

**Distributions from the 2014 April 16  
Regular Meeting of the  
SPC on Transportation and Transit  
with respect to  
Report TT2014-0159  
Centre City Cycle Track Network Pilot Project  
  
Part 1 of 3**

CITY OF CALGARY  
**RECEIVED**  
IN ENGINEERING TRADITIONS ROOM

4/16/2014

APR 16 2014

ITEM:

TT2014-0159

CITY CLERK'S OFFICE



## CENTRE CITY CYCLE TRACK NETWORK PILOT PROJECT

Transportation Report to SPC on  
Transportation and Transit

2014 April 16

calgary.ca | call 311



Forward/ Transportation provides services to help keep Calgary and its people

## WHY A CENTRE CITY CYCLE TRACK NETWORK?

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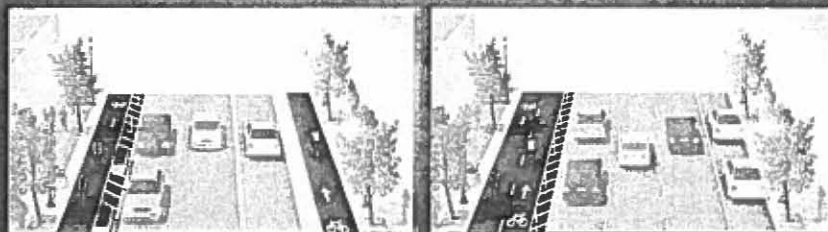
## More transportation choices means a better transportation network

- Helps manage future traffic congestion
- Avoids expensive parking
- Creates a Centre City that's accessible to more people
- Provides an option to leave the car at home
- Provides an affordable and healthy travel option



## What is a cycle track?

A cycle track is a bike lane protected from moving cars, parked cars, and sidewalks. It can also be raised from the roadway.






## Policy - Cycling Strategy

Cycling Infrastructure		2009 CTP	2012 CTP	2015 CTP	Notes
8	Length of future primary cycling network built (as per 2009 CTP)	km	68	100	Future TransNet GIS layer
9	Length of primary cycling network completely implemented including snow clearing (as per 2009 CTP)	km	8	39	Roads Maintenance & Future TransNet GIS layer
10	Percentage of population and jobs within 500 metres of cycling network	%	To be established		Pathway and bikeway GIS layers
a)	Total length of cycling network	km	1,067	1,500	Pathway and bikeway GIS layers
b)	Regional pathways	km	712	900	Pathway GIS layer
c)	On-street bikeways	km			Bikeway GIS layer
	• Signed routes/bicycle boulevards		328	370	
	• Shared lanes		15	25	
	• Cycle tracks		0	30	
	Total on-street bikeways		343	425	
12	Length of on-street cycling network with high level of snow and ice control service	km	0	60	Roads Maintenance & bikeway GIS layer

## Supporting Policies

- Calgary Transportation Plan (2009)
- Bicycle Policy and Needs Report (LPT2008-36)
- Centre City Plan (2007)



## Previous Council Direction

- Council Motion (July 4, 2011)
  - “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.”



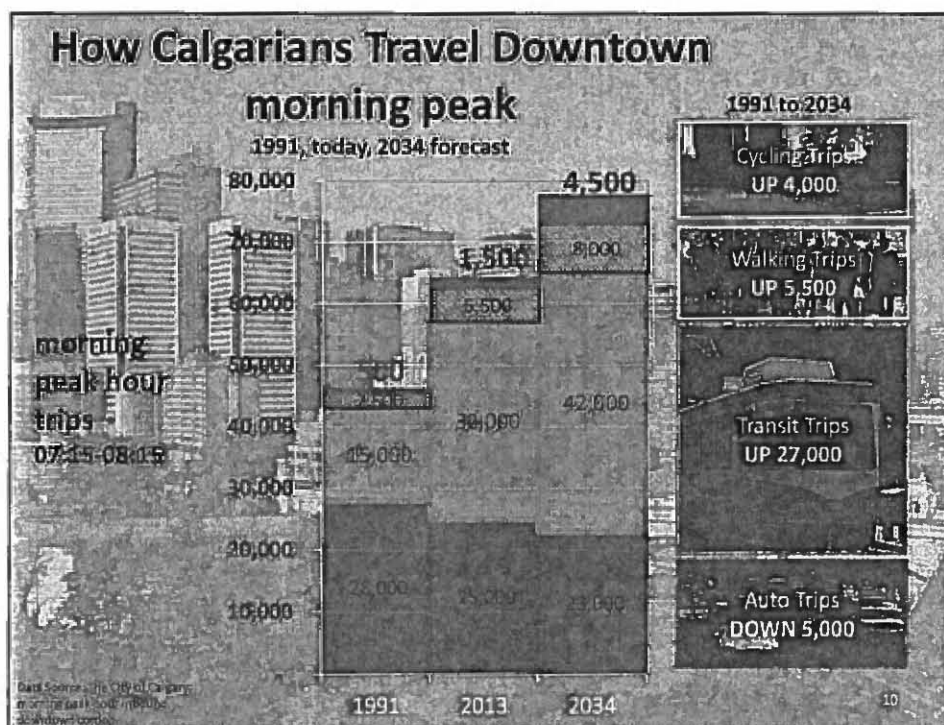
## Our Goals

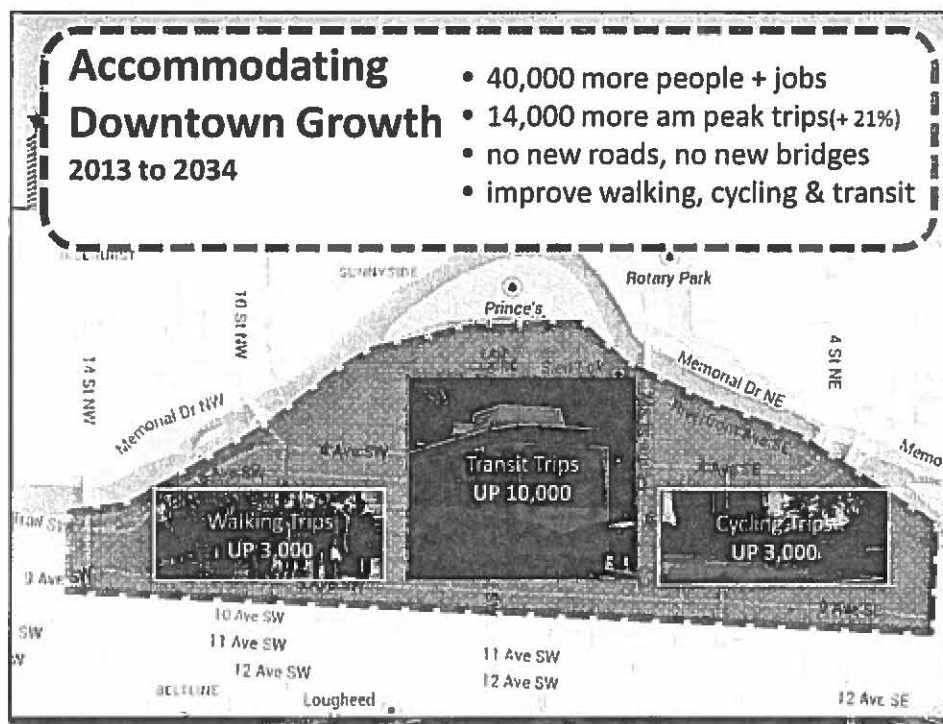
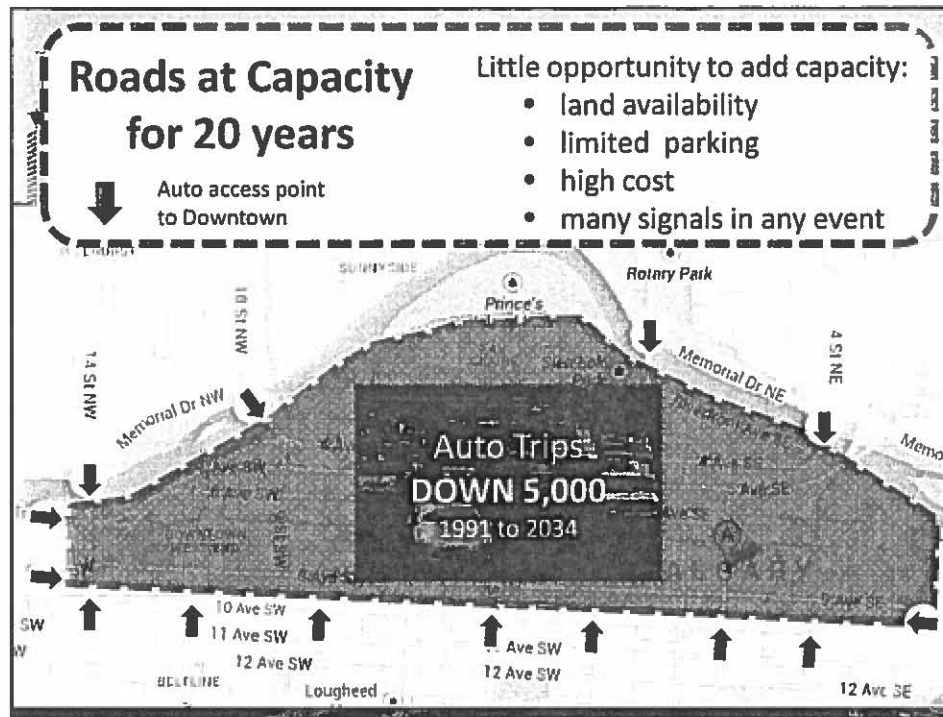
- Quality transportation choices to Calgarians through bicycle infrastructure.
- Safe space for cycling
- More predictable space for walking, cycling, transit vehicles, and driving\*\*
- Well-used connections for Calgarians who live, work, shop, play, and learn in the Centre City



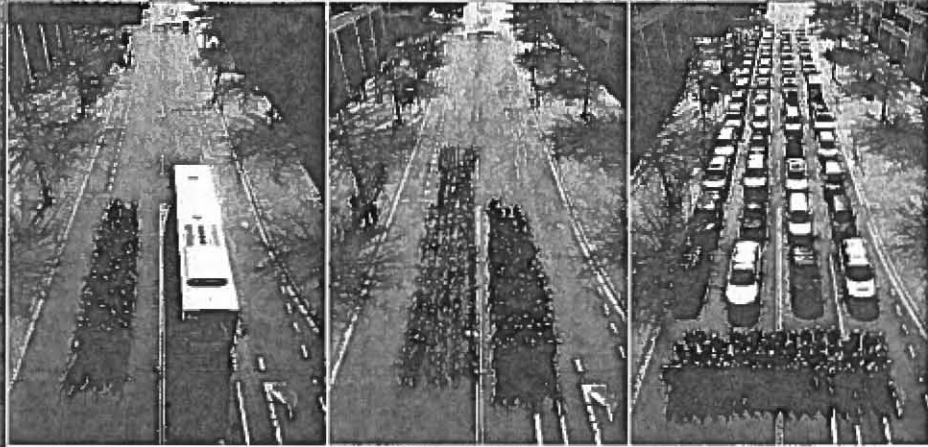
## Important to achieve MDP and CTP Goals

- CTP Goal #3 - Provide affordable and universal access for all
- CTP Goal #4 - Enable public transit, walking and cycling as the preferred mobility choice for more people





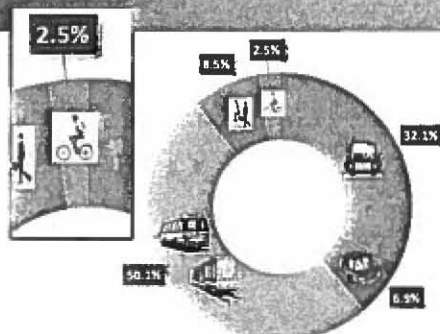
With no more roads being built, an increase in efficiency is required.



Source: Brent Toderman and Greg MacLennan

## Existing bicycle demand in Centre City

- **12,000 bicycle trips/day** in and out of the CBD (2012 - up 35% from 2006)
- 2.5% of people travel by bicycle



Source: 2013 - The City of Calgary Downtown Cordon Count. The breakdown of transportation modes entering downtown from 7:15 to 8:15 a.m. on a weekday in May.

Employers already provide bike parking and locker rooms:

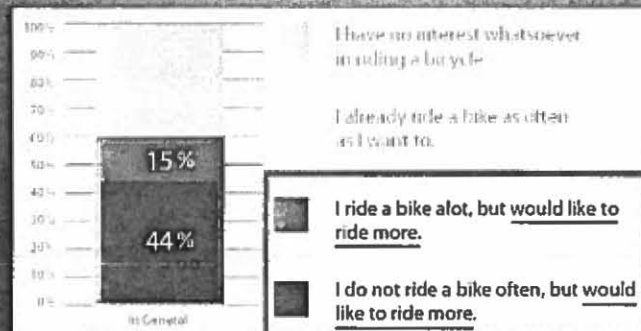
- The Bow: 400 bicycle stalls
- Centennial Place: 200
- Eighth Avenue Place: 300
- Brookfield Place (future): 600

Source: 12,000 bicycle trips per day from 2012, 16-hour City of Calgary Downtown Cordon Count

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## We know there is a market

- 59% of Calgarians want to cycle more
- 80% of Calgarians don't feel safe riding with traffic
- Target of 4% (19,000 bike trips/day) in and out of downtown by 2020



2010 Independent Telephone Survey, 750 respondents

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## BENEFITS OF BICYCLE INFRASTRUCTURE

16



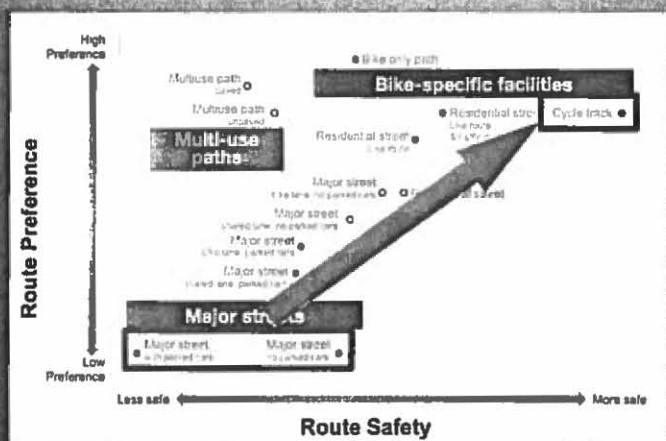
## Benefits

- Safety for all types of travel
- Good for business
- Cost effective
- Health
- Environment
- Available to all



## Cycle Tracks Safety

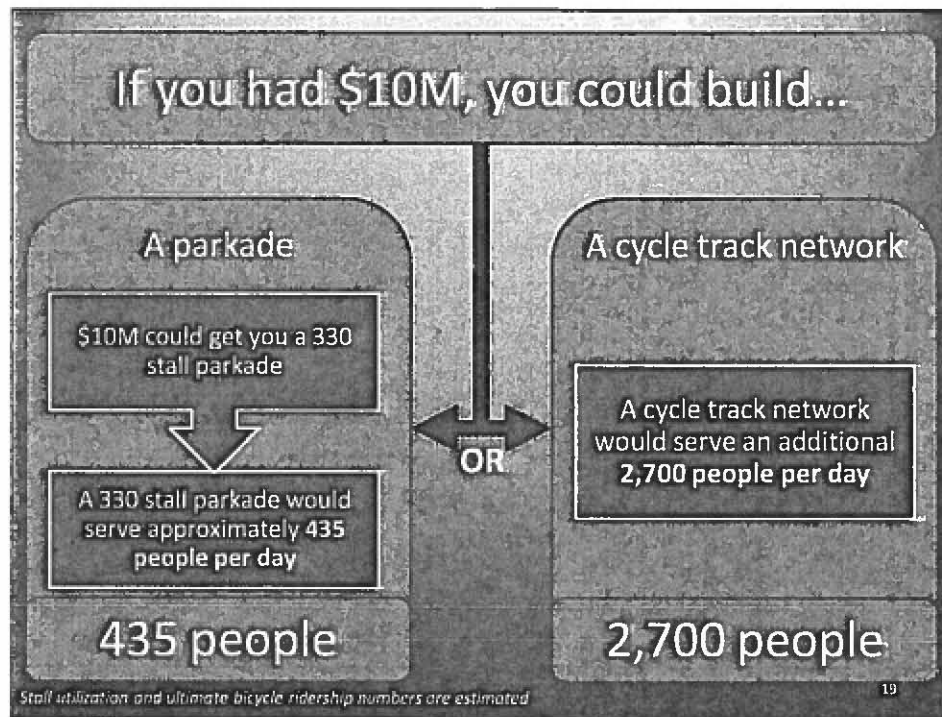
- Most safe and one of the most preferred routes for people to ride a bike



Source: <http://cyltlinclivities.spph.ubc.ca/injuries/the-bike-study/>

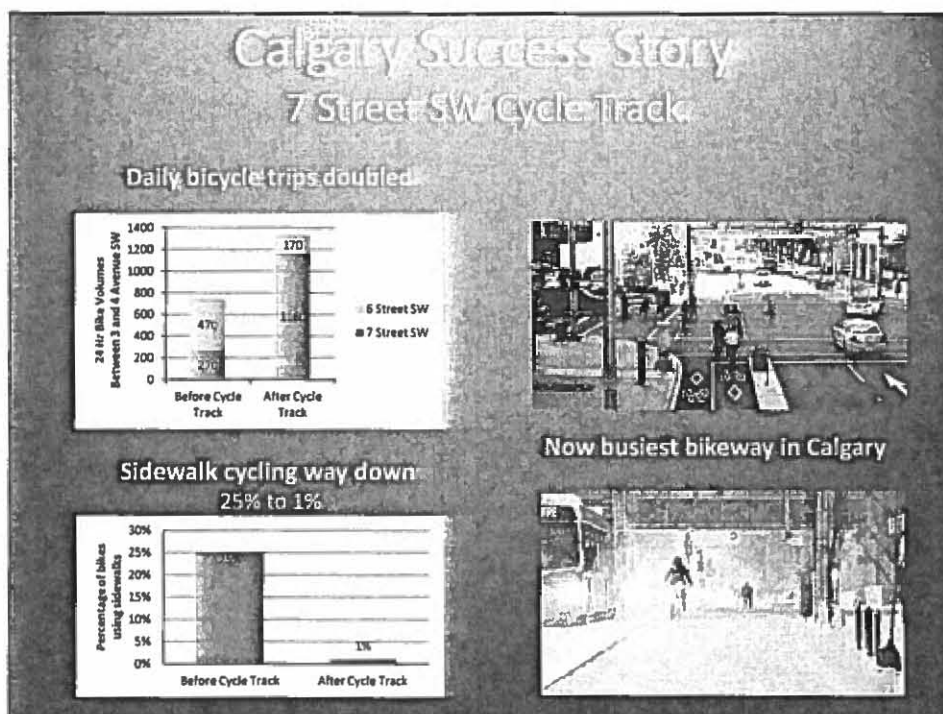






**MORE CYCLE TRACKS CAN BE SUCCESSFUL IN CALGARY**

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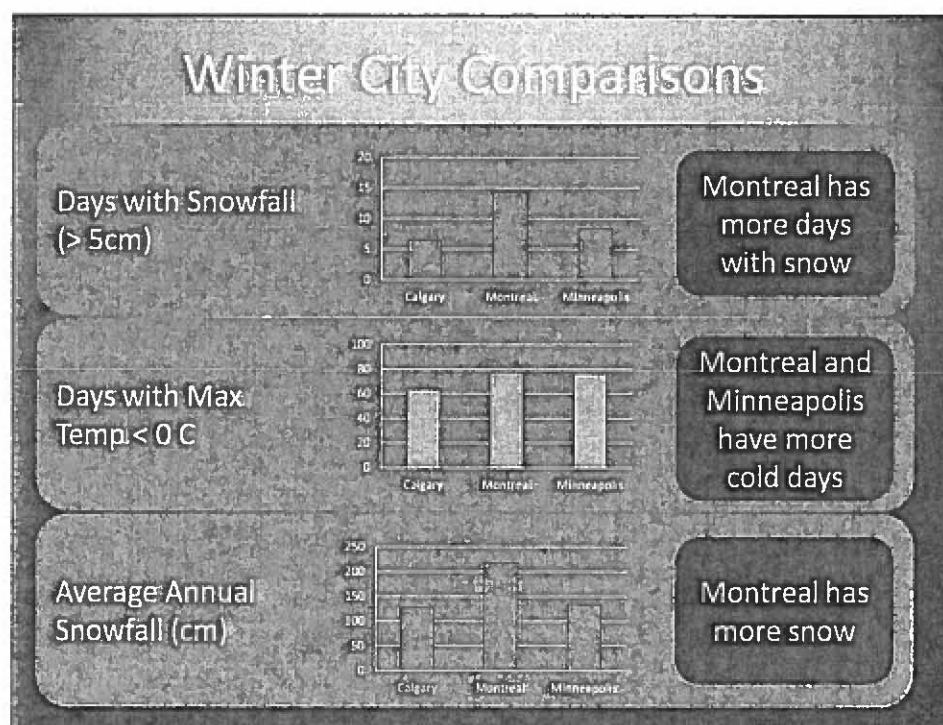


### Calgary has good winter bicycle ridership

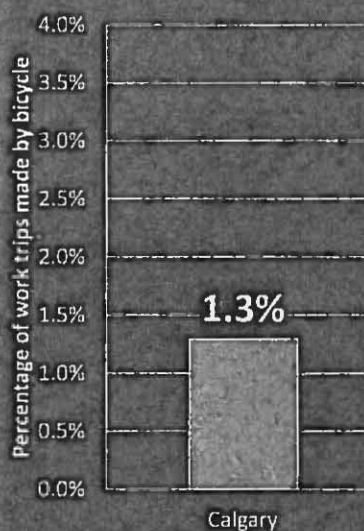
- Like other outdoor pursuits, there is a seasonal nature.
- From 10 Street NW & 7 Street SW data collection, there is a 25-30% retention of summer bicycle riders in winter.
- We didn't build our pathway system predicated by weather.

## COMPARISONS TO OTHER CITIES

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These colder and snowier places have a higher percentage of work trips made by bike



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Cycle tracks are integrated into the transportation network of many major cities around the world

Minneapolis  
 Montreal  
 Seattle  
 Washington DC  
 Indianapolis Chicago  
 Long Beach  
 Vancouver  
 Ottawa  
 New York  
 San Francisco  
 Portland  
 Toronto

*"Seattle and Portland, today we are taking your reputation as the most bike friendly cities; tomorrow we are taking all the jobs, economic growth and future opportunities that follow."*

— Rahm Emanuel, Mayor of Chicago

Vancouver



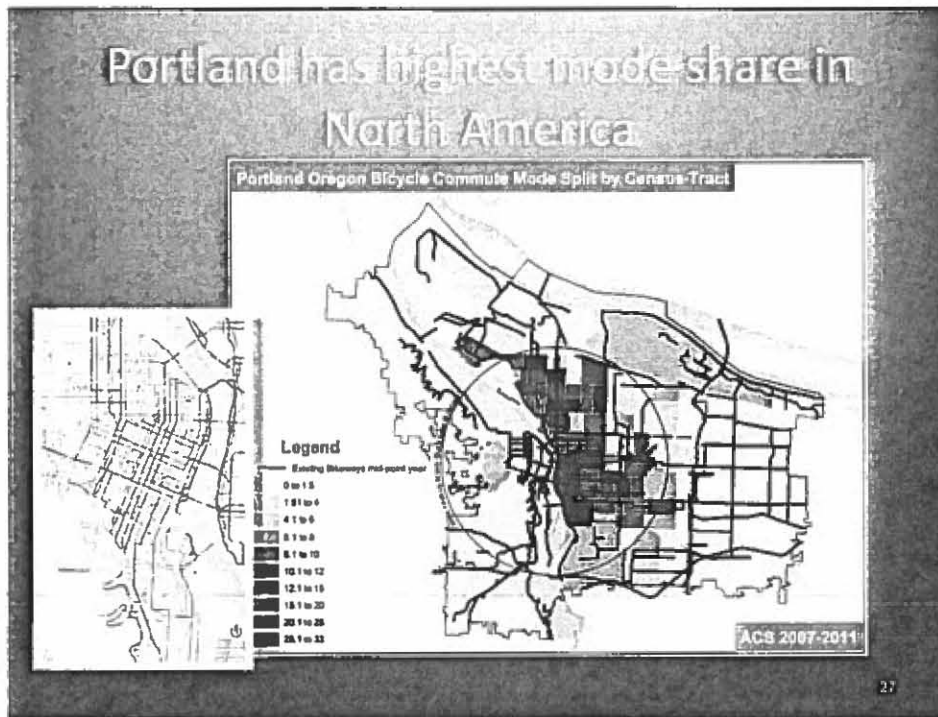
Chicago



Montreal

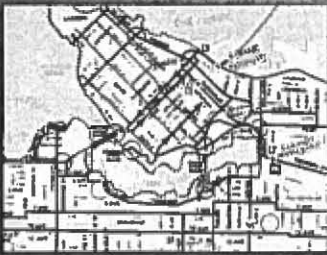




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## Vancouver

- Cycling is the fastest growing mode of transportation, with total trips increasing by 40% from 2008 to 2011
- Cycle tracks on Hornby and Dunsmuir Streets have helped provide access into the downtown core



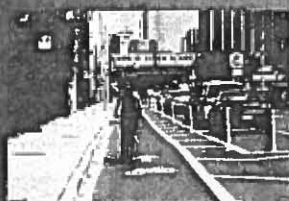
## Minneapolis

- Successful bicycle city with 148 kilometres of on-street bikeways
- On track to meet 2015 target of 5% of trips to work by bicycle



## Chicago

- Chicago is one of the best large cities for bicycling in the United States
- The city has over 320 kilometres of on-street bikeways
- Current plans call for a network of 1,032 kilometres to be built by 2020
- Adding cycle tracks at the fastest rate of any city





## A PILOT NETWORK OF FOUR ROUTES IS PROPOSED

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Providing safe and connected cycle tracks  
while limiting impacts to other modes such as  
walking and driving

<b><u>Public feedback</u></b>	consider comments from citizens in cycle track network plans and design
<b><u>Connectivity</u></b>	pick streets that are direct and connect to the river pathways and destinations
<b><u>Efficiency</u></b>	use minimum number of roads to get people close to destination
<b><u>Impacts</u></b>	pick roads that minimize disruption to walking, driving, and parking
<b><u>Demand</u></b>	locate cycle tracks where people will use it now and more in the future
<b><u>Crossing areas</u></b>	locate cycle tracks where there are fewer intersections, driveways, alleyways, transit stops, and turning lanes



## Connectivity

- A connected grid of east-west and north-south routes allows people to get to/from a number of origins and destinations in the core



85% of trips of all types made within this area of Calgary are shorter than 7.5 km – A distance easily traversable by bike



## Efficiency

- Use a minimum number of streets to gain an optimal network coverage and reasonable grid density
- The goal is not door-to-door service
- The goal is reasonable coverage within a few blocks of most destinations within the Centre City



## Transportation Impacts

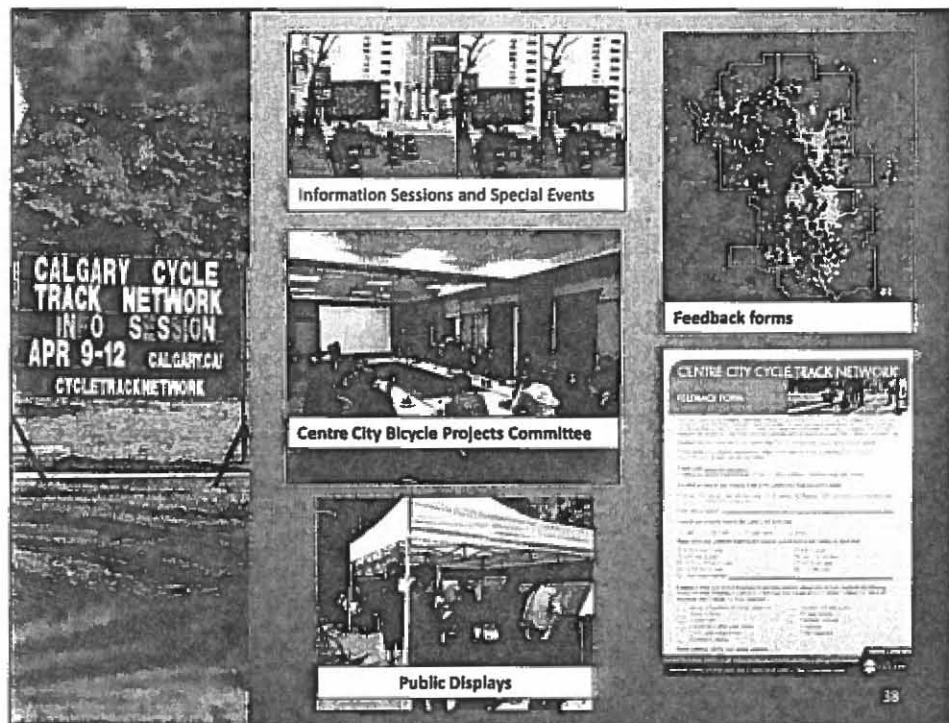
- Goal was to pick roads that minimize disruption to walking, driving, and parking.
- One-way street network in downtown provided good opportunity to minimize impacts to traffic.



## Directness

- A bicycle-friendly road design has the rider use less muscle power.
- As with all travel modes, people want to be direct.
- Increase the attractiveness of the network by providing a route with minimal delays, turns, and choke-points.
- Directness supports efficiency.
- The directness of the north-south routes is limited by the CPR underpasses.







## Engagement Strategy

- Phase 1 – A conversation about cycle tracks and cycling downtown (June – September 2013)
- Phase 2 – Cycle track location options (November – December 2013)
- Phase 3 – Proposed cycle track network (January – February 2014)
- Phase 4 – Recommended cycle track network (March – April 2014)

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## Engagement summary

- Workshops, presentations, open houses, public displays, online feedback forms
- Since Spring 2013
  - 90 open houses, information sessions, and one-on-one meetings
  - 2,200 feedback forms have been collected (self selected)



## We learned Calgarians' top cycle track needs



750 feedback forms Summer 2013

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## A number of common themes were provided through the feedback people gave us

- Impact to traffic
  - There is capacity for traffic lanes and cycle track(s)
  - Intersections are designed to keep traffic flowing
- Safety
  - It's a predictable road for people walking, cycling and driving
  - Decreases cycling on sidewalk
  - Fewer bicycles in car lanes
- Different route preferences than what was proposed
  - Network covers most of downtown while using small number of streets
  - Major technical constraints on most downtown roads
- Cost/Benefit Ratio
  - Less road maintenance for cycle tracks
  - Cost and space proportionate to number of people cycling

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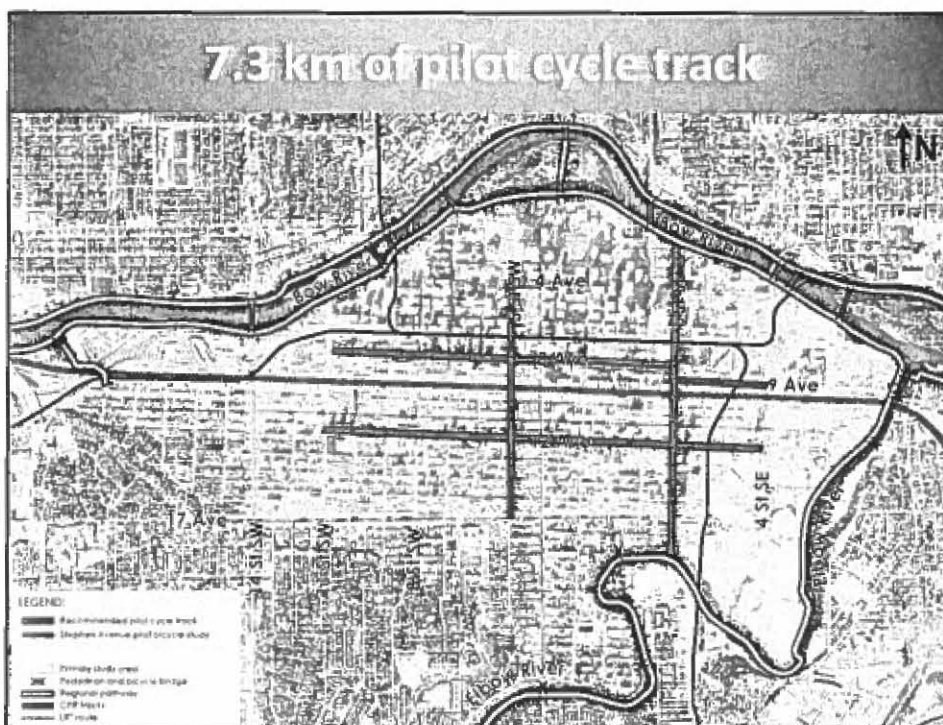
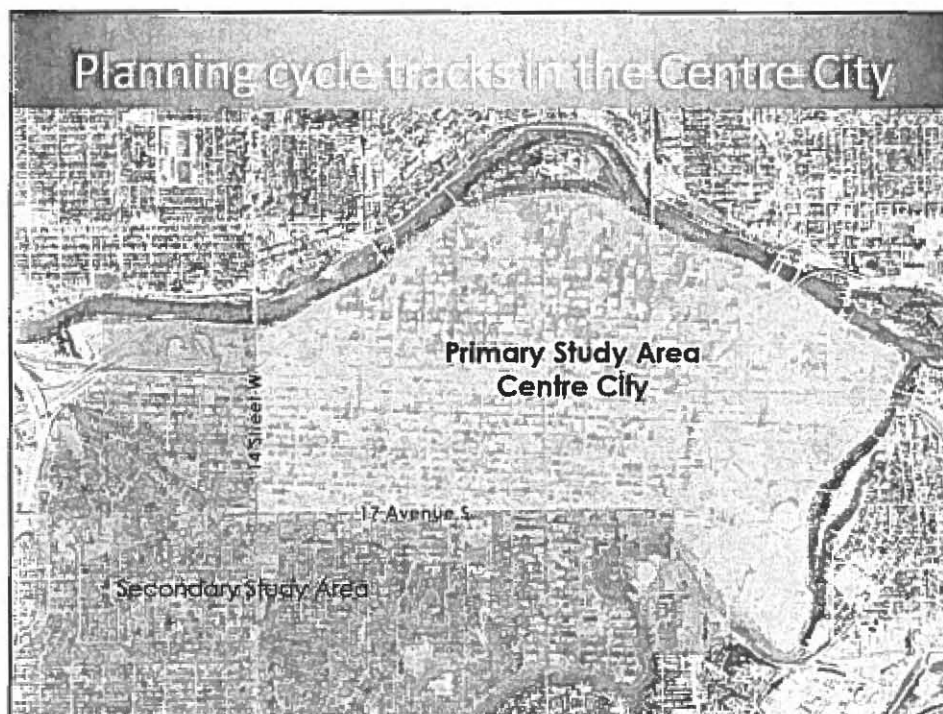
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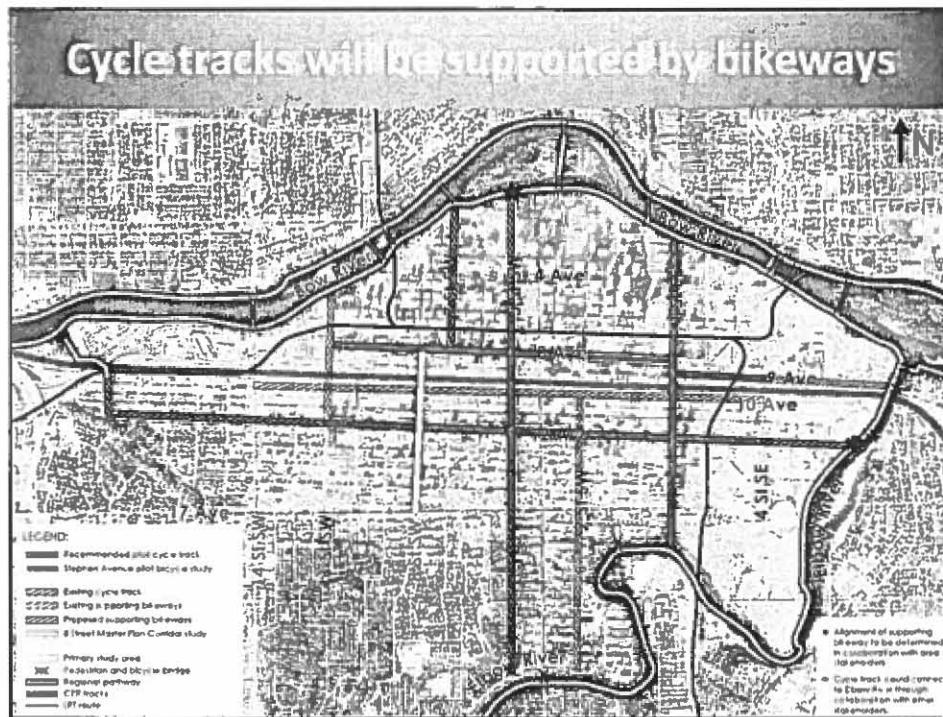
- Winter season
  - Robust maintenance plan
  - Less snow here than other Canada cities with cycle tracks
- Obeying traffic laws
  - Cycle tracks encourage people to obey traffic laws
  - Planning monitoring and education programs
- Stephen Avenue
  - Centre City Plan directs to investigate bikes in non-lunch hours
  - Work with Stephen Avenue stakeholders
  - Bike study would be part of pilot and monitored
- Parking impacts
  - Net loss of on-street parking on cycle track routes
  - More stalls expected in near future

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## PROPOSED PILOT CYCLE TRACK NETWORK

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**WE CONSIDERED A NUMBER OF STREET  
OPTIONS FOR EACH CYCLE TRACK  
INSTALLATION**

## 1 STREET S.E.

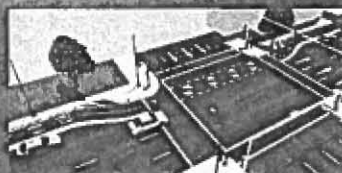
49

### 1 Street S.E. cycle track

- Connects both river pathways
- Minimized impact to traffic
- Connection under CPR tracks



Looking north, at 9 Avenue



Looking east, at 6 Avenue

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## Other streets were considered on east end



3 Street S.E. - no connections



1 Street S.W. - traffic and parking impacts



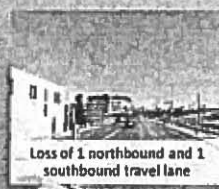
Macleod Trail - high impact to traffic

Street	Reasons for no cycle track
1 Street S.W.	High impact to traffic, parking; high cost and disruption to businesses
Centre Street	No access past CPR tracks; high impact to traffic, parking- north end; few destinations and connections- south end
Macleod Trail	High impact to traffic; few destinations
3 Street S.E.	No connections across 5 Avenue and 9 Avenue; few destinations
4 Street S.E.	No connections on south end; few destinations

## Why not 4 Street S.E. for Calgary's next cycle track?



Few significant destinations at this time



Loss of 1 northbound and 1 southbound travel lane



Limited regional connections to the south

- Could compliment 1 Street S.E. cycle track in future



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### Why not 3 Street SE for Calgary's next cycle track?

No underpass connection

Fewer adjacent destinations

Triple right turn at 5 Ave.

Loss of northbound and southbound travel lanes

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### Why not Macleod Trail for Calgary's next cycle track?

Motor vehicle delay and queuing during peak hours

No access to land uses between 12 Ave. and 25 Ave.

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## Why not 1 Street S.W. for a cycle track?



- Could complement 1 Street S.E. cycle track in future

55

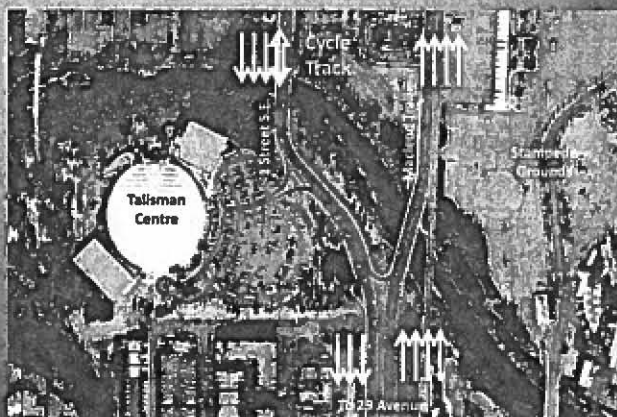
## Why not 2 Street SW for a cycle track?



56

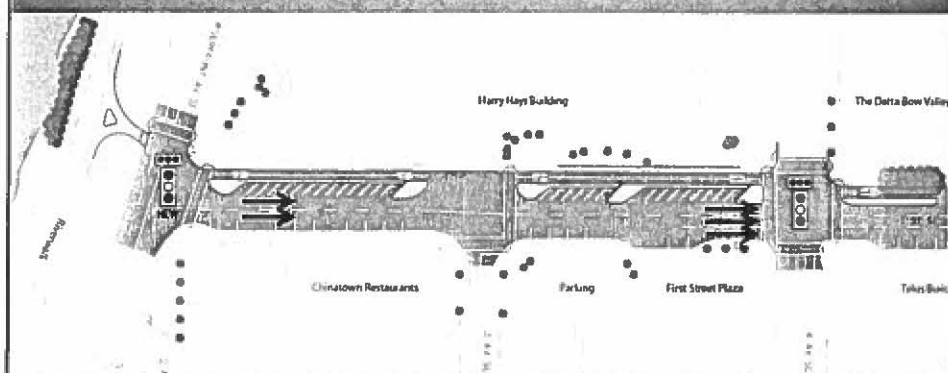
## Opportunity for a cycle track on 1 Street S.E.

- Existing 8-lane couplet
- Three lanes on 1 Street S.E. south of Talisman Centre
- One lane repurposed for cycle track
- Northbound Macleod Trail unchanged

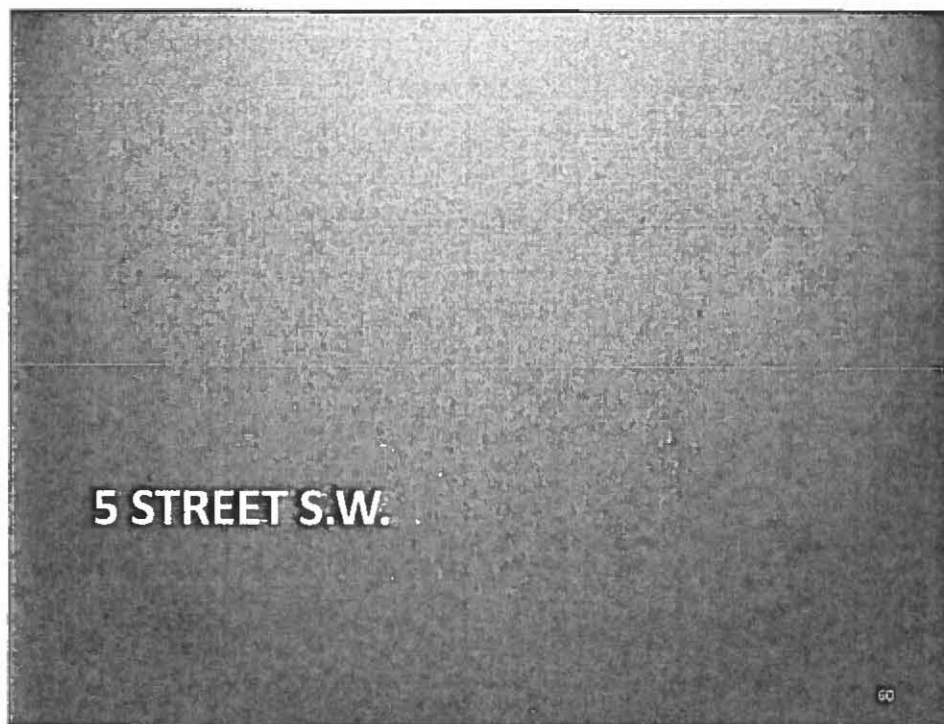
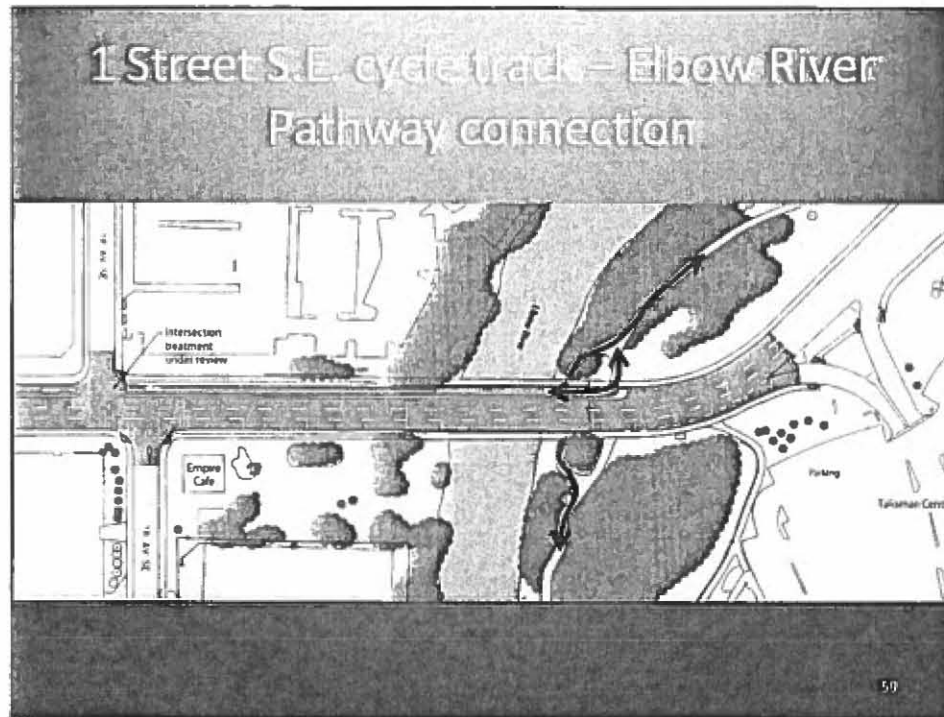


57

## 1 Street S.E. cycle track—between Riverfront Avenue and 4 Avenue S.E.



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### 5 Street S.W. cycle track

- Minimizes impact to traffic
- Travels under CPR tracks
- Transitions easier from one-way streets to two-way street
- Connects to river pathways



Looking north, at 12 Avenue



Looking north, at 15 Avenue

### Other streets were considered in central area



4 Street S.W. - traffic/parking impacts



3 Street S.W. - traffic/parking impacts

Street	Reasons for no cycle track
2 Street S.W.	No access past CPR tracks, high parking impact
3 Street S.W.	No access past CPR tracks; high traffic/parking impact; high cost
4 Street S.W.	High traffic/parking impact, south end; issue with one-way to two-way street changes on north and south ends

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## 8 AVENUE / STEPHEN AVENUE / 9 AVENUE

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### 8 Ave S./Stephen Ave/ 9 Ave S. bike route



- Minimizes impact to traffic
- Connects to existing bike lanes and cycle track
- Connects to major destinations



Looking northwest, at 7 Street



Looking northeast, at 8 Street

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## Stephen Avenue - a shared space

- Connects to the cycle track network
- Connects more people to the Stephen Avenue Mall area
- Provides more transportation choices to a popular destination
- Reflects successful shared walking/cycling/driving spaces in other cities



05

## Existing policy to explore bikes on Stephen Avenue

The Council approved 2008 Centre City Plan gives direction to investigate bikes on Stephen Avenue in non-lunch hours.



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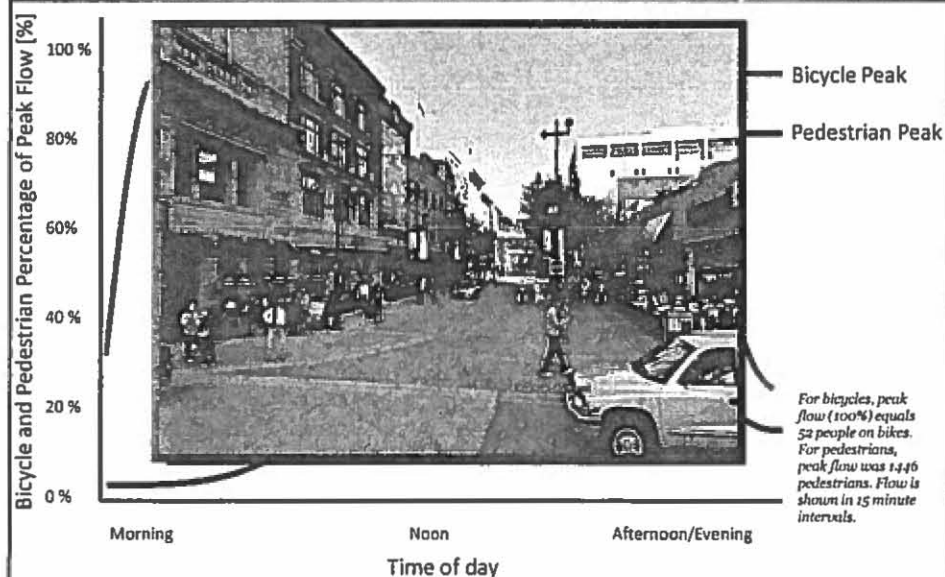
## There will be more planning and engagement before bikes are permitted on Stephen Avenue

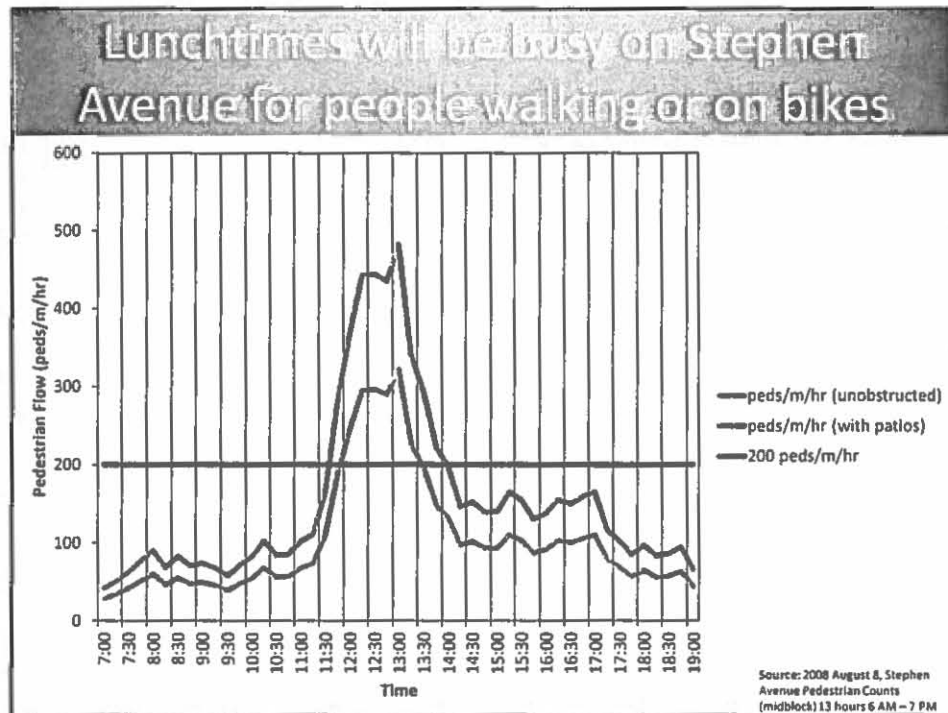
- Study and public engagement, 2014-2015;
- Open to bikes summer 2015 - summer 2016



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## An opportunity to add vitality when the street is not that busy





### Loading occurs on Stephen Avenue for the adjacent shops

- Loading occurs in the morning
- Adequate space is still available for people walking or riding bikes
- Special design treatments would be considered after engaging with stakeholders

The top photograph shows a street view with buildings and a car. The bottom photograph shows a street view with a crosswalk and a person walking.

70

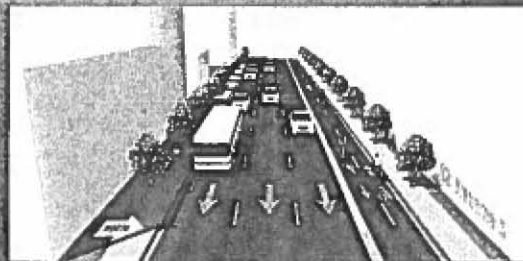
## 12 AVENUE S.

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### 12 Avenue S. cycle track



- Connects easily to river pathways
- Removal of lane will impact parking, not travel



Looking west, near 8 Street S.W.

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## Other avenues we considered in area



10 Avenue S - high parking impacts



10 Avenue S - high number of driveways



11 Avenue S - poor connection at east end

Avenue	Reasons for no cycle track
10 Avenue S.	Poor connections to pathway, east end; high impacts to parking; more driveway crossings
11 Avenue S.	Poor connection at east end; more driveway conflicts

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## OTHER STREETS WE CONSIDERED IN THE CENTRE CITY

74



## Other roads considered in downtown



3 Avenue S.



17 Avenue S.



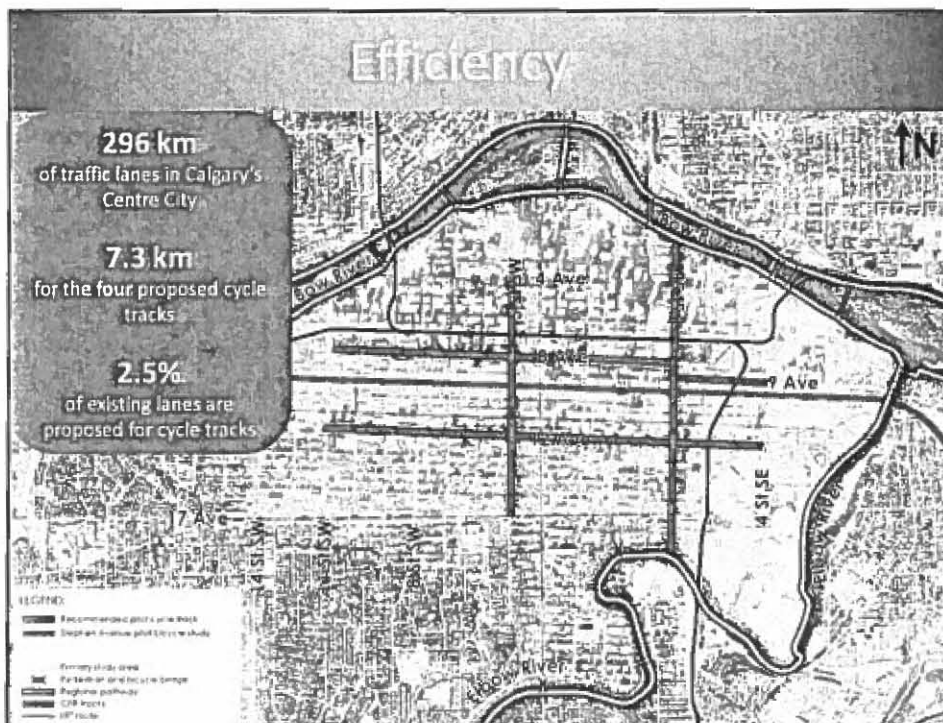
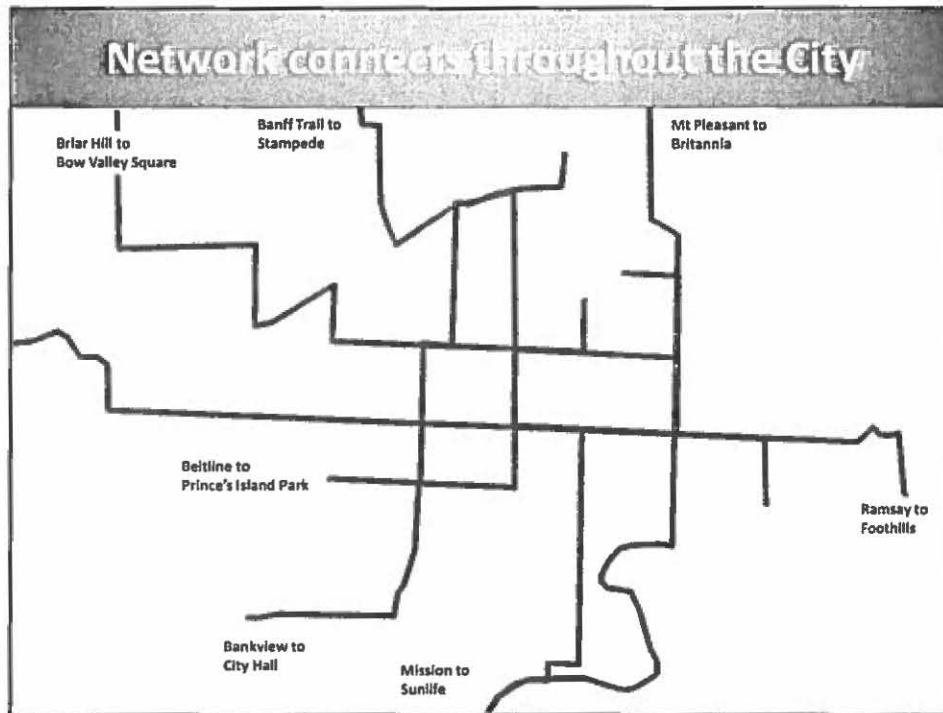
4/5/6 Avenue S.

Street	Reasons for no cycle track
3 Avenue S.	Poor connection, east end; high impact to parking, east and west ends
4/5/6 Avenues S.	High impact to traffic and transit
15 Avenue S.	High impact to parking; better suited for bike lane or bike boulevard
17 Avenue S.	High impact to traffic and parking
11 Street S.W.	Bike lanes exist; possible future consideration

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## OVERALL NETWORK REVIEW

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## Ridership increase

- 2-3 times after one year
- Approx 20% per year for subsequent years
- Draws people from adjacent routes



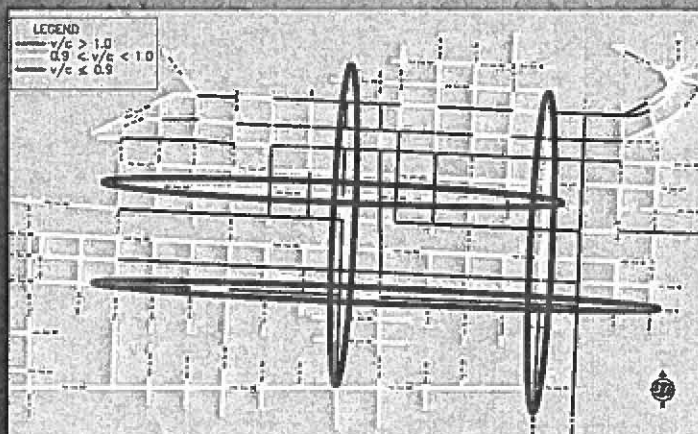
## Directness

- Not door-to-door service
- 88% coverage within a two-block walk to a cycle track

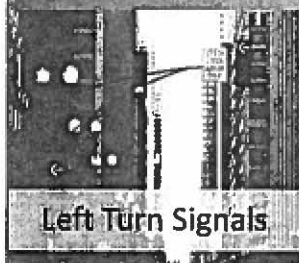


## Impacts - vehicle

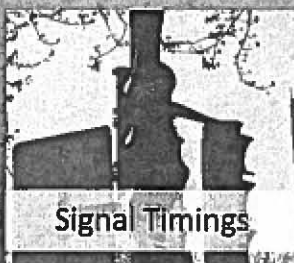
- These routes were selected because of ability to minimize impacts to other modes



## Design strategies



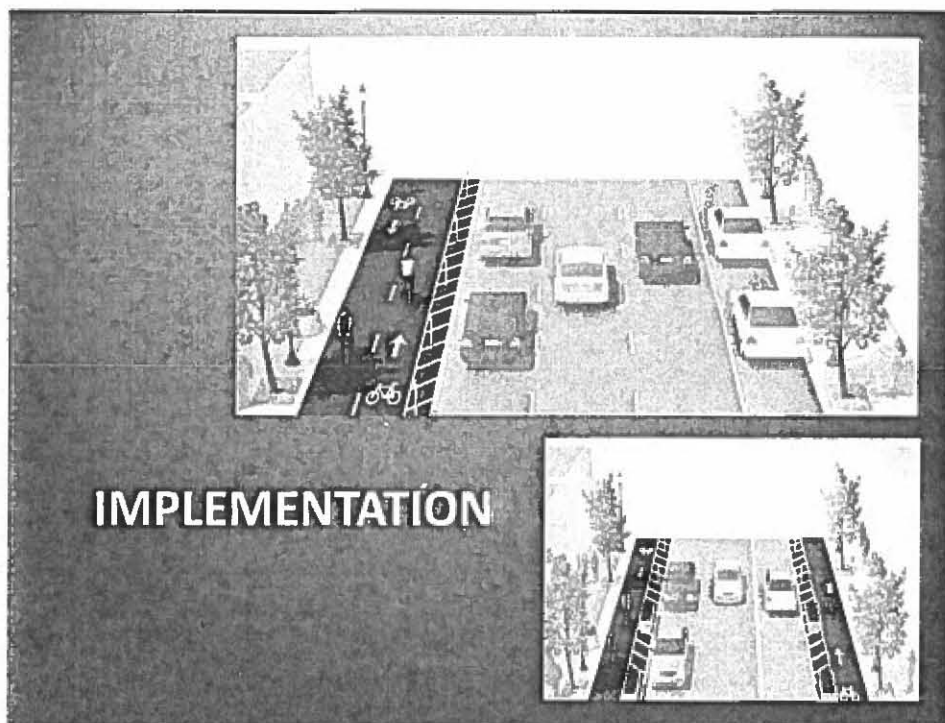
Left Turn Signals



Signal Timings



Pavement Markings





## Why a Pilot Cycle Track Network?

- Flexibility to remove or adjust cycle tracks based on actual operation
- Same function and safety as permanent
- Less cost than installation of permanent, then removal
- Benefits of a connected network seen earlier
- Allows time to measure, analyse & report impacts:
  - Motorists, transit users, pedestrians
  - Residents, merchants, offices workers
  - Parking, loading zones, access,...

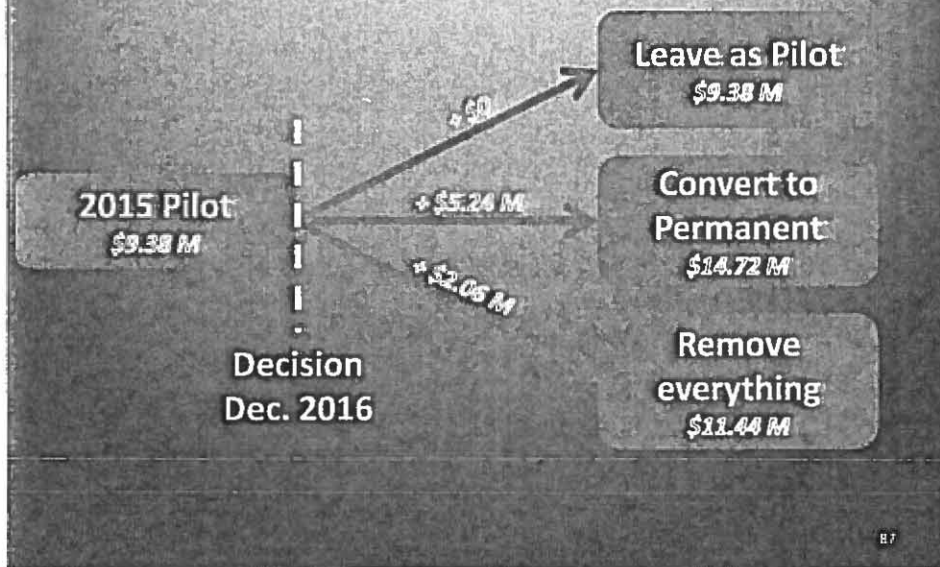
85

## Cost to build pilot network by route

Route	Cost
1 Street SE	\$1.91 M
8 Avenue / Stephen Ave / 9 Avenue	\$2.95 M
5 Street SW	\$1.58 M
12 Avenue S	\$2.94 M
<b>TOTAL</b>	<b>\$9.38 M</b>

86

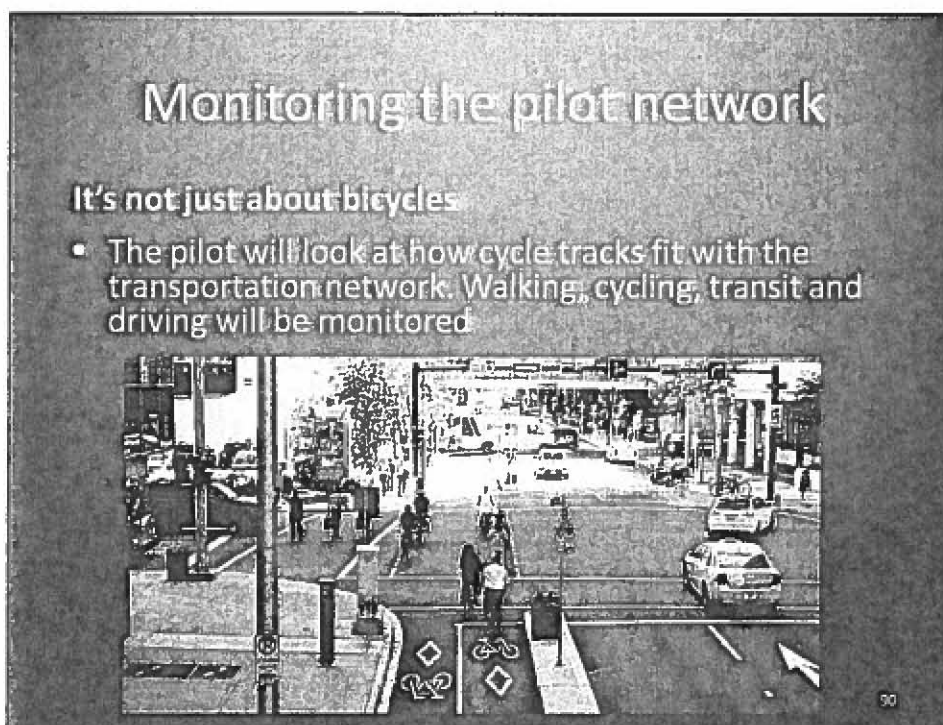
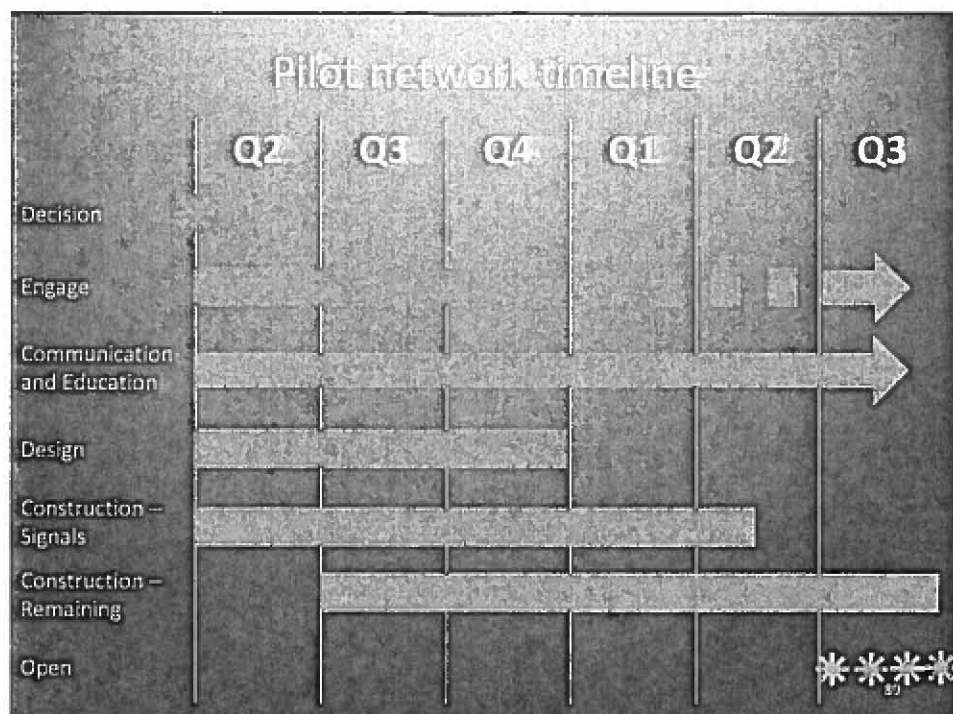
## Three post-installation options



## Key Elements of the Pilot

- Bike Signals — Permanent signals, but use of existing traffic signal and pedestrian heads where possible
- Signage & pavement markings — same quality as permanent
- Median separation — removable planters, precast concrete barriers, plastic bollards and paint delineation
- Minor curb work, widening and sidewalk replacements where critical
- Only minor road resurfacing where required



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## Performance Measures

**Safety – pedestrians, cyclists, motorists**

- ✓ collision reports
- ✓ 311 calls
- ✓ mapping, trends, analysis



## Performance Measures

**Walking, cycling, and auto activities**

- ✓ Travel time
- ✓ Parking (inventory & occupancy)
- ✓ Intercept interviews (pedestrians, merchants, motorists)
- ✓ Peak times & daily volumes
- ✓ Sidewalk bike riding








## Performance Measures

### Citizen Satisfaction

- ✓ Satisfaction survey (residents, employees, retailers)
- ✓ Annual corporate Citizen Satisfaction Survey
- ✓ 311 calls:



## Performance Measures

### Demographics & type of cyclists

- ✓ Gender
- ✓ Age
- ✓ Bicycles with child seats, trailers, ...
- ✓ Type of cyclist: athletic, casual, business





## Keys to Success

(if pilot approved)

- Excellent project management
- Measuring and reporting impacts on autos, pedestrians and timely adjustments as required
- Minimize net loss of on street parking spaces
- Timely and comprehensive two-way communication
- Engagement for challenging issues
- Well planned and executed 'before and after' data monitoring and reporting

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## ADMINISTRATION RECOMMENDATIONS

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## Administration recommendations

That the SPC on Transportation and Transit recommend that Council:

1. Approve the Centre City Cycle Track Pilot Project 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.





## CENTRE CITY CYCLE TRACK NETWORK PILOT PROJECT

Transportation Report to SPC on  
Transportation and Transit

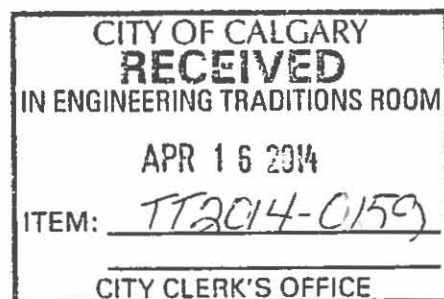
2014 April 16

calgary.ca | call 311


**CALGARY**  
FOUNDED 1881

Onward! Transportation provides services to help keep Calgaryans on the move.





April 15, 2014

Office of the Mayor  
City of Calgary  
P.O. Box 2100, Station M  
Calgary AB T2P 2M5

Attention: Mayor Nenshi

**RE: Response to Transportation and Transit Report TT2014-0159;  
Centre City Cycle Track Network Pilot Project SPC on T&T, April 16, 2014**

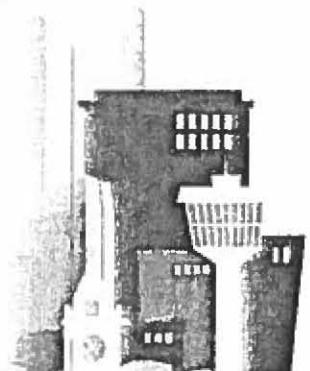
Dear Mayor Nenshi,

Since 2011, the Calgary Downtown Association (CDA) has remained consistent in our support for the Calgary Transportation Plan and the Centre City Plan, which promote cycling as a key to a healthy downtown, and a tool for the attraction and retention of employees. We have also supported the addition of cycling facilities in new developments and renovated buildings.

Safety has always been our number one concern when considering cycling infrastructure. The CDA repeatedly asked for proactive education and enforcement for cycling in the downtown, for cyclists, motorists and pedestrians. We are pleased to see that it has finally been referenced in TT2014-0159, and the indication is that it would precede the opening of any new infrastructure.

The cost of operating cycle tracks and painted cycling lanes has also been a safety concern. Through the winter of 2013/2014, we observed that painted line bike lanes throughout the city were not cleared of snow, even those on 'snow event parking ban' routes, as promised in the fall of 2012 by the Transportation Department. The 7th Street cycle track was cleared regularly to a very high standard at a cost of \$300,000, or just over \$428 per metre for 700 metres. The CDA is very interested to understand what level of maintenance would be realized by spending only \$74 per metre for 7.3 kilometres, as estimated in the pilot project report.

Many estimates of increased revenues to be expected by street level merchants along cycle tracks seem overly generous. Based on the experience of the merchants along the 7th Street cycle track, which has been poor thus far, the CDA feels the estimates of 49% and up in revenue, put forth by the City's experts, to be unrealistic and overinflated. The CDA has not yet seen a diligent effort made to capture a current state assessment of businesses in order to understand the economic impact of cycle tracks on businesses in downtown Calgary. This work was promised by the City in 2011.



Access to the downtown is of utmost importance to the CDA and the more than 3000 businesses in our Business Revitalization Zone. In recent research conducted by the CDA, parking (cost and access) remains the single largest deterrent to coming into the core for business or pleasure. We are pleased to see that the Calgary Parking Authority (CPA) has added 421 new stalls in the downtown since 2011, but losing more than 60% of those for cycle tracks is most discouraging. It is our understanding that the earliest a new downtown CPA parking structure could be available would be 2016.

The City's 2013 Bicycle Program Yearbook indicates that cycling trips in the downtown have increased 26% from 2006-2013. (There is a 4% decrease in 2013.) The largest single increase in cycling was realized in 2012, when no physical bike infrastructure was added to the downtown streets. During the same interval, the number of downtown workers has increased from approximately 100,000 to 145,000, and cycle trips continue to make up 4% of the working population of the downtown. When comparing that number to the 6% ridership in downtown Portland, arguably the Mecca for cyclists in North America, and 3.8% in Vancouver, Calgary seems to be doing well with a significantly smaller investment in infrastructure, and with less disruption to other modes of traffic.

The CDA recently conducted a small survey on cycling with motorists. Of the 404 respondents, 55% were supportive of cycle tracks in the downtown. Only 29% of those motorists polled cycled themselves, with 54% of that group cycling only in the summer. We have seen an increased demand for bike parking, at least in the summer months.

The cycle track project has been contentious to say the least. Perhaps the only way to convince all parties involved that further investment in cycle tracks is worthwhile is to complete a comprehensive pilot. First, a pilot would have to only consider cycle tracks, and no other mixed situation, in order for the data to be relevant. Second, a complete current state assessment would be required, including the economic state of street level merchants and operating costs for building management. Data collection would have to include parallel streets and intersections, so that displacement of traffic, and the impact on pedestrians, cyclists, transit and motorists, including commercial deliveries, could be measured and compared. Third, aggressive goals for the pilot must be established and agreed to prior to the commencement of the project. For example, reductions of bike/car and bike/pedestrian collisions by at least 50%, and at least three (3) times as many cyclist trips must be made into the Central Business District (CBD). Both measurements would be based on 2014 current state values. Throughout the pilot, measurements must be transparent and readily accessible by the public. One method would be to utilize cameras with counters, available from companies such as Miovision Technologies, which would show pedestrians, cyclists, and vehicular traffic in real time, along with cumulative data. We believe the pilot should be longer than one year to accommodate weather conditions such as a severe winter or a mild winter. Finally, if the predetermined goals are not achieved or exceeded, and Council should agree to remove the tracks within six months of the completion of the pilot.

In order for the CDA to support a pilot for a cycle track network in the downtown, all previously mentioned criteria would have to be established, and all consideration for the incorporation of Stephen Avenue Walk (SAW) would have to be removed. We would recommend that all of 8th avenue be removed from the pilot, and that a more productive east/west cycle track connection be incorporated into the pilot. The single connection should span the entire CBD and include the residential west side of the downtown, and go into East



Village. That is what the cycling groups have been advocating for several years, and when better to test its validity than during a pilot? Only cycle tracks of the highest value should be included in the pilot.

The exclusion of SAW as part of this pilot is paramount. This is proposed to be an evaluation of a cycle track network, and by including a pedestrian/cycling shared space or free for all, the pilot would be compromised from the start. There is little support for SAW as part of the corridor from the cycling community, and there is significant opposition from merchants and building operators/owners. (See 13 attached letters of opposition, including small businesses, the convention centre, hotels, and large retail and office buildings.) 64% of the motorists the CDA recently surveyed also stated that cyclists should not be allowed on SAW during pedestrian-only hours (06:00 to 18:00 daily). (For those who felt that cyclists could possibly share SAW with pedestrians, most believed there would need to be a posted and enforced slow speed limit.)

As operators of SAW since 2000, the CDA is intimately involved with the challenges of maintaining one of North America's only successful pedestrian malls. We are proud of the success of SAW and the vibrancy it creates in the downtown for the enjoyment of all the citizens of Calgary, and for visitors to our city. Due to its pedestrian nature, it is a priority snow road for snow clearing, where snow is removed first from the sidewalks and deposited on the carriageway for removal later. It is also an emergency access route for fire, police and emergency medical services. Loading for businesses on the mall is very restricted, especially for many of the heritage buildings, and must be completed in the mornings. Each intersection is a full pedestrian scramble, where people cross the street in all directions.

It is a busy place, especially during the warmer months, and, as previously mentioned, safety is our highest concern. Over 50 vendor tents are set up each day in the carriageway. More than 20 patios run along the sidewalks. In 2014, we are planning for more than 200 activations and mini-events, along with more than 35 festivals and markets, drawing more than 260,000 people to the mall.

The effective usable width of the street is approximately 7 metres, and varies from block to block. Using 2008 pedestrian count numbers, which we believe would have increased based on the increase in workers in the downtown, the pedestrian/metre/hour ratios are in the ranges of 120 to 422. Additionally, the cross-traffic from The Core ranges from 115/m/hr in July 2013, to 120/m/hr in January 2014. Cross traffic numbers between the north and south buildings of the Calgary TELUS Convention Centre vary depending on the size and number of conferences underway at any given time, but provide a higher risk, as most delegates are from out-of-town, and believe they are in a pedestrian environment when traveling between buildings. This cross traffic peaks between 6:00AM and 8:00AM, again between 11:00AM and 2:00PM, and once more between 4:00PM and 6:00PM. A report from DTV Consultants (Netherlands) suggests that when ratios exceed 100/m/hr a different pavement treatment designating where cyclists should travel would be required to ensure safety of pedestrians and cyclists in a mixed environment, and that is in a country where there is an entrenched cycling culture, unlike Calgary. Science Nordic (September 2013) reports that having a pedestrian nearby a cyclist doubles the risk of a collision, and pedestrians are the cause of 29% of cycling accidents. Expecting cyclists to dismount, even at peak times, would be unrealistic, especially based on the fact that some cyclists already ride on the mall, sometimes causing collisions, even when there is a \$300 fine for doing so. Enforcement of varied times


when cyclists would be expected to dismount would be challenging to say the least, and likely not the best use of precious resources.

The timing for this project is unfortunate, as the City struggles to find funding for essential services, while deep infrastructure, sidewalks, pedestrian lighting and roadways are failing. Our city continues to rebuild from the flood of 2013, and must secure enough funding for mitigation projects to reduce the risk of further catastrophes. Citizens are clearly divided in whether to spend money on cycling infrastructure at this juncture.

If City Council decides to move forward with a cycle track pilot, we respectfully request that only cycle tracks be part of it, ensuring the integrity of SAW, and that a productive east/west connection be tested. Establishing targets, and ensuring measurements are transparent will be critical to the success of the pilot. Advantages for all modes of transportation must be conclusive and balanced.

The CDA has been an active participant with the Centre City Bike Project Committee and other cycling initiatives, and would be willing to remain engaged.

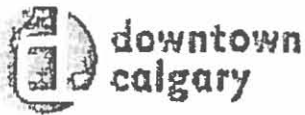
Sincerely,



Maggie Schofield  
Executive Director

cc: Councillors, City of Calgary

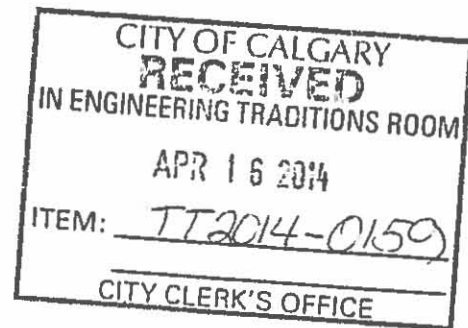
Encls: CDA Letter to Mayor Nenshi – June 9, 2011  
CDA Report to T&T SPC – October 10, 2012  
CDA Press Release – February 4, 2014  
CDA Report to T&T SP – February 19, 2014  
Letters of Opposition to Cycling on Stephen Avenue: Lohuis Consulting (email),  
Calgary TELUS Convention Centre, Calgary Hotel Association, The Core TD Square  
Holt Renfrew, Home Tasting Room, Strategic Group, Riley and McCormick Western  
Stores (email), Brookfield Office Properties, Cominar Real Estate Investment Trust,  
Twigs and Company, Original Joe's Stephen Avenue, Franworks Group of  
Companies, Wolford



June 9, 2011

Office of the Mayor  
City of Calgary  
P.O. Box 2100, Stn M  
Calgary AB T2P 2M5

Attn: Mayor Nenshi



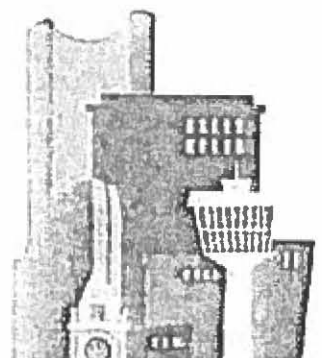
**RE: Cycling Strategy – Downtown Calgary Downtown Association**

Dear Mayor Nenshi:

The Calgary Downtown Association (CDA) has been a supporter of the Calgary Transportation Plan and the Centre City Plan, which both promote cycling as a key to a healthy downtown through physical activity and the reduction in vehicular traffic. Cycling is an activity expected to attract and retain employees, making the city internationally competitive. It is a worldwide initiative promoting health and sustainability, which the CDA supports. We have consistently supported the addition of bicycle storage and amenities for new developments and renovations in the core to accommodate cycling in the downtown.

Data from the surveys conducted in September 2010 by consultants on behalf of the City indicate that, based on a random sample of adult Calgarians, 59% of would like to cycle more often, especially if it was safer and the pathways were better integrated into more communities. It was not apparent from the survey results how many of those surveyed frequented the downtown.

The City's engagement strategy of targeting only cyclists and the general public, excluded the business community from providing input into the development of the strategy. We would like to take this opportunity to share our observations and recommendations. The CDA believes that Calgarians need to understand the anticipated benefits and full costs of implementing all of the attributes of a successful bicycle network.



Our comments are categorized into four areas as follows:

### **1) Safety**

The requirement for a safe environment for cyclists is paramount. We believe education is key for both cyclists and motor vehicle operators, as is enforcement of the rules of the road for both groups. Traffic signals need to be coordinated to maximize traffic flow and reduce the requirement for bicycles to stop. Four-way stops must be either upgraded to traffic signals, or all parties must stop. The pedestrian scrambles on Barclay Parade (3rd Street), if designated as a bike route, will provide a challenge to cyclists due to the long traffic signal times where they need to come to a full stop, and are not be able to turn.

We understand that physical barriers are not being proposed for bike lanes at this time, and the CDA supports that decision. Although they may appear to provide additional safety, commuter cyclists seem to agree that they are too confining and impede a cyclist's ability to avoid a collision or object on the roadway.

### **2) Cost of Implementation**

The full cost of the implementation of all the components of the strategy must be publicly available. This should include, but not be limited to, all the capital costs (lane markings, signage, traffic signals, bicycle hub facilities) as well as the cost of maintenance, education and enforcement. Currently, less than 2% of all trips made into the downtown daily are made by bicycles, and seasonal impacts must be considered, both to the ridership, and to the cost and frequency of maintenance.

The success of a cycling strategy from the point of sustainability must include the cost to the environment of motor vehicle traffic potentially having longer travel times due to the impact of cycling lanes on carrying capacity.

### **3) Access to the Downtown**

Access to businesses in the downtown already has its challenges, including parking and loading. Loading access is already at a premium and must be fully considered, both for the ability of trucks to negotiate turns across bike lanes or around bike boxes. Consideration of the removal of any street parking stalls during prime business hours (9:00-15:30) should be done carefully. The Downtown Parking Strategy restricts the amount of parking available in the downtown, in an effort to increase the modal split between motor vehicles and public transit, while supporting a healthy business environment. With transit ridership nearing the percentages desired for 2024, and transit operating at near capacity at peak hours, further reductions in parking will negatively impact businesses.

An example of a street where a bike lane would provide significant challenges for business access would be Barclay Parade. There are several parking structures and office buildings which only have access from laneways in one direction, and that is onto 3rd street. In addition, there is a valet parking initiative at 3rd street and 8th avenue. If 3rd street was to be considered a north/south bike route, the CDA would suggest a single contra-flow lane for cyclists and a single lane for motor vehicles be considered, and that existing short-stay parking remain in place.


#### **4) Economic Impact Study**

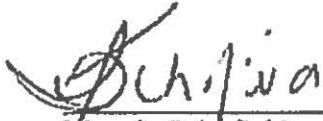
The CDA would request that the City undertake an economic impact study to ensure that bike lanes in the downtown are fairly evaluated and measured. Experiences in other Canadian winter cities (Edmonton, Saskatoon, Winnipeg, Toronto, Montreal) for ridership and maintenance should be used for benchmarking.

The CDA has been in discussions with the consultants involved with the current economic impact study nearing completion in Vancouver, and we would request that a similar study be set in motion. The study should utilize comparisons of streets with bike lanes being implemented with streets having a similar mix of uses, to establish changes in business revenue, lease rates, and building values. A current state assessment should be completed prior to any implementation of the downtown on-street bike network.

In conclusion, the CDA has a strong desire for cycling in the downtown to be safe, efficient and economical for everyone, including businesses. We respectfully ask that you consider our recommendations and address our concerns. If we can further assist you in the development and implementation of the downtown cycling strategy, please feel free to contact us at 403-215-1570 or [info@downtowncalgary.com](mailto:info@downtowncalgary.com).

Sincerely,

  
Mark Purdy  
Chairman of the Board

  
Maggie Schofield  
Executive Director

cc: Aldermen, City of Calgary  
Mac Logan, General Manager of Transportation, City of Calgary  
Ryan Jestin, Director for Roads, Transportation, City of Calgary  
Troy McLeod, General Manager, Calgary Parking Authority



**RE: Cycling Strategy – Calgary Downtown Association, October 10, 2012**

The Calgary Downtown Association's (CDA) position on cycling in the downtown has not changed since our letter of June 2011. The CDA has been a supporter of the Calgary Transportation Plan and the Centre City Plan, which both promote cycling as a key to a healthy downtown through physical activity and the reduction in vehicular traffic. Cycling is an activity expected to attract and retain employees, making the city internationally competitive. It is a worldwide initiative promoting health and sustainability, which the CDA supports. The CDA has consistently supported the addition of bicycle storage and amenities for new developments and renovations in the core to accommodate cycling in the downtown. We always support safety initiatives for the downtown, including those associated with cycling. However, we encourage transparency on the costs of implementation and maintenance for cycling-related initiatives, including an economic current state assessment and ongoing study on cycling as it relates to businesses in the commercial core, which the City committed to in 2011.

Access is paramount to the on-going success of the downtown. The CDA believes that bike lanes should be complimentary to the downtown, having a minimal impact on parking, loading and taxi access. Every survey requesting information as to why people do or don't frequent the downtown singles out parking as the largest deterrent to coming into the commercial core. That means not only the high price of parking, but also the access to it.

After pushing for businesses to be part of the cycling plan engagement process in 2011, the CDA worked diligently with for a year on the proposed 6<sup>th</sup> and 7<sup>th</sup> street bike lanes with the team from the City. All discussions were around painted lanes. The impact on parking on the two streets went from removing 170+ spots, down to 14 stalls, and finally 4 stalls, which was workable. There was still no clear direction as to the traffic signal programming to assist in clearing intersections effectively, while protecting pedestrians, cyclists and motorists from injury. Through this process, the CDA has to continually push to have businesses contacted and information collected. At the June public meeting, it was clear that the City had not informed businesses. A survey conducted by BOMA in August still revealed that businesses were ill informed, and only 50% were supportive of the project as presented, that is, painted lanes.

In September of 2012, we met with the City team to learn that proposed painted bike lanes were now going to all be physically divided lanes, although there wasn't a design offered. Nor was there any information on number of parking spots that would be affected, or the loading/access challenges that would need to be addressed. Reductions in parking revenues would impact all Calgarians, as those dollars are used by the City as general operating funds in all wards, and help keep

residential taxes low. Maintenance costs have not been made available, nor is it known if the City actually has the equipment or resources to remove snow and gravel from cycle tracks. A week ago, Council escalated all bike lanes to Priority #1 roadways for the purpose of snow removal. The CDA has been trying for years to have snow windrows removed from curbs to accommodate the safety of pedestrians, the safety of people exiting their parked cars, and to maximize the number of on-street parking spots. We welcome the clearing of the bike lanes, but worry that the windrows will now be in the pedestrian realm, and not actually removed.

We still hope that the Steering Committee that is being orchestrated by the City will indeed include needs of businesses. We would like to see accurate transportation data be made available, both for the current state, and in timely increments on an on-going basis. For example, 10,000 daily bike maneuvers in the downtown have been reported a number of times by the City (increased to 12,000 last week), and although that number reflects trips in and out of downtown, the number is used interchangeably with the number of cyclists. Clearly, the number would be, at best, half of the maneuver number, which would represent approximately 4% of all the commuters in the downtown daily. In addition, the data has been collected in August, meaning that winter data is completely absent from the plan. Education and enforcement for both motorists and cyclists has been deemed paramount to the success of cycling in Calgary, yet, to this date, there has been virtually nothing done in this area.

We would also like to add a brief comment on the proposed bike-share initiative. The CDA would only support a privately funded and maintained operation. The take-up of the car-share programmes clearly shows that the private sector, by working with the City, can be very successful. We don't believe that the City should fund a bike-share programme, when taxpayers are already funding the infrastructure costs that will make the programmes safe and successful.

The CDA continues to be committed to moving cycling forward in the downtown, and working with all of the stakeholders. The time and energy wasted on over the last year on the 6<sup>th</sup> and 7<sup>th</sup> streets bike lanes, is frustrating, but we are hopeful that the City will be more respectful in the future to the commitments made by volunteers and businesses. We also are hopeful we will see a full economic impact study produced, with on-going measurements, to ensure an accurate measurement of the return on investment made in the cycling strategy.

## **The Calgary Downtown Association's Concerns About The Latest Centre City Cycle Track Network Plans.**

February 5, 2014 - The City of Calgary recently presented their latest plans for the Centre City Cycle Track Network to the Transportation Planning Centre City Bicycle Projects Committee.

The Calgary Downtown Association (CDA) is an active stakeholder on the committee, and recognizes cycling as an active mode of transportation in the downtown. We support the majority of the routes presented with one major exception - the inclusion of Stephen Avenue Walk.

The CDA is deeply concerned that plans are being considered that will negatively impact the success of the Pedestrian Mall and the downtown experience. Our concerns are threefold:

1. Pedestrian safety and the negative interaction between pedestrians and cyclists.
2. Access for business deliveries for the many businesses who do not have loading docks or back alley access for daily deliveries.
3. Lack of connectivity the cycling community has been recommending for many years. This route does not connect the many places of employment that have cycling amenities in place for employees, nor does it connect with future developments that are coming on-line in the next few years that all have significant bike infrastructure. The potential of using Stephen Avenue Walk for cycling has been proposed by the City at least three (3) times and vehemently rejected each time by the majority of cyclists and the CDA.

Stephen Avenue Walk is one of North America's only successful executions of a Pedestrian Mall. It is Calgary's urban living room for all to enjoy with activity from street vendors, performers, festivals, parades, patios and a selection of retailers and restaurants you can only find downtown. The CDA is disappointed with the lack of recognition given to Stephen Avenue Walk as a successful Pedestrian Mall and gathering place, by even considering it as part of the cycling network.

It is clear that the current Council is not aligned with the Cycling Strategy as set forth by the previous Council. Consequently Administration is facing challenges implementing the strategy. Now may be the time for the current Council to revisit and re-prioritize the cycle track network.

....1

**For more information please contact:**  
Caralyn Macdonald  
Marketing and Communications Manager  
Downtown Calgary  
P (403) 215 -1567  
E caralynm@downtowncalgary.com

**About Stephen Avenue Walk:**

Stephen Avenue Walk is a pedestrian zone year round from 6:00am to 6:00pm. After 6:00pm it reverts back into a roadway that operates as a one-way road from East to West. Bicycles are permitted on the mall but must be walked.

In addition, Stephen Avenue Walk was designated in 2002 as a National Historic District with over 30 restored heritage buildings. Due to this designation, historical walking tours are popular throughout the year.

**About the Calgary Downtown Association**

Calgary Downtown Association (CDA) is a Business Revitalization Zone established under the Alberta's Municipal Government Act that represents 3,000 businesses in a 120-block area in the centre of the city. This area comprises over 50 million square feet of office, hotel, retail, restaurant, entertainment, attractions, cultural and government buildings. It was formed as a result of a petition by Downtown businesses in November 1988 and is funded primarily by a levy on the business taxes paid by Downtown businesses. The CDA manages Stephen Avenue Walk on behalf of the City of Calgary.

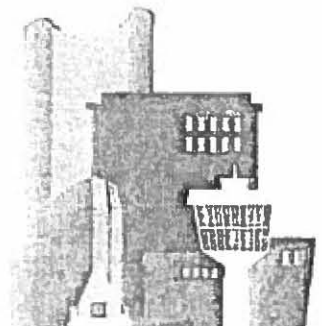


**Response to TT2014-0150 from  
The Calgary Downtown Association  
February 19, 2014**

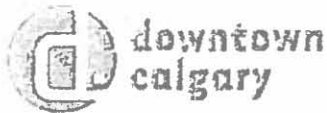
The Calgary Downtown Association (CDA) has been supportive of the detailed investigation into the use of 1<sup>st</sup> street east, from the Bow River south to the Elbow River as a cycling route, as we recognize that this would serve as a direct connection between two major river pathways, several residential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







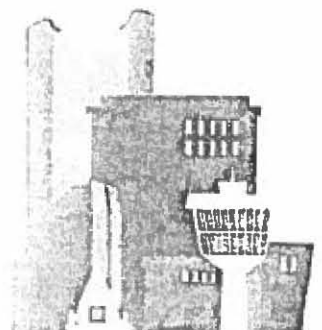
With the proposed signal light for cyclists at Riverfront Avenue, the impact on the traffic flow is not quantified. This is a major access point for Chinatown, as well as Eau Claire, and delays would be poorly received.

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.

Maggie Schofield  
Executive Director  
Calgary Downtown Association



**Subject:** Herald Cycle Track Article

**Date:** Thursday, 6 February, 2014 9:25:43 AM Mountain Standard Time

**From:** Garry Lohuis

**To:** Maggie Schofield

Maggie,

I was reading the cycle track article today and I agree with your comments regarding cycling down the mall in Calgary. Amsterdam is one of the urban cycling meccas of Europe where more than 30 % of the population commute to work by bike on a daily basis. Amsterdam has a number of pedestrian malls where cyclists are required to dismount and walk there bikes. The Dutch have found that in busy pedestrian areas bikes and pedestrians do not mix well together. I am however in favor of other cycle tracks. I am a regular user of the 7th St. track and it is an example of how to do it right.

Rgds

Garry Lohuis

*Lohuis Consulting - Petroleum Engineer*

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2014 February 12

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue SW  
Calgary, AB T2P 1C2

Dear Maggie:

**RE: CITY CYCLE TRACK NETWORK PLANS**

We are concerned that one of Canada's most popular downtown pedestrian malls, which for decades has exclusively been earmarked for pedestrian traffic, is now being considered for shared cycling infrastructure.

Year-round Calgarians and visitors to our City have enjoyed the sights and sounds of colorful parades, festivals, walking tours, street performers and a host of other events and activities. The vibrant ambience of our enviable pedestrian mall has a significant bearing on the positive impressions of our city's downtown and is vital for the safe pedestrian connectivity of the city centre. While vibrancy is important, safety is our chief concern; specifically the higher likelihood of pedestrian-cyclist collisions.

As you know, the Calgary TELUS Convention Centre operates two buildings that connect across Stephen Avenue Walk. On average, delegate traffic moving between the buildings can be in the hundreds, occurring at all hours during the day and into the evening. With cyclists introduced into the mix (particularly non-recreational cycling), pedestrians will have to rely on enhanced functioning of sensory, perceptual, cognitive and physical abilities to avert collisions. In fact, the act of selecting a safe gap in which to cross in front of oncoming cyclists will present a formidable challenge to large groups of pedestrians.

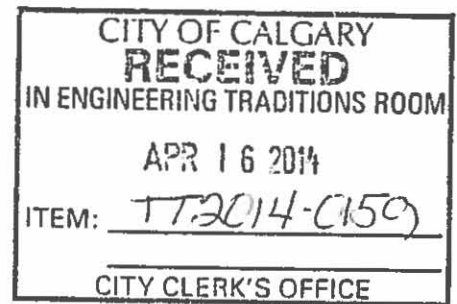
We recognize that Calgary is an active, vibrant and environmentally green city and that cycling is an important part of this lifestyle. However, we encourage the City to select an alternative cycling route to ensure that pedestrian safety for the Stephen Avenue Walk is not compromised.

We would appreciate that you convey our concerns to the Committee.

Sincerely,



Marcia Lyons  
General Manager, Calgary TELUS Convention Centre

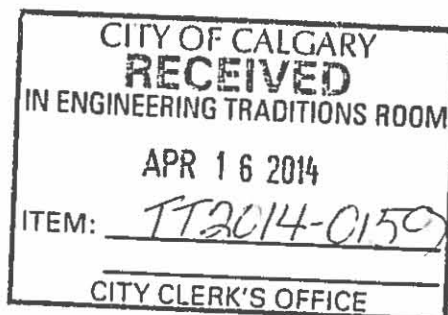




Calgary Hotel Association

March 13, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue SW  
Calgary, AB T2P 1C2



Dear Maggie,

It has come to my attention that Stephen Avenue Walk ranks among the prospective locations for a new city cycling corridor. On behalf of the membership of the Calgary Hotel Association (CHA), I wish to respectfully encourage the City to select an alternative route for shared cycling infrastructure.

The Stephen Avenue Walk's importance to the local and global perception of Calgary's emerging cosmopolitan identity, and the current and prospective economic impact that entails, cannot be understated. A marquee attraction hosting a rich variety of parades, festivals, tours, and performances, Stephen Avenue Walk has played a vital role in Calgary's cultural vibrancy and visibility for over 40 years. Such pedestrian-only thoroughfares have proven key attractions for cities including New York, Montreal, and Paris. As one of Canada's most popular downtown pedestrian malls, our own imbues a positive and distinctive ambience to downtown Calgary.

Introducing cycling to the pedestrian mall threatens to disrupt the Walk's attractiveness to locals and visitors alike. Leisurely strolls by shops, public art displays, and local events would be compromised by the divided attention required by a heightened risk of pedestrian-cyclist collision. Whether on vacation or a lunch break, one rarely wishes to spend a relaxed afternoon multitasking to avoid potentially injurious collision.

Business travel and travellers also stand to suffer. Significant impediments and injuries may occur when delegates moving between the two Calgary TELUS Convention Centre buildings on either side of the Walk are commuting, sometimes in the hundreds, at a crossroads to cyclists commuting up and down.

Finally, adding cycling to Stephen Avenue Walk would seem to conflict with City initiatives such as the Civic District Public Realm Strategy, which looks to improve downtown's pedestrian connectivity.

Improved pedestrian and cycling infrastructure promises to enhance our city for locals and visitors alike. The proposed infrastructural "twofer" only compromises the positive impact of each. I would ask that the City develop a cycling corridor elsewhere, ensuring that the Stephen Avenue Walk remain intact.

Thank you,

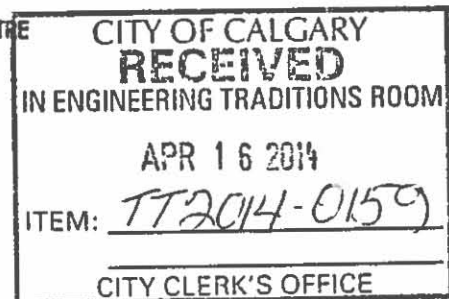
Jon Jackson  
Executive Director  
Calgary Hotel Association

Calgary Hotel Association

133 - 9 Avenue, Boulevard Level, Fairmont Palliser Hotel



TD SQUARE • HOLT RENFREW  
CALGARY'S ONLY DOWNTOWN SHOPPING CENTRE



March 19, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8th Avenue SW  
Calgary, AB T2P 1C2

Dear Maggie,

**RE: CITY CYCLE TRACK NETWORK PLANS**

We would like to express our concerns for the proposed shared cycling infrastructure within Calgary's downtown pedestrian mall. The CORE, covering Stephen Avenue from 5<sup>th</sup> Street to 2<sup>nd</sup> Street SW, is very apprehensive about the negative impacts cyclists will have on the thousands of pedestrians who use the CORE/Stephen Avenue/Bankers Hall to access their work and the LRT on a daily basis.

Stephen Avenue is one of the most predominately used pedways in North America and in summer months sees even greater traffic becoming a long public park with street vendors, performers and events taking place on a regular basis. Not only would the proposed introduction to cycling severely limit these uses along Stephen Avenue but they would also pose significant safety hazards to the thousands that use the pedway daily. Throughout the day citizens utilize Stephen Avenue's pedestrian-only street as an efficient safe-zone for traveling to and from their offices. On average, weekday foot traffic between the CORE at TD Square across Stephen Avenue to Bankers Hall reaches 8,600 pedestrians. With the influx of LRT commuters from the 2<sup>nd</sup> Street station, traffic approaches 2,000 between the hours of 6am – 8 am, which equates to 1,000 pedestrians per hour or 16 people every minute. By allowing cyclists to ride within this zone and essentially allowing them to ride on a sidewalk, thousands of pedestrians, including those with limited mobility, will be put at high, continued and unnecessary risk of collision on a daily basis.

The proposed cycle tracks would also negatively affect how the CORE provides Customer Service through our valet parking program on 3<sup>rd</sup> Street and impact commuters accessing our parkades. The CORE and Holt Renfrew parkades provide a total of 600 parking stalls for shoppers, business owners, and Calgary's corporate workforce. If a cycle track were to be placed along this route, people entering the parkade off of 8<sup>th</sup> Avenue would have to contend with additional cycle traffic on the 2-lane road and with increased vs. decreased traffic congestion directly in front of downtown's most accessible underground parking lot.

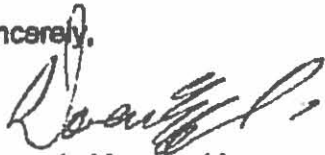
We foresee the proposed introduction of cycling as a dangerous and frustrating commuting experience for everyone with pedestrians, cyclists and vehicles along Stephen Avenue attempting to weave amongst each other and putting all at unnecessary risk. While we agree with the importance of expanding Calgary's transportation systems and decreasing the City's environmental impact, our top concern is safety and the potential for a significant increase in pedestrian-cyclist collisions.



The CORE recognizes and supports the environmental, active, and lifestyle change Calgary is trying to make through the proposed cycle track. However, we encourage the City to choose an alternate route in order to preserve and promote the safety and use of Stephen Avenue as downtown's most active pedestrian zone used by thousands daily.

We would greatly appreciate that you express our concerns to the Committee.

Sincerely,

A handwritten signature in black ink, appearing to read 'Domenic Mazzocchi', written over a horizontal line.

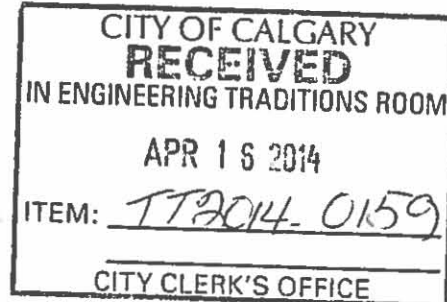
Domenic Mazzocchi  
The CORE (TD Square/Holt Renfrew)



# FUSE DEVELOPMENT FUND I, L.P. O/A HOME TASTING ROOM

March 24, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue S.W.  
Calgary, AB, T2P 1C2



Dear Maggie,

As a business owner and city taxpayer, we are quite concerned to hear that Calgary's prestigious Stephen Avenue Walk is being considered for shared cycling infrastructure.

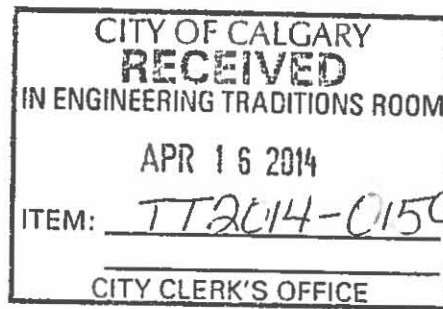
The Stephen Avenue Walk wonderfully showcases Calgary's rich historical buildings that should be preserved for the enjoyment of visitors and Calgarians alike to stroll along this beautiful walkway. Stephen Avenue also plays an integral part in hosting numerous exhibitions, festivals, and parades, which only enhances Calgary's image as a culturally vibrant and inviting place to visit, and do business in.

As one of the numerous businesses along the Stephen Avenue Walk, it cannot be understated that we as businesses owners depend upon the unobstructed and safe pedestrian access for our establishment's livelihood, and that of our employees. A major concern is for the safety of not only our patrons but the locals and visitors who currently enjoy leisurely walks to enjoy the wonderful sights and sounds of this beautiful stroll. Under this shared proposal, pedestrians would have to operate under a level of heightened awareness to avoid collisions with commuting cyclists. This proposal does not increase traffic for the businesses along Stephen Avenue, but merely hinders our customers' ability to move freely and safely along the Walk.

HOME Tasting Room is privileged to be on one of the premier pedestrian malls in North America, if not the world. We recognize that improved pedestrian and cycling infrastructure is important for Calgary as an active and environmentally friendly city. However, we respectfully request the City to embrace the Stephen Avenue Walk for what it is meant to be a "pedestrian-only" thoroughfare and develop a cycling route elsewhere.

Thank you,

  
Suzanne Baden  
Managing General Partner  
HOME Tasting Room



March 25, 2014

Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue SW  
Calgary, AB  
T2P 1C2

Attention: **Maggie Schofield**  
Executive Director

**RE: Stephen Avenue Mall, shared pedestrian and cycle route**

It has recently come to our attention that the City of Calgary is considering an option to open Stephen Avenue Mall to cyclists as well as pedestrians.

We would like to express our alarm and concern. Stephen Avenue Mall has long been considered a pedestrian way, and as such has become a gathering place for pedestrian minded citizens who attend downtown events, as well as work downtown.

Further, Stephen Avenue Mall has been regarded as one of the unique walking streets in Canada. The mix of retail and hospitality owes its success to just that. As developers, we can forecast that the retail and hospitality components will suffer from this decision. There are few shoppers and event attendees that will appreciate the risks associated with interacting with a large volume of cyclists.

Finally, the festival season in Calgary is short and very densely attended. The success of the events, merchants, safety of the attendees and overall enjoyment by all Calgarians is to preserve the pedestrian orientation of the street.

We respect the drive to create a better, meaningful cycling infrastructure. For our part we encourage it. In this instance the thought process appears to pander to vehicles by moving cycling traffic out of the way of vehicular traffic at the cost of business, safety, and reputation of Stephen Avenue Mall. This is not a balanced approach and not long term strategic thinking. Please advise us how we can help to ensure that Stephen Avenue remains a pedestrian way.

Sincerely,  
**Strategic Group**

R. Randy Ferguson  
Chief Operating Officer

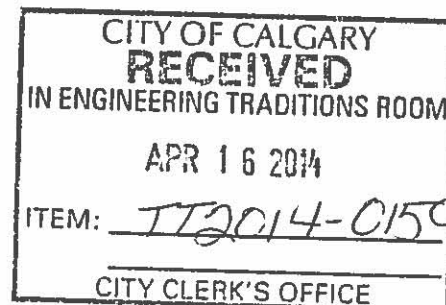
Subject: Steve ave

Date: Monday, 7 April, 2014 5:03:41 PM Mountain Daylight Time

From: Riley & McCormick

To: Maggie Schofield

Riley & McCormick Western Stores  
220 Stephen Ave. SW  
Calgary AB  
403.228.4024  
Fax 403.264.2405



Dear Sirs

Re: Stephen Ave **PEDESTRIAN** mall

It has come to our attention you are considering bicycle traffic on the Stephen Ave. Mall.

This highly inappropriate for many reasons:

1. Many years have been spent developing the Stephen Ave. as a pedestrian friendly space during daylight hours. This would defeat all this work and education. All it would take is one traffic accident with a bike and pedestrian and all this work would be lost. This would be the equivalent to putting bike traffic in Chinook Centre
2. We require access for business deliveries, which would be halted by the bicycle traffic.
3. We as merchants pay a premium tax rate for shopping access to the Stephen Ave. This access would clearly be hindered. In fact this will hurt the shopping experience of shoppers. (We would be then seeking a lower civic tax rate if this went ahead)
4. We see this as only a route for bicycle commuters only and would not add to the vitality of the mall.

There are many other reasons NOT to turn the most successful outdoor mall in North America into an express way for bicycles. Please do some research and find them.

Regards

Brian Guichon  
Riley & McCormick Western Stores



## Brookfield

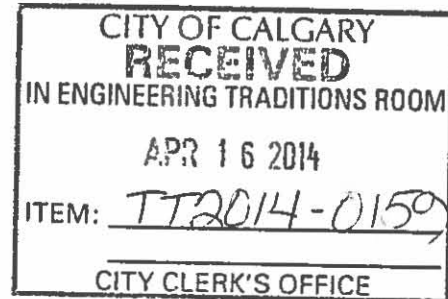
Brookfield Office Properties  
Canadian Commercial Operations  
335 - 8th Avenue SW, Suite 800  
Calgary, AB T2P 1C9

Tel (403) 770-7025  
Fax (403) 770-7030  
www.brookfieldofficeproperties.com

April 8, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue SW  
Calgary, AB T2P 1C2

Dear Maggie:



### RE: CITY CYCLE NETWORK PLANS

We understand that the City Of Calgary is proposing to include Stephen Avenue as part of its City Centre shared cycling infrastructure. While we understand that the intention of the cycling network is to improve transportation choices for Calgarians and make the roadways safer for people who walk, bike or drive in the City Centre, we do not believe that adding Stephen Avenue to this network will address the safety aspects for this plan for either cyclists or pedestrians. There are also potentially negative impacts to businesses and pedestrians that share this important and vibrant public space.

Brookfield Office Properties shares the City of Calgary's vision of further developing downtown Calgary to create the best available place to work, live and enjoy, and have demonstrated this over the years by making considerable investments in building and public spaces. We have also demonstrated a commitment to environmental sustainability and have made improvements in energy efficiency, water use, waste diversion rates, and carbon footprint reductions, which are verified through programs such as LEED, Energy Star, and BOMA 360. Brookfield also voluntarily provides secured bicycle storage, recognizing that this is valued by our tenants and community.

In our new development, Brookfield Place Calgary, we are providing our cycling tenants with a dedicated bike ramp leading to clean, well lit, secured bicycle rooms complete with locker and shower facilities which further demonstrates our intention to continue our actions towards providing amenities that are safe and sustainable, as well as promote alternative transportation in the downtown core.

Stephen Avenue and especially the walk between the CORE at TD and Bankers Hall is the most heavily utilized route by pedestrian traffic between these properties. Our traffic counts have demonstrated to us that thousands of commuters and customers use this route almost each and every day. In the fairer months this block is utilized by street vendors, buskers, tourists, our tenants, the general public and entertainers. Brookfield has contributed whenever possible to make this block vibrant to the mutual benefit of all the businesses that share it. The introduction of shared cycling infrastructure will potentially jeopardize this relationship between all who share the block and possibly endanger those who are trying to enjoy it, or simply use it to get to work.

We sincerely hope that the Committee will listen to these concerns and give careful consideration before making any decisions that will negatively impact the greater community.

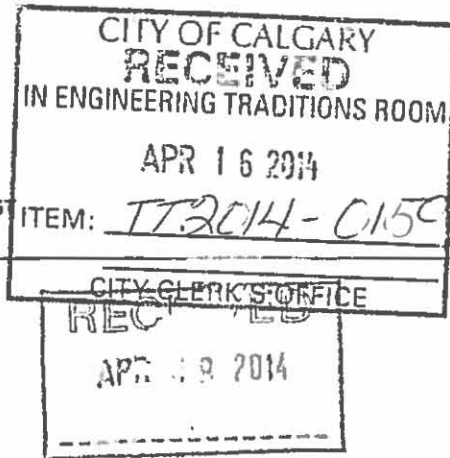
Regards,

A handwritten signature in black ink, appearing to read 'Steve Weston'.

Steve Weston  
General Manager - Bankers Hall  
Brookfield Office Properties



COMINAR REAL ESTATE INVESTMENT TRUST



April 8th, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
Suite 720, Lancaster Building  
304-8<sup>th</sup> Avenue S.W.  
T2P 1C2

Dear Maggie,

I am following up on a meeting you had with our Manager of Security and Life Safety, Mr. Ted Trewella and was pleased to hear some of the positive initiatives including the Town Hall Meetings on Stephen Avenue safety and security that the Calgary Downtown Association has organized.

I was however, disappointed and quite concerned to hear the City of Calgary is proposing the introduction of bicycles along the Stephen Avenue pedestrian corridor. We strongly feel that this would have a negative effect on the vibrant and busy nature of the Mall.

Our primary concern is safety. Even in the past few days the warm weather has brought literally hundreds perhaps thousands of people out of their offices to wander the Mall, have their lunch, window shop or simply to stand in groups and chat with their co-workers and friends. Introducing several hundred bicycles to this mix is, we feel a recipe for accidents and injuries to occur.

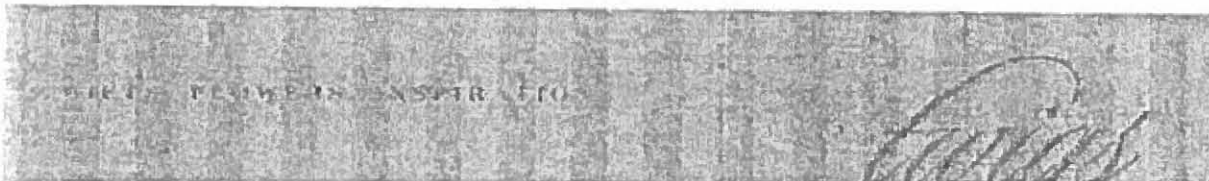
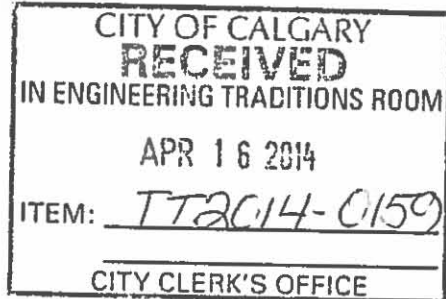
Among other properties in Calgary, Cominar Real Estate Investment Trust owns and manages Scotia Centre which is located prominently in the heart of the Downtown Core and the Stephen Avenue Mall.

Maggie, we would ask that you and the Calgary Downtown Association represent Cominar's interests and advise the City of Calgary civic leaders our opposition to this idea.

Thank you,

Scott Smith  
General Manager – Alberta

*Let's Do Business Together*



T. 403.263.3302 • F. 403.263.6070  
Stephen Avenue Historic District  
121 - 8 Avenue SW, Calgary, AB T2P 1B4  
colin@twigs.ca • www.twigs.ca

& COMPANY

April 7, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304-8<sup>th</sup> Ave. S. W.  
Calgary, AB T2P 1C2

Dear Maggie:

It is with dismay that I greet the proposal by the City to include Stephen Avenue as part of the City cycling corridor.

The walk is a busy pedestrian thoroughfare as well as being the premiere venue for many parades, festivals, tours and performances especially during the summer months. Stephen Avenue is one of the unique pedestrian streets in North America, the significance of which should not be underestimated. We need to preserve the quality of the pedestrian experience on the Walk and I believe the potential for conflict and injury to users of the Walk by introducing cycling would compromise that experience.

As a Stephen Avenue merchant we require a safe and pedestrian friendly environment to conduct customers to our store. Our retail operation predominates chiefly during periods of good weather namely May to October, a time that cyclists are also taking advantage of to enjoy their sport. Cycling on this particular street would confound an already crowded environment which includes the complication of deliveries of goods to merchants without back door loading access.

With eight years of experience retailing on Stephen Avenue I consider that Walk to have, for the most part and certainly during the summer months, reached its' capacity. Adding cycling into the mix is an unnecessary and in fact dangerous contribution to a successfully managed and working attraction.

While I certainly support cycling as part of the City's transportation initiatives I believe that permitting this activity on Stephen Avenue is counter-intuitive. The Walk does not connect with many places of employment that have cycling amenities in place for employees so the introduction of this activity has very little value in terms of transportation per se.

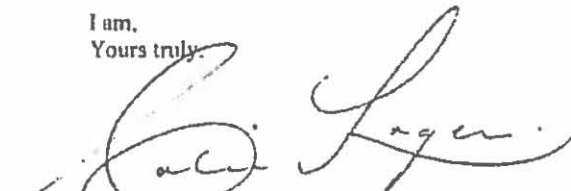
As well, a chief concern for me should cycling be allowed, would be the conduct of the bicycle messengers. I have observed them many times either flouting the current regulation of walking bikes completely by riding their bikes or complying reluctantly by sitting side-saddle and propelling themselves with one foot. With a preponderance of bike couriers in the downtown area I can confidently predict that Stephen Avenue will become a favoured route for these individuals. Once again I see a significant conflict.

While I applaud the City for supporting cycling as a green initiative I would encourage the Transportation Planning Centre City Bicycle Project Committee to consider alternate routes through the downtown area which more effectively allow people to access their places of employment while allowing Stephen Avenue to be the successful pedestrian meeting place that it has become.

Would you please pass along my concerns to the Committee?

Thanking you in advance,

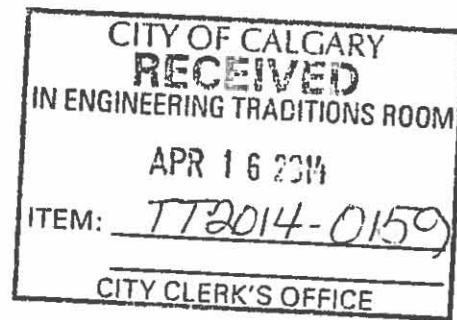
I am,  
Yours truly,

A handwritten signature in black ink, appearing to read 'Colin Logiss', written over a faint circular stamp.

Colin Logiss  
Owner/Manager  
Twigs & Company

April 9, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 8<sup>th</sup> Avenue SW  
Calgary, AB T2P 1C2



Dear Maggie,

I am concerned to hear that the City of Calgary is considering allowing bicycles on Stephen Avenue Walk. I believe that cyclists would create a safety threat to the many pedestrians that currently utilize the walk, and may even make it less attractive for some.

Stephen Avenue Walk has long been known for its live performances, buskers, music, festivals, artists and culture. I fear that with the addition of bicycles on the Walk these activities may cease to exist or at least in the capacity that they once did. I am fearful that permitting cyclists on the Walk will turn it into a chaotic, frustrating and stressful environment changing the entire experience. I would like for the walk to continue to be the easy going relaxed atmosphere where pedestrians can stop to visit vendors, relax on patios or watch performers.

Please consider an alternative route for the city cycling corridor. Historical Stephen Avenue Walk should be allowed to remain a site for various activities throughout the year, as it has become so well known for.

Sincerely,

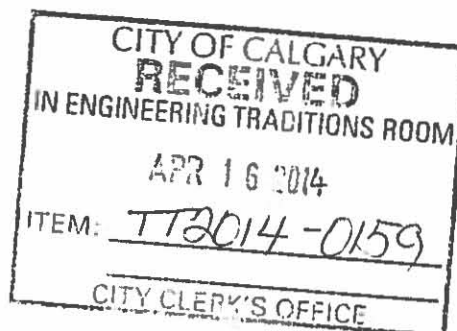
A handwritten signature in black ink, appearing to read "Chase Anderson". The signature is fluid and cursive, with a large loop at the end.

Chase Anderson  
Managing Partner Original Joe's Stephen Avenue



April 9, 2014

Ms. Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720 – 320 8<sup>th</sup> Avenue SW  
Calgary, Ab. T2P 1C2



Dear Maggie,

**RE: Stephen Avenue Walk – Cycle Track Proposal**

As a multi unit holder of restaurant locations along 8<sup>th</sup> Avenue we are very concerned with the proposed addition of the cycle traffic along the 8<sup>th</sup> Avenue corridor. To be clear, we are formally opposed to any such introduction of cycling along the eastern portion of Stephen Avenue Walk.

**SAFETY** - Stephen Avenue has long been a mainstay for strolling, conversations and short cuts. Whether it's oil patch business discussions, debating the Flames vs The Oilers, enjoying the historical remnants of our past or the many yahoos and yeehaws during the Stampede and various festivals and events – Stephen Avenue Walk is a destination that is labeled accordingly. The last thing on anyone's mind is having to dodge a bicycle coming the other way. As people are darting between Bankers Hall and The Core for example, combining pedestrians with bikes along this environment is a safety concern and an open invitation to collisions.

**VIBRANCY** - For decades this open air option has added to the vibrancy of the Downtown core. We spend enough time in the plus 15's for nearly six months a year. People are looking for a break outside. The visual appeal of the skyscrapers along this corridor, the white steel jungle, the patios, the lively square dancers, jugglers, artists and musicians are the focus and the draw to the Stephen Avenue Mall. Bicycles will take away from those stationary attractions.

**RETAIL IMPACT**- The pedestrian nature of this area is fundamental to our retail success. Speeding bicycles don't typically stop, park their bikes and walk in. They commute in and out of the core. Also, we have a patio environment where our clients are enjoying a slower pace, deep in discussion and enjoying the sunshine, atmosphere and energy. Having a biker zip by will be very disruptive to that environment.

We believe there are many other options or solutions for moving people around in the core – but Stephen Avenue Walk – should remain just that - a walk. While we understand the value of cycling at 5<sup>th</sup> Street and 8<sup>th</sup> Avenue near our State & Main Restaurant location, the easterly portion of the proposed corridor along 8<sup>th</sup> does not make sense.

Please forward our concerns and position regarding this proposal to those that you feel will impact this decision going forward.

Regards,

Kim Beingessner  
VP Real Estate

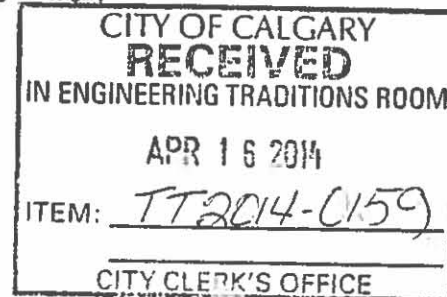
**FRANWORKS GROUP OF COMPANIES**



Operated by Elentee Consulting Inc. Calgary

April 09, 2014

Maggie Schofield  
Executive Director  
Calgary Downtown Association  
720, 304 - 8<sup>th</sup> Avenue SW  
Calgary, Alberta, T2P 1C2



Dear Maggie,

Having heard of the proposed changes to be made to Stephen Avenue Walk I am absolutely perplexed that in City Halls mind a cycling route is actually going to work. Having operated our business establishment for four years on this corner of 1<sup>st</sup> street and Stephen Avenue Walk, we have witnessed several accidents involving bicycles because not everyone obeys the law and people still ride bicycles on 8<sup>th</sup> Avenue even though they are not supposed to, I cannot imagine how a cycling route is going to work on this Walk. There is no more room on this already overloaded avenue because you have vendors and a lot of pedestrian traffic.

We will oppose a cycling route as it is simply inappropriate for 8 Avenue and furthermore it will only be abused by cycling couriers which already is a nightmare in downtown Calgary.

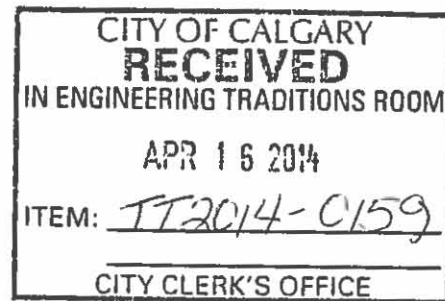
Yours truly,

A handwritten signature in black ink, appearing to read "Lilo Litzius".

Lilo Litzius  
Wolford



**From:** Executive Assistant - Ward 8  
**Sent:** 2014 April 11 3:44 PM  
**To:** Bracic, Blanka  
**Subject:** FW: File # TT2014-0150



Evan Galbraith  
Executive Assistant  
Office of Councillor Evan Woolley, Ward 8  
[eaWard8@calgary.ca](mailto:eaWard8@calgary.ca)  
T: 403.268.1627 F: 403.268.3823

**From:** amery  
**Sent:** Wednesday, April 09, 2014 11:13 PM  
**To:** Albrecht, Linda  
**Cc:** Executive Assistant - Ward 8  
**Subject:** File # TT2014-0150

April 9, 2014

To the attention of the City Clerk

The City of Calgary  
PO box 2100, Station M  
Calgary, AB T2P 2M5

Dear Sirs and Madams,

I would like to offer my support for the proposed 1st Street SE Cycle Track in Calgary. My husband and I moved to the Victoria Park neighbourhood specifically for its walkability and proximity to the LRT. As a former bike commuter before moving to Calgary, I have yet to add biking to my means of getting around in the city. Finding the automobile culture to differ from other places that we have lived, I am waiting for separated cycle tracks in order to feel a stronger sense of safety in sharing the road.

I appreciate the improvements to 13th Avenue SW and have observed an increase in foot traffic in our neighbourhood since moving in, something both my husband and I welcome. In my view, the cycle track would be a positive addition to the community.

Like many, Calgary is a city we came to for work. It is the investment in infrastructure for alternative modes of transportation that will keep us here long after the job is finished.

Sincerely,

amery Calvelli  
Calgary, AB



**National  
Music  
Centre**

**Centre  
National  
de Musique**

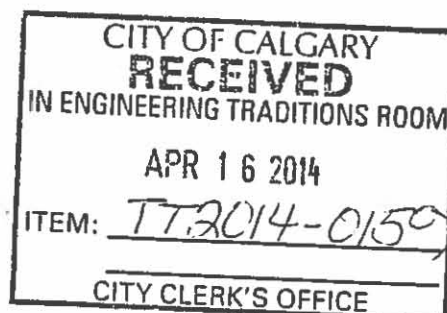
March 14, 2014

The City Clerk

Mail Code #8007

P.O. Box 2100, Station M

Calgary, AB, Canada T2P 2 M5



**RE: File # TT2014-015 - Centre City Cycle Track Network – 1 Street SE**

City Clerk,

I am the CEO & President of the National Music Centre (NMC). Our new building, set to open in 2016, is located in close proximity to the proposed 1 Street SE Cycle Track. I am writing this letter in support of the Centre City Cycle Track Network and the proposed 1 Street SE route.

NMC supports the Cycle Track network for the following reasons:

- There is a large body of evidence that protected bicycle lanes have a positive effect on retail businesses and help organizations attract employees by creating a competitive advantage.
- The network will help to facilitate the 122 percent increase in commuter cyclists in Calgary from 1996 – 2013, a trend which is expected to continue.

NMC supports the proposed 1 Street SE Cycle Track route for the following reasons:

- There will be a substantial population increase along 1 Street SE with the development of several high-density residential and mixed use towers. This inner-city population is becoming less dependent on motor vehicles and uses cycling as a preferred mode of transport.
- Connects the Victoria Park BRZ with other high profile tourist destinations such as Chinatown, the Culture/Civic District, East Village, Stampede Park, 17 Avenue SW.
- The Cycle Track will create a more sustainable retail environment on 1 Street SE, which historically has had a high vacancy rate along certain block faces.

Kind regards,

Andrew Mosker

CEO & President

Cc: Councillor Evan Woolley

**National Music Centre | Centre National de Musique**

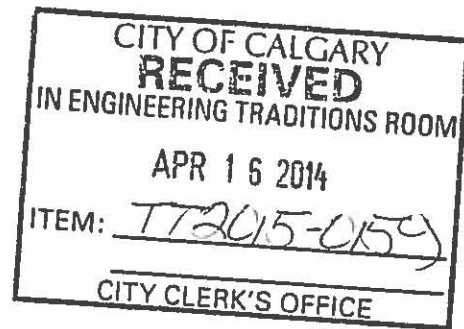
134 – 11 Avenue SE, Calgary, AB T2G 0X5 | T 403.543.5115 | F 403.543.5129 | TF 1.800.213.9750 | [nmc.ca](http://nmc.ca)

TT2014-0159, Attachment 7 (Part 1 of 3)



March 17, 2014

The City Clerk  
Mail Code #8007  
P.O. Box 2100, Station M  
Calgary, AB, Canada T2P 2 M5



**RE: File # TT2014-015 - Centre City Cycle Track Network – 1 Street SE**

City Clerk,

I am the owner and operator from Taste, located in close proximity to the proposed 1 Street SE Cycle Track. I am writing this letter in support of the Centre City Cycle Track Network and the proposed 1 Street SE route.

We at Taste support the Cycle Track network for the following reasons:

- There is a large body of evidence that protected bicycle lanes have a positive effect on retail businesses and help organizations attract employees by creating a competitive advantage.
- The network will help to facilitate the 122 percent increase in commuter cyclists in Calgary from 1996 – 2013, a trend which is expected to continue.

We at Taste support the proposed 1 Street SE Cycle Track route for the following reasons:

- It offers the best connections with existing cycling infrastructure, such as the Elbow River, Bow River and 13 Avenue Greenway pathway systems.
- It will connect Taste with other important areas of the city such as Chinatown, the Culture/Civic District, East Village, Stampede Park, 17 Avenue SW and other high-profile tourist destinations.
- There will be a substantial population increase along 1 Street SE with the development of several high-density residential and mixed use towers. This inner-city population is becoming less dependent on motor vehicles and uses cycling as a preferred mode of transport.
- The Cycle Track will create a more sustainable retail environment on 1 Street SE, which historically has had a high vacancy rate along certain block faces.
- The 1 Street SE Cycle Track will reinforce the existing transit orientated development (TOD) nature of the area and provide options for the fastest growing mode of commuting into the Centre City, cycling.

Kind regards,

Brendan Bankowski  
Owner  
Taste Restaurant  
1210 1<sup>st</sup> Street SW.

Cc: Councillor Evan Woolley

March 22, 2014

The City Clerk  
Mail Code #8007  
P.O. Box 2100, Station M  
Calgary, AB, Canada T2P 2 M5



RE: File # TT2014-015 - Centre City Cycle Track Network – 1 Street SE

City Clerk,

I am the Chief Operating Officer from XSENSOR Technology Corporation, located in close proximity to the proposed 1 Street SE Cycle Track. I am writing this letter in support of the Centre City Cycle Track Network and the proposed 1 Street SE route.

XSENSOR supports the Cycle Track network for the following reasons:

- Approximately 20% of XSENSOR's full time employees commute by bicycle on a regular basis
- There is a large body of evidence that protected bicycle lanes have a positive effect on retail businesses and help organizations attract employees by creating a competitive advantage.
- The network will help to facilitate the 122 percent increase in commuter cyclists in Calgary from 1996 – 2013, a trend which is expected to continue.

XSENSOR supports the proposed 1 Street SE Cycle Track route for the following reasons:

- It offers the best connections with existing cycling infrastructure, such as the Elbow River, Bow River and 13 Avenue Greenway pathway systems.
- It will connect XSENSOCR with other important areas of the city such as Chinatown, the Culture/Civic District, East Village, Stampede Park, 17 Avenue SW and other high-profile tourist destinations.
- There will be a substantial population increase along 1 Street SE with the development of several high-density residential and mixed use towers. This inner-city population is becoming less dependent on motor vehicles and uses cycling as a preferred mode of transport.
- The Cycle Track will create a more sustainable retail environment on 1 Street SE, which historically has had a high vacancy rate along certain block faces.
- The 1 Street SE Cycle Track will reinforce the existing transit orientated development (TOD) nature of the area and provide options for the fastest growing mode of commuting into the Centre City, cycling.

Kind regards,

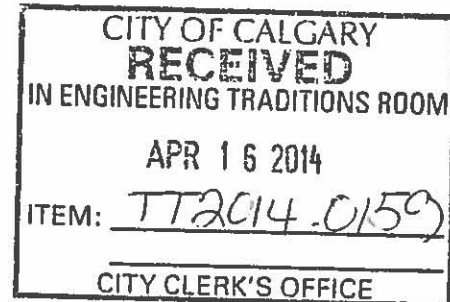
Bruce Malkinson  
COO  
XSENSOR Technology Corporation  
133 12 AVE SE Calgary Alberta

Cc: Councillor Evan Woolley

VICTORIA PARK  
urban calgary

April 09, 2014

The City Clerk  
Mail Code #8007  
P.O. Box 2100, Station M  
Calgary, AB, Canada T2P 2 M5



**RE: File # TT2014-015 - Centre City Cycle Track Network**

City Clerk,

The Victoria Park BRZ is submitting this letter in support of Administration's proposed Centre City Cycle Track Network. Additionally, we have conducted our own engagement with the Victoria Park business community in regards to the proposed Cycle Track Network. We have garnered support from a variety professional and at-grade retail businesses in the area and along the proposed routes of 1 Street SE and 12 Avenue South.

We have enclosed additional letters of support from Victoria Park businesses.

Kind regards,

A handwritten signature in cursive script that reads 'David Low'.

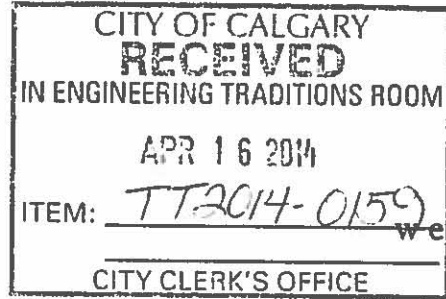
David Low  
Executive Director  
Victoria Park BRZ

Cc: Councillor Evan Woolley

**Note:** Letter on Page 87 had personal information removed from the Electronic Agenda at the request of the Author. Should you have any questions please contact the City Clerk's Office at 403-268-5831

Westbank Projects Corp.  
501 - 1067 West Cordova Street  
Vancouver, Canada V6C 1C7

604 685 8986 general  
604 893 1708 fax  
www.westbankcorp.com



Vancouver, April 14, 2014

Mayor and Council  
City of Calgary  
Office of the Councillors (8001)  
700 Macleod Trail S  
Calgary, AB, Canada T2G 2M3

Dear Mayor and Council,

I am writing to express my support for the recent proposal to improve the cycling route connectivity in Downtown Calgary, through the implementing of a cycle track network. As a stakeholder in the success of Downtown Calgary, I would strongly encourage Mayor and Council to consider the multiple benefits which could be realized through an improved transportation network within the Downtown core.

Those of us who are champions of the City, believe that cities hold the key to a sustainable thriving future for all modern civilization. As our cities grow, so do our opportunities for the sharing of knowledge, ideas and creativity. It is through these seemingly simple interactions that innovation is born. The reality is that these chance interactions do not take place in vehicles, with individuals transporting themselves in an insular way. They take place in open active spaces designed to spark conversation and challenge conventional wisdom. Successful cities are active cities, with a wealth of pedestrian traffic and public spaces. Unfortunately, supporting car travel above alternative transportation will always be at odds with the social city. It is a well-known design principle that communities designed to encourage walking and cycling, also encourage people to live closer to community facilities and retail hubs allow a greater degree of interaction. It is our responsibility as City builders to ensure that the



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**w e s t b a n k**

infrastructure we support also supports the positive growth of the social fabric that is so crucial to the success of urban life.

From a financial perspective, cycling routes have been shown to contribute to an increase in retail sales along cycling commuter routes. This makes sense, as travelling by bike encourages more frequent stops than travelling by car. The investment made in a cycle track can be realized in an increased tax base and a more vibrant retail base.

I know that you share my passion for City Building and are committed to developing a downtown core that is as successful as the resource it so strongly represents. I trust that you will show leadership and vision by voting in favor of the cycle track network.

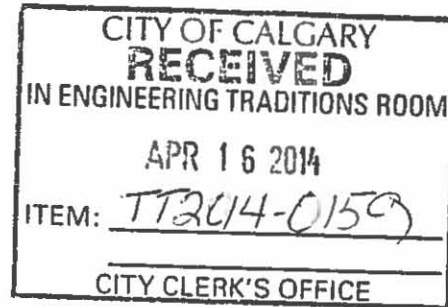
Sincerely,



Ian Gillespie  
President, Westbank

March 26, 2014

The City Clerk  
Mail Code #8007  
P.O. Box 2100, Station M  
Calgary, AB, Canada T2P 2 M5



**RE: File # TT2014-015 - Centre City Cycle Track Network – 1 Street SE**

City Clerk,

I am the proprietor of Vine Arts Wine and Spirits, a specialty retail liquor store located in close proximity to the proposed 1 Street SE Cycle Track. I am writing this letter in support of the Centre City Cycle Track Network and the proposed 1 Street SE route.

Vine Arts Wine and Spirits supports the Cycle Track network for the following reasons:

- There is a large body of evidence that protected bicycle lanes have a positive effect on retail businesses and help organizations attract employees by creating a competitive advantage.
- The network will help to facilitate the 122 percent increase in commuter cyclists in Calgary from 1996 – 2013, a trend which is expected to continue.

Vine Arts Wine and Spirits supports the proposed 1 Street SE Cycle Track route for the following reasons:

- It offers the best connections with existing cycling infrastructure, such as the Elbow River, Bow River and 13 Avenue Greenway pathway systems.
- It will connect Vine Arts Wine and Spirits with other important areas of the city such as Chinatown, the Culture/Civic District, East Village, Stampede Park, 17 Avenue SW and other high-profile tourist destinations.
- There will be a substantial population increase along 1 Street SE with the development of several high-density residential and mixed use towers. This inner-city population is becoming less dependent on motor vehicles and uses cycling as a preferred mode of transport.
- The Cycle Track will create a more sustainable retail environment on 1 Street SE, which historically has had a high vacancy rate along certain block faces.
- The 1 Street SE Cycle Track will reinforce the existing transit orientated development (TOD) nature of the area and provide options for the fastest growing mode of commuting into the Centre City, cycling.

Kind regards,

Jesse Willis  
President  
Vine Arts Wine and Spirits  
1310 – 1<sup>st</sup> Street SW  
Calgary, Alberta

Cc: Councillor Evan Woolley