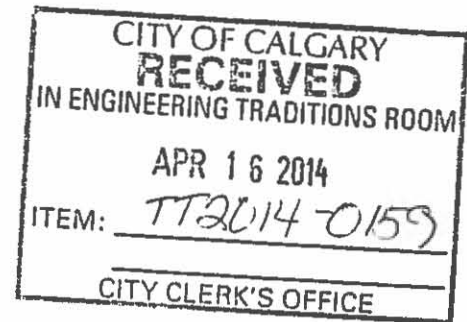


**Distributions from the 2014 April 16
Regular Meeting of the
SPC on Transportation and Transit
with respect to
Report TT2014-0159
Centre City Cycle Track Network Pilot Project**

Part 2 of 3



April 2, 2014

To Mayor Nenshi and Council:

RE: An open letter in support of the Centre City Cycle Track Network

Village Brewery began with friends sharing beers and dreams for a community brewery – a brewery that would support Calgary's artists, craftspeople and communities. We see community-building as part of the core purpose of our brewery, and we devote a lot of our time to supporting people and initiatives that make Calgary a better place. For that reason, we at Village Brewery are throwing our support behind the Centre City Cycle Track Network, and we encourage you to approve the plan on April 28th.

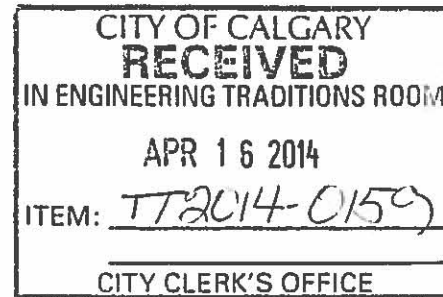
The Centre City Cycle Track Network will provide fast, convenient and safe transportation downtown, and will help to continue to make Calgary an exciting place to live and work. We know that encouraging cycling is good for businesses (especially local businesses). We also believe that Calgarians will benefit from having the option to safely bike downtown. Cycle track networks create more interesting and appealing streetscapes, and are a great way to bring people together. Calgary's community culture is blossoming, and this cycle track network will only add to that momentum.

We believe that local businesses have a role to play in helping to make Calgary a better city, and we encourage other businesses to speak up and support the Centre City Cycle Track Network. After all, at the end of the day, we're all Calgarians, and we all want to see this city grow and thrive.

Cheers,

Jim Button

Co-Founder
Village Brewery



April 14, 2014

Dear members of Calgary Council,

Re: The Calgary Folk Music Festival Supports the cycle track network

This year marks the Calgary Folk Music Festival's 35th Anniversary. Over the past 35 years, we have grown from a fledgling one day event to an internationally recognized, family friendly, four day cultural extravaganza with 70 local and international artists, 1650 community volunteers, and 53,000 dedicated audience members. In late 2012, we opened the doors to Festival Hall, a year round curated space in Inglewood for music, art, cultural performances, educational programs, and mentorship to Alberta's budding musicians.

Our supporters have come to rely on the Calgary Folk Music Festival to build on its strong roots but stay on the cutting edge as we push towards fulfilling our vision to "enhance our community's quality of life through the celebration of music from diverse cultural traditions." As part of our long standing commitment to quality of life, the Calgary Folk Music Festival has been recognized for our multiple award winning environment program, which includes reusable plates, compostable cups, refillable water stations, solar powered stages, and secure bicycle parking.

Festival Hall was designated a transit oriented development space in part, because many of our patrons, volunteers and staff are active cycle commuters and we are deeply concerned about their safety.

We are proud of Calgary's amazing pathway network for recreational bikers and believe that the new proposed Cycle Track Network with separated bike lanes will go a long way to nurture an increasing culture of bicycle commuting throughout the city.

We encourage Calgarians to demonstrate support for the Cycle Track Network and we hope City Council will vote in favour of the proposed pilot project. It makes good sense from a safety, environmental and cultural perspective.

Sincerely,

Joe Ceci

Chair, Folk Festival Society of Calgary board of directors

cc. city administration, BikeCalgary

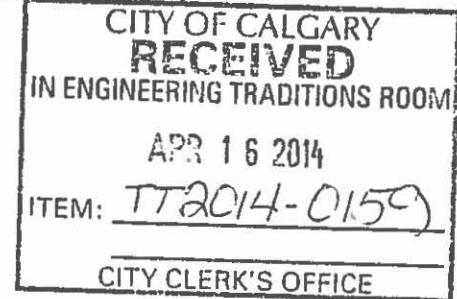
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Cycle tracks: A path to prosperity for businesses

Posted by: James Callsen on April 14, 2014

Cycle tracks are a hot topic of discussion in Calgary. Justin Smith, the Director of Policy for the Calgary Chamber is taking a look at the impact that cycle tracks would have on Calgary businesses. Are you passionate about policy? You might be interested in joining one of our committees and you can always join the conversation on Twitter at @Calgarychamber.

On April 16, the City of Calgary's Transportation and Transit committee will review a plan for a one-year trial to convert approximately 9.5 kilometers of downtown roadway into a network of dedicated bicycle lanes to service Calgary's growing flow of cycling traffic in the downtown core. This plan is an outcrop of a motion passed by city council in July of 2011 that called for the city to determine the best way to introduce a separated cycle route network in review and consideration, the Chamber is pleased to offer our support for council to approve the plan.

Among the potential benefits are increased safety for cyclists, improved transportation choices, fewer cars on the road, and a reduction in parking. Nevertheless, concerns about cost, overall ridership in a winter city, and the impact on downtown roadways, has tempered some people's enthusiasm for this project. The Chamber has decided to take a hard look at this plan. We consulted member businesses

We can do this without dramatically increasing congestion

It is reasonable to suspect that removing laneways that currently accommodate vehicular traffic to install a dedicated cycle track could have an unwelcome impact on congestion and clog up downtown roads even more. But the plan is designed to manage traffic impacts by strategically selecting roadways for conversion that can accommodate cycle tracks without a marked increase in vehicle traffic congestion. Gretchen Johnson, an urban planner and transportation consultant from Boston, recently analyzed the impact of cycle tracks on roadway congestion in Minneapolis and New York City and found that, when you're smart about where you build them, dedicated cycle tracks don't greatly increase vehicular congestion. It'll be interesting to see how many more people opt for their bike installation of dedicated cycle tracks, taking cars off the road and helping to in fact reduce congestion.

Your taxes won't go up

When it comes to cost, the fact is, this isn't a new expenditure, and taxes shouldn't go up with a yes vote late week. In 2011, City Council allocated \$22 million from the capital budget to support bicycle projects, which covered the proposed cycle track network, now estimated at \$9.4 million. A no-go from the committee simply means that money will be repurposed for other bicycle-related expenditures, including access facilities in the broader downtown area (e.g. bike lanes and bike boulevards on quieter streets) and other bicycle-friendly projects in the rest of the city.

At the end of the day, cycling can play an important role in a healthy economy. It can boost the personal health and productivity of employees throughout the city. It can help drive foot traffic into Calgary's shops, and in some cases actually relieves roadway congestion, boosting mobility, and could keep Calgary at the front of the pack when it comes to attracting the human capital we need to continue to fuel our economic growth. For over 120 years, Calgary Chamber has been advocating for business-friendly policy, so we are happy to offer our support for a 1-year trial, and encourage council to give a thumbs up.

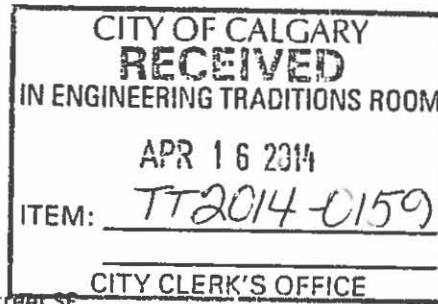
Justin Smith is the Director of Policy for the Calgary Chamber.

MEMBERS	INSIGHT	POLICY	INTERACT
Member Portal Login	Chamber Blog	Our Work	Chamber Events
Members Directory	Members-Only LinkedIn	Projects	Member Events
Member Coupons	Newsletters	Policy Committees	PeerSpectives
Share Your Time	Resources and Publications		Fast-Growth Champions
Business Savings Programs	Annual Reports		Member 101 Workshops
Advertise with the Chamber	Resource Guides		Member Exchange
Member Logo	Document Certification		LinkedIn Group
	Commissioner of Oaths		Guest Blogging Guidelines
	Calgary Industries		Contact Events Team
			Event SpaceMobile Site Print
			Volunteer

3 April 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,

My name is Lara Presber and I both live and work 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. I am an architect and fashion designer with a small design firm on 1 Street SW. While I'm not a huge fan of riding in the snow, I try to use my bicycle as much as possible year round in my neighborhood of Victoria Park. Up until a year ago it was mostly for pleasure, but after losing my vehicle in last year's flood I rely on it more and more during the day to get me to and from meetings. At the moment, there isn't a safe way for me to get from the Beltline into downtown without going blocks out of my way. I try to respect the rules of the car and pedestrian realms as much as possible, but there are times when it is absolutely unsafe to be sharing lanes with vehicles and endure heckling from pedestrians to stick to sidewalks.

This cycletrack will make getting around the Beltline and downtown infinitely easier and safer. So much emphasis has been placed on serious hardcore bicycle commuters in the discussion about the track network but I think it's also important to consider recreational and occasional riders as well as those using the roads between commute times. The cycle track isn't just about getting people in and out of the core, it's for moving around inside of it safely at all times.

Notwithstanding the economic and practical benefits of this cycle track (and the network), as outlined below, please remember that people will feel happy and have an opportunity to be healthier when they are able to hop onto their bike and are able to *safely* get from one place to another. That is another key part of making Calgary a better place to live. The naysayers talk about the 30 seconds that will be added to their commute on McLeod Trail, but there are other Calgarians whose car-free lifestyle should be acknowledged and respected as well.

I 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.

I 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 Business' Name 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.

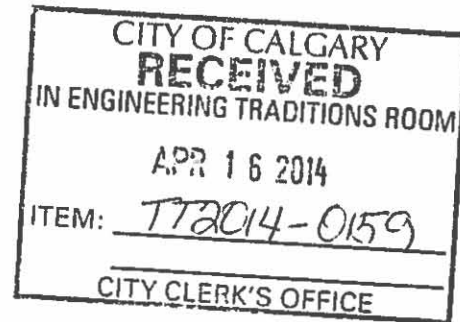
Best regards,

Lara Presber (residential)
714, 111 14 Ave SE
Calgary, AB

Lara Presber, Architect, AAA, AIA, MRAIC, NCARB

Studio Presber Architecture + Design
1005b - 1 Street SW
Calgary, AB T2R 0T8
P +1 403 237 6100
C +1 403 606 2104
www.studiopresber.com

From: Executive Assistant - Ward 8
Sent: 2014 April 11 3:58 PM
To: Bracic, Blanka
Subject: FW: File # TT2014-0150



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

From: Louise Uhrenholt |
Sent: Monday, March 17, 2014 12:08 PM
To: Albrecht, Linda
Cc: Executive Assistant - Ward 8;
Subject: File # TT2014-0150

Lara Presber

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,

My name is Louise Uhrenholt and I live and work 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. I am a Graphic Designer in Creative Services at The City of Calgary and the proud owner of a purple Dutch bike. But, I am also rule-breaker - in my commute from 15 avenue and 1st Street SW to the Public Building, I resort to riding on the sidewalk to keep from risking my life. I ride slowly and carefully, ding my bell far enough away from pedestrians (because that is what I am when I'm not on my bike) to keep from startling them. I can't help but agree when a pedestrian yells at me and says I should be riding on the street. Between 11th and 9th avenue I often resort to walking the bike because it's just too narrow and unsafe. And the thought on riding under the underpass is just plain terrifying.

This cycletrack will make my commute infinitely easier and safer, but also, so much emphasis has been placed on serious hardcore bicycle commuters in the discussion about the track network but I think it's also important to consider recreational and occasional riders. We are the ones that would love to ride a bike to the many fantastic festivals and events that happen in the downtown core (FolkFest, events at Olympic Plaza, etc), but it's too treacherous to ride at night from downtown to Beltline. We also have no immediate connection to our fabulous Bow River bike path system, without doing a long meandering detour along the Elbow River (much of which was closed due to flood impact). We love to ride our bike and explore other communities and help out the local businesses there, but when we can't get there safely, we stay close to home.

Notwithstanding the economic and practical benefits of this cycle track (and the network), as outlined below, please remember that people will feel happy and have an opportunity to be healthier when they are able to hop onto their bike and are able to *safely* get from one place to another. That is another key part of making Calgary a better place to live. The naysayers talk about the 30 seconds that will be added to their commute on McLeod Trail, but there are other Calgarians whose car-free lifestyle should be acknowledged and respected as well.

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- 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.
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- 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,

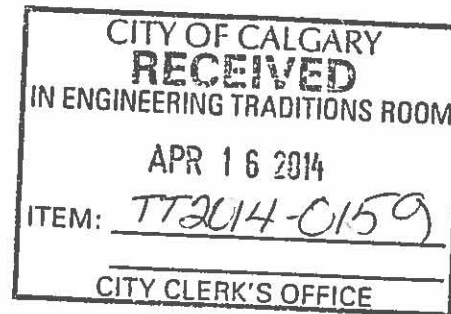
Louise Uhrenholt
#501 – 128 15 avenue SW

--

LOUISE UHRENHOLT
DESIGN & ILLUSTRATION
403.629.5565

Arbeau, Carolyn

From: Executive Assistant - Ward 8
Sent: 2014 April 11 3:45 PM
To: Bracic, Blanka
Subject: FW: Calgary cyclepaths



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

From: Richard [<mailto:rkervin@shaw.ca>]
Sent: Friday, April 04, 2014 3:25 PM
To: Office of the Mayor; Executive Assistant - Ward 8; Executive Assistant Ward 6
Subject: Calgary cyclepaths

Greetings honourable mayor and councillors,

Re: Support of Calgary's proposed cyclepaths

I am a professional electrical engineer living in Ward 6 and working downtown. I have been cycling to and from work for 17 years, the last 10 years all 4 seasons. My biggest concern about cycling is ice and snow in the winter. Having access to safe cycling pathways year round is definitely my highest priority.

The 7th street cyclepath is great however it could be improved by having the signals timed better. I realize this is no small feat as there are major east-west roads that go through downtown that this would affect. However I believe the C-train affects 4th, 5th and 6th avenues at 9th street anyway. Linking the timing of the 9th street C-train route with the 7th street cyclepath would be a viable option and increase ridership of this route. 8th street would have been a better choice for this particular north-south cyclepath.

12th Ave is a good choice for a cyclepath and I would definitely use it every day. However I can see the signal timing being an issue going west-bound. Is it possible to change the signal timing in the evening (4-6pm) to better suit commuters heading west-bound?

In closing, I really appreciate the time and effort the City is putting into making cycling accessible to more Calgarians. This is indeed a step in the right direction. The more people cycling, the less cars on the road, which saves the City on roadway repairs and upgrades.

Thank you for your time.

Sincerely,

Richard Kervin, P.Eng
6 Signature Link SW (Ward 6)
403 249 5183 (home)
403 781 7304 (work)

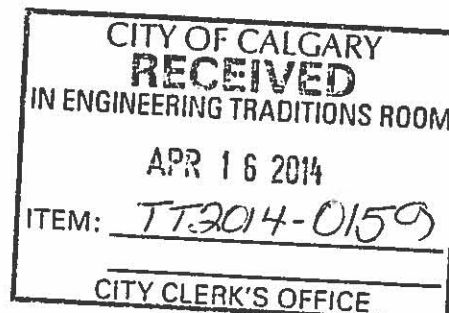


Medical Officer of Health
10301 Southport Lane SW
Calgary, AB T2W 1S7

Telephone: 403-943-0215
Facsimile: 403-943-0200

April 9, 2014

Mayor Nenshi and City Councillors
City Hall
800 MacLeod Trail SE
Calgary, AB, T2p 2M5



Dear Mayor Nenshi and City Councillors:

RE: Proposed Cycle Track Network

I am writing to offer my enthusiastic support for the cycle track network proposal that you are currently considering, and likewise, my congratulations for your proactive leadership.

My colleague, Dr. James Talbot – Alberta's Chief Medical Officer of Health - has already written with his support, and mentioned his concern over the rising rates of preventable chronic disease among Albertans.

As Medical Officer of Health for Calgary (and surrounding area), I second Dr. Talbot's support, and emphasize three further points of importance:

1. Research shows strong and consistent health benefits as an outcome of regular cycling. Benefits include substantial improvements in heart health and mental well-being, and decreases in obesity, diabetes and deaths from all causes;
2. Research also shows that the extent to which a community is developed to include supportive structures - such as cycle track networks - directly correlates with an increase in the number of citizens who choose to engage in activity (in this case, cycling) regularly, thus further boosting the health impact associated with sustained fitness.
3. Cycle track networks are also known to reduce the likelihood of injury related to collisions with cars or conflicts with motorists. This reduction in inherent risk further bolstering the overall health outcome benefit.

Mayor Nenshi, and Councillors, you have a wonderful opportunity at hand to enhance the vitality of our city and the health of our citizens. Again I congratulate you on your initiative and urge you to endorse the cycle track network when it next comes before you at Council.

Yours truly,

A handwritten signature in black ink, appearing to read "Richard Musto".

Richard Musto, MD, FRCPC
Lead Medical Officer of Health, Calgary Zone

APR 15 2014

From: Rob Marshall
Sent: 2014 April 09 8:25 PM
To: Rick Bell; Office of the Mayor; Sutherland, Ward; Magliocco, Joe; Stevenson, Jim E.; Chu, Sean; Commn. & Community Liason - Ward 5; Pootmans, Richard; Farrell, Druhl; Woolley, Evan V.; Carra, Gian-Carlo S.; Chabot, Andre; Pincott, Brian; Keating, Shane; Colley-Urquhart, Diane; Demong, Peter; Bracic, Blanka; Dave Breakenridge; Calgary Sun Letters; China Town; Downtown Calgary BRZ; Licia Corbella; Calgary Herald
Subject: Calgary Bike Lanes

ITEM: TT2014-0159

I am going to be sending a few messages to you folks so I believe that before each letter I should introduce myself and provide what I feel is somewhat of a validation for my reason to write. I was born in the Holy Cross Hospital in 1966, went to St.Cyril, Bishop Carroll and graduated with a B. Comm from the University of Calgary; I have lived about 40 years of my life in Calgary and therefore feel I am well equipped to provide the following comments on how I believe this current Mayor and some members of Council are ruining this City I love and call home.

This letter is primarily addressed to Joe (whom I voted for) and Ward, Sean & Dianne who seem to be the only people speaking up on the important issues while providing some much needed common sense to City Council. Regarding this most recent issue of a dedicated bike lane in down town Calgary, I have the following questions:

- Since when does a City minion and un-elected bureaucrat like Blanka Bracic get to dictate City policy?
- I would like to know what the exact percentage of commuter cyclists is in the City of Calgary - it is my understanding that it is less than 1% of the population and maybe between 2%-5% of City commuters. If that is the case, why does such a minuscule of a minority group get so much attention and funding?
- Generally speaking, Calgary has a climate that sees, at best, about 4 months of nice weather, and that is being generous. The remaining 8 months have snow, are very cold and at best, not tolerable but for the most hardiest of cyclists. With those considerations in mind, I ask again, why are we committing so much funding to such a small group of users?
- Has anyone done a calculation on the amount of proposed spending per cyclist? I would hazard to guess that this ratio would be the highest in the history of funding in the City of Calgary...
- Why are we proposing to move forward at such a frantic pace when we still don't have all the answers (replacement of lost parking, total costs, impacts to motorized commuters, etc.)

Lost Parking: apparently Blanka can't answer the question of how the lost 260 parking stalls will be replaced, her off the cuff remarks bear no resemblance to reality. Just a heads up to the down town councillors and the BRZ - I no longer come downtown for entertainment or shopping, it's too expensive too park (blame it on the antidevelopment/anti-car attitude at City Hall over these past years which restricted underground parking??). 2 Christmas's ago a few friends and I met another friend over lunch downtown and the only place we could park was at Bankers Hall. For a little over 2 hours parking I had to pay \$24.50 - more then my lunch and a drink. I have not been downtown since and now avoid it at all costs.

Funding: I was firstly shocked to learn that this pilot project was projected to cost over \$11 M, especially considering the incredibly small group of beneficiaries, but then I was even more surprised at how much there is budgeted for cycling: \$22 M???? I hope that this budget includes repairs and maintenance for the existing bike paths system through out the City (which I fully support), but as Nahead said: "I don't see a problem spending \$11 M of the budget on this since we won't know how well it will be used until we build it..."; is that

how we manage our budget and planning when it comes to spending \$11 M of my tax dollars? If you folks need something to spend \$11 M on, I can probably come up with a better list in about 5 minutes....

Impact to Commuters: I cannot accurately comment on what the impact of this proposal will be on commuters, but intuitively I know that driving downtown in rush hour is already brutal so I fail to see how reducing lanes on major thoroughfares will be anything less than a huge negative impact. Once again I ask: are we going to negatively impact hundreds of thousands of commuters for a couple of thousand (if it even is that many) cyclists?

World Class City: if anyone suggest that having these bike lanes will make Calgary a world class City I have many comments: Firstly, the person making that comments has not been in many places in the world, Calgary has such a long way to go in becoming a world class City that these bike lanes are inconsequential. I would like to hear of an example of a world class City with a climate similar to Calgary's, that is willing to spend (or has spent) this amount of money on such an issue that the vast, vast majority of Calgarians do not see as being an issue... World class cities have world class public transit, isn't that right Shane....? While in Vancouver a few years back they tried these bike lanes downtown - to this day they still can't determine if it is a success or not; for the most part it has been a huge waste of money and an inconvenience to commuters. If it can't work or be an unmitigated success in a City like Vancouver, which doesn't have a winter, why are we even trying it here?

Future Costs: so, this proposal is going to cost over \$11 M, yet we are still being kept in the dark by the bureaucrats about the cost to upgrade 8th Avenue Mall, we do not know the what the future costs will be to maintain these lane ways (i.e.: I am certain they will have to be snow plowed after every snow fall, salted and sanded too???), yet let's push ahead because the Mayor thinks it's a good idea to spend \$11 M of my money with out an inkling of knowing the facts, let alone disparaging the lowly, evil commuter who deserves to be inconvenienced because they drive a car.

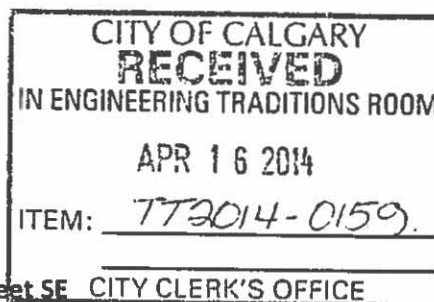
Joe, I voted for you so that you would bring some common sense to this Council, and to you Sean, Ward and Dianne, let's do the right thing and vote this down. The bicycle is not Calgary's saviour (just ask Montreal and Toronto). For any supporters of this proposal, I look forward to hearing back from you, or if you would like to have an intelligent debate, please call me at (403) 241-2417.

Signed:

Robert Marshall, born and raised Calgarian

April 3, 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'S OFFICE

City Clerk,

I am the Director of Rooms at Hotel Arts Group, and a current board member on the Victoria Park Business Revitalization Zone. I am writing this letter in support of the Centre City Cycle Track Network and the proposed 1 Street SE route.

Hotel Arts Group 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.

Hotel Arts Group 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 Hotel Arts and its guests 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. This feature will promote increased leisure travel into the downtown core.
- 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,

Werna Maurer
Director of Rooms
Hotel Arts Group
119 12th Ave. SW

Cc: Councillor Evan Woolley

Albrecht, Linda

From: Jeremy Barretto [jeremybarretto@gmail.com]
Sent: 2014 April 15 7:08 AM
To: Albrecht, Linda
Subject: Calgarians for Cycle Tracks - April 16 T&T Committee Submission
Attachments: Calgarians for Cycle Tracks April 16 Submission.pdf



Dear City Council members,

Please see attached submission on behalf of Calgarians for Cycle Tacks for the April 16 Transportation and Transit Committee meeting regarding the Cycle Track Network (TT2014-0159).

Should you have any questions, please contact the undersigned.

Best regards

Jeremy Barretto

403-606-9515

RECEIVED
2014 APR 15 A 7:47
CITY CLERK'S OFFICE

Calgarians for Cycle Tracks

April 14, 2014

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



RE: Centre City Cycle Track Network

Dear City Council members,

Calgarians for Cycle Tracks is a grassroots group that was launched on March 10, 2014 to promote the approval of the Centre City Cycle Track Network. Despite being active for only one month, our group has received an overwhelming support for cycle tracks, including:

- Over 1,500 supporters;
- Cycle Track Network Endorsements from 14 prominent Calgarians including four members of City Council, MLAs, Olympians, Medical Officers of Health as well as community and business leaders (see attached endorsements);
- Support for the Cycle Track Network from over 17 local businesses and growing; and
- Confirmation that dozens of cycle track supporters have contacted their members of Council and that more than 50 citizens plan to attend the Cycle Track Network committee meeting on April 16.

There is a consensus among experts is that the Cycle Track Network would be beneficial for Calgary. Dr. James Talbot, Alberta's Chief Medical Officer of Health, concluded that the Cycle Track Network will benefit the health of Calgarians. Mr. Bruce Graham, the President and CEO of Calgary Economic Development, endorsed the Cycle Track Network because it will help Calgary to attract and retain the best talent from around the world. Olympic champion speed skater Denny Morrison said that the Cycle Track Network would encourage an active lifestyle and be a visionary decision for Calgary, like hosting the 1988 Winter Olympics.

We encourage council to consider the weight of expert opinion and broad public support and approve the Cycle Track Network. Please contact us at 403-606-9515 or jeremybarretto@gmail.com if you require any further information.

Sincerely

A handwritten signature in black ink, appearing to read 'Jeremy Barretto'. The signature is stylized with a large, sweeping 'J' and a trailing flourish.

Jeremy Barretto

Calgarians for Cycle Tracks

Calgarians for Cycle Tracks

Encl.

Endorsements

1. Dr. James Talbot, Chief Medical Officer of Health, Alberta
2. Dr. Richard Musto, Lead Medical Officer of Health, Calgary Zone
3. Bruce Graham, President & CEO, Calgary Economic Development
4. Denny Morrison, Olympic Medal Winner, Speed Skating
5. David Low, Executive Director, Victoria Park Business Revitalization Zone
6. Jim Button, Co-Founder, Village Brewery
7. Rob Taylor, President, Beltline Communities
8. Maud Salvi, Executive Director, Sled Island
9. Gian-Carlo Carra, Ward 9 Councillor, City of Calgary
10. Brian Pincott, Ward 11 Councillor, City of Calgary
11. Druh Farrell, Ward 7 Councillor, City of Calgary
12. Evan Woolley, Ward 8 Councillor, City of Calgary
13. Kent Hehr, Calgary Buffalo MLA
14. Ian Gillespie, President, Westbank Projects Corp.

February 18, 2014

Mayor Nenshi and Members of City of Calgary Council
City of Calgary
Office of the Councillors (8001)
800 Macleod Trail SE
Calgary AB T2P 2M5

Dear Mayor Nenshi and Members of City of Calgary Council,

I am writing to support the City of Calgary's efforts to make Calgary a safer place in which to cycle and promote cycling as an active mode of transportation. As Alberta's Chief Medical Officer of Health, I provide advice and expertise on issues that affect the health of Albertans. We are currently facing threats to our health that may roll back the gains in increased life expectancy we have achieved in the last 100 years. Rates of chronic disease and injury continue to rise in Alberta and across the country. The number of individuals living with diabetes has almost doubled in the last decade. Heart disease and hypertension are also increasing within the province. The rise in preventable illnesses can also be linked to an increase in health spending, nationally and provincially. In 2013/2014, the Government of Alberta will spend \$17.1 billion on health care, accounting for 45% of total provincial expenditures. If health care spending does not change in the next few years, we could be spending half the province's budget on health care.

Bicycling infrastructure is one aspect of good neighborhood design that can contribute to physical activity and health. The proposed Centre City cycle track network has the potential to provide safer, more accessible bicycle routes for Calgary residents who would like to bike to downtown locations. Providing safer, more accessible opportunities for cycling would encourage more individuals to cycle, and would therefore contribute to the health of Calgarians.

Recently, my office hosted a session in Calgary entitled "*Building Communities that Create Health*", which was attended by leaders from various sectors, including municipal governmental staff, planners, architects, transportation engineers, developers, researchers, and public health professionals. One of our objectives for this session was to explore community and building design approaches that could lead to improved health outcomes for residents of Calgary.

I hope Calgary City Council adopts and implements initiatives that will effectively make cycling safer and more accessible.

Yours sincerely,

James Talbot

James Talbot, MD, PhD, FRCPC
Chief Medical Officer of Health



Alberta Health Services

Medical Officer of Health
10301 Southport Lane SW
Calgary, AB T2W 1S7

Telephone: 403-943-0215
Facsimile: 403-943-0200

April 9, 2014

Mayor Nenshi and City Councillors
City Hall
800 MacLeod Trail SE
Calgary, AB, T2p 2M5

Dear Mayor Nenshi and City Councillors:

RE: Proposed Cycle Track Network

I am writing to offer my enthusiastic support for the cycle track network proposal that you are currently considering, and likewise, my congratulations for your proactive leadership.

My colleague, Dr. James Talbot – Alberta's Chief Medical Officer of Health - has already written with his support, and mentioned his concern over the rising rates of preventable chronic disease among Albertans.

As Medical Officer of Health for Calgary (and surrounding area), I second Dr. Talbot's support, and emphasize three further points of importance:

1. Research shows strong and consistent health benefits as an outcome of regular cycling. Benefits include substantial improvements in heart health and mental well-being, and decreases in obesity, diabetes and deaths from all causes;
2. Research also shows that the extent to which a community is developed to include supportive structures - such as cycle track networks - directly correlates with an increase in the number of citizens who choose to engage in activity (in this case, cycling) regularly, thus further boosting the health impact associated with sustained fitness.
3. Cycle track networks are also known to reduce the likelihood of injury related to collisions with cars or conflicts with motorists. This reduction in inherent risk further bolstering the overall health outcome benefit.

Mayor Nenshi, and Councillors, you have a wonderful opportunity at hand to enhance the vitality of our city and the health of our citizens. Again I congratulate you on your initiative and urge you to endorse the cycle track network when it next comes before you at Council.

Yours truly,

Richard Musto, MD, FRCPC
Lead Medical Officer of Health, Calgary Zone

Graham: Cycle track deserves to get some traction

BY BRUCE GRAHAM, CALGARY HERALD FEBRUARY 7, 2014

Presented By:



Calgary's proposed cycle track network has been creating quite a buzz around town lately and we wanted to weigh in on this issue. You may wonder why we, as Calgary's leading economic development organization, care about a cycle track network for Calgary. Well, as the promotional agency tasked with attracting and retaining the best talent, as well as promoting our business and lifestyle advantages around the world, a cycle track network will help us do just that.

It may be less obvious than an increase in healthy lifestyle or taking tailpipes off the roads, but an inner city cycle track network can boost business. In Colorado, cycling brought more than \$1 billion to the state's local economy, and in New York, after the installation of a protected bike lane, retail sales increased by as much as 49 per cent compared to a three per cent increase in sales citywide during the same period.

When San Francisco optimized Valencia Street for cyclists and pedestrians, nearly 40 per cent of merchants reported increased sales and 60 per cent reported more area residents shopping locally due to reduced travel time and convenience. Travelling by bike encourages more frequent stops than travelling by car; a study of Toronto merchants revealed that patrons arriving by foot and bicycle visited the most often and spent the most money per month.

It goes without saying that parking the car and jumping on your Trek is good for your health, but it's also good for the health of the community. Business owners would be interested in a study done by the Netherlands Organisation for Applied Scientific Research, which found that cycling reduced employee absenteeism — specifically, the employees who cycled to work regularly missed less work, on average more than one day per year less than colleagues who didn't. And a Minnesota company that encouraged its employees to bike to work saved \$170,000 in health care over three years and \$301,000 through increased employee productivity every year.

And then there's the social reputation factor: The "I didn't know the city built on energy invested in commuter bike lanes." And make no mistake, it is an investment. This is a prime example of the kind of selling feature we use when telling Calgary's story around the world. People want to live in a city that invests in making the lives of its citizens better. Sixty-two per cent of recent transplants to Portland, Ore., said that the city's bike friendliness was a factor in their decision to move there. By 2018, Calgary's population is expected to grow by more than 150,000 people. We'd love to add the cycle track network to our people-attraction tool kit before we see tens of thousands of new cars added to our morning commute.

The major benefit of dedicated bike lanes is they help pedestrians, motorists, transit users and

cyclists coexist safely. Even in Calgary's harshest weather, you'll see many diehard cyclists making their way to work, and these numbers would increase if we made their commute safer. After New York City installed their first protected bike lane (the first in the U.S.), they saw a reduction in injuries to all street users by 58 per cent. Calgary drivers will be the first to say that the unpredictability of cyclists sharing the narrow downtown roadways makes them nervous for the safety of the cyclists and themselves. A cycle track network in Calgary gives commuters a reliable alternative to driving, while ensuring the well-being of both cyclists and motorists.

Calgary is already well suited to adopting a cycle track network and here's why. With the most expensive parking in Canada, our citizens have already shown us they would happily utilize this healthy and fun mode of transportation.

The first leg of the cycle track network runs on 7th Street S.W., and over the course of a year (2012-2013), the number of bikes quadrupled per day. Pedestrians were happier too, as the number of cyclists riding on the sidewalk went down by 25 per cent. At 700 kilometres, Calgary has the longest paved urban pathway system on the continent. With the addition of a downtown cycle track (and Calgary Transit's recent announcement that all new buses will have bike racks), commuters can safely and efficiently travel from their homes in any quadrant of the city into the core. Calgarians may be surprised (and hopefully delighted) to learn that over the past five years, a multitude of downtown building owners have added up to 2,000 bike parking stalls in their buildings, telling their tenants and their employees they support their desire to embrace diverse transportation options.

We realize adoption will take time and people want to be involved in the process to understand where the proposed network will go and how it impacts them. We encourage Calgarians looking for more information on the cycle track network, to stop by the CORE Shopping Centre, Plus-15 level, by Holt Renfrew, this Monday to Friday from 11:30 a.m. to 1:30 p.m. to talk to the cycle track network team.

Bruce Graham is president and CEO of Calgary Economic Development.

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The Cycle Track Network: A Legacy for a Winter City

Today's article in the series about the Centre City Cycle Track Network comes from someone who will be familiar to fans of speedskating and the Winter Olympics. We are proud and excited to present four-time Olympic medallist, nine-time World Championships medallist, Calgarian Denny Morrison.



Calgary is a city I've been proud to call home since moving here almost 11 years ago to pursue my career in speed skating. Without this city and the world-class facilities that were built here for the 1988 Winter Olympics I may have never called myself a Calgarian, let alone been able to develop into the person I am today and perform for Canada at the top of the world stage in speed skating. The medals from Sochi that I was able to bring home are the product of many years of hard work but are also thanks to the visionary leaders that brought the Olympics to Calgary nearly three decades ago.

I look at our great city today and ask myself what decisions can we make now that will provide the same kind of positive impacts that last many years down the road. What decisions can we make now, that will impact generations of Calgarians in a positive and meaningful way? The proposed Cycle Track Network can have that effect on the future of Calgary, and I'm a big supporter.

A Cycle Track Network of separated bike lanes in the City Centre will make cycling an option for everyone, not just hardcore cyclists and athletes. Our City Council will be voting on the proposed plan later this month and I'd like to tell you what I think Calgarians, present and future, stand to gain from it.

First, the network will create a more active city. Obesity in Canada is expected to surpass smoking as the leading cause of preventable death. At the rate this epidemic is proceeding, the generation of children growing up today will have shorter lifespans than their parents. A 2005 study on obesity in Canada cited changes in urban planning as one of the causes behind this shift.

As an Olympic athlete, I'm called on to help serve as a role model to our younger generation and encourage them to live active, healthy lives. That's why I'm excited that the Cycle Track Network will give everyone the option to build exercise into their daily lives at a time when we seem to be moving away from this. City Council should not ignore the benefit this will bring to Calgarians.

Next, some people have said we shouldn't build this network because we're a "winter city." We are a winter city, I couldn't agree more. And because of that I have a hard time believing Calgarians are afraid of facing winter. Calgary may be the most likely city in the world to embrace winter cycling. We are a city of active outdoor enthusiasts that enjoy the great outdoors year-round:

- We've hosted a Winter Olympics, and are home to many successful Winter Olympians.
- We play out our national pastime on frozen ponds and skating rinks all winter long.

- We regularly spend our winter weekends out in the mountains, where it's even colder. Many people move here specifically *for* the outdoors!
- Where snow storms shut down most major cities in the world, it's just business as usual for Calgarians.
- Ultimately, Calgary lives up to Canada's 2014 Olympic slogan, #WeAreWinter, better than anyone, and this is a slogan we all embrace.

Lastly, Calgarians are not afraid of change, in fact, we thrive off of it. If that were not true, this city would have never hosted the wildly successful 1988 Winter Olympics. We would not have a wind-powered LRT system, among the most used on the continent. We would not have the fastest growing Car2Go car sharing system in the world. And in 2010 we would not have elected a guy nobody knew as mayor, based on a campaign of *Better Ideas*.

For the record, that guy's Better Idea #9 said "invest in cycling and pedestrian infrastructure: a line drawing of a bicycle on the road is not enough. We need safe, grade separated bike lanes ...to make cycling an option for people who don't consider themselves hardcore cyclists."

So let's embrace change once more, Calgary. Let's make a bold and visionary decision. Let's pass the Cycle Track Network and let's create an indisputably positive change for the future of our city.

You can connect with Denny Morrison on Twitter: @denny_morrison

The Cycle Track Network: The Economics of Bikes in Calgary

Our series on the cycle track network continues with an article from David Low, Executive Director of the Victoria Park Business Revitalization Zone.

Bikes mean business. Good business, in fact, and Victoria Park wants that business.

Calgary's city centre is reaching capacity for vehicle parking and with some of the highest parking rates in North America the status quo is no longer economically sustainable. So what's the solution? Diversity.

Adding a diversity of transportation options for Calgarians will have a positive impact on our local economies. Studies have shown that people who cycle to shops are bigger spenders and make more repeat trips than those customers that arrive by car. In cities where bike lanes were installed along busy retail streets, merchants reported a positive economic impact on their businesses as well as lower retail vacancy rates along streets with bike lanes.

A well-connected Cycle Track Network allows Calgarians to choose to drive less, relieving traffic congestion, and leaving more money in the community. In Victoria Park there are over 4,000 employees and over 6,000 residents. Creating a well-connected Cycle Track Network means these individuals could easily access other vibrant city centre communities in minutes. Opposing increased access to this market would be a disservice to our businesses and businesses in other communities.

Bikes lanes are also one of the most inexpensive ways to add transportation options and cycle tracks can move large numbers of people very efficiently. In dense urban environments where bikes and cars are travelling at similar speeds, bike lanes can accommodate 7 to 12 times as many people per hour than car lanes, with the added benefit of less wear and tear on the pavement. Every person that chooses cycling is one more available seat on transit, one fewer car in traffic, and one more open parking space.

The centre city Cycle Track Network will be a great asset to Victoria Park residents and businesses. We've done the research, we've done the analysis and we support this network because of the clear benefits to be gained, not just for Victoria Park but for the Centre City as a whole.

David Low

Executive Director

Victoria Park Business Revitalization Zone





April 2, 2014

To Mayor Nenshi and Council:

RE: An open letter in support of the Centre City Cycle Track Network

Village Brewery began with friends sharing beers and dreams for a community brewery – a brewery that would support Calgary's artists, craftspeople and communities. We see community-building as part of the core purpose of our brewery, and we devote a lot of our time to supporting people and initiatives that make Calgary a better place. For that reason, we at Village Brewery are throwing our support behind the Centre City Cycle Track Network, and we encourage you to approve the plan on April 28th.

The Centre City Cycle Track Network will provide fast, convenient and safe transportation downtown, and will help to continue to make Calgary an exciting place to live and work. We know that encouraging cycling is good for businesses (especially local businesses). We also believe that Calgarians will benefit from having the option to safely bike downtown. Cycle track networks create more interesting and appealing streetscapes, and are a great way to bring people together. Calgary's community culture is blossoming, and this cycle track network will only add to that momentum.

We believe that local businesses have a role to play in helping to make Calgary a better city, and we encourage other businesses to speak up and support the Centre City Cycle Track Network. After all, at the end of the day, we're all Calgarians, and we all want to see this city grow and thrive.

Cheers,

Jim Button

Co-Founder
Village Brewery

Beltline Endorses the Cycle Track Network: Safe and Comfortable + Urban Positive

Our series on the Cycle Track Network continues with an article of support from Rob Taylor, president of Beltline Communities.

Since the 1950s, when cycling became popular as a mode of transportation, there's been a debate about how to keep all users of urban streets safe. Two schools of thought emerged. One, largely adopted in North America, argued that bicycles should behave like any vehicle. The other, made popular in Europe, argued that all users are safer when bicycles are separated from cars and pedestrians. So, who was right? Thanks to decades of evidence, separated cycle tracks are demonstrably the best way to keep bicyclists, pedestrians and drivers safer and more comfortable, particularly on urban roadways.

Why cycle tracks?

A lot of the conflicts and collisions between cars, bikes and pedestrians happen because, when different users share the same space, they don't behave in a predictable manner. The law says bikes are allowed to share the roadway with cars, but drivers don't always expect to see bicycles on "their street". In addition, bicyclists may not feel confident that motorists will look out for them, so they choose to ride on sidewalks where pedestrians don't expect vehicles of any kind. This unpredictability makes problems more likely. At best, it makes life more stressful for everyone involved.

More than 80% of bicyclists don't feel comfortable on main roads. There are few alternatives in Centre City. So, many cities like Calgary have installed separated bike lanes. Residents of these cities are 2.5 times more likely to bike on a cycle track than on a regular road. In Montréal, 61% more bike traffic was measured at intersections with protected bike lanes. Similarly, cycle tracks have been shown to reduce the incidence of bicycles on sidewalks. After protected green lanes were installed for bikes on two streets in urban Philadelphia, cycle traffic nearly doubled. At the same time, the number of bicycles on sidewalks decreased by up to 75%. Right here in Calgary, indications are that the short 7th street SW cycle track downtown is already becoming a success even though it's not yet connected across the tracks and to the south.

Why for everyone?

Some people will bike on any street with any type of traffic. Nevertheless, most are not so fearless. Measuring the diversity of users is a good way to assess the safety and comfort of a bike network. Without cycle track, it's unlikely to see families and older people biking around the central business district or Beltline.

Calgary's cycling strategy report states that less than 25% of downtown bicycle commuters are women. In Denmark, Germany, and Netherlands, where cycle tracks are commonplace, 45 to 55% of bike trips are made by women. It's reasonable to conclude that insufficient safety and comfort are why that's far from true here. Safety and comfort are also key factors for children to ride their bikes to school. In Copenhagen, with lots of



beltline
communities

urban style bike infrastructure, nearly 60% of children do.

It's pretty evident that there are many thousands of less than intrepid, 'ordinary' people in our city who would welcome the opportunity to bike. These people are discouraged by the lack of safe and comfortable bike infrastructure. The City's cycling strategy indicates that some 60% would like to bicycle more often.

Why in Beltline?

The number of potential bike users is even higher in urban districts like Beltline. In Beltline, 40% walk as a primary mode of transportation. There is also a very large segment of active bike users in the Beltline district. Apartment and high rise condo undergrounds are filled with bikes, and they're displacing more and more cars. Demand to purchase parking stalls with new apartments is dropping.

Through our transportation committee, Beltline Communities supports constructing permanent bike infrastructure in the urban residential centre. At the same time, we recognize Beltline's role in city-wide mobility and seek to attract Calgarians from all parts of the city to work, shop and play in our community district. We understand that private vehicles and transit also have essential roles, and that these users must be provided with sufficient road space.

After a decade of rapid growth, Beltline is at the leading edge of urban lifestyle in both Calgary and in Canada nationally. Along with residential density, shopping, restaurants and entertainment, parks, car sharing and walkability, bicycling is a big part of the emerging 'urban light' way of life that Beltline and its neighbouring communities offer. In many ways, bikes have become the global symbol of 21st century urban. There's good reason for that.

High density urban living is sustainable, creative and enjoyable, as well economically and culturally productive. In large part, it's not highly dependent on cars. This kind of positive, 'millennial' change gives the cycle track proposals for Beltline a high rank for impact.

Stampede is in Beltline too. So come hell or high water, as we're fond of saying, Beltline and centre city growth is very far from over. Best estimates indicate that Beltline can successfully accommodate as many as 50,000 residents – that, along with enough room left for quality urban design infrastructure. As the urban transformation continues to unfold, it will create a 'no kidding' increase in demand for multiple modes of transportation around Calgary's urban centre.

On safety and comfort, the evidence is in. A cycle track network will make getting around our urban districts safer and more comfortable for everyone. Consequently, the uptake will very likely be significant.

On supporting high density and the option for a less car dependent way of life in Calgary, the conclusion is clear. In the end, it's a matter of balance. The balanced solution tips in favour of approving the centre city cycle track plan.



Sled Island is an annual music and arts festival that began in Calgary in 2007. The festival runs each June and takes place in dozens of venues across our City Centre. Since its inception, the festival has grown remarkably with attendance levels now reaching 30,000. While most of this comes from within our city, about a quarter of festival attendees are from other cities in Canada and around the world.

As a result of its growing popularity, Sled Island has become a noteworthy contributor to Calgary tourism and the local economy. In 2012, the festival was responsible for generating 471 room nights in Calgary hotels. Each visitor spends on average nearly \$700 on accommodations, meals and other shopping over the course of the festival. In 2014, Sled Island will be helping reinvigorate much of the local economy that was affected by last year's devastating flood.

In a downtown where cars often take priority to people Sled Island is also an experiment in urban life. Though we may at times feel it, Calgary is not an island. Our culture does not need to be contained in isolated pockets. Sled Island is an effort to step past barriers that can exist among different businesses, different fans of different forms of music, and different age groups. The goal is to open up as much of the City Centre as possible and fill it with as many types of people as possible - using the appreciation of thoughtful, fun, music as the impetus to get together, to see and hear things together and share experiences with each other.

With a multitude of performances taking place simultaneously in venues throughout the City Centre, fans have discovered the most practical way to experience the festival is by bicycle. Approximately, 70% of our pass holders travel by bicycle during the festival compared to only 17% by car. In 2012 we added 600 temporary bike parking spaces at venues across the City Centre just to accommodate the tremendous demand.

While we make every effort to ensure the safety of our attendees, including educating proper bicycle road rules and safety, by far the most frequent complaint we hear is the lack of safe conditions for bicycles on our roads. That is why the Sled Island Festival is overwhelming in support of the proposed City Centre Cycle Track Network. We are excited by the opportunity to finally have fast, convenient and safe bicycle infrastructure and the positive impact this will have for Sled Island and the businesses, visitors and Calgarians involved every year.

We understand that Calgary City Council will soon be voting on whether or not to implement this project and that many of the Councillors are currently undecided. As Sled Island prepares to welcome Calgarians and visitors from around the world to our City Centre for another exciting festival year, we ask that Councillors consider the importance of the Cycle Track Network to our local businesses, artists and all Calgarians who wish for our city to continue to thrive.

Maud Salvi
Executive Director
Sled Island

Councillor Carra Endorses the Cycle Track Network: This is How We Grow

With just three weeks to go until Council votes on the Cycle Track Network, today we are happy to present support from Gian-Carlo Carra, Ward 9 Councillor.

As an avid bike rider, I am encouraged by the discussion and the outpouring of support my office has received so far from residents and businesses in the inner city regarding the proposed Cycle Track Network. My son also loves to ride with me and my bike is outfitted with a great seat for him up on the handle bars. About this time last year, we were hit by a van while I was riding my son to daycare. Thankfully, I saw it coming and was able to shield him from the impact and from injury but since that time, I have been wary about riding with him on the street. Choosing to ride on the sidewalk presents its own potential for collisions with pedestrians and isn't an option. Fear is a major factor in people's transportation choices in Calgary's City Centre and taking fear out of the equation could have amazing results. Providing safe choices for multiple modes of transportation will lead to a more lively, energetic and vibrant city.

I also feel it is important for City Council to take our City's population growth and its future transportation needs in mind as we make decisions. The fact is there is no way we can stuff the next million Calgarians' cars into the Centre City.

Accordingly, we need to start providing more lifestyle choices now. A Centre City Cycle Track Network is part of an integrated solution to our future mobility challenges that includes a pedestrian strategy, transit and transit oriented development, a broader spectrum of housing choices – which considers size, type, tenure, and amenities (i.e whether parking stalls provided or not) – and the potential growth of the sharing economy.

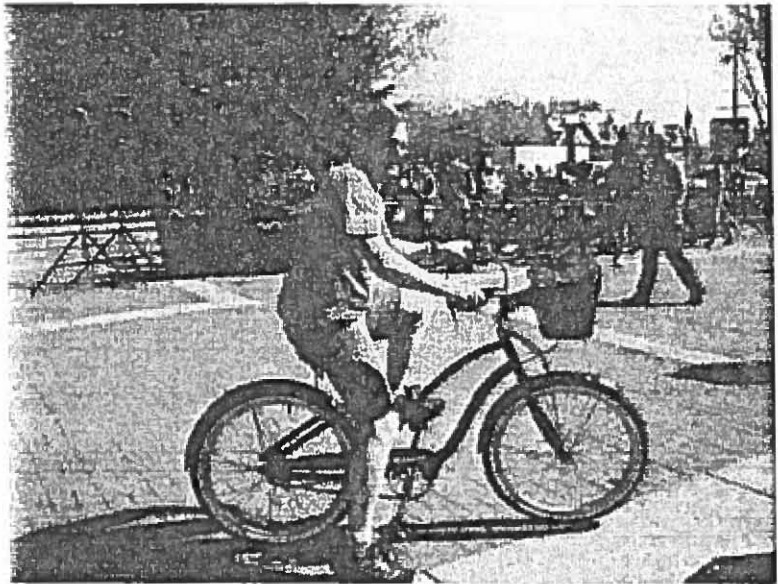
We brought the Olympics to a small city in the foothills of the Rocky Mountains. We created a C-Train with some of the highest ridership numbers in North America. We have the fastest growing Car2Go sharing system in the World. We've been recognized by the New York Times as a top world travel destination, having "morphed... into a cultural hub". As we've grown Calgary and Calgarians have proven ourselves to be world class. The proposed Cycle Track Network is another step in providing world class transportation so we can continue to grow as a world class city.



Councillor Pincott Endorses the Cycle Track Network: Transportation Options for Calgarians

Today we are very pleased to present Councillor Brian Pincott's (Ward 11) endorsement of the Cycle Track Network!

Calgary has come a long way in how we consider, plan and build transportation infrastructure. If you take a look at how we have embraced transit, we are the envy of other cities. Year over year, transit ridership growth outstrips population growth. More and more, we are building new communities with an eye to walkability and looking at retrofitting existing communities to increase pedestrian access. Our new Complete Streets Guide incorporates all forms of transportation into the road area. That means our streets are being designed to accommodate all means of transportation: cars, transit, pedestrian and cycling.



The City is working to ensure that Calgarians have a choice in how they get around, and at every turn people are embracing the choices. People are looking for safe and convenient options that allow them to leave their car at home.

This brings us to the proposed downtown cycle tracks.

The cycle track network continues the work that has been going on for years, work that has been supported by Calgarians every step of the way. In 2005, with ImagineCalgary, 18,000 Calgarians envisioned the future of Calgary for their kids and grandkids. With PlanIt Calgary we developed a transportation plan for our city based on sustainability and choice. The development of our Cycling Strategy was approved by City Council a couple of years ago. Each step of the way, Calgarians have asked for choice: in how they get around, decisions that they can make for themselves daily, safety for themselves and for their kids. The cycle track network increases the opportunities for people to choose cycling as a mode of transportation more often.

We have an amazing pathway network in our City which has grown over time and now provides a network of 800 km of pathways that people use daily. However, the pathway system is more of a recreational system than a transportation system. The pathway system can get you to the fringe of downtown, using the Bow River or Elbow River Pathway. From there, our cycling transportation system falls short and is almost entirely made up of shared roadways. From the river pathway to work in the downtown, cyclists literally take their lives in their hands each day.

Just like with transit, we each benefit from the improved service, whether we use it or not. Supporting choice for Calgarians means we use our existing infrastructure more effectively. Cycle tracks provide a protected option, so people can choose to leave their car at home, making the entire transportation system work better. Adding this infrastructure is the type of smart investment that City Council should be making.

As we look at how we can maximize our infrastructure, the barriers to cycling in the downtown need to be overcome. A safe and efficient cycle track network that provides direct connections for cyclists is the direction we need to take.

Shifting gears by Councillor Druh Farrell



One of the fantastic things about Calgary is that it's a pioneer city. It was populated, and continues to be populated, by people who came here to change their lives. They didn't want the status quo, they wanted something better. They were risk-takers and city-builders who braved the punishing weather to build a dazzling city on the prairie. They knew that the secret of change was to focus all of their energy not on fighting the old but building the new.

Big change is often generational. Contrast my parents who grew up with horse and buggy, with my generation who saw the freedoms provided by cars and the introduction of the internet, to those who are under 30 today and don't wear wristwatches, read newspapers, or talk on landline telephones. Those twenty-somethings are driving less, and taking transit, walking and cycling more. Many own cars, but they don't use them as often. These Calgarians are moving to the core in greater numbers and want their neighbourhood streets to be safe for walking and cycling, while also acknowledging that the streets they're living on are also commuter routes used by all Calgarians.

And it's not only the Gen Y's that are driving change. Interestingly our seniors are also changing their lifestyles in surprising ways. The number of Calgarians over the age of 65 will exceed 300,000 in only ten years. Many are downsizing and moving back to the core, or to lock-it-and-leave-it housing in their own neighbourhoods, and that's changing how we plan our city. To take a page from our *Cycling Strategy*, if you create a city that's good for an 80 year old and good for an 8 year old, you will create a successful city for everyone.

For all of us who fight for change, once we get used to enjoying the fruits of our labours, it's hard to see the next wave of evolution come along. We get comfortable with what we fought for and the next change can make us uncomfortable. Shifting gears is rarely easy, but it isn't supposed to be. So when confronted with change, many of us freak out from time to time, but there's usually an upside. And Calgary has showed that upside time after time.

Councillor Druh Farrell

Big changes that freaked us out:

C-train: Hard to imagine now, but the community of Sunnyside protested the LRT by delivering a huge red Valentine impaled on a dagger, with the caption "cutting the heart out of Hillhurst Sunnyside". The station is now considered a model. And all that paled to the controversy of taking vehicles off 7th Avenue.

Smoking bylaw: Restaurateurs who worried about loss of business opposed the bylaw and sued the City of Calgary. One year later, when business actually increased, those same businesses wrote a letter of apology.

River Pathways: Mayor Jack Leslie braved a skeptical public in the 1960's when he introduced the idea of pathways along the river. Seen as too controversial to move ahead with the full plan, a small pathway west of the downtown was introduced as a pilot. Calgary now has over 500 km of celebrated pathways.

The Cycle Track Network: A Visionary Plan for Calgary

Today we are very excited to launch our series on the cycle track network, presenting views from a variety of prominent Calgarians about the range of benefits the cycle track network offers. Our first article comes courtesy of Evan Woolley, Ward 8 Councillor.

On April 28, Calgary City Council votes on the future of transportation in the core of the city.

The City has proposed a network of safe on-street bike lanes in downtown Calgary, a separated cycle track network. The careful and savvy design is based on years of engaging Calgarians and detailed traffic studies. But the vote on the Cycle Track Network will be very close. Calgarians need to speak up and vocally support the City's smart transportation choices.

This is a pivotal moment for our city, one I would liken to the decisions to invest in Light Rail Transit and infrastructure when the city was smaller and younger. Decades ago City Council had the foresight to dedicate 7th Avenue to transit and to create a special feel on Stephen Avenue. These decisions have been enormously successful. Well-planned and wisely built systems work. On the C-Train Calgary has among the highest ridership of any light rail systems in North America. Stephen Avenue was dedicated a National Historic site in 2002.

The Cycle Track Network is the next visionary step in downtown Calgary. It will make the city an even better place to live and work.

Cycle tracks make roads safer for everyone. This has been proven in other cities around the world. Streets become more orderly and more predictable for everyone, whether they walk, drive, or ride.

Cycle tracks are also good for health, safety, and the economy.

- Dr. James Talbot, Alberta's Chief Medical Officer of Health, endorses the Cycle Track Network: "Providing safer, more accessible opportunities for cycling would encourage more individuals to cycle, and would therefore contribute to the health of Calgarians."
- Bruce Graham, CEO of Calgary Economic Development, argued in the Calgary Herald that a cycle track network will help Calgary to attract and retain the best talent as well as promote Calgary's business and lifestyle advantages.

Calgarians have been very clear. The city needs better cycling infrastructure to make it a more viable and safer choice for everyone. This was a key message from years of public consultations.

Council remains divided. In debates, some Councillors spoke eloquently about the benefits of a Cycle Track Network. Others are more skeptical, not seeing a need for new transportation options. In the month ahead of the April 28 vote the debate will become more intense and the voice of Calgarians will be essential.



Contact your Councillor. Tell us why you support the Cycle Track Network, what it means for you, and how it will have a positive impact on the city.

There has been a great deal of public consultation and Mayor Nenshi has said it's now time for Council to demonstrate leadership and make a decision. I agree. And I am confident any challenges spotted by other members of council can be solved. The Calgary I grew up in, the Calgary I live in, has always looked for solutions and is not daunted by hurdles. We are a Can Do city.

This is a rare opportunity to shape the heart of our city's downtown. The Cycle Track Network will come down to only a few votes. Send the message to City Council members: tell your councillor to support the Cycle Track Network.

Evan Woolley,

Ward 8 Councillor

The Cycle Track Network: Efficient Transportation for Calgarians

We are very pleased to present the next installment in our series about the Centre City Cycle Track Network. Today's support comes from Kent Hehr, MLA for Calgary-Buffalo.

I am the MLA for Calgary-Buffalo, the provincial riding which encompasses the vast majority of the proposed Centre City Cycle Track Network. In my six years in elected office, I have had many opportunities to consult with residents in these communities. I strongly support the Centre City Cycle Track Network because I am convinced that it is what the majority of my constituents want in the urban core.

Development in Calgary's inner city is rapidly increasing. We need a way to move these folks around efficiently and effectively, particularly in our downtown - the heart of the city. The reality is that more and more people need to get downtown and the core can't fit any more roads. To ease congestion we must implement the goals of the Calgary Transportation Plan and significantly increase the capacity for pedestrians and cyclists to complement our transit and road network. Achieving this goal will create savings on infrastructure, reduce traffic and have numerous economic and health benefits.



Calgarians have clearly stated in recent surveys they will bike more if they're given safe and convenient routes that are separated from traffic. And actions speak louder than words – two months after Calgary's first downtown cycle track opened on 7 Street S.W. over 1,000 daily trips were counted, making it the busiest on-street bikeway in the city. I believe the Cycle Track Network will bring safe, fast and convenient transportation to my constituents, particularly seniors, children and anyone else that fears for their safety cycling from A to B on our roads today.

The Cycle Track Network is not just good for my constituents—it will benefit all Calgarians. Downtown Calgary is the economic engine of the province and, increasingly, the country. Like the private developers who are currently investing billions of dollars in our downtown, governments need to make strategic infrastructure investments in the heart of our cities to ensure that they continue to thrive. That is the message that I am delivering in Edmonton, and I urge Calgary City Council to demonstrate its commitment to the continued safety and prosperity of all Calgarians by approving the Cycle Track Network.

westbank

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



Westbank Projects Corp. 604 685 8986 general
501 - 1067 West Cordova Street 604 893 1708 fax
Vancouver, Canada V6C 1C7 www.westbankcorp.com

westbank

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.

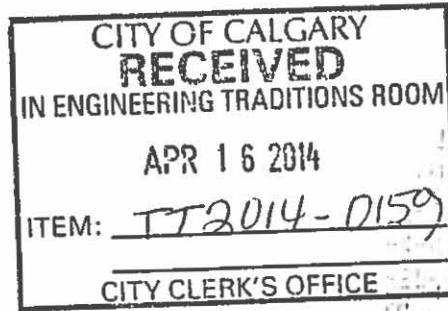
Sincerely,



Ian Gillespie
President, Westbank



Box 97, 1500 14 ST SW
Calgary, AB
T3C 1C9
(403) 670-5499 ext. 3



April 9, 2014

SPC on Transportation and Transit
City of Calgary Municipal Building
800 MacLeod Trail SE
Calgary, AB

Via: Email

Re: TT2014-0159 Cycle Track Network

Dear committee members,

Beltline Transportation Committee (BTC) is strongly in favour of promoting active transportation in our neighbourhood. Specifically, bicycles play an important role in the transportation mix of a successful neighbourhood like ours. As such, we have been active participants in the Centre City Bicycle Projects Committee and the process to implement cycling infrastructure.

Cycle tracks are supported by BTC as a strong solution to providing separated cycling infrastructure as part of a multi-modal transportation vision for Beltline. They will provide a safe way for current and especially new cyclists to navigate through and around the community district. The pedestrian environment will also see benefits in terms of added safety by reducing conflicts with cyclists.

BTC is generally pleased with the cycle track network as proposed. BTC envisions multiple north-south running routes as well as a strong east-west connection in Beltline as vital to the success of a bicycle infrastructure network. The proposed network provides a plethora of advantages:

- New residential and commercial development is growing our community. Beltline is one of the fastest growing urban districts in Canada - the community can accommodate more than double its current population. The commercial and retail business sectors are also experiencing growth. A network of cycle tracks would serve the growing number of residents and businesses.
- Cycle tracks would enhance city-wide mobility. Implementing this in Beltline is a key to access both to and from the Centre City. With road and transit access to the Centre City already having great capacity, building high-capacity bicycle infrastructure is a priority. With the high demand for safe routes, the take-up will be tremendous.
- Dedicated cycling infrastructure will provide residents of our community with a convenient and safe way to use their bicycles to live their day to day lives. This includes going to and from work, school, shopping, and social events.
- Segregated cycle routes open these corridors to more than just the most fearless of riders. This makes bicycling within our community more attractive to a wider demographic range. Making bicycling less stressful and dangerous can only enhance Beltline's desirability. Separating bicycle traffic also makes travelling by automobiles and by foot a safer and less stressful experience.

- Providing safe and comfortable bicycle access to recreational and cultural destinations such as the rivers, parks, Stampede, and events adds value for residents and visitors to Beltline. The corridors selected provide direct or very proximate cycle routes to a good measure of the places and events that make the community a great urban area to choose to live or visit. This would bring existing and especially new cyclists to the area.
- Bicycling has become an icon of urban living and tourism. Beltline's past, present and future is urban. In the long view, providing a safe and comfortable network of bike routes satiates a strongly growing demand for the urban lifestyle. In an area where public space is at a premium, creating on-road cycle tracks is the best way to provide this area with the bike infrastructure that will allow it to thrive.

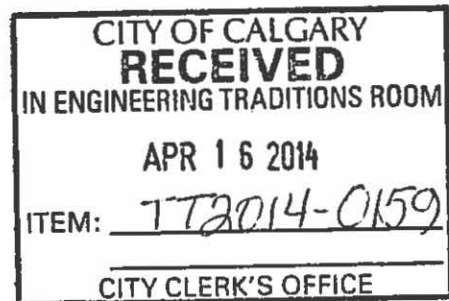
The cycle track network is welcome as cycling infrastructure in Beltline has been long-needed. BTC encourages the City to move forward quickly to implement it and build on the momentum of the growing cycling infrastructure in Centre City.

With best regards,



Chris Larsen, Chair
Beltline Transportation Committee
transportation@beltline.ca
403 670 5499 ext 3

CC: Mayor Naheed Nenshi (themayor@calgary.ca)
Councillor Shane Keating, Chair, SPC on Transportation and Transit (shane.keating@calgary.ca)
Councillor Evan Woolley, Member, SPC on Transportation and Transit (evan.woolley@calgary.ca)
Councillor Brian Pincott, Member, SPC on Transportation and Transit (brian.pincott@calgary.ca)
Councillor Gian-Carlo Carra, Member, SPC on Transportation and Transit (gian-carlo.carra@calgary.ca)
Blanka Bracic (blanka.bracic@calgary.ca)
Josh White (joshua.white@calgary.ca)



Bike Track, April 2014

Peter Bulkowski
403-284-2539
19 Chatham Dr. N.W.

For moving people, spare capacity in the summer

- Roads in good condition
- Visibility good
- Long daylight hours
- Few stalled autos & buses
- Few accidents
- Few school buses
- People on vacation

For moving people, in the winter capacity is stressed to the limit

- Snow & ice on the roads
- Visibility poor
- Short daylight hours
- More accidents
- Stalled vehicles
- Frozen LRT switches
- Most people at work

Commuter bicycles in the summer

- Add capacity for moving people
- When there is already excess capacity

Fair weather bicycle commuters add cost without increasing needed capacity.

Commuter bicyclists who ride throughout the winter

- Including the worst weather days
- May add useful capacity to the systems for moving people.

The only measure of success or failure of the commuter cycling strategy is the number of bicycle commuters riding during the worst weather days, -20C in blowing snow.

How many bicyclists in Calgary?

MONITORING AND EVALUATION

A monitoring and evaluation program for cycling is important and will allow The City to gain information that can guide future decisions, measure progress towards becoming one of the premier cycling cities in North America and provide accountability to the public.

8.1 Indicators and metrics

Performance measures for the Strategy (Table 8-1) are grouped into four groups based on the specific and measurable goals identified in section 1.0.

1. Increases in the number of people who cycle.
2. Increases in the amount of infrastructure that supports cycling.
3. Increases in the safety of cyclists.
4. Increased satisfaction with cycling in Calgary.

Calgary's performance in the first three areas is presented in section 2.1.

Number of people cycling

Although 59 per cent of Calgarians are interested in cycling more often, only one per cent regularly ride a bicycle. If the Cycling Strategy is effective in addressing the barriers and issues, we can expect the volume of cyclists to increase across the city, which supports the 60-year CTP target of 20-25 per cent of all trips made by walking or cycling. The best source for this information is the Calgary and Region Travel Survey (CARTS), formerly the Household Activity Survey, where respondents provide data on all of their daily trips. The CARTS is currently conducted every 10 years, with the next survey scheduled for late 2011.

Cycling infrastructure

Street and pathway concerns were identified as the highest priority by the cycling committee, and Calgarians indicated that if dedicated space were available for cyclists, they would consider cycling more often. Most of these concerns can be addressed through a high quality, expanded network of bicycle routes, especially in areas such as the city centre, major transit hubs and employment-intensive areas. The Primary Cycling Network (PCN) routes, as defined in the CTP, will connect major destinations and will include the best possible infrastructure that can be reasonably accommodated.

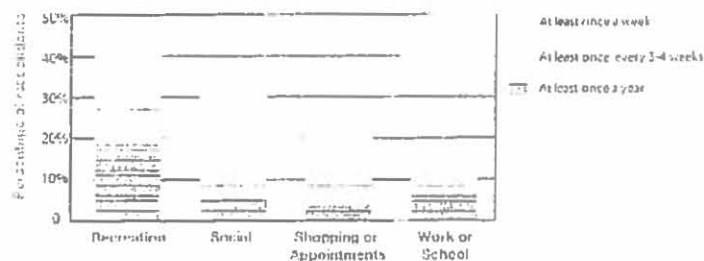
Cycling safety

Safety is paramount in making cycling a viable choice for all Calgarians. The City is currently developing a multi-modal Transportation Safety Plan that includes cyclist safety as a priority. The plan will include targets for collision reduction and potential strategies to improve bicycle safety. The number of collisions and injuries is related to the number of cyclists, so it is important to examine the number of collisions and injuries per capita. The city-wide number of home-to-work cyclists, as determined by the civic census, was chosen as the normalization factor.

Satisfaction with cycling

Calgarians are asked every year through a telephone survey to rate their satisfaction with City services. The survey contains a question about the pathway network. An additional question about the on-street bicycle network could be combined with the question about pathways to provide an indication of satisfaction with the network as a whole. The development of the Strategy also included a telephone survey which can be periodically repeated to analyse trends, successes and areas for improvement.

In the survey, Calgarians identified recreation as the most common purpose for cycling trips (Figure 3-2). These recreational cyclists may be more receptive to other types of cycling, especially local trips to the neighbourhood store or to visit a friend.



2.6 CYCLING IN CALGARY — 1999-2010

In order to move forward, it is important to review the past, to see what others are doing and to listen to Calgarians. Section 2 of the report examines cycling trends over the last decade and examines what The City has achieved.

2.1 Calgary cycling data

Calgary's future as a bicycle-friendly city has a solid foundation. The City has collected data for more than a decade. The data is used to report on three of the four main goals for moving Calgary towards becoming one of the premier cycling cities in North America; that is, more people cycling, more bicycle infrastructure and safer cycling.

2.1.1 Cycling activity

Since 1958, The City has counted vehicles and people entering and leaving Calgary's Central Business District (CBD). Cycling volumes have been fairly consistent over the last decade with 9,200 weekday cycling trips entering or leaving the CBD (2002 data is atypical and excluded from the calculation) (Figure 2-1).

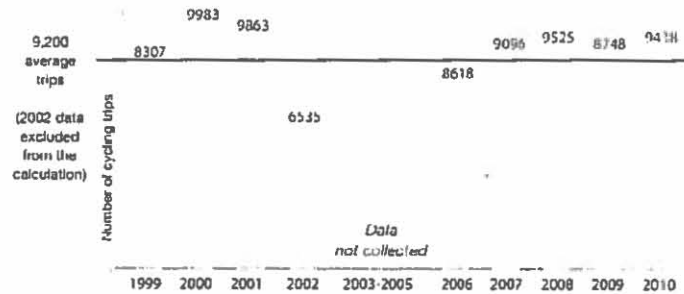


Figure 2-1: Number of cyclists observed entering or leaving the CBD, weekdays, during a 16-hour period
Source: The City of Calgary annual CBD count

2.1.2 Cycling Infrastructure

Calgary's multi-use pathway and on-street bikeway network has almost doubled from 550 kilometres in 1999 to 1,057 kilometres in 2010 (Figure 2-5). In 2010, Calgary had 712 kilometres of multi-use pathways and 345 kilometres of on-street bikeways, 320 kilometres of which were signed bikeways and 27 kilometres of which were bikeways with pavement marking — bike lanes and marked shared lanes.

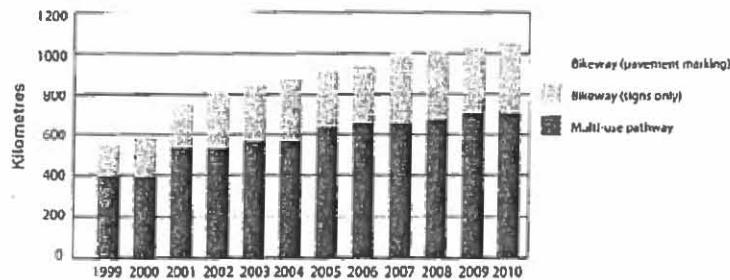


Figure 2-5: Length of Calgary multi-use pathways and on-street bikeways. Source: The City of Calgary



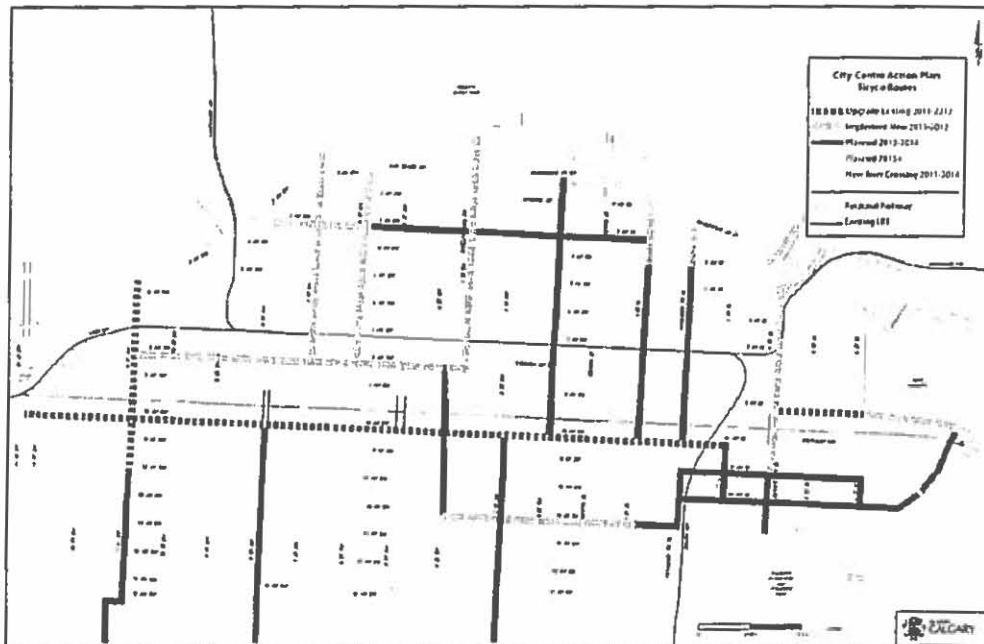
Previous 4 slides

- Only one per cent regularly ride a bicycle
- Only four per cent of bicyclists ride to commute
- Recreation is the most common purpose for cycling
- # of commuter cyclists constant 1999 to 2010
- 9200 entries + departures = 4600 people
- Cycling infrastructure doubled 1999 to 2010

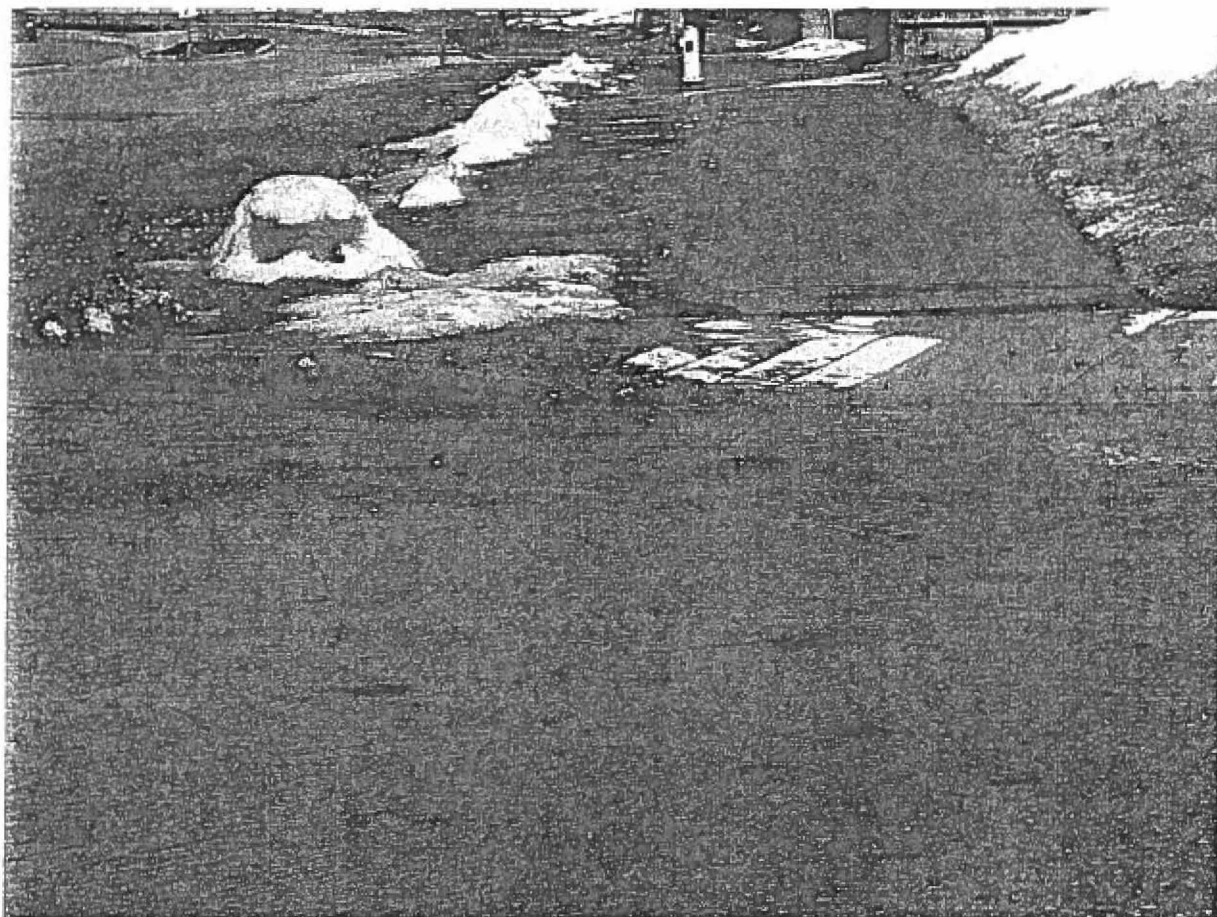
THE GREAT DELUSION

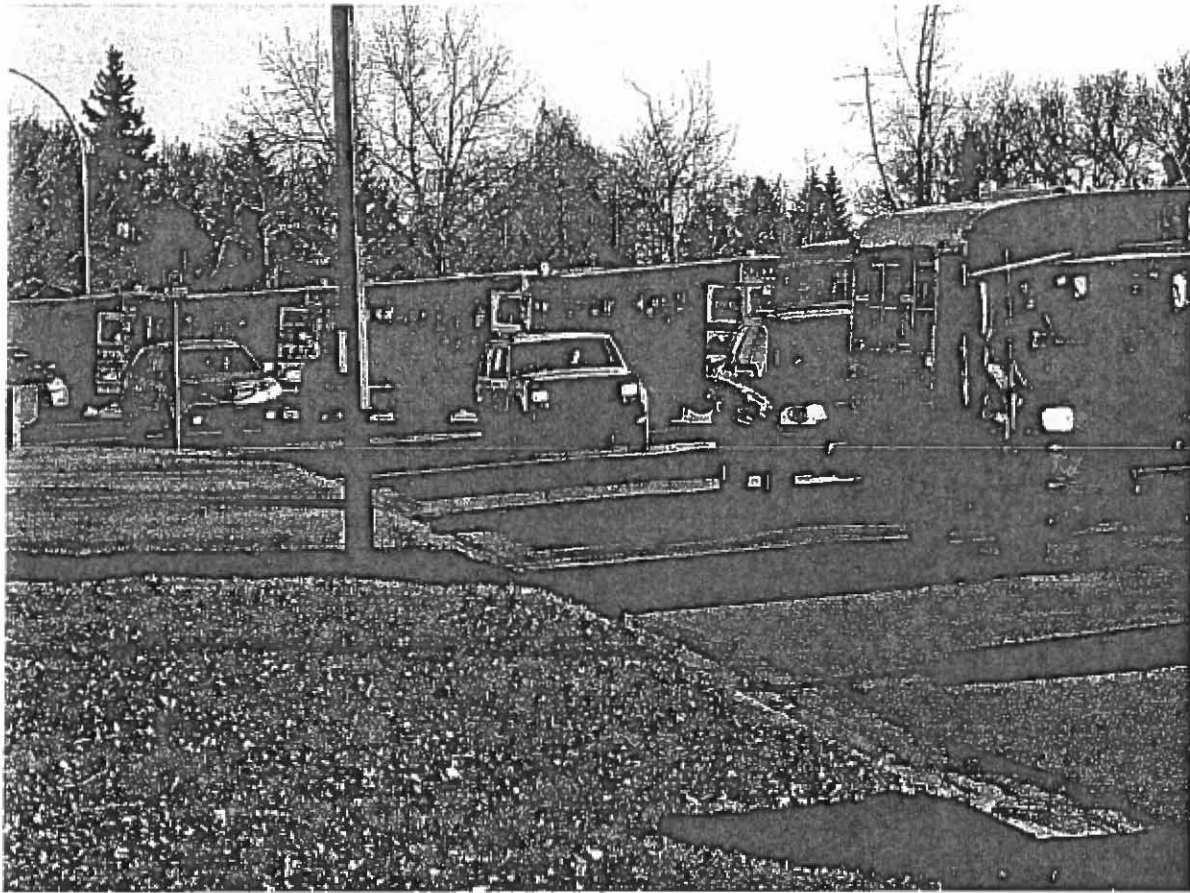
- Parents who take their children for a ride around the reservoir on a sunny summer day
- Will commute to work by bicycle during a snowstorm at – 20 C

If only the City will spend a half billion dollars on bicycle commuting infrastructure.









The commuter bicycle strategy & bike tracks will help to

- Increase congestion
- Increase fuel consumption & CO2 emissions
- Increase parking costs
- Decrease business for downtown merchants
- Drive employers out of the downtown
- Increase the number of City employees
- Increase City taxes
- Turn Calgary into a world class city, a Detroit

Table 9-2 Funding for capital initiatives (2012-2014)

Pillar One: Plan, design and build bicycle infrastructure (Section 6.1)	
City Centre	
• Bicycle route improvements (Appendix A)	\$ 2,400,000
• Pilot projects (cycle tracks, bike boxes, etc.)	\$ 1,500,000
• Public bike share*	\$ 2,300,000
• Bicycle shelters*	\$ 3,000,000
Coordination with transit	
• West LRT bicycle route and bicycle parking improvements	\$ 5,000,000
• Saddle Ridge transit station bicycle route improvements	\$ 800,000
• Rocky Ridge/Royal Oak and Tuscan transit station bicycle route improvements	\$ 500,000
• Bicycle improvements in co-ordination with new transit lines	\$ 3,000,000
Activity Centres	
• Major Activity Centre - University of Calgary bicycle route improvements	\$ 300,000
• Bicycle improvements co-ordinated with CTP/MDP-aligned work – Activity Centres, Nodes and Corridors*	\$ 7,500,000
City wide	
• Bicycle route missing links	\$ 1,500,000
• Bicycle parking (bicycle racks, bicycle lockers)	\$ 100,000
Monitoring and evaluation (Section 6.0)	\$ 100,000
Less * Actions funded by partnerships, sponsorships	(\$ 5,000,000)
Less Actions funded by existing programs	(\$ 10,500,000)

Table 9-3 Funding for operations

Pillar One: Plan, design and build bicycle infrastructure (section 6.1)		
Create a new Pathway and Bikeway Implementation Plan.	\$ 480,000	
Create new bicycle design guides.	\$ 230,000	
City centre – public bike share*	\$ 425,000	
Pillar Two: Operate and maintain bicycle infrastructure (section 6.2)		
Provide high quality gravel-sweeping and snow and ice control service.	\$ 400,000	
Maintain bicycle route pavement marking and signs.	\$ 225,000	
Pillar Three: Educate and promote (section 6.3)		
Develop and deliver on-going bicycle education programs and promotional events.	\$ 500,000	
Three dedicated staff (section 6.4)	\$ 360,000	
Less * Actions funded by partnerships and sponsorships	(\$ 425,000)	(\$ 0)
Less Actions funded by existing programs	(\$ 0)	(\$ 0)

Table B-1 Cycling indicators

Cycling Activity	1	Home to work mode split (24 hours, city-wide)	%	1.4% (2006)	2%
	2	Cycling mode split (all purpose trips, 24 hours, city-wide)	%	0.8% (2011)	1.5%
	3	Percentage of leisure cyclists (all purpose trips, 24 hours, city-wide)	%	29% (2011)	40%
	4	Centre City cycling mode split (AM peak, inbound only)	%	1.8% (2011)	4%
	5	Major Activity Centre cycling volumes	# / 10 hrs	To be established	Major Activity Centre corridor counts
	6	Average increase in cyclist volumes observed after a route improvement	%	To be established	Bicycle volume counts
	7	Number of cycling trips using the bike share system per year	#	0	200,000
Cycling Infrastructure	8	Length of future primary cycling network (mi per 2000 CTP)	km	68	100
	9	Length of primary cycling network currently in place (mi per 2000 CTP)	km	8	38
	10	Percentage of population and jobs with a 600 metres of cycling network	%	To be established	Pathway and bikeway GIS layer
		a) Total length of cycling network	km	1,007	1,500
		b) Regional pathways	km	112	100
		c) On-street bikeways	km	178	171
		• Signed route (cycle boulevard)		15	20
Safety		• Shared lanes		12	183
		• Bicycle lanes		0	30
		• Cycle tracks		355	003
	12	Length of on-street cycling network with high level of snow and ice control service	km	0	00
Safety	13	Cyclists involved in a crash on public streets	# crashes / 1,000 home to work cyclists	18.4	16
	14	Cyclist injuries due to collision	# injuries / 1,000 home to work cyclists	11.2	10
	15	Cyclist fatalities due to collision	#	0	0
Citizen Satisfaction	16	Satisfaction with the on-street cycling network	% satisfied and very satisfied	To be established	Citizen Satisfaction Survey
	17	Perceived safety in traffic	% agreement	21% (2010)	40%
	18	Perceived coverage of bikeway network	% agreement	47% (2010)	80%
	19	Perceived satisfaction with amount of bike parking	% satisfied and very satisfied	46% (2010)	60%



Hosted in Calgary by:



CITY OF CALGARY RECEIVED IN ENGINEERING TRADITIONS ROOM APR 16 2014 ITEM: <u>TT2014-C159</u> CITY CLERK'S OFFICE
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- 16 years of Corporate Work Experience
in large and small Corporate, Municipal, Federal
- Executive Director of Sustainable Alberta Association
since 1998
- Coordinator of the National Commuter Challenge
software since 1998 and active since 1993



Over 25,000 Participants Annually Nation Wide

Over 1,700 Workplaces

Approx. 140,000 people work in downtown Calgary.

This surpasses the approx 125,000 people who work in downtown Vancouver.
This now puts Calgary in the third spot for Canada's largest CBD's, surpassed only
by Toronto (420,000) and
Montreal (300,000).

**53,000 Employees are represented
in Commuter Challenge Survey
~ 1/3 of the Downtown population**

Corporations Who Care

*ConocoPhillips Canada * TransCanada Corp. * Encana Corporation * Cenovus Energy * Devon Canada Corporation * Husky Energy * Nexen Inc. * Suncor Energy Inc. * Worley Parsons * Shell Canada * ENMAX* Community Natural Food Bell Canada - Westwinds * MatrixSolutionsInc.* Alberta Health Services * Chevron Canada Resources* University of Calgary Kinder Morgan Canada * First Calgary Financial * Golder Associates* Telvent Canada Ltd. * National Energy Board * GENIVAR Inc.Oil & Gas Division * AECOM Canada Ltd * The Fairmont Palliser * Total E & P Canada Ltd. * TERA Environmental Consultants * CGI * EBAEngineering Consultants Ltd.*

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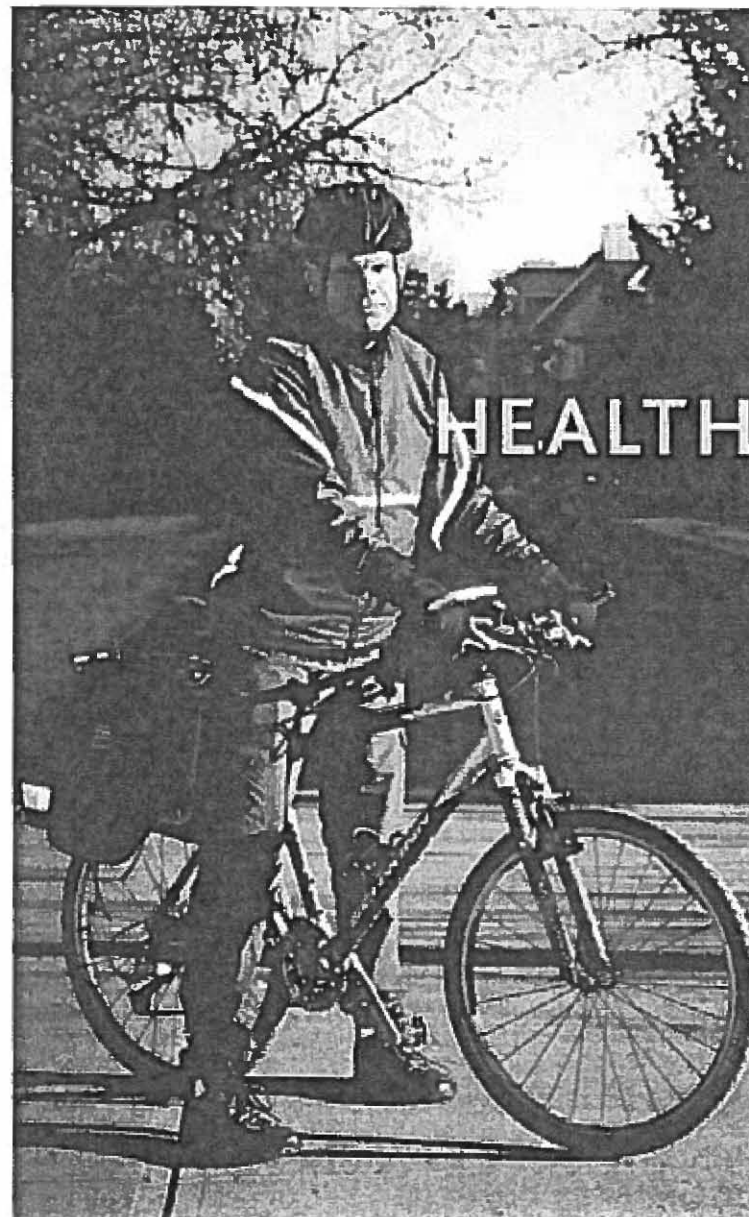


PAUL VINK Matrix Solutions

Commuting sustainably is the road of choice for engineer Paul Vink with Matrix Solutions. There was a time when Paul walked 53 minutes a day to work, which was a daily two hour commute. However, watching the cyclists fly past him on Calgary's pathways resulted in a switch to a bike commuting. A highlight of his ride is going through Edworthy Park, where it is not unusual to have an owl swoop by, or come across playful coyote pups. Almost a year-round cycling commuter, Paul draws the line at -20C!

Through the environment committee at Matrix, Paul feels well supported in his commuting choices, which he sees as an added benefit to working at Matrix. With Matrix Solutions, environmental initiatives are second nature. Employees are accustomed to the daily routine that includes recycling, composting or commuting sustainably, all of which are strongly supported by management. Innovative steps to encourage sustainability among employees are the norm. Weekly team meetings feature a "Green Minute" which includes a brief discussion of one environmental topic each week.

"Matrix management supports the committee's green recommendations because they see value both in the initiatives, as well as in supporting Matrix employees."



COMPANY HIGHLIGHTS

Name: Matrix Solutions
Industry: Environment & Engineering
Size: 200 employees

Incentives:

- Secure bicycle shed
- Shower
- Monthly transit draws
- Semi-annual sub & dryer bike tune-up

Work Structures:

- flex hours
- Teleworking

Programs:

- Commuter Challenge
- Environmental committee which supports sustainable commuting

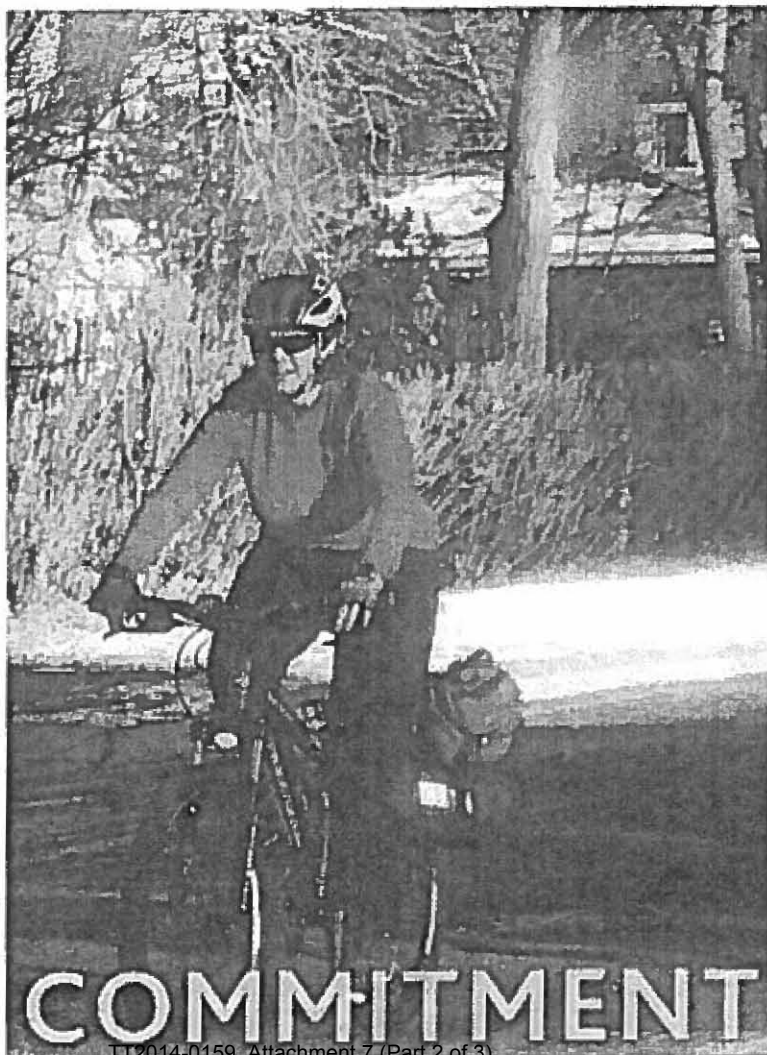
Promotions:

- Commuter Challenge medal

EMPLOYEE HIGHLIGHTS

Name: Paul Vink
Age: 45
Occupation: Environmental Technologist
Mode of Transportation: Cycle
Distance from work: 7 km
Like best about commute: "Being in the great outdoors!"
Motivation: Health benefits and reduced emissions
Message to others: "Just try alternate means of commuting... for one week."

*"Cycling to work keeps you young,"
said Johnson.*



JANICE JOHNSON
TELUS



Janice Johnson's job consists of keeping her team members happy by resolving conflicts and providing solutions in a team environment. After a day of helping reduce the stress of her team, she uses her commute home to unwind. "I feel so much better when I ride, sick time is really non-existent in my life and this proves to be a huge benefit for the company... when you look at people who are physically active, a lot less sick days accrue," said Johnson. She credits her ride to work in the morning for her success throughout her 27 years as a TELUS employee. "I love riding to work in the early morning, because you're awake, you're chipper, you're happy, you're refreshed." She previously won a bike after being awarded top sales person before she was transferred to a management position.

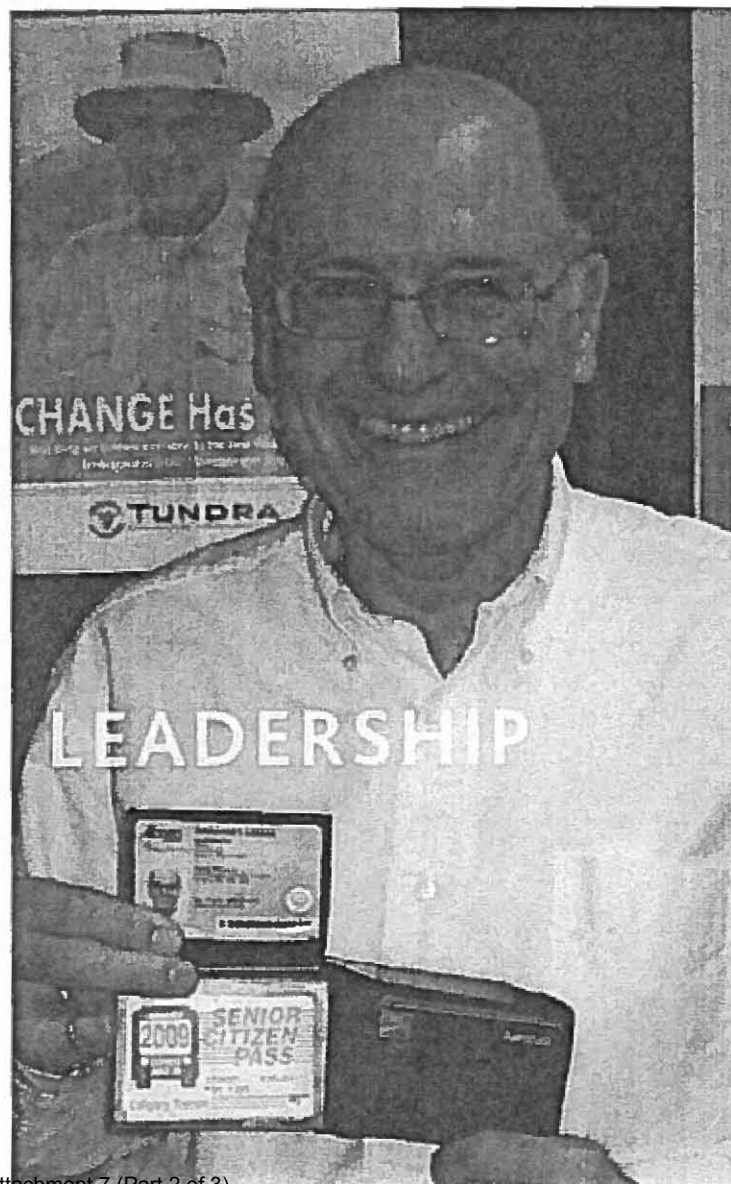
TELUS in Calgary provides team members with free locker rentals, underground bike parking, and on-site showers. TELUS, a National Sponsor of the Commuter Challenge in 2008, is also a leader in teleworking, supporting team members to work where and when it is most efficient for them. On Johnson's floor alone, twenty-five agents have switched to working from home full-time. And across the country, TELUS' Flexible Workstyles Program empowers thousands of team members to work from home a few days a month or more, saving them time and money and improving their work/life balance, while at the same time reducing their carbon footprint.

COMPANY HIGHLIGHTS

Name: Tundra Engineering Associates Ltd. (TEAL)
 Industry: Engineering Consultants (Petroleum Industry)
 Size: 107 employees
 Incentives:
 - Secure bike parking
 - Showers and lockers
 Work structures:
 - Flex hours
 - Compressed work week
 Programs:
 - Commuter Challenge
 - Employee sustainability survey
 Promotions:
 - Year-round commuter bulletin board
 - Promotions during Commuter Challenge week

EMPLOYEE HIGHLIGHTS

Name: Ron Bing
 Age: 65
 Occupation: Quality Control Manager
 Mode of Transportation: Bicycle or transit
 Distance from work: 20 km
 Like best about commute: Exercise while biking, seeing the wildlife along the Bow River, freedom and being outside.
 Motivation: Reduce emissions, reduce cost of parking and health benefits
 Message to others: "Ride and stay fit!"



"Tundra wants to create an environment that is enticing for young engineers, and that includes supporting cycling, walking, transit, even skateboarding."

RON BING Tundra Engineering Associates Ltd.



If there is ever an example of an employee who is a major motivating presence for sustainable commuting, Ron Bing, Quality Control Manager at TEAL, is that person. A driving force behind TEAL's consistently strong standing in the Commuter Challenge.

During the winter, Ron takes an express bus from Douglasdale to his downtown office. On the bus he sits with his neighbor, reads or passes the time in relaxed conversation. Ron thoroughly enjoys the efficiency of the express bus. For his commute, Ron pays the senior fee of \$35.00 a year. The savings in relation to a car commute are substantial. Each Spring, Ron dusts off his bike and pedals to work. He bikes for six or seven months a year, 42 kilometers a day, about an hour's ride each way — impressive!

TEAL's new office is directly across from the Stampede's Round-up Centre, which means a close proximity to the C Train, buses and the pathway system. Ron's company has been a champion in its category for three years, with 100% staff participation in the Commuter Challenge, including the president, who cycles during Commuter Challenge week.

DOUG CAMPBELL & DAVID GERMSCHIED Devon Canada Energy



*"Since I started riding, I've lost 60 lbs,
I've never been healthier" – DAVID*

At Devon's office in Calgary, many employees choose to cycle to work, with some managers and VPs even choosing to give up their parking spaces in favour of pedaling. Devon has been the recipient of two Commuter Challenge awards. The company recognizes that its employees value sustainable transportation, and have provided on-site facilities to make commuting as convenient as possible.

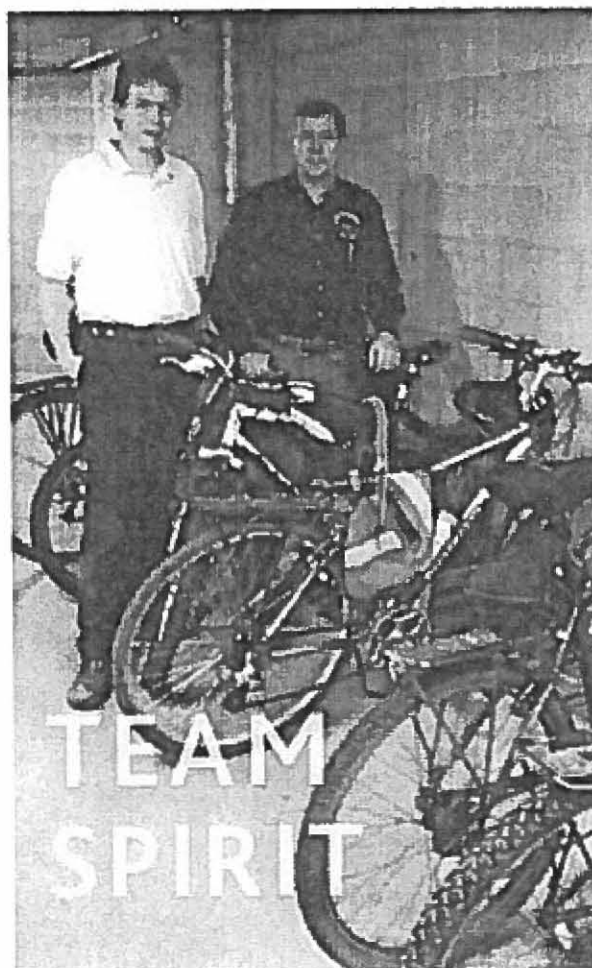
Senior geophysicist Doug Campbell is no stranger to cycling as he pedals all year round, even in -49C temperature. "I started riding in the early 80's, and my first bike back then was like an anvil on wheels. A lot of us didn't ride in the wintertime, but there was a group of avid cyclists and one of the geologists rode with the Fort McMurray Cycling Club which organized the Muffaloosa ride from Fort Mac to Fort Chipewyan ... in February," Campbell explains. "It was a 100 km ride which started off at -25C and went down to -35C. By the end of it, our batteries were freezing on our lights. Since then, I've been riding year-round," said Campbell. His current 12 km bike ride into work pales in comparison to the Muffaloosa ride.

Fellow geophysicist, Dave Germschied has also chosen cycling as his means of commuting. "Not only do we have shower facilities at Devon, we also have underground parking spots so when your bike freezes up and is completely coated with slush and ice, it's given time to melt during

the day, which is really nice." "Doug and I both rode last year on a day that was -49C with wind-chill ... that was a cold day," he said.

Both are proud to work for a company that shares their same values concerning the environment and health. Devon has championed changes that are conducive to these values. David, who can be credited for getting showers installed explains, "If you don't have these facilities, people aren't going to do it. Devon has opened up a second bike park because there are so many cyclists now, something like 80 bikes, and this is what inspired me to start riding."

Aside from the convenience and ease of riding to work, the health and aesthetics of an inner-city commute that doesn't feel like one, is preferable to any other method of travel. David expresses it well, "I don't feel like I'm in the city when I take my commute around the reservoir and along the Elbow River; I've seen deer, coyotes, fish, ducks. I chose the nature path and it's scenic the whole way."



COMPANY HIGHLIGHTS

Name:
Devon Canada Corporation
Industry: Oil & Gas
Size: 1,110 employees

Incentives:
Secure underground
bicycle storage, showers
and locker facilities.

Work structures:
- Flex hours
- Compressed work week

Programs:
- Commuter Challenge (placing
2nd for companies over 1,000
employees in 2008)

Promotions:
- Bulletin board for those
interested in carpooling

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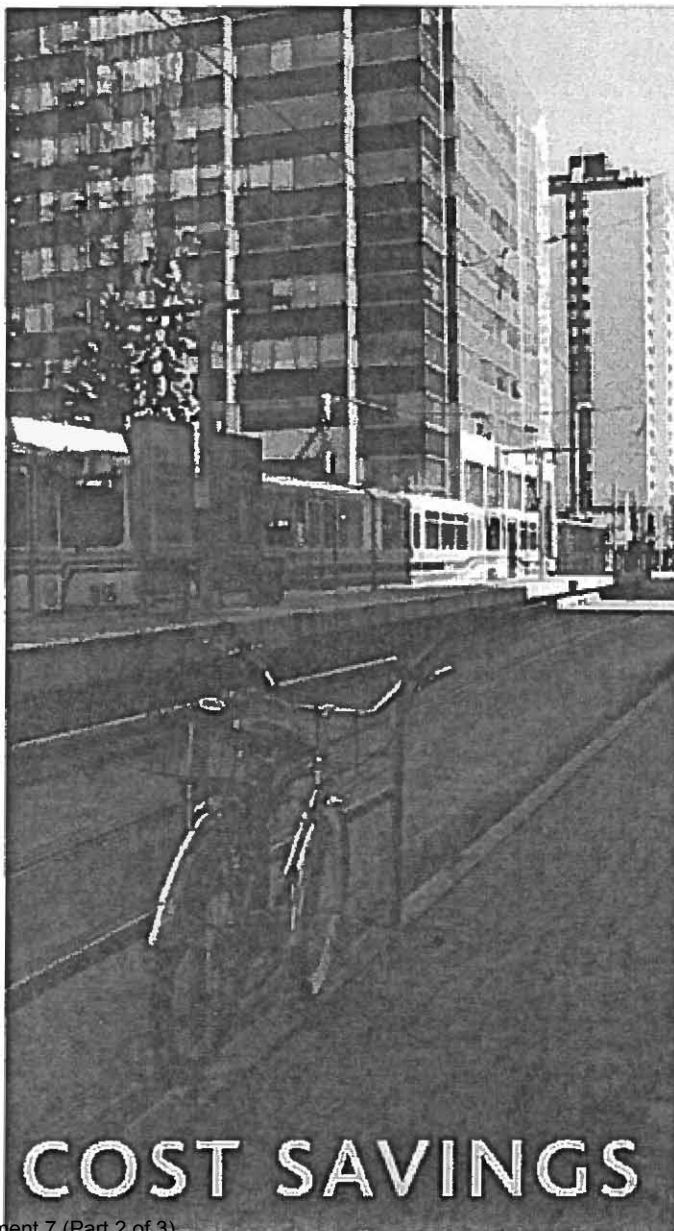
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COMPANY HIGHLIGHTS

- Name: Suncor Energy Inc.
Industry: Energy (Oil & Gas)
Size: 6500 employees
Incentives:
- Outside racks
- Parade storage for bicycles
- Lockers and showers
(adding more!)
- Transit tickets to go between
different work locations
Work Structures:
- Teleworking when feasible
- Flex hours
- Compressed work week
Programs:
- Commuter Challenge
Promotions:
- Commuter Challenge week

EMPLOYEE HIGHLIGHTS

Name: Lauren Rooney
Age: 21
Department: Corporate
Sustainability Department
Mode of Transportation:
Transit, walk, carpool or
telework
Distance from work: 20 km
Like best about commute:
"If I take the bus, I can do other
things, like read a book. If I am
walking or doing something
along those lines, it's good
physical activity."
Motivation: It is cheaper than
driving and paying to park.
Message to others:
"When using more sustainable
ways to commute, you can
get exercise, fresh air, learn
new things and meet new
people. You would also save
a lot of money - the money
saved could be used for some-
thing to reward yourself.
Obviously, it is also much
better for the environment."



*"I enjoy transit because I can read a book and
I avoid the stress of traffic."*

LAUREN ROONEY Suncor Energy Ltd.



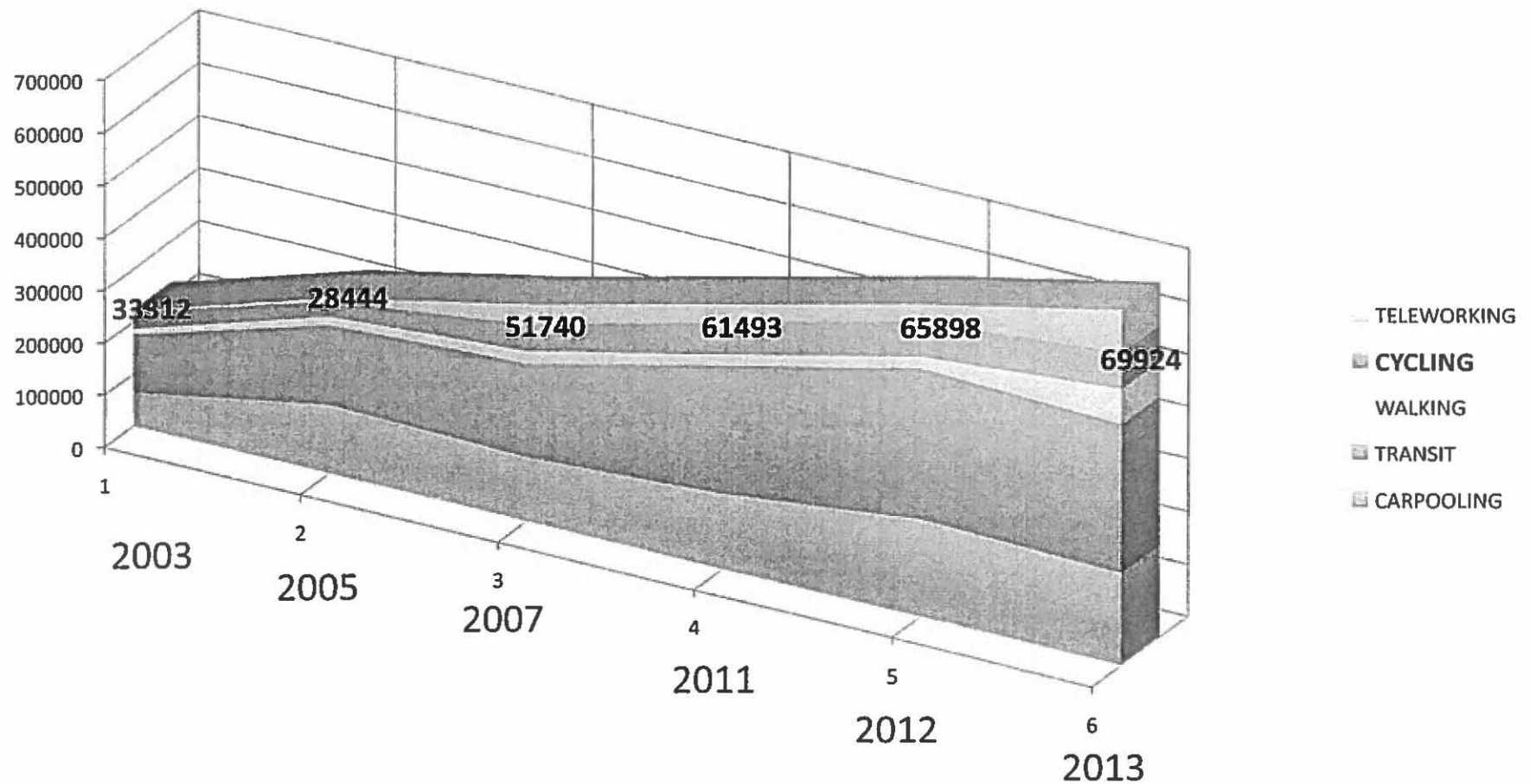
Lauren Rooney, with Suncor's Corporate Sustainability Department, finds it easy to use transit, carpooling and teleworking for her work commute, and therefore sees no need to own a car. Given that her parents work in the same area, carpooling as a family makes sense and is a seamless way to get downtown. Combining this mode with transit, she maintains her work and education, by taking transit directly to university from her office. Lauren is also fortunate to have the opportunity to take advantage of the home telework office, designed three years ago to facilitate her mother's telework needs.

For Lauren, a major motivator for not driving is the financial benefit. On the occasion that she does borrow the family car, it is easy for her to see how the cost

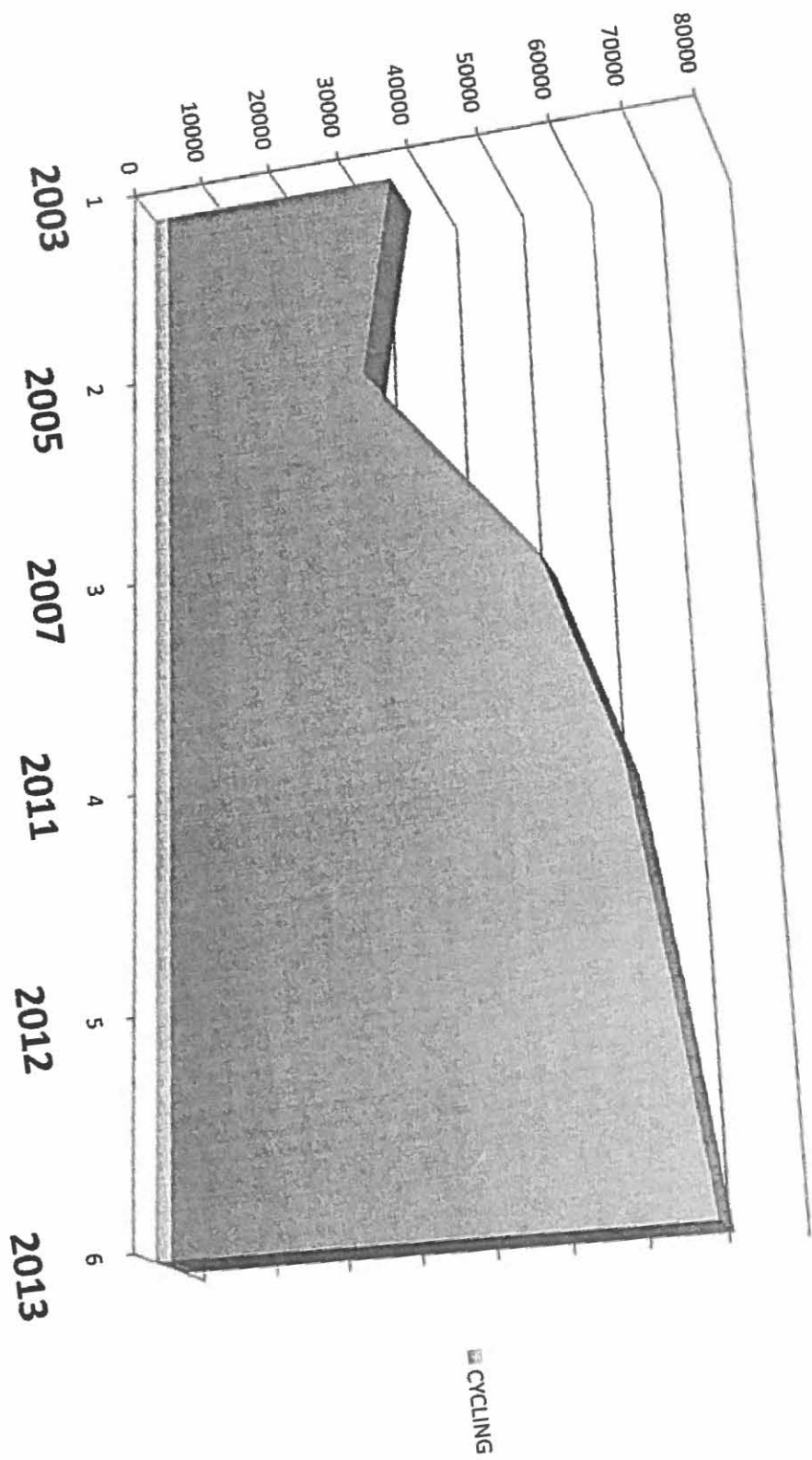
of running the car adds up. According to the Canadian Automobile Association (CAA), the average cost of owning a car is close to \$10,000 a year. Transit, teleworking and carpooling mean a substantial amount in savings for Lauren and other young workers.

Suncor has been a strong participant in the Commuter Challenge, encouraging employees to commute sustainably with incentives such as indoor and outdoor bike storage, showers and lockers, telecommuting policy, and transit ticket availability. Suncor continues to see the viability in these benefits, building on incentives that are in place.

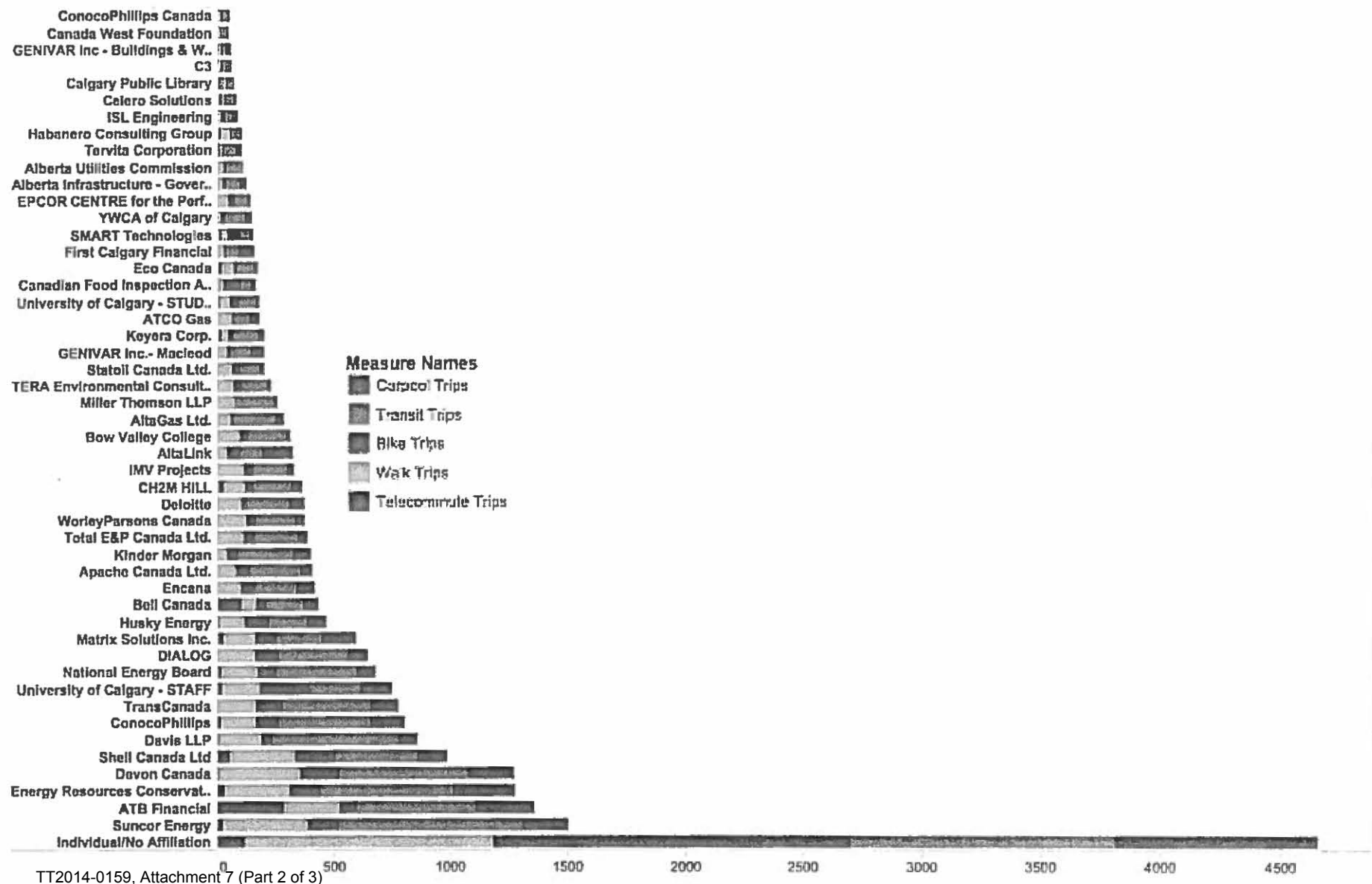
Cycling km doubled over 10 years 2003 - 2013



Cycling km



2013 Workplaces Support Cycling



Corporations Who Care

ConocoPhillips Canada * **Alliance Pipeline Ltd** * **Bell Canada - Westwinds**
* **TransCanada Corp.** * **Cenovus Energy** * **Devon Canada**
Corporation * **Bow Valley College** * **Nexen Inc.** * * **Kasian Architecture Interior**
Design and Planning Ltd. **Suncor Energy Inc.** * **Shell Canada**
* **Urban Systems** * **ENMAX** * **Community Natural Food**
* **MatrixSolutionsInc.** * **Alberta Health Services** * **University of Calgary**
Kinder Morgan Canada * **Encana Corporation** * **First Calgary**
Financial * **ATCO Midstream Ltd** * **Golder Associates** * **Telvent Canada Ltd.** *
National Energy Board * **GENIVAR Inc.** **Oil & Gas Division** * **Husky**
Energy * **AECOM Canada Ltd** * **The Fairmont Palliser** * **Total E & P**
Canada Ltd. * **TERA Environmental Consultants** * **CGI** * **EBAEngineering**
Consultants Ltd.. * **CCS Corporation** * **Chevron Canada Resources** * **Keyera**
Corporation * **Worley Parsons** * **CalgaryAirport Authority.** * **Vermilion Energy** *
MTS Allstream * **ATB Financial** * **Distress Centre** * **Laricina Energy**

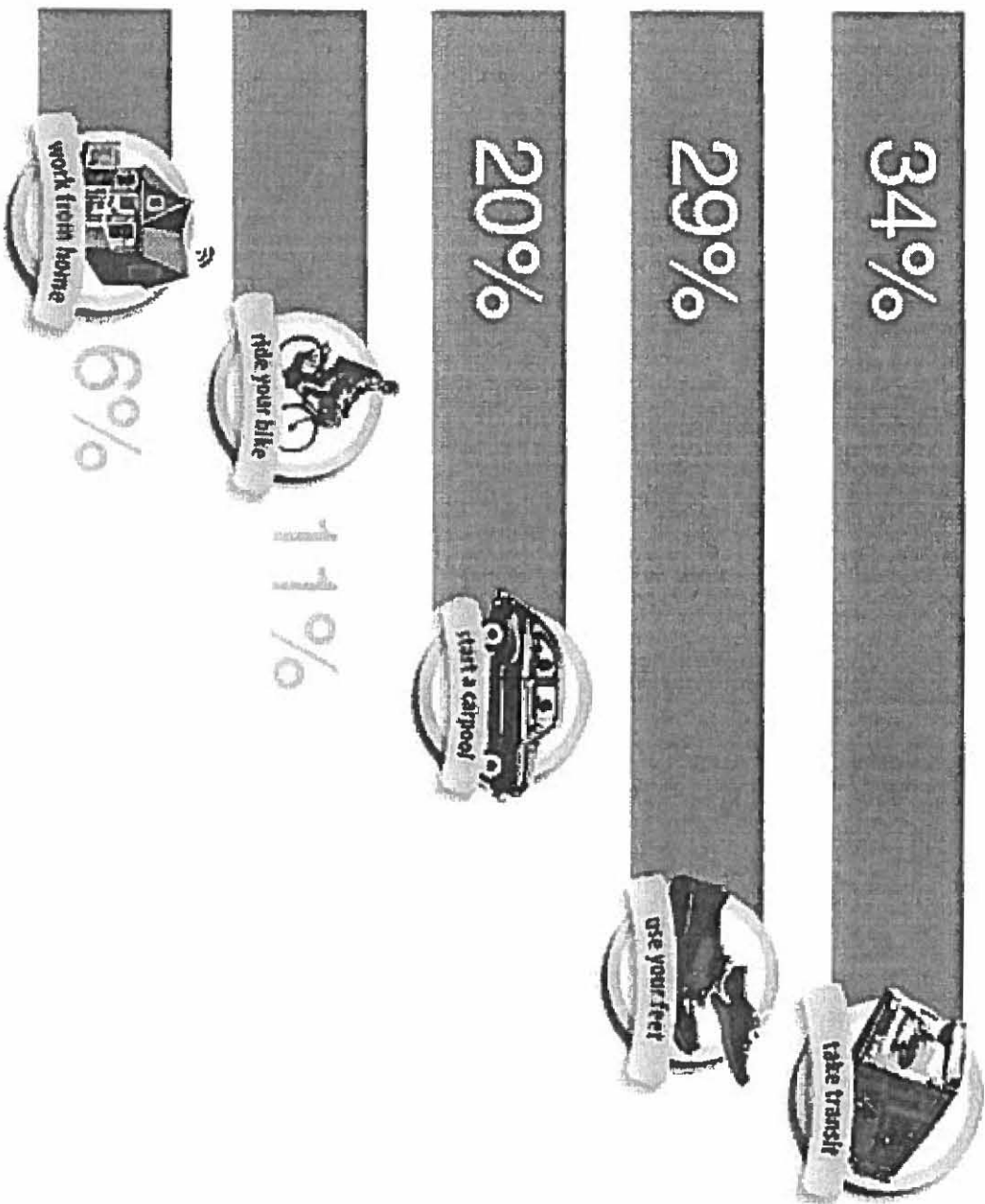
Shell Canada Lobby



Bow Valley Square



Epcor Centre Poster



National Energy Board Alberta Energy Regulators



Total E & P

Health and Wellness Fair



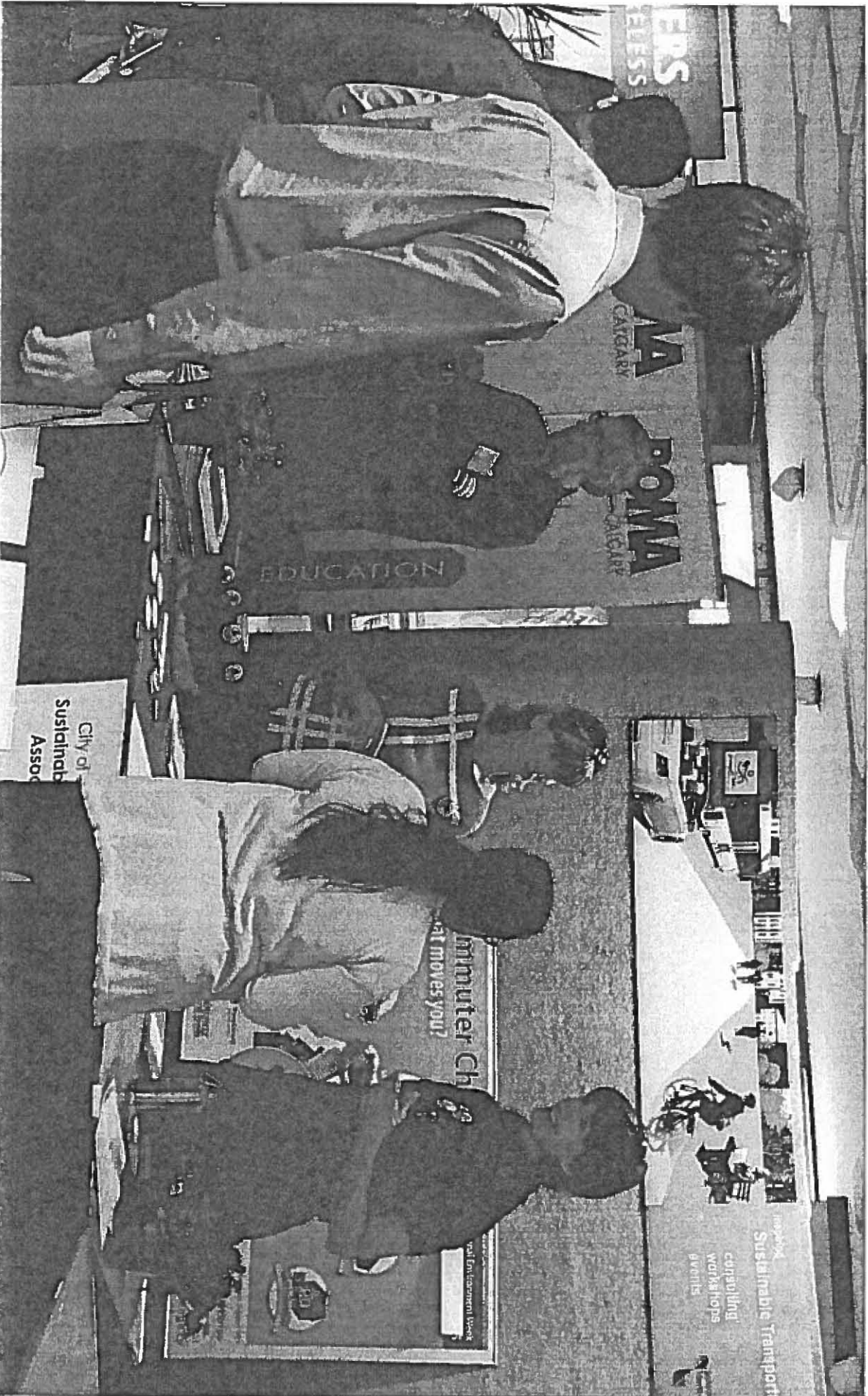
Devon



Nexen



Suncor



Corporations Who Care

OVER 1000	Employees	Registered	Participants	% Participation	Total KM	CO2 Avoided (kg)	Fuel Saved (litres)	Calories Burned
Devon Canada	1514	610	591	39.04%	73376	10064	5373	423656
Nexen Inc.	2000	367	361	18.05%	18780	2692	1539	128006
Suncor Energy	4500	617	589	13.09%	81872	11364	5841	484712
ATB	1300	176	146	11.23%	19842	3106	1437	26789
Shell Canada	3000	308	297	9.90%	20532	3326	1619	215091
ConocoPhillips Canada	2000	200	171	8.55%	23959	3529	1704	153548
Bow Valley College	1200	118	91	7.58%	6976	1041	521	53760
Calgary Police Service	2000	67	60	3%	8082	1017	425	78922
Husky Energy	3666	97	92	2.51%	10879	1511	785	97793
WorleyParsons	2300	84	41	1.78%	6097	897	497	44310
Alberta Environment and Sustainable Resource Development	2000	2	2	0.10%	234	52	22	9828
SAIT	1000	1	1	0.10%	48	6	4	0
Canada Revenue Agency	4000	1	1	0.03%	76	17	7	3192
Tervita Corporation	4200	0	0	0%	0	0	0	0
500 - 1000 EMPLOYEES	Employees	Registered	Participants	% Participation	Total KM	CO2 Avoided (kg)	Fuel Saved (litres)	Calories Burned
ERCB - Energy Resources Conservation Board	732	458	420	57.38%	49875	7013	3775	172826
Statoil Canada Ltd.	500	97	91	18.20%	8708	1276	645	106184
AltaLink	944	176	136	14.41%	29085	4313	1664	147785
SMART Technologies	600	105	82	13.67%	10265	1363	665	71802
First Calgary Financial	500	79	63	12.60%	6194	907	397	48386
Golder Associates Ltd.	500	71	55	11%	6563	963	451	72022
IMV Projects	600	50	39	6.50%	27035	5769	2497	999559
Deloitte	653	43	39	5.97%	4357	470	264	11684
Calgary Public Library	800	13	10	1.25%	840	115	55	8883
Health Canada	547	0	0	0%	0	0	0	0

Corporations Who Care

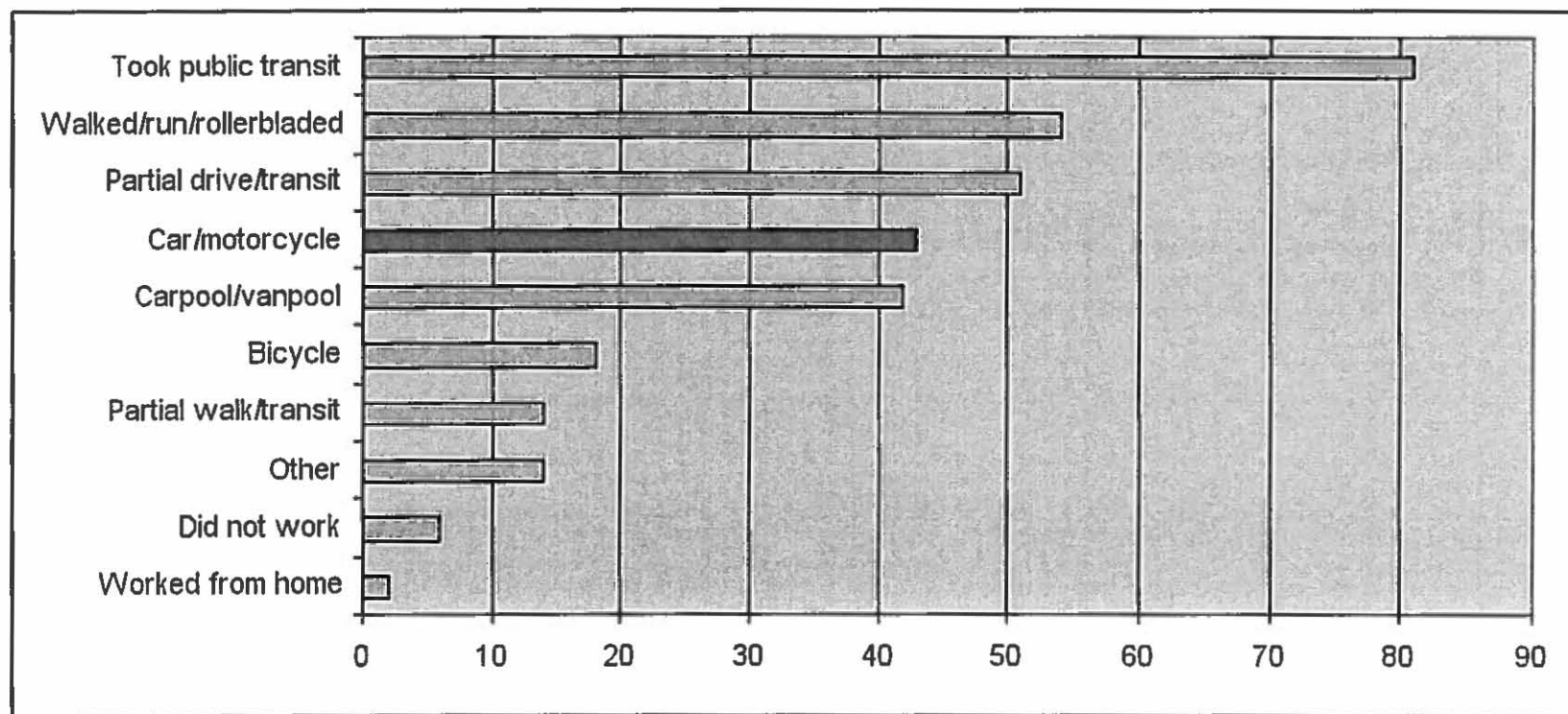
250 - 500 EMPLOYEES	Employees	Registered	Participants	% Participation	Total KM	CO2 Avoided (kg)	Fuel Saved (litres)	Calories Burned
Chevron	250	211	211	84.40%	14218	2117	1170	111023
TERA Environmental Consultants	346	270	263	76.01%	35137	5102	2524	144329
Community Natural Foods	338	225	198	58.58%	15860	2162	1080	114053
National Energy Board	440	240	227	51.59%	33095	5423	2828	101601
AltaGas Ltd.	283	126	124	43.82%	16432	2236	1214	64558
Matrix Solutions Inc.	362	143	132	36.46%	12239	1816	863	79743
Total E&P Canada	363	118	71	19.56%	7271	1082	545	54325
Bell Canada	300	61	50	16.67%	6188	1124	502	26960
CH2M HILL Canada Limited	464	61	52	11.21%	5751	845	442	29018
NOVA Chemicals Corporation	300	27	25	8.33%	3419	600	218	49319
Newalta	363	25	22	6.06%	1793	304	143	29598
The Westin Calgary	274	17	13	4.74%	1034	156	82	11818
Qualico Developments	300	1	1	0.33%	70	16	7	2940
100 - 250 EMPLOYEES	Employees	Registered	Participants	% Participation	Total KM	CO2 Avoided (kg)	Fuel Saved (litres)	Calories Burned
Marquis Alliance	200	82	77	38.50%	9076	1280	668	48046
Keyera Corp.	200	78	73	36.50%	8031	1198	583	60963
Epcor Centre for the Performing Arts	185	66	61	32.97%	4624	686	345	35624
Mountain Equipment Co-op	197	61	61	30.96%	1608	330	148	53886
DIALOG	195	58	56	28.72%	5809	791	399	36905
ATCO Energy Solutions	100	29	27	27%	2458	375	167	31437
Davis LLP	102	33	27	26.47%	2720	305	174	14847
Associated Engineering Alberta Ltd.	100	26	26	26%	3352	475	230	12894
Alberta Infrastructure	100	27	23	23%	5162	721	283	7648
YYC - Calgary Airport Authority	100	27	23	23%	3580	469	207	13453
Autopro Automation	100	25	21	21%	2635	374	171	15728
United Way of Calgary and Area	100	21	20	20%	1106	177	90	14273
YWCA of Calgary	155	27	21	13.55%	1327	150	84	1672
ATCO Gas	200	28	26	13%	2919	365	208	16836
EBA, A Tetra Tech Company	180	11	11	6.11%	698	127	58	15809
LandSolutions LP	100	9	6	6%	990	72	31	210
Klohn Crippen Berger Ltd.	150	2	2	1.33%	129	26	11	4553

Tundra Transportation Survey

Of the 100 employees at Tundra, 70 participated in this survey taken at the end of November 2007. Employees were asked to complete the survey as it related to their commute during a one week period.

Week at a glance

(number of trips by mode)



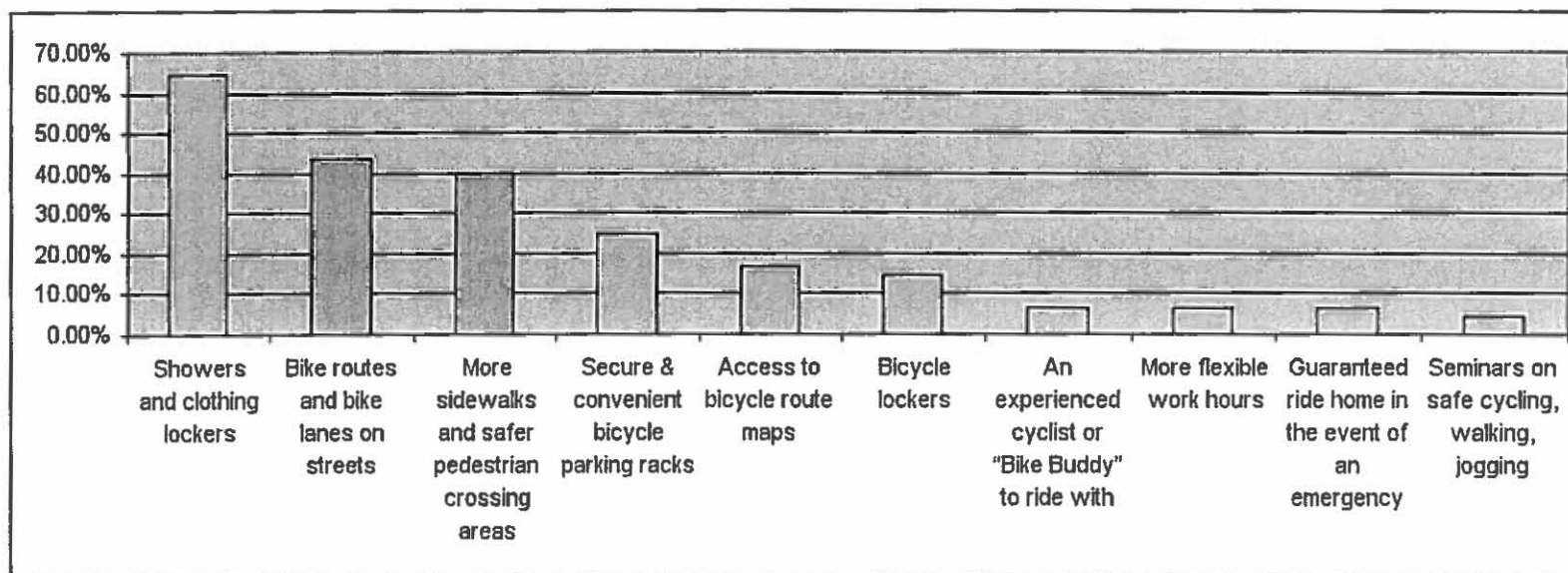
Willingness to change

If you usually commute by driving alone, please choose the statement that best reflects your feelings on taking alternative transportation.

- I would consider **carpooling/vanpooling** some of the time **63%**
- I would consider taking **transit** some of the time **42%**
- I would consider **walking/cycling** some of the time **37.5%**

Incentives to motivate Walking/Cycling

Items in orange are incentives that could be supported by Tundra
Items in blue are typically not easily influenced by Tundra



City Councilors!

We need you to support the corporate sector
in their efforts to attract a healthy, vibrant,
and educated workforce to this city

They are doing their part.
You need to do yours.