 10 pm), with a peripheral pathway, a few painted bike lanes and one cycle track on 7 Street S.W. Cycle tracks provide the vital dedicated space that is needed to significantly increase the number of people riding bicycles downtown during peak periods and at all times of the day and week.

The capacity of all roads into downtown Calgary has changed little over the past twenty years, and there is little opportunity to add more road capacity in the future due to a variety of issues. Over the next twenty years, 40,000 more people and jobs are expected in downtown Calgary, but no new road capacity. Continued growth relies on improved facilities for those walking, taking transit and cycling. All other modes of travel (walking, transit and auto) have significant dedicated space downtown. Refer to Attachment 6 for a summary of morning peak hour trips into downtown in 1991, 2013 and forecast trips, for all modes of travel, in 2034. During the morning peak hour, cycling trips into downtown have tripled over the last twenty years or so, and are expected to triple again, to 4,500 trips in the morning peak hour by 2034. In short, cycling offers a great deal of growth potential.

The operating cost to taxpayers for cycle tracks is relatively low in comparison to public transit or roadway maintenance costs. Encouraging cycle commuting to and from the core has significant cost benefits to The City as well as lower noise and emissions impacts. It also supports a more compact downtown as bikes consume a fraction of the parking space that a car requires.

The completion of the 1 Street S.E. cycle track and the cycle track network is the next element of the critical infrastructure needed to increase the comfort level for more people to try cycling and achieve the 4% target by 2020.

Social, Environmental, Economic (External)

Social

Cycle tracks introduce a high-quality transportation facility in Centre City, an urban environment that currently is poor for cyclists. This dramatic improvement for cyclists is expected to result in significantly more cycling trips in the Centre City. Improved cycling infrastructure improves the mobility, education and employment opportunities for almost all Calgarians. Cycling is a mode

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of transportation available to people between eight and 80 years old. The other key element of the system, bike parking, is in place in many office buildings and apartments in the Centre City.

The cost of cycling to users is significantly lower than the cost of auto and transit travel. People who ride a bicycle for everyday transportation enjoy better physical and mental health, save money, support local businesses and increase the opportunity to interact socially with more people.

Environmental

Nine out of ten downtown commuter cyclists have a car at home they could use for their commute. The more commuters that choose to cycle to Centre City, the fewer auto trips are made, congestion is reduced, and parking spaces are freed up for people that need them. When more people ride bicycles for transportation instead of auto or transit travel, greenhouse gas emissions are reduced, less energy is consumed and less traffic noise is generated. Traffic impacts in residential communities are reduced and more land is retained for more productive uses.

Economic

Increasing bicycle access in Calgary, especially in our vibrant Centre City, has become an important feature that helps attract globally mobile and talented people to our city. More talented people result in a more competitive work force, and strengthen the local economy in general. The combination of a Centre City cycle track network and Calgary's world class river pathway system connecting the many Centre City businesses and tourist attraction, will encourage tourist to venture farther as they explore Calgary, resulting in an economic boost to more city businesses. More cycling increases student and employee overall wellness and productivity due to physical activity while lowering ever-increasing health care costs and personal transportation costs. The Centre City is a high-density environment where, given the appropriate facilities, bicycle travel can be more convenient than the car or transit for many types of trips.

Financial Capacity

Current and Future Operating Budget:

The Council-approved 2011 Cycling Strategy identified annual funding to cover operating costs for gravel sweeping, snow and ice control, maintenance of bicycle route pavement marking and signs. Annual operating budgets have been adjusted to include this operating budget.

The current practice of removing snow from downtown streets will be adjusted to accommodate pilot cycle tracks, and the level of all maintenance within the Centre City streets right-of-way will be maintained.

A budget of \$540,000 per year to maintain the Centre City Cycle Track Pilot Network has been identified. This amount is available from the existing Roads operating budget.

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Current and Future Capital Budget:

The Council-approved 2011 Cycling Strategy identified a budget for bicycle infrastructure capital projects. The Investing in Mobility Report identified funding for active modes for the period 2015 to 2018.

The estimated capital cost for construction of all five routes of the proposed pilot cycle track network is \$9.38 million. The capital cost for each cycle track route and the overall cost for all five cycle tracks are summarized in Attachment 5, Pilot Construction Costs by Stage.

Capital costs are provided for four potential staging options:

- **Permanent** is construction of a permanent cycle track network. This cost is provided for comparison purposes only. Construction would include new permanent auto and bike traffic signals, cast in place concrete curbs to separate the cycle track, similar to the 7 St. S.W. downtown cycle track, and permanent pavement markings and signage. The estimated cost for all five cycle tracks is \$13,180,000.
- **Pilot** is construction of the proposed temporary cycle track network that would operate, from a safety and functional perspective, as close as possible to the permanent cycle track network. Construction would include permanent traffic signals, removable precast concrete barriers or other temporary means of physical separation of autos and bicycles, temporary pavement markings and reusable permanent signage. The estimated cost for all five cycle tracks is \$9,380,000.
- **Cost to take Pilot to Permanent** is the incremental cost to convert the pilot cycle tracks to permanent cycle tracks. The incremental cost for all five cycle tracks is \$5,240,000.
- **Remove Pilot** is the estimated cost to remove all five cycle tracks, should the pilot be deemed unsuccessful. The cost to remove all five pilot cycle tracks is \$2,060,000.

The pilot cycle tracks will be funded from the previously-approved Cycling Strategy capital program and the approved Investing in Mobility active modes budget for 2015-2018. These funding sources are sufficient to fund the pilot cycle track network.

The 7 St. S.W. cycle track is 700m long and cost about \$1.3 million. Work included new traffic signals and a cast-in-place concrete median barrier.

Risk Assessment

The Centre City has 295km of traffic lanes. The proposed pilot cycle track network, at 7.3 km in length, would affect 2.5% of the traffic network and have a minimal impact on overall traffic circulation while creating a new network for low-impact transportation providing access to 88% of the Centre City area. Several constrained locations will present significant design challenges.

Performance measures have been identified to assess the success of the pilot project. Performance measure information will be collected before and after installation of the pilot cycle tracks at various times of the day, week and year, including summer and winter seasons. Detailed information is summarized in Attachment 3.

Risk: Impact of changes to motorists, pedestrians, businesses and other key stakeholders

Approval(s): Logan, Malcolm concurs with this report. Author: Blanka Bracic
City Clerks (C. Smillie)

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The introduction of cycle tracks to Centre City is a significant change to the urban environment, and even more important to the routines of some people. Effective communication and education are critical to the success of the pilot project. A comprehensive communication and education plan will be developed, for delivery in advance of initial installation of the pilot cycle track, through the transition period, to the end of the pilot period and presentation of the pilot report to T&T in December 2016.

An adjustment period of three to four weeks is anticipated as each pilot cycle track is installed. Alternate routes will be identified and other transportation choices highlighted. Once pilot cycle tracks are in place, 311 calls will be tracked, investigated, and adjustments made to the pilot cycle track or traffic operation, where possible.

Some pedestrian movements will be impacted by pilot cycle tracks, so on-street educational material will be provided and assistance from the Calgary Police Service is expected, similar to the support received for the 7 Street S.W. cycle track.

The cycle tracks on 1 Street S.E., 5 Street S.W. and 12 Avenue S.W. will be on the left side of the road from the motorist's perspective while transit vehicles will typically travel in the curbside right lane.

Efforts will be made to minimize delays to motorists. Administration will make changes to traffic signals, including separate signal phasing ("green time") to keep traffic flowing, improve safety and reduce conflicts between motorists, bicycles and pedestrians. For example, on 1 Street S.E. the travel time from 4 Avenue to 18 Avenue during the busiest hour of the afternoon, which today takes about 4.5 minutes, is forecast to be 30 to 60 seconds longer. Traffic will be more predictable because bicycles will have travel space separate from vehicles.

The temporary nature of the pilot cycle track enables adjustments to be made as issues arise.

Risk: Few people will choose to ride bicycles in the cycle tracks

Thousands of Calgarians already choose to bicycle without dedicated routes in the Centre City. Many more people who are interested but concerned about riding a bicycle with traffic (half of those surveyed in a 2010 random telephone survey) will most likely not try cycling downtown at all because of its busy multi-lane roadways.

Risk: Safety

Safety for all people impacted by the pilot project is paramount. Experience in other cities shows that safety improves when cycle tracks are installed: fewer people ride bicycles on the sidewalks and fewer crashes occur overall.

The introduction of the 7 Street S.W. cycle track to the Centre City in 2013 has helped to raise awareness of cycle tracks, how they operate, the impact on all modes of transportation, on parking, loading, taxis operation, and on businesses and residents. Education efforts for the period before and after installation would be followed by education-focused enforcement, and eventually regular enforcement.

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On Stephen Avenue, walking and cycling can coexist safely given appropriate design treatments, stakeholder involvement, education and regulation. For example, cycling may be infeasible and could be prohibited during busy periods and festivals.

Risk: Parking impacts

A preliminary estimate is that at least 260 parking spaces will be lost because of the installation of all five cycle tracks. Parking loss will be more significant on 12 Avenue S.W. and on 8 Avenue S.W.. The Calgary Parking Authority (CPA) has added 573 net new on-street parking spaces in Centre City over the last three years. CPA believes there are additional opportunities to add off-peak parking in Centre City. These additional parking spaces will help minimize net parking space losses as a result of the pilot cycle track network.

The project team will make an effort to minimize the loss of curbside parking stalls by adding stalls through angled parking on side streets, allowing parking in off-peak periods with restrictions at intersections for turning movements, or modifying the median barrier to allow for curbside parking. On 1 Street S.E., for example, the proportion of curbside parking stalls lost may be as low as 10%, from 77 stalls today to approximately 72 after the cycle track is installed.

Risk: Aesthetic impact of pilot cycle tracks

The materials used to create the pilot cycle tracks are temporary, so they can be removed without demolition should the pilot be deemed unsuccessful. As a result, the appearance of the pilot cycle track will not be as attractive as the existing Centre City 7 Street S.W. cycle track. The pilot cycle tracks are designed to be safe and to operate as closely as possible to the operation of permanent cycle tracks, should they be approved. The Communication Plan will address this issue and highlight the temporary nature of the pilot cycle tracks.

Risk: A pilot installation will increase project costs

Some of the cycle track routes coincide with planned Centre City enhancement projects. Should the cycle tracks be approved, the coordination of these enhancement projects with permanent cycle track work would be recommended. The Calgary Municipal Land Corporation has identified the possibility of coordinating planned improvements in the East Village TIFF district with the potential permanent cycle track projects within the same district.

REASONS FOR RECOMMENDATIONS:

Cycle tracks will increase mobility through the downtown core by opening up routes for bicycle access to offices, homes, shops, cultural destinations and parks with short, medium and long-term benefits for people walking, taking transit and driving.

- There is little opportunity to increase vehicle capacity into the downtown core. Increasing the number of trips by bicycle, walking and transit are key strategies to accommodate the expected increase in trips into the downtown core in a sustainable and cost-effective manner.
- A pilot network, opening in 2015, will cost less than a permanent installation and will provide essentially the same safety and functionality as a permanent cycle track network.

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- An evaluation of performance measures after one year will provide information on the success of the pilot and inform the decision to proceed with a permanent cycle track network or not.

ATTACHMENTS:

1. **Revised** Centre City Cycle Track Network Development and Recommendations Report
2. Centre City Cycle Track Pilot Project Network Map
3. Performance Measures
4. Engagement and Communication Summary
5. Pilot Construction Costs by Stage
6. Transportation Mode to Downtown Calgary
7. **Distributions at Committee**