

**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 3 of 3



Re-Invent the Wheel

COMMUTER STORIES



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Sustainable Alberta Association

DEFINITION:

Trip Reduction Program

A workplace-based commuter program that uses various measures to reduce drive-alone commuter trips. On-line carpool matching, payroll deductions on transit passes, active transportation programs and infrastructure (i.e., bike racks, lockers, showers), telecommuting program and policy, Carpool parking, lotteries for transit tickets, Green Commuter newsletters, competitions and events are only some of the components

that can be part of a Trip Reduction Program (TRP). =A TRP is like a pizza; any combinations of ingredients can be used to make a great meal. The key to a successful commuter trip reduction program is management support for whatever incentives are feasible for the workplace.

Introduction

The Sustainable Alberta Association (SAA), established in 1998, is a non-profit, non-government organization with a strong volunteer component. Our main focus is to improve the personal, social, and environmental health of Albertans by encouraging citizens to leave their cars at home and commute by bus, train, carpool, bicycle, foot and telecommunicate.

About this Book

In 2007 SAA launched a workplace Trip Reduction Program with support from Environment Canada's EcoAction Community Funding Program to involve decision-makers in encouraging and supporting healthy commuter choices for their employees. We have drawn upon our list of successful Commuter Challenge participants to share with you ten stories of exemplary Calgary workplaces. Through various measures these workplaces have proven their commitment to a healthier, more sustainable work environment. Our hope is that other corporate decision-makers will be inspired to follow their lead.

The Workplace

Calgary workplaces are taking long strides to encourage their employees to reduce their drive alone commutes. This is reflected in the city's consistently strong standing in the national Commuter Challenge. SAA is proud to showcase some of these workplaces for their exceptional commitment to supporting trip reduction measures.

Through the implementation of various programs, structures, rewards and incentives, these workplaces have made a positive difference for their organization and employees. Such measures make it more feasible for employees to ride or drive with someone else, take the bus, ride a bike, walk, telework, or compress their workweeks.

The Re-Inventors

As you read the real-life stories of employees depicted within these pages, you will learn how effective employee programs make a difference. The employees in this publication all benefit in different ways from the measures that their companies are taking to motivate and support sustainable commuting choices.

What is your workplace doing to encourage its employees to leave their cars at home? How has this improved your life? SAA is always interested to inspire, reward and motivate Albertans with success stories!



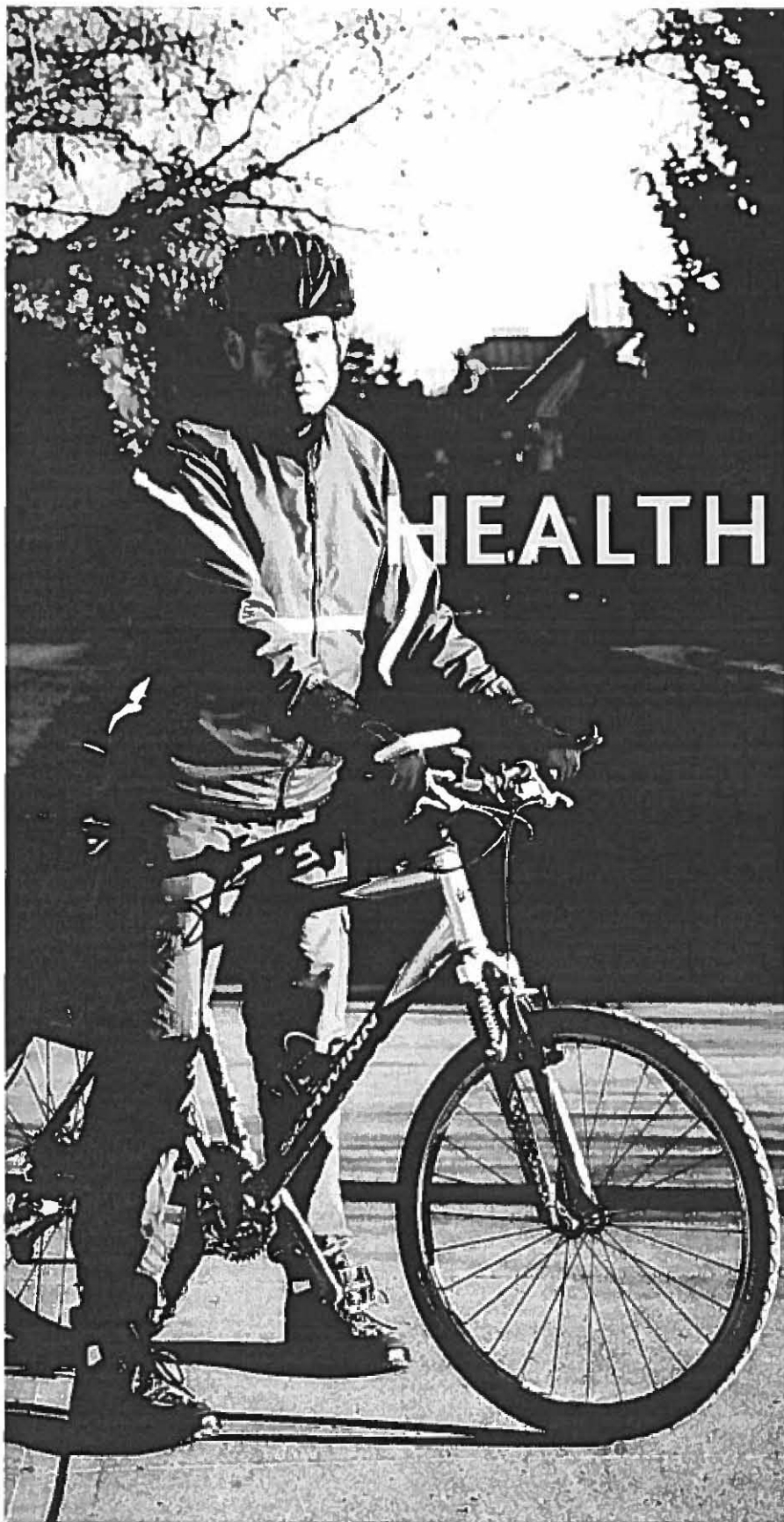
PAUL VINK Matrix Solutions

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 subsidy for bike tune-up*

Work Structures:

- *Flex hours*
- *Teleworking*

Programs:

- *Commuter Challenge*
- *Environmental committee which supports sustainable commuting*

Promotions:

- *Commuter Challenge week*

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."



COMPANY HIGHLIGHTS

Name: *Alberta Health Services,
Calgary Health Region I*
Industry: *Healthcare*
Size: *10,000 employees*

Incentives:

- *Car/vanpool matching and parking spots*
- *Emergency ride home*
- *Complimentary transit passes (4/year)*
- *Inter-hospital shuttle system, secured bike cages and bike racks*

Work structures:

- *Staggered work shifts*
- *Telecommuting*

Programs:

- *Ride Share Week*
- *Bike to Work and Commuter Challenge*
- *Sustainable information as part of new staff orientation*

Promotions:

- *Calgary Transit Riders Guides*
- *Internal Transportation Demand Management web page*
- *Promotion of CTS access to sites through Earth Day*

EMPLOYEE HIGHLIGHTS

Name: *Joan Spaven*
Age: *64*
Occupation: *Pharmacist*

Mode of Transportation:

Carpool

Distance from work: *4 km*

Like best about commute:

"The social interaction with fellow carpoolers and a short door-to-door ride."

Motivation: *Reduce emissions, reduce cost of parking, social interaction and avoid traffic issues.*

Message to others:

"Carpooling and living closer to work can improve your quality of life and reduce the economic and environmental impact."



ENCOURAGEMENT



JOAN SPAVEN Alberta Health Services

Joan Spaven, a pharmacist at the Tom Baker Cancer Centre, has been part of a five member carpool for seven years. Spaven gets to work relaxed and energized for the day. "Our ride to work together gives us an opportunity to laugh, relax, vent and conduct mini-staff meetings where we solve work-related problems. Our relationships carry over into our work day."

Carpooling provides flexibility for commuters; one member of Joan's carpool can't drive due to a visual impairment, however her carpool offers a safe, reliable commute. When traffic reports state that there is a traffic delay, Joan's group feel sorry for the lonely drivers while they enjoy each other's company!

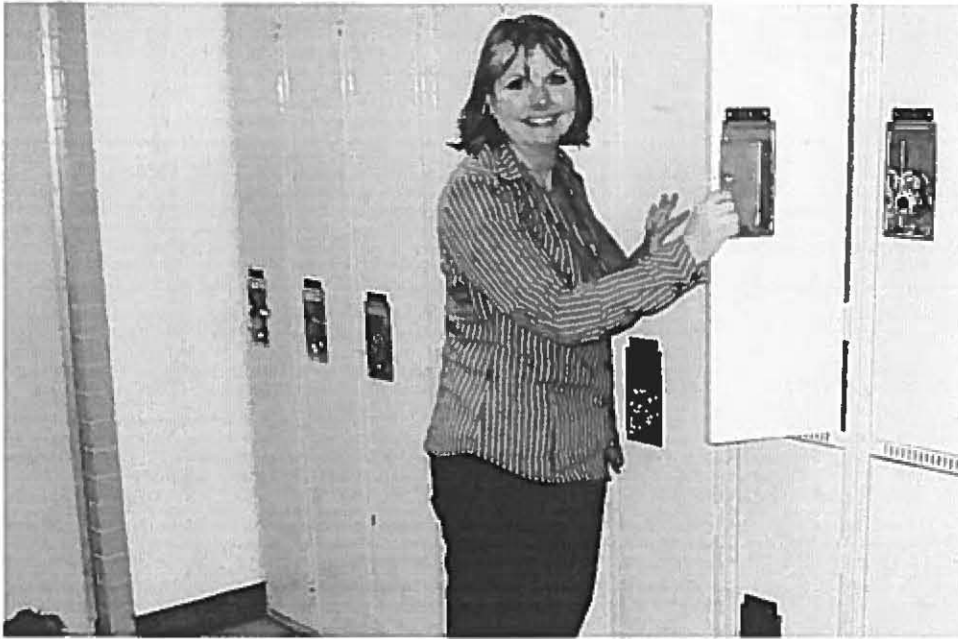
Joan's carpool colleagues work in the same department. The flexibility in varied hours and shifts has resulted in their manager happily coordinating work schedules to accommodate their carpooling. (It is recognized that performance is better among workers who are given at least five minutes to socialize before starting their work day.)



"We were ahead of Al Gore but we didn't get nominated for the noble prize!"

The Calgary Health Service has recognized a clear business case in creating permanent reductions in the parking requirements, especially when each parking space is valued from \$50,000 - \$80,000. "Parking isn't our core business and we don't want to be using valuable land or funds to build parkades when we could use this money for more facilities and equipment," said Franco Benacchio (Director, CHR Ancillary Services). There are currently over 13,000 parking spots in the region - rivaling the City of Calgary parking authority.

Transportation choices are promoted to all new Calgary Health Services employees so that they can establish alternative commuter habits before they get into the single occupancy vehicle habit. One of Banacchio's successes at the Foothills Medical Centre was establishing the Preferred Carpool Parking program, which now boasts 36 spots.



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.

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

COMPANY HIGHLIGHTS

Name: TELUS

Industry:

Telecommunications

Size: 2500 employees

Incentives:

- *Guaranteed ride home for shifts late in the day*
- *Showers*
- *Lockers and secure bicycle parking*

Work Structures:

- *Flex hours*
- *Compressed work week*
- *Teleworking*

Programs:

- *Flexible Workstyles Program*
- *Commuter Challenge*

Promotions:

- *Commuter Challenge*
- *Week promotions*

EMPLOYEE HIGHLIGHTS

Name: Janice Johnson

Age: 48

Occupation:

Sales and Solutions Manager

Mode of Transportation:

Bicycle

Distance from work: 13 km

Like best about commute:

"My peace and quiet, tunes, my own seat, burns off my stress and my desserts."

Motivation: *Reduce cost of parking, health benefits and avoid traffic issues*

Message to others: *"You pay 27 bucks a day to park!!!"*



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
- Employees 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

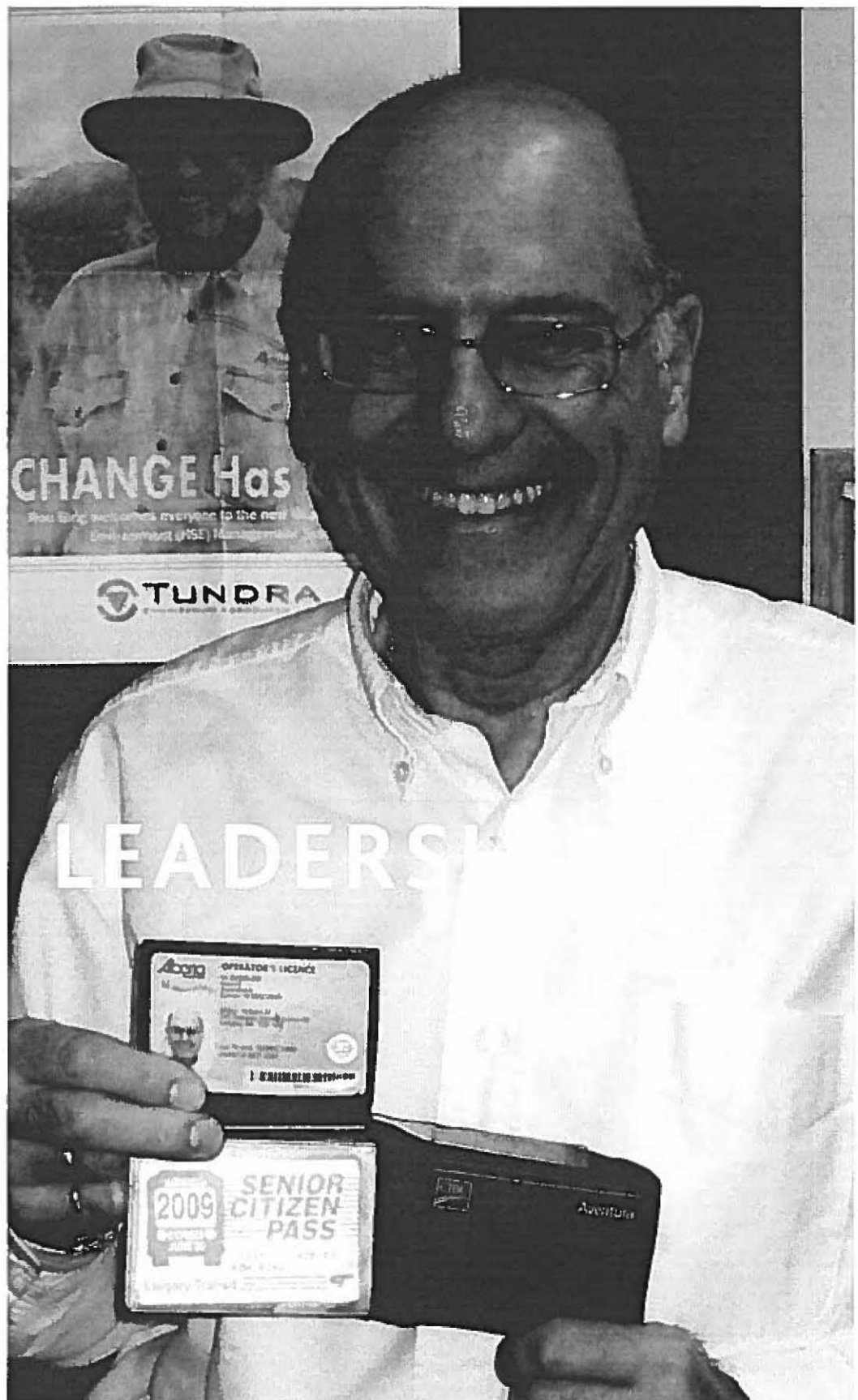
Like best about commute:

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:

"Bike 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.

COMPANY HIGHLIGHTS

Name: *The City of Calgary*
Industry: *Municipal Government*
Size: *2500 (municipal building)*

Incentives:

- Carpool matching and parking
- Showers
- Lockers and secure bike parking
- Transit subsidy
- Year-round commuter challenge website with monthly prizes
- Saddle-Up Vouchers
- Blue Skies Awards

Work Structures:

- Flex hours
- 25% of employees work a compressed week
- Teleworking pilot with teleworking to launch in 2009

Programs:

- Commuter Challenge
- Implemented regional carpool program citywide

Promotions:

- Year-round promotion of *carpool.ca*
- Green Commuter newsletter, commuter website and commuter bulletin boards

EMPLOYEE HIGHLIGHTS

Name: *Tina Ritsco*
Age: *35*
Occupation: *Senior Facilities Planner*

Mode of Transportation: *Transit & Carpool*
Distance from work: *27 km*

Like best about commute:

"I start and end the day stress-free without fighting traffic."

Motivation: *Avoiding traffic issues and reduce emissions*

Message to others:

"It's stress-free, cheaper, more reliable and environmentally responsible."

EMPLOYEE HIGHLIGHTS

Name: *Ron Schafer*
Occupation: *Transportation Demand Management Specialist*

Mode of Transportation: *Carpool*
Distance from work: *10 km*

Like best about commute:

"Knowing that I'm saving money and time."

Motivation: *Reduce emissions, avoid traffic issues and enhance social interaction*

Message to others:

"Jobs that provide access to facilities that accommodate active travel and support for commuter choice are becoming increasingly attractive and important to employees."



TINA RITSCO & RON SCHAFER The City of Calgary



Within the first week of being hired by the City of Calgary, Tina Ritsco was struck by her new employer's value of sustainable transportation - including running an internal commuter challenge. "I am involved in our Commuter Challenge program because it's better for the environment, and my carpool-to-train ride is completely stress-free," said Ritsco. It is no surprise that the City of Calgary has more commuters registered with Carpool.ca than any other municipality in Canada.

Ron Schafer, the City's Transportation Demand Management Specialist implemented the City's own on-line, year-round version of Sustainable Alberta Associations' Commuter Challenge back in 2002, and it's been growing in popularity ever since. Employees input their methods of transportation to and from work and concurrently the system provides them



"... it's better for the environment and my carpool-to-train ride is completely stress-free" – TINA

with quantifiable data that illustrates how their commuter efforts in turn affect their environment. "It's good to track how many kilograms of carbon you're saving by not driving your car, and in turn it brings out this competitiveness with yourself when you input information and see how you jump spots up from what you were before," explained Ritsco.

The heat is on when the City participates in the SAA Commuter Challenge each year. The week is also packed with prizes such as free bikes and perks such as the chance to drive the C-train!



WILLIAM THOMPSON
SAHURI + Partners Architects Inc.



William Thompson manages all of the LEED projects at SAHURI + Partners Architects Inc. and with 30 LEED projects on the go, maximizing productivity is important. Although William lives twenty-five kilometers from his job in Calgary, telecommuting - when possible - allows him to reduce his driving commutes. For Mr. Thompson, the option of leaving his car in the garage and working from his home office during poor winter driving conditions makes a lot of sense and is a better use of his time. Likewise, if there are meetings that are closer to his residence than his job site, working from home is a convenient and efficient management of work time.

At SAHURI + Partners Architects there is strong support from management to telework. Many architectural firms are on the cutting edge of design technology, so it is not surprising that this sector is open to innovation in regards to telecommuting technology. Management has invested in the technology required to make the telework option accessible to employees. The staff have BlackBerries to keep in touch, and the firm has invested in terminal servers that allow staff to access all applications and documents remotely; employees can log in to the company e-mail browser from anywhere. Laptop computers also allow staff to be fully functional at home and at client sites.

*"...the key is not in any one of these technologies
but in the whole bouquet of technologies."*

COMPANY HIGHLIGHTS

Name: SAHURI + Partners
Architecture Inc.

Industry: Architecture

Size: 50 employees

Incentives:

- Indoor bicycle storage
- Shower and lockers

Work Structures:

- Flex hours
- Compressed work week
- Telework

Programs:

- Commuter Challenge

Promotions:

- Green Commuter newsletter

EMPLOYEE HIGHLIGHTS

Name: William Thompson

Age: 29

Occupation: Sustainable
Design Manager

Mode of Transportation:

Bicycle or telework

Distance from work: 25 km

Like best about commute:

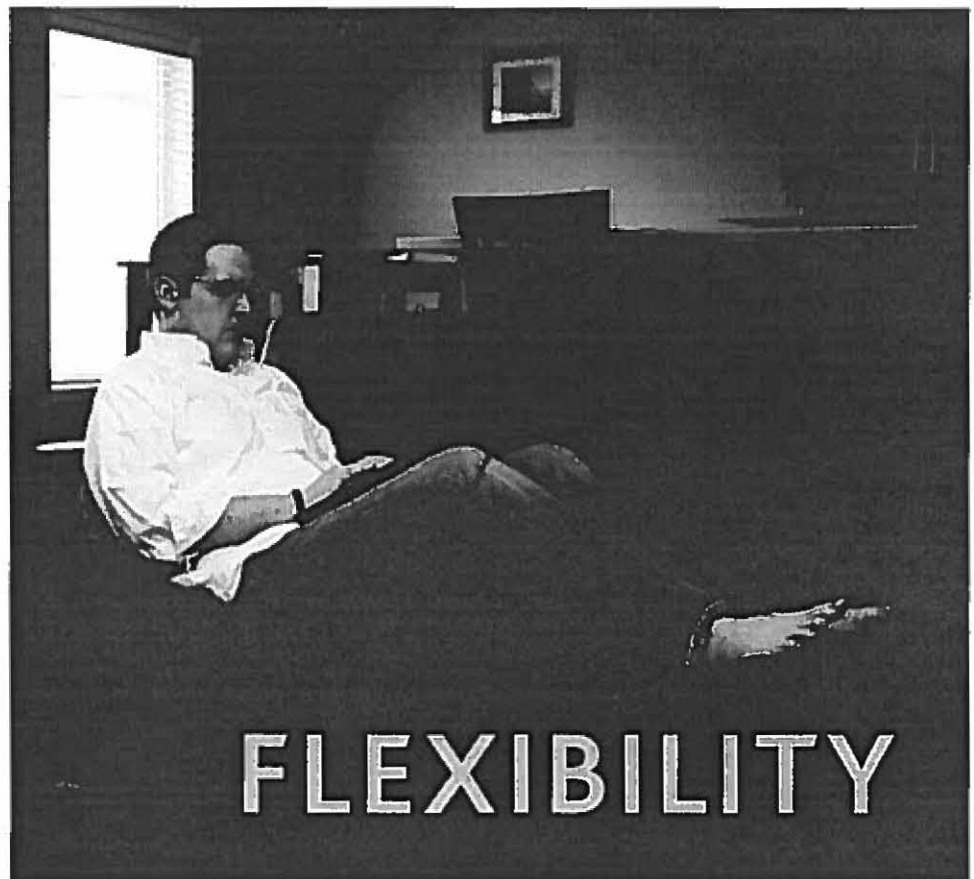
Moving faster than traffic along
Memorial Drive.

Motivation: Exercise and
improved fitness.

"I also tend to eat better
and manage stress a whole
lot better."

Message to others:

"Someone's always willing
to help out with a ride."





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

EMPLOYEE HIGHLIGHTS

Name: Doug Campbell
Occupation:
Senior Geophysicist
Mode of Transportation: Cycle
Distance from work: 12 km

Like best about commute:
"The scenery is beautiful riding
along the pathways, with no
traffic hassles."

Motivation: Reduce cost of
parking, health benefits and
avoid traffic issues.

Message to others:
"Feel good about your
commute, ride a bike!"

EMPLOYEE HIGHLIGHTS

Name: David Germscheid
Occupation: Geophysicist
Mode of Transportation: Cycle
Distance from work: 15.5 km

Like best about commute:
"Calgary has a great pathway
system that keeps me out of
the traffic and I get to experi-
ence a little bit of nature in
the big city ..."

Motivation: Reduce cost of
parking, health benefits and
avoid traffic issues.

Message to others:
"Most people know they could
be cycling instead of driving,
and when they see more and
more people doing it some will
come to me and ask, 'so how
do you get here from where
you live?' or 'how do we get
access to that bike parking?'
and that's when I tell them
how convenient and fun it
really is."



DOUG CAMPBELL & DAVID GERMSCHIED Devon Canada Energy

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 Muffaloose 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 Muffaloose Ride.

Fellow geophysicist, Dave Germscheid 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



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

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."

RYAN SARETZKY Fairmont Hotels and Resorts, The Fairmont Palliser



Ryan Saretzky's morning walk to work is the first step taken each day toward a day dedicated to an environmentally sustainable future at his workplace. The rest follow as he moves around the main floors and dining areas of the elegant Fairmont Palliser Hotel in downtown Calgary.

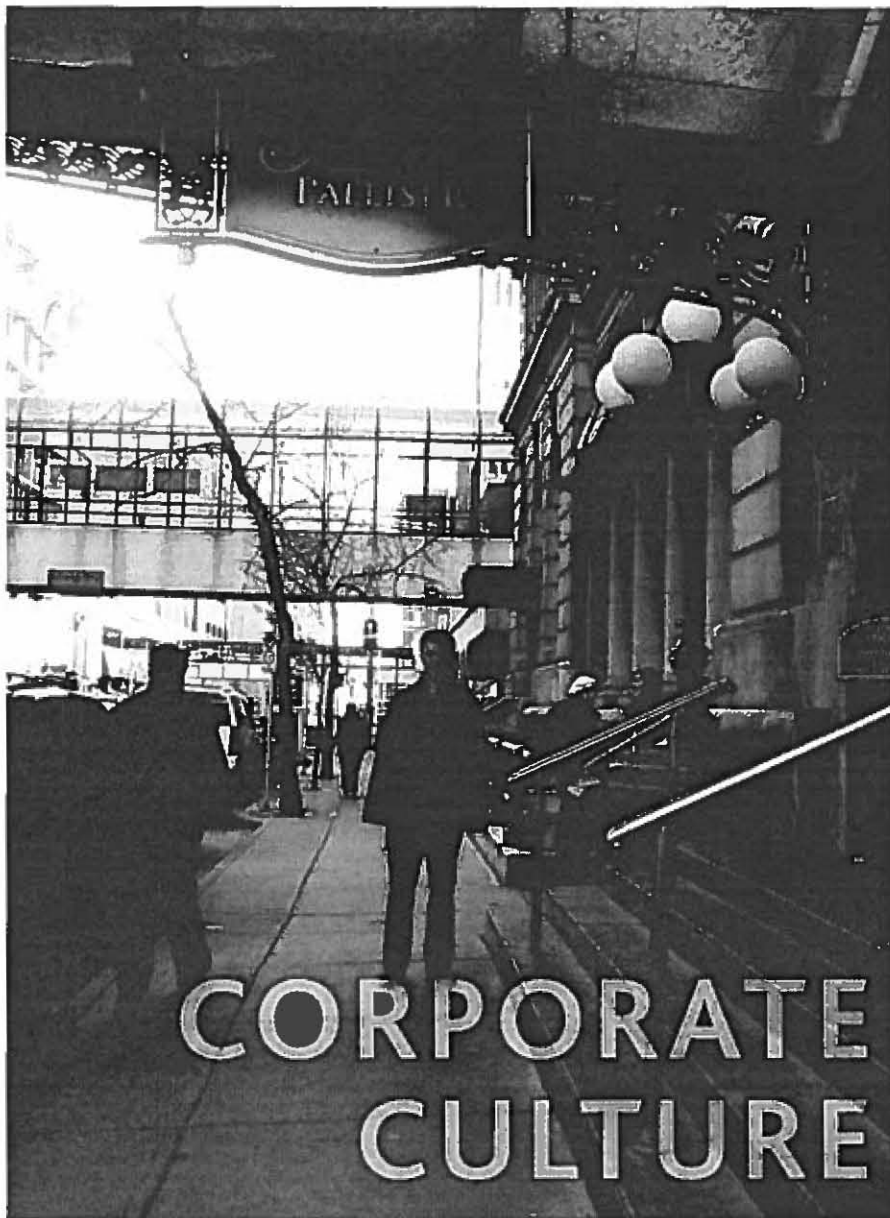
Nationwide, the Fairmont Hotel chain, under the Green Partnership programs, has been fully green for the last twenty years. They have been winning awards for the extended efforts they make within their corporate structure and for the guests that they provide for.

For Saretzky, "Sustainability means encouraging more than just an individual, but the community to participate in going green; my company has inspired me to change my practices and to think environmentally outside of my work as well."

Other environmental measures include a bottled water reduction program, electronics recycling, river and highway clean ups, sponsoring Calgary Zoo conservation programs, and free valet parking for hybrid cars. The hotel itself does not own its own parking lot and provides free valet service for all highbred cars.

The same mentality continues in the kitchen, as Saretzky poses for a photo with a chef and an organic pumpkin. "When speaking of the philosophy of corporate culture, we can't escape our green committee dedication, it's a huge part of Fairmont initiatives," Saretzky says. All food processed and served comes from local organic farms.

Ryan anticipates continued program expansion in the future.



"Make regular staff communications on sustainable commuting a part of your corporate culture."

COMPANY HIGHLIGHTS

Name: Fairmont Hotels and Resorts, The Fairmont Palliser

Industry: Hospitality

Size: 300 employees

Incentives:

- Showers
- Lockers for all employees

Rewards:

- Company awards ceremony during Commuter Challenge

Programs:

- Commuter Challenge and regular communications to staff about commuting
- Walk with a buddy program for late shifts workers

Promotions:

- Commuter bulletin boards
- Green Commuter newsletter during Commuter Challenge
- Promotion of carpool.ca

EMPLOYEE HIGHLIGHTS

Name: Ryan Saretzky

Age: 26

Occupation:

Senior Banquet Captain

Mode of Transportation: Walk

Distance from work: 1 km

Like best about commute:

"It's short."

Motivation: Reduce cost of parking, health benefit and avoid traffic issues

Message to others:

"... cheaper, and better for you"

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

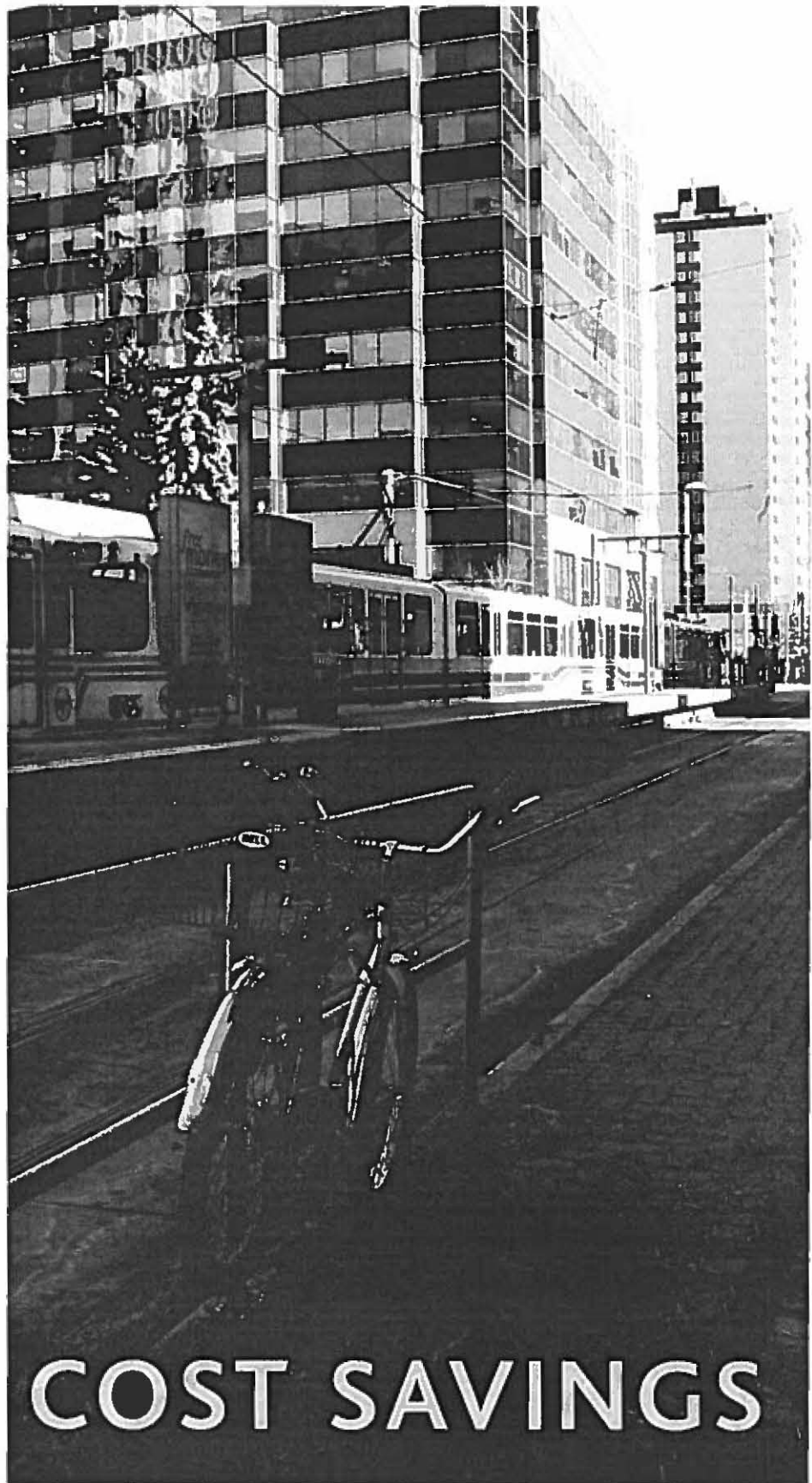
Like best about commute:

"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 something to reward yourself. Obviously, it is also much better for the environment."



COST SAVINGS

"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 facilities 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.

"We made the decision not to own a car when we moved here, which in turn, affected where we chose to live because we had to be close to transit, amenities and shops, but that's the kind of city experience that I enjoy."

JO WRIGHT

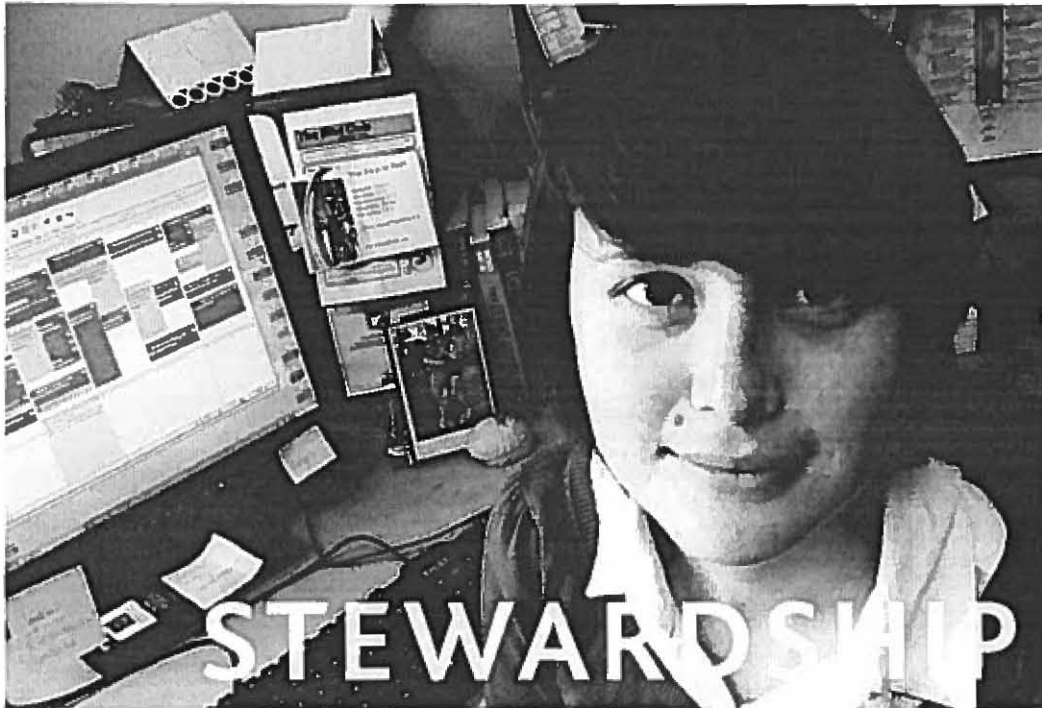
University of Calgary



Jo Wright is a natural expert on the topic of sustainability, and incorporates her work into her lifestyle choices. "My job is hectic and hard to leave at home because it's tied to my values," she said. Jo left her hometown in the United Kingdom for the job she loves in Calgary, and she remembers what it was like to move. "I realize that I'm very lucky [in terms of where I live] in Calgary because inland planning only constitutes about 2% of land use here. I walk to the supermarket, to get lunch and the paper and I have tons of facilities and parks around," says Wright of her area.

Though Jo takes transit in the winter, last summer she started to bike as well. This was a choice made out of both enjoyment for the mode of transportation, as well environmental interest. "You start to see the connections between social vibrancy, having chances to interact with people and available spaces, and realizing that we live on a finite planet ... this has inspired me to tread more lightly."

The University of Calgary has committed to reducing transportation CO2 emissions by 50% from 1990 levels by 2036 and to increase transit ridership by 40% of 2006 levels by 2036. The University has developed a series of innovative programs to address sustainable transportation, such as the *Top of the Lot*, a parking management program that provides significant discounts to carpools, who are also rewarded with the best stalls in the parking lot. There is also an on-site car share (CATCO), the U-Pass Public Transit Program, Commuter Challenge and a campus no-idling policy - students are welcome to idle, but not cars or delivery vehicles! The student-led Campus Bike Initiative (cooperative) opened the Bicycle Root in September 2008. The initiative includes a bike workshop and a bike library allowing students to borrow bikes.



COMPANY HIGHLIGHTS

Name: University of Calgary
Industry: Post Secondary
Education & Research
Size: 5000 employees

Incentives:

- Carpool matching service
- Carshare program
- Some secure bike parking
- Lockers, showers
- Transit subsidy for students
- Bicycle co-op
- Bike repair shop
- Bike Library
- Reduced parking rates for carpoolers

Work Structures:

- Department specific

Programs:

- U-pass
- Commuter Challenge
- Top of the Lot
- Bike workshops for late shift workers

Promotions:

- Commuter bulletin board during Commuter Challenge
- Year-round carpool.ca promotion

EMPLOYEE HIGHLIGHTS

Name: Jo Wright

Age: 25

Occupation:

Sustainability Coordinator

Department:

Office of Sustainability

Mode of Transportation:

Transit or bike

Distance from work: 7 km

Like best about commute:

"My bike commute during the summer is immensely enjoyable: it is convenient, quick, good exercise. Biking reduces the stress levels of my job and helps me to leave work at work."

Motivation: *Mainly to reduce emissions and also for health benefits, enhance social interaction, social influence and avoid traffic issues.*

Message to others:

"Where you live influences the choices in how you get around your community."

Resources

*Tools for your company's commuter benefit program.
Reinvent your employees' wheels with combinations of
the incentives below.*

PROGRAMS

- Baseline employee transportation survey
- Survey analysis
- Survey presentation and recommendations
- Lunch and Learns
(guest speakers if required)
- Walking/running workshops
- Bike workshops (safety, tune-up)
- Complete streets workshop (urban design)
- Active transportation workshop (health)
- Climate change workshop (environment)
- Commuter newsletter
- Commuter bulletin board development
- Commuter of the month
- Employ commuter services
(i.e. carpool.ca, TeleTrips, carshare etc.)
- Workplace commuter policy

WORK STRUCTURE INCENTIVES

- Monthly transit pass payroll deductions
- Flex hours
- Telework policy
- Guaranteed ride home coupons in case
of an emergency
- Compressed work week
- Sustainable transportation policy
documents for the workplace
- Rewards for sustainable commuters

CYCLING

- Workplace situated near pathways
- Bicycle parking
- Lockers and showers
- 'Bicycle Buddies' program
- Bike tune-ups for all employees

TELEWORK

- Telework evaluation
- Telework policy
- Telework monitoring (TeleTrips)

TRANSIT

- Workplace situated near mass transit
- Transit, Calgary Transit trip consultant
- Subsidized transit passes
- Payroll deductions on transit passes
- Lotteries for monthly transit passes

CARPOOLING

- Carpool matching
- Parking management
(preferred carpooling spaces)
- Lotteries for car pool spaces

EVENTS

- Commuter Challenge
- Car Free Day
- Carpool Week
- Bike to Work Day

LINKS

Cycling and walking maps
calgary.ca search "pathways maps"

Transit
calgarytransit.com

Carpool ride matching
carpool.ca

Teleworking
teletrips.com

Commuter Challenge
commuterchallenge.ca

Calgary Blue Skies Awards
calgary.ca/awards

Trip Reduction Programs
calgarycommute.ca
best.bc.ca
metrokc.gov/kcdot/alts/employer
smartcommute.ca
mwcog.org/commuter2

General Information
walkable.org
vtpi.org
tc.gc.ca/Programs/Environment/utsp
bikecalgary.ca

Other SAA programs

COMMUTER CHALLENGE

SAA staff has administered the Calgary Commuter Challenge since 1996 and the National Commuter Challenge since 1999. The Commuter Challenge (www.commuterchallenge.ca) is a corporate event that encourages employees to commute sustainably. The Commuter Challenge has evolved over the past 18 years into a national challenge. Calgary has won numerous challenges, with a higher percentage of participants than any other city in the country. In 2008 the National Commuter Challenge engaged 4000 workplaces, with 35,000 participants, and reduced 484,000 kilograms of greenhouse gas emissions.

COMPLETE STREETS WORKSHOPS

Sustainable Alberta Association (SAA) delivers "Complete Streets" workshops on sustainable transportation design in regional communities of Alberta, including Peace River, Grande Prairie, Pincher Creek, Red Deer, Cochrane, Medicine Hat, Banff, Canmore and Okotoks, and is accepting requests for future workshops. The participants of the workshops come from the planning, engineering, political, health, environment, youth, senior, and media sectors. Case studies, hands-on activities and the insights of participants allow the group to identify problems and come up with real solutions that can be acted on by municipal councilors and planners for immediate action.
www.calgarycommute.ca

Contributors



GINA LOITZ

Gina Loitz prefers to ride rather than drive anywhere she goes. And that includes riding a snowboard, horse, bike, or bus just to experience the thrill of the journey. She is currently an aspiring writer and graduate from the University of Calgary. Gina assisted with the interviews and profile writing of "Re-Invent the Wheel: Commuter Stories."



ELLEN POLEGATO

Ellen knows the transit system well, having used it for over 15 years. After years of working downtown in workplace health, fitness, and wellness, she now works mostly out of her home and in her community. For outings, she offers rides to others and encourages carpooling. Ellen is the project coordinator for this publication.



KATHRYN WINKLER

A life long cyclist, Kathryn Winkler has always been interested in environmentally-sustainable innovation especially as it relates to influencing individual behavior. Her prior career in IT, along with her interest in social marketing, has provided the 'backbone' of the Commuter Challenge for over thirteen years. As Executive Director of Sustainable Alberta Association (SAA) since 1998 she has created community, business and government partnerships that have demonstrated leadership in influencing changes in commuter behavior. Kathryn's creative and flexible business style in the not-for-profit sector has inspired many innovative projects for SAA. Kathryn has inspired and directed this publication.



CHANDRA VERMEULEN

Chandra Vermeulen is a Graphic Design student graduating from the Alberta College of Art + Design in Spring 2009. Chandra began her involvement with Sustainable Alberta Association through a Public Design course at ACAD, designing their new logo and brand, as well as this publication.



REBECCA O'BRIEN

Rebecca O'Brien has been involved in sustainable transportation advocacy and promotion for over 20 years. Rebecca doesn't subscribe to the 'apples and oranges' theory; she believes that the world's best sustainable transportation systems can, and need to, be applied to all cities. Rebecca wrote and edited "Re-Invent the Wheel: Commuter Stories."

CREDITS

Thank you to Environment Canada's EcoAction Fund for their support with SAA's Saddle-up Trip Reduction and commuter profiles; the staff at EcoAction have been patient, flexible and encouraging.

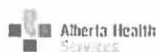
Thank you to the team at Sustainable Alberta Association: Chandra Vermeulen, Gina Loitz, Ellen Polegato, Kathryn Winkler, and Rebecca O'Brien. Many volunteer hours were given to this project.

SAA would like to thank all the interesting anecdotes from employees, as well as the support from workplaces in providing time for SAA to gather information for the Commuter Profiles.



Environment
Canada

Environnement
Canada





Sustainable
Alberta Association

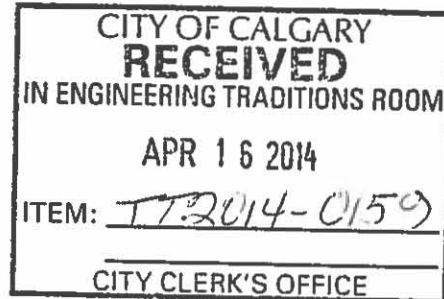
A 223 12 Ave SW Calgary AB T2R 0G9
T 403 294 0904 E info@sustainable.ab.ca W calgarycommute.ca

Association, established
non-government organi
with a strong volunteer
focus is to improve the
ironmental health of Al
citizens to leave their ca
av bus, train, carpool, bi

BIKE CALGARY

Bike Calgary
223 12 Avenue SW #207
Calgary, Alberta
1-877-YYC-BIKE
April 16, 2014

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



Subject: Bike Calgary Fully Supports the Centre City Cycle Track Network

Dear members of the committee:

Bike Calgary works to improve conditions for Calgarians who ride bicycles and to enable those who want to cycle to do so safely, efficiently, and comfortably. Our 1500 members represent all areas of the city, and we strive to connect Calgary's communities through bicycling.

We have been actively engaged in the consultation process for the centre city cycle track network through the Centre City Bicycle Projects Committee since the first round of stakeholder engagement in 2011. Our comments and feedback have been heard and addressed, and we are fully supportive of the network.

The demand for transportation options is clear.

Calgary has been offering its citizens more and more transportation choices for decades. In 1981, after much controversy, the first portion of the C-Train system came into service, and today we boast one of the most successful LRT systems in North America. In 2011 the Cycling Strategy was approved and our streets are already becoming both safer and more comfortable for bicyclists of all ages. In 2012 Car2Go launched in Calgary and was promptly declared the fastest growing market in the world. Through ImagineCalgary and PlanIt Calgary, Calgarians asked for more options in the way they get around.

The need for additional bicycling infrastructure is clear.

Today, the Centre City is served by two LRT lines, four BRT lines, several bus routes, nearly 300 km of vehicle lanes, dozens of kilometers of sidewalks, and a single cycle track, 0.7 km long. With the addition of dedicated bike lanes on 10th St NW, 9th Ave SE, 11th St SW, a floating lane on 10th Ave SW and the new 7th St SW cycle track, the numbers clearly indicate that the interest is there. Painted lanes on 10th St NW doubled ridership and the counts on 7th Street SW quadrupled, after the installation of the cycle track.

Bicycling infrastructure has a remarkable history of success around the world as well. Forty years ago, the Netherlands decided to make bicycling a viable option for their people and today they boast one of the healthiest and safest transportation systems in the world. Cities with winter climates much like Calgary's are also reaping the benefits of their investments in bicycling infrastructure.

Bike CALGARY

- Oulu, Finland, at 65° North has colder and darker winters than Calgary, and its infrastructure investments have led to a 20% mode share for bicycles.
- Minneapolis has seen a 78% increase in ridership in their network since 2007, and the relative increases have been greater in the winter than in the summer.
- Chicago has installed almost 20 km of cycle tracks in a bid to attract talent to its labour force, and one of the lanes was named the best in the country in 2013.

The importance of proper network design is clear.

All modes of transportation require well-connected networks. Like dead-end streets or vanishing sidewalks, cycle tracks that don't connect origins to destinations will not see as much use as well-connected ones. Similarly, like with any mode of transportation, the more direct a route, the more successful it will be.

The proposed network comprises direct, well-connected routes. By offering east-west and north-south connections in the downtown core and Beltline, the network will give people the useful, viable transportation option they are asking for.

The demand for the Cycle Track Network is clear.

The 7 Street cycle track has been a great success, with large increases in bike traffic, improvements to pedestrian safety, and an improvement in vehicular traffic flow as well. Even with only one cycle track, over 2.5% of trips in and out of Downtown are made by bicycle. In Beltline, where 40% of people walk to work, and trips to the office, grocery store, and coffee shop are less than 5 km long, bicycle parking in residential buildings is overflowing.

The Cycle Track Network is also not just for the people who already bicycle. In recent months the network has received endorsements from a range of businesses, both local councillors, Beltline Communities, Victoria Park BRZ, local MLAs from the Liberal and Progressive Conservative parties, Calgary Economic Development, Calgary Chamber of Commerce, Calgary's Medical Officer of Health, the Alberta Chief Medical Officer of Health and a four-time Olympic Medallist - not to mention hundreds of people who live, work, or play in the Centre City. Many Calgarians are recognizing the benefit of providing quality cycling infrastructure to improve the safety of those riding now, and to encourage those who would like to ride, but who are not willing or not able to ride comfortably with traffic.

Bike Calgary joins this chorus in encouraging you to approve the Centre City Cycle Track Network. The choice is clear.

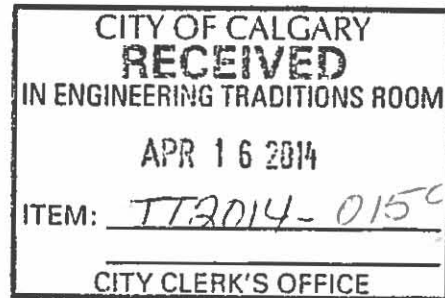
Yours sincerely,

Bike Calgary Board

Greg Miller
McKenzie Lake, Calgary

April 16 2014

Standing Policy Committee on Transportation and Transit



Support for the Cycle Track Pilot Network

My name is Greg Miller. My family and I have resided in McKenzie Lake for over 17 years. I commute downtown, and I'm a strong supporter of the Cycle Track Plan. So a few weeks ago when a grassroots group called **Calgarians for Cycle Tracks** launched a Facebook page to gauge support for the Cycle Track Network, I was naturally interested. Their results have been overwhelming:

- The group attracted over 1,500 supporters, and continues to grow.
- 14 prominent Calgarians endorsed the Cycle Track Network, including four members of City Council, MLAs, Olympians, Medical Officers of Health as well as community and business leaders. Their letters of support appear in our written submission.
- Over 17 businesses are publically and vocally supporting the Cycle Track Network, from local businesses like Village Brewery to the international developers behind the Telus Sky building. Yesterday the Calgary Chamber of Commerce offered its support as well.

These groups support cycling for a number of reasons: It's healthy. It's cheap. It extends the life of a road. And it's more efficient – more cyclists than drivers can use the same stretch of pavement. We all benefit from more bikes.

Yet somehow the benefits and broad-based support are lost in the debate swirling around us. So what if the question was "Would Calgary be better off if more people biked to work?" Not all people. Not even most people. Just more people. I suspect the overwhelming majority of Calgarians would say yes. Previous Councils said yes, and directed Administration to show how we can help more commuters cycle safely to work. And so here it is.

Now, given the hysteria surrounding the Cycle Track debate, you'd think you were being asked to eliminate cars and replace them with bikes. You're not. You're being asked to provide an option, a way forward, for Calgarians who would bike downtown. And unlike some other projects, our opportunity is to pilot, learn from, and adjust the Cycle Network as needed. This pilot is a reasonable approach to provide a choice. If the Network needs to be changed, you have the power to improve it or even remove it altogether.

Council may see risk in approving this pilot. But compare today's debate to Calgary in the 1970's. Faced with downtown congestion, Council had to act. Citizens made it clear they did not want a downtown freeway. So based on reasonable data, lessons learned from other cities, and a vision of the future, Mayor Ralph Klein and Council considered a train that would see a full downtown street replaced with a Transitway on 7th Avenue. Permanently. There would be no pilot, no turning back. The new LRT would either succeed or fail, but it was here to stay.

Now 33 years later we can't image Calgary without our CTrain. All because Council decided to improve downtown mobility through better use of an existing street.

While the LRT was a massive financial commitment, the Cycle Track debate is not about cost. The Southeast Ring Road cost \$769 Million. The Southwest Ring Road will be \$5 Billion. A Green Line with trains is \$5.4 Billion. Yet here we are, relentlessly, endlessly analyzing a \$15 Million cycling investment that costs far less than the price of an interchange. Let's be clear: this debate is not about cost, it's about mobility choice.

And we need choices. Every improvement to my drive up and down Deerfoot over 18 years has been followed by an inevitable surge of traffic and more congestion. Spending hundreds of millions, billions, on freeways has not improved my commute. And we simply can't add more cars downtown. Instead, we need options so that commuters can make better use of limited street space. Cycle Tracks make more efficient use of roadway and parking space to the benefit of all of us. We have already invested heavily in other transportation forms. Now we need to consider a modest investment in cycling. Like other modes, if we invest in it, more people will use it.

Will I ride a bike from McKenzie Lake to downtown? A blend of transit and some car trips makes more sense for me, so probably not. But providing safe bike lanes so that those closer to the core can get off congested streets ultimately benefits me and my commuting neighbours. Many of my fellow employees in my office cycle to work. If a Cycle Track adds a minute or two to my 40 minute commute but makes their ride – and my drive – safer and more predictable, we all win.

A final note: Generations change. My eldest daughter is not interested in car ownership. The cost, the hassle, and the stress aren't worth it for her. As she enters the workforce, her choices of where to live will be influenced about how she can live. Calgary needs to join other major cities - Vancouver, Montreal, Ottawa, Chicago, New York - and other winter cities - Sudbury, Thunder Bay, Minneapolis, Lincoln Nebraska - and provide transportation options to attract and retain a vibrant workforce.

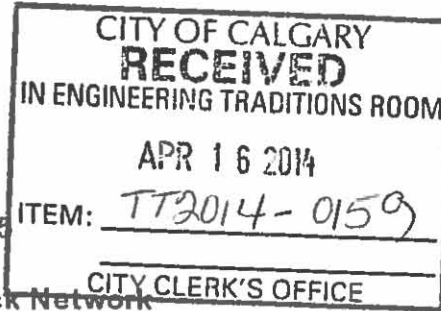
35 years ago Council made a bold commitment to another form of transportation, and made Calgary a better place. If you seize this opportunity to test the Cycle Track this Council can also make Calgary a better place.

Thank You.

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".

Jeremy Barretto

Calgarians for Cycle Tracks

Calgarians for Cycle Tracks

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.
15. Justin Smith, Director of Policy, Calgary Chamber of Commerce

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,

A handwritten signature in cursive script that reads "James Talbot".

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



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

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?

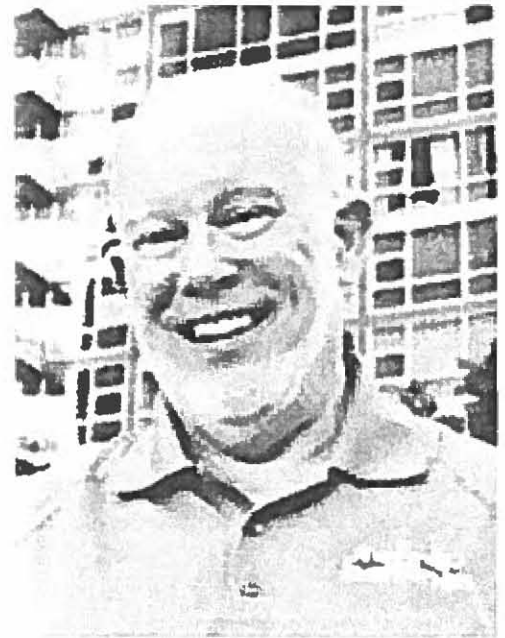
A lot of the conflicts and collisions between cars, bikes and pedestrians happen because, when different users share the same space, they don't behave in a predictable manner. The law says bikes are allowed to share the roadway with cars, but drivers don't always expect to see bicycles on "their street". 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



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

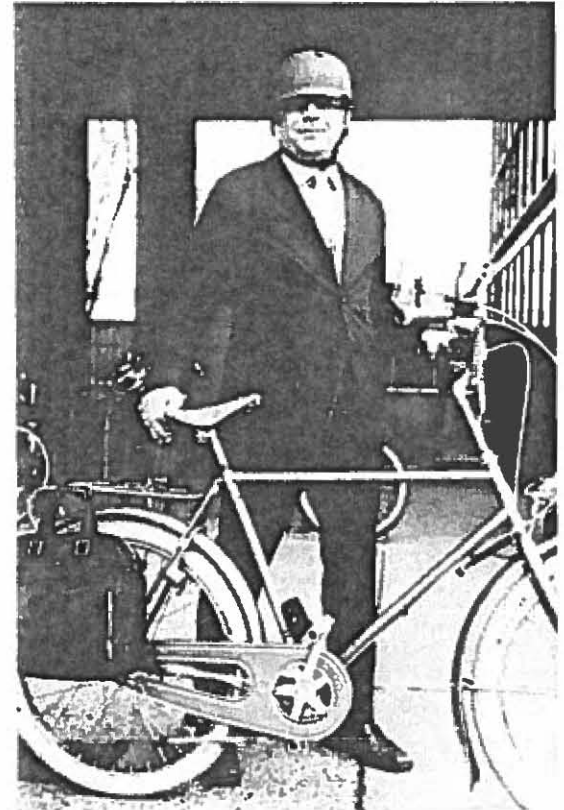
With just three weeks to go until Council votes on the Cycle Track Network, today we are happy to present support from Gian-Carlo Carra, Ward 9 Councillor.

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.

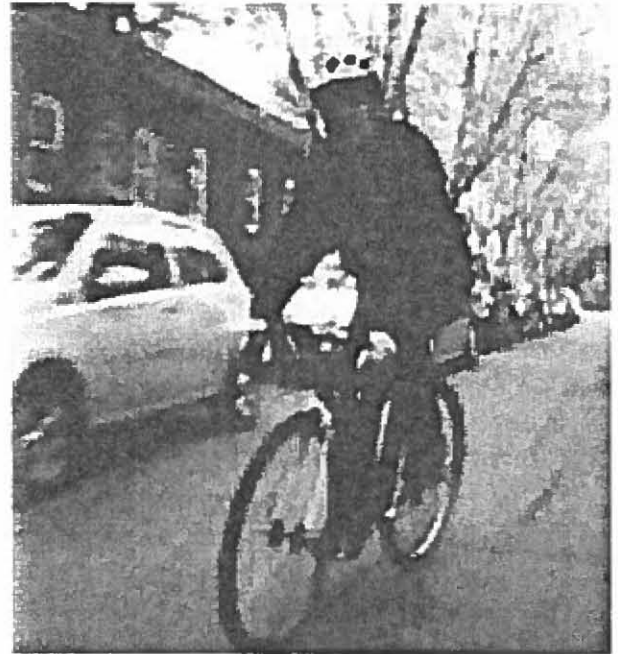
Cycle tracks make roads safer for everyone. This has been proven in other cities around the world. Streets become more orderly and more predictable for everyone, whether they walk, drive, or ride.

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.



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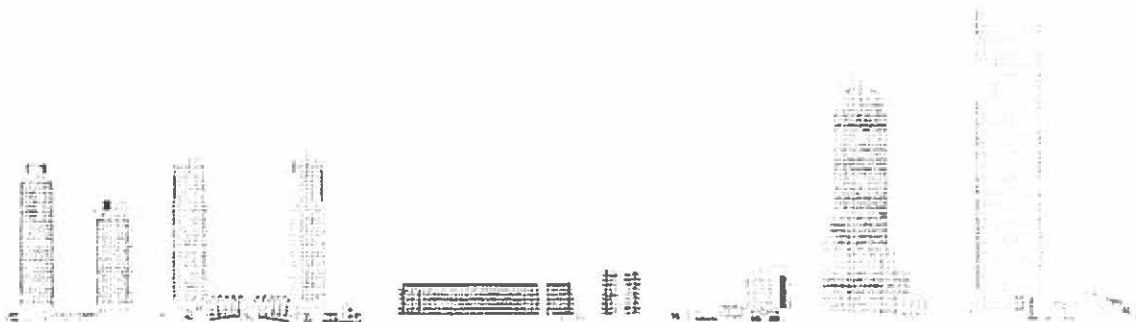
Vancouver, April 14, 2014

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

Dear Mayor and Council,

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

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



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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

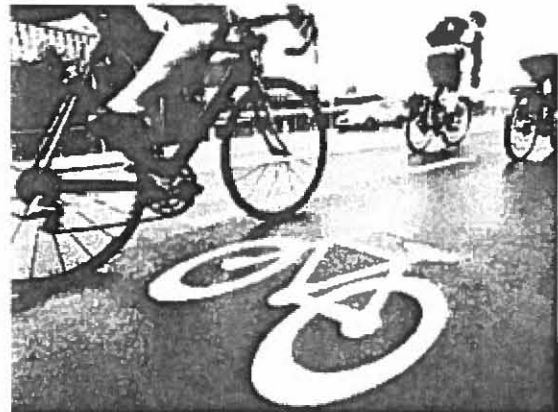
Cycle tracks: A path to prosperity for Calgary businesses

calgarychamber.com

[Back to Chamber Blog](#)

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 Calgary's downtown area. After careful review and consideration, the Chamber is pleased to offer our support for this business-friendly policy, and encourage council to approve the plan.

Among the potential benefits are increased safety for cyclists, improved public health, facilitated alternative transportation choices, fewer cars on the road, and a reduction in parking demand, which we all know can be hassle. Nevertheless, concerns about cost, overall ridership in a winter city, and the cycle track's impact on already congested downtown roadways, has tempered some people's enthusiasm for this proposal. The Calgary Chamber, therefore, decided to take a hard look at this plan. We consulted member businesses, large and small, to hear what they had to say. We brought the issue before our Municipal Directions Committee, discussed the city's plan with members of our Board, and unpacked the issue internally to parse out the ultimate impact to Calgary business. This is what we found.

Cycle-friendly cities attract talented labour

We have heard repeatedly from our membership that the number one barrier to overall business competitiveness here in Calgary is the ability to attract and retain a talented workforce. Ensuring that our city remains the destination of choice for talented labour is a priority focus area for the Chamber, and public policy that boosts our attractiveness to the next generation of workers should be encouraged. And for some people, how friendly a city is to its cyclists weighs heavily on their decision. We're in a fierce competition for talent on a global scale, and anything we can do to differentiate ourselves and get a leg up can help, especially non-monetary incentives. Big paycheques just don't cut it anymore, and most businesses in Calgary will tell you that labour costs have risen high enough. Moreover, the dedicated bike stalls and cycle parkades in Calgary's newest

downtown buildings are evidence enough of a clear demand; employers surely wouldn't be setting aside valuable square footage of downtown real estate for nothing.

Cycling helps curb employer health care costs

The rising cost of health care is another issue that is undercutting business productivity and competitiveness, and in this respect, cycle tracks can help. Supporting dedicated laneways for cyclists encourages daily exercise, and helps build physical activity into some employees' daily commutes. Most employers will tell you they'd prefer someone at their desk after an exhilarating 30 minute bike ride into the office over someone who's scarfed down a greasy breakfast sandwich while sitting in traffic in their car. Some private sector employers who've instituted incentives for bicycling to work have seen measurable declines in their overall health care costs, even when health care costs for companies overall during the same period increased sizably. The plan before council certainly isn't about mandating that people ride their bikes to work, but merely providing the infrastructure to support those who may choose to do so. If we can keep a lid on the rising cost of health care for our businesses at the same time, even better.

A boon for downtown retailers

Cycle tracks can also help boost retail revenue in business districts throughout a downtown core. Many cities that have embraced cycle tracks, including Seattle, Washington D.C., New York and Toronto, have seen their local retailers attract more customers into their shops and boost sales because of the protected bike lanes in place that have made these retail areas more accessible. In New York City, after the construction of a cycle track on Manhattan's West Side, local businesses saw up to a 49 per cent increase in retail sales, compared to only a 3 per cent increase across the rest of the island.

The benefits to business are clearly apparent, but let's take a look at some of the perceived drawbacks.

"But it's too cold to bike most of the year"

Some will claim that Calgary's winter climate simply doesn't support a vibrant, thriving cycling environment. And yes, even the city will admit that the number of cyclists declines by approximately 70 per cent in the winter months. However, this doesn't recognize the fact that the number of cyclists in Calgary has been increasing across all months since 2006, nor does it acknowledge the success that other winter cities in North America have seen since introducing cycle tracks, including Minneapolis, MN and Rutland, VT, both of which have average winter temperatures well below freezing.

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 existing 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 both 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 with the installation of dedicated cycle tracks, taking cars off the road and helping to in fact reduce congestion.

Your taxes won't go up

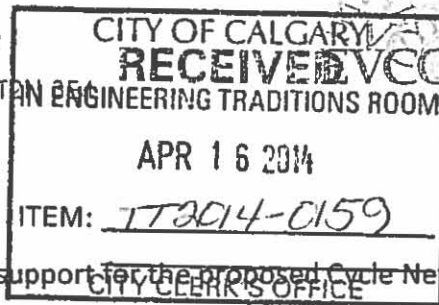
When it comes to cost, the fact is, this isn't a new expenditure, and your taxes won't go up with a yes vote later this week. In 2011, City Council allocated \$22 million from the capital budget to support bicycle projects, which covers the proposed cycle track network, now estimated at \$9.4 million. A no-go from the committee simply means that the 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, well-being 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, the Calgary Chamber has been advocating for business-friendly policy, so we are happy to offer our support for the one-year trial, and encourage council to give a thumbs up.

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

Elbow Valley Cycle Club

1111 Memorial Drive N.W. • Calgary, Alberta • T2N 2E6



The Elbow Valley Cycle Club wishes to express its support for the proposed Cycle Network Pilot Proposal.

We are a recreational cycling club of over 800 members and most of us live in Calgary. We come from every ward of the City and love to ride the Pathways and Streets. For the coming year we have posted almost a hundred rides of which over half are within City limits. We ride from the far Northeast in Saddle Ridge to the far Southwest through Fish Creek and Somerset. Rides vary from just a few kilometers to all day workouts. We ride on pathways and bike routes, but only one of our rides goes through the city core. We go close to the core on pathways but as recreational riders we tend to avoid Calgary's core mainly for safety reasons. A physically separated cycle track network would change all of that and instead make a ride through the core an attractive choice when selecting routes around the city.

But much more than just our club rides, we feel we represent the spectrum of the thousands of residents who say they would cycle more if they felt safer doing so. We range in age from our teens to our nineties, we come from all backgrounds and our members range from very experienced to novice. Of course our club also has its share of commuters to the downtown as well and while we do not race we love to ride our bikes. We see cycling as a healthy recreational activity combined with a way to get around the city and as a complement to owning a vehicle.

Your Committee has been presented with many studies and arguments on the economic benefits of bringing bikes into a shopping area. You have heard your engineers describe the impact these tracks will have on pedestrians, bikes, cars and on-street parking. You have been presented the evidence of how important it is to provide alternative means for people to get to work and play in the downtown core. As a recreational club we would ask that you also consider a few of the other benefits for our City:

Safety. Cycle tracks will make bicycle transportation through the city core easier and safer for pedestrians and cyclists. In every instance in this pilot, cycle tracks decrease the number of vehicle lanes a pedestrian must get over to cross a street. For cyclists with a network, we will be able to choose from any of the designated routes to get around. We know that people will

change their routes to get to the safety of a cycle track as has been shown by the 7th Street cycle track studies. A network will enhance the safer options for riders.

Access. A network of options leading from established bicycle routes and pathways will encourage more reluctant people to consider riding to or through the downtown core. With a whole network to choose from, Calgarians and visitors will regard this as a safer activity and will enjoy the ease of getting to work, to play or to shop by bicycle. Winter clearing of pathways has encouraged winter ridership to greatly increase and the same has happened on our single winter cycle track. Despite the harshness of the past winter we know that Calgary winters often offer attractive cycling weather even for those of us less hardy riders. Residents of the city core will use the network for shopping, cruising and commuting.

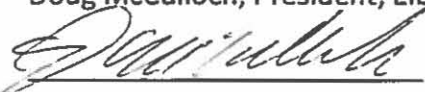
Attractiveness. Calgary is well known for our amazing pathway system that is enjoyed daily by pedestrians and people on all kinds of wheels. To expand this system with a world class downtown bicycle network will build on Calgary's reputation as a leader in being one of the most desirable places in the world to live and work.

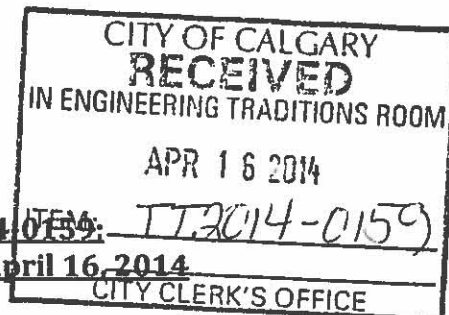
Public Health. Active Albertans are Healthier Albertans and today we have an opportunity to provide thousands of Calgarians to more safely engage in one more healthy option. Cycle tracks will be a part of the solutions we seek to encourage Active Living.

Building a Cycle Track Network will be seen as a bright spot in Calgary's future. We encourage you to support the Pilot as proposed.

Presentation by Richard Ward on behalf of

Doug McCulloch, President, Elbow Valley Cycle Club

 16 April 2014



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

Since 2011, the Calgary Downtown Association (CDA) has remained consistent in our support for the Calgary Transportation Plan and the Centre City Plan, including the addition of cycling facilities in new developments and renovated buildings.

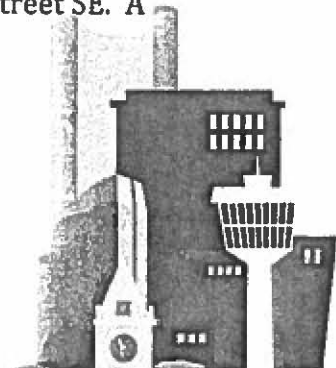
Safety has been our number one concern when considering cycling infrastructure. The CDA repeatedly asked for proactive education and enforcement for cycling in the downtown, for cyclists, motorists and pedestrians. In fact, we believe many of the issues currently experienced would be resolved with good education and enforcement. We are pleased to see that it has finally been referenced in this report, and the indication is that it would precede the opening of any new infrastructure.

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

Parking (cost and access) remains the single largest deterrent to people coming into the core for business or pleasure. We are disappointed that 60% of the 421 stalls the CPA has added in the downtown since 2011 would be removed for cycle tracks, especially when the earliest the CPA could add a new downtown parking structure would be 2016.

The City's 2013 Bicycle Program Yearbook indicates that cycling trips in the downtown have increased 26% from 2006-2013. During the same interval, the number of downtown workers has increased from approximately 100,000 to 145,000, and cycle trips continue to make up 4% of the working population of the downtown. When comparing that number to the 6% ridership in downtown Portland, arguably the Mecca for cyclists in North America, and 3.8% in Vancouver, Calgary seems to be doing well with a significantly smaller investment in infrastructure, and with less disruption to other modes of traffic.

Due to the contentious nature of the cycle-track project, we would agree that a pilot would be worth consideration, and, in fact, recommended a pilot for 1st Street SE. A



pilot should only consider cycle tracks, and no other mixed situation, in order for the data to be relevant. Second, a complete current state assessment would be required, including the economic state of street level merchants and operating costs for building management. Data collection would have to include parallel streets and intersections, so that displacement of traffic, and the impact on pedestrians, cyclists, transit and motorists, including commercial deliveries, could be measured and compared. Third, aggressive targets for the pilot must be established and agreed to prior to the commencement of the project. For example, reductions of bike/car and bike/pedestrian collisions by at least 50%, and at least three (3) times as many cyclist trips must be made into the Central Business District (CBD). Both measurements would be based on 2014 current state values. Throughout the pilot, measurements must be transparent and readily accessible by the public. The performance measures in the report are not adequate, and in fact, do not indicate targets for success. Finally, if the predetermined targets are not achieved or exceeded, and Council should agree to remove the tracks within six months of the completion of the pilot.

In order for the CDA to support a pilot for a cycle track network in the downtown, all previously mentioned criteria would have to be established, and all consideration for the incorporation of Stephen Avenue Walk (SAW) would have to be removed. We would recommend that all of 8th Avenue be removed from the pilot, and that a more productive east/west cycle track connection be incorporated. The single connection should span the entire CBD and include the residential west side of the downtown, and go into East Village. This is what the cycling groups have been advocating for over several years, and when better to test its validity than during a pilot?

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

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

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

The effective usable width of the street is approximately 7 metres, but varies from block to block. The pedestrian/metre/hour ratios are in the ranges of 120 to 422. Additionally, the cross-traffic from The Core ranges from 115/m/hr in July 2013, to 120/m/hr in January 2014. Cross traffic numbers between the north and south buildings of the Calgary TELUS Convention Centre vary depending on the size and number of conferences underway at any given time. This cross traffic peaks between 6:00AM and 8:00AM, again between 11:00AM and 2:00PM, and once more between 4:00PM and 6:00PM. A report from DTV Consultants (Netherlands) suggests that when ratios exceed 100/m/hr a different pavement treatment designating where cyclists should travel would be required to ensure safety of pedestrians and cyclists in a mixed environment. Science Nordic (September 2013) reports that having a pedestrian nearby a cyclist doubles the risk of a collision, and pedestrians are the cause of 29% of cycling accidents. Expecting cyclists to dismount, even at peak times is unrealistic and enforcement of variable cycling times would be challenging to say the least.

The 200 east block of 8th Avenue SE is not part of the pedestrian mall, and is a one-way road, heading east to west. If cyclists were allowed to ride on the pedestrian mall, and they were heading east, they would be forced onto a one-way road, or onto the only sidewalk, which is on the south side of carriageway.

At a time when the City is struggling to find funding for essential services, dollars for flood repair and mitigation, and when deep infrastructure, sidewalks, pedestrian lighting and roadways are failing, citizens are clearly divided in whether to spend money on cycling infrastructure at this juncture.

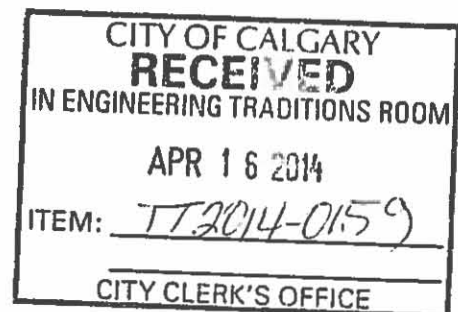
If City Council decides to move forward with a cycle track pilot, we respectfully request that only cycle tracks be part of it, ensuring the integrity of SAW, and that a productive east/west connection be tested. Establishing targets, and ensuring measurements are transparent will be critical to the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

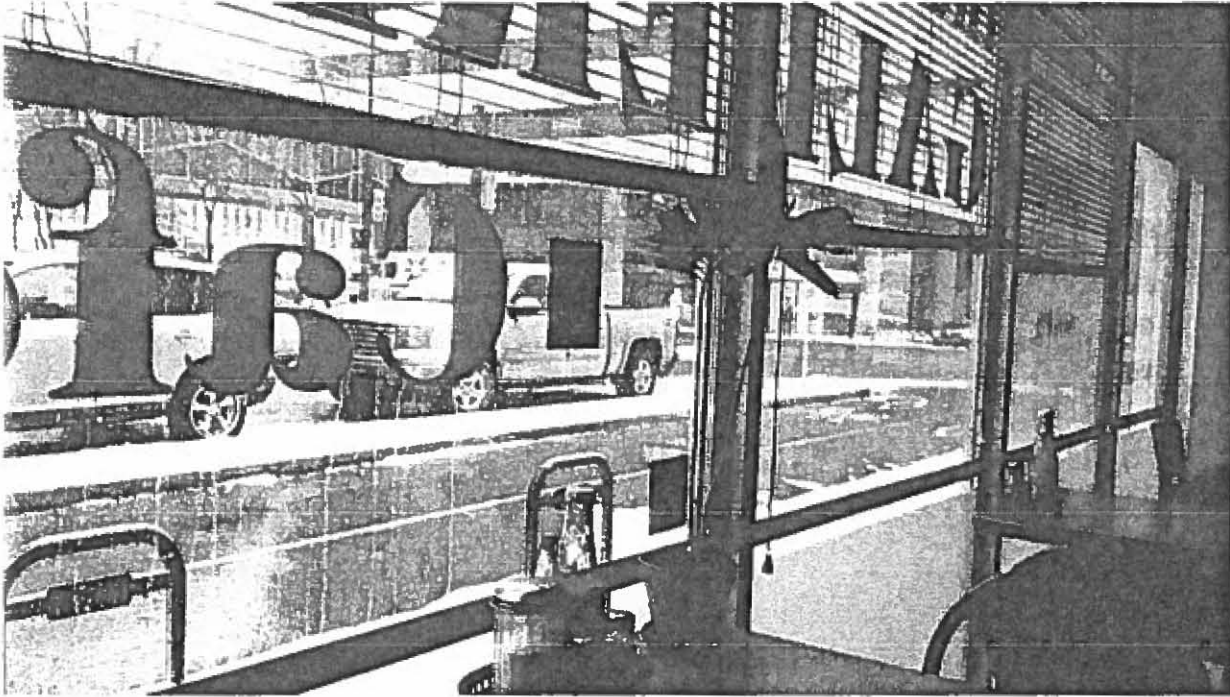
Maggie Schofield
Executive Director

I Noticed Biking Track admin went directly to media before reporting to Council Committee so the tale is spun their way. A pre run around Councillor by releasing plan to secret media meet.? Figures

Chabot BikeTrackSnowCost; Logan: Very intensive labor high expense similar to clearing Stephen AveMall #yyccc

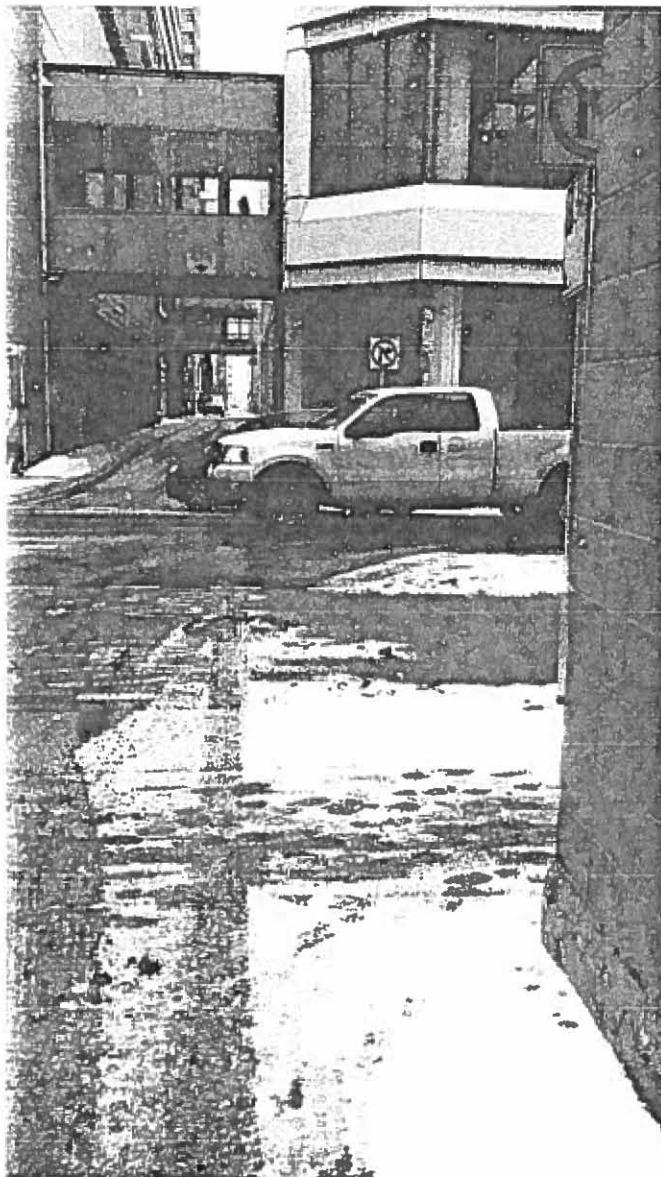
FullPlan of 22CycleTracksSnow clearance will cost at least \$6m yr. in lab. intensive sweep and Truck away Work. #yyccc #yyc Cycle Tracks reach new HeightsOf folly. \$300,000 spent just to clear snow yr on 1 existing track. Snow must be trucked out, no space #yyccc Our Senior Taxpayer forced to street begging? So800metres ofSnowClearing on the current BikeTrack costs \$300,000 erSeason. Now to build several more





GalleryCafeStaff 7thSt.SW BikeTrack. No increased business, cyclists never stop, bike stands always empty #yyccc #yyc

Gallery Cafe Staff by Bike Track. Delivery trucks now must cart goods in from down ave. Crowded Parking.



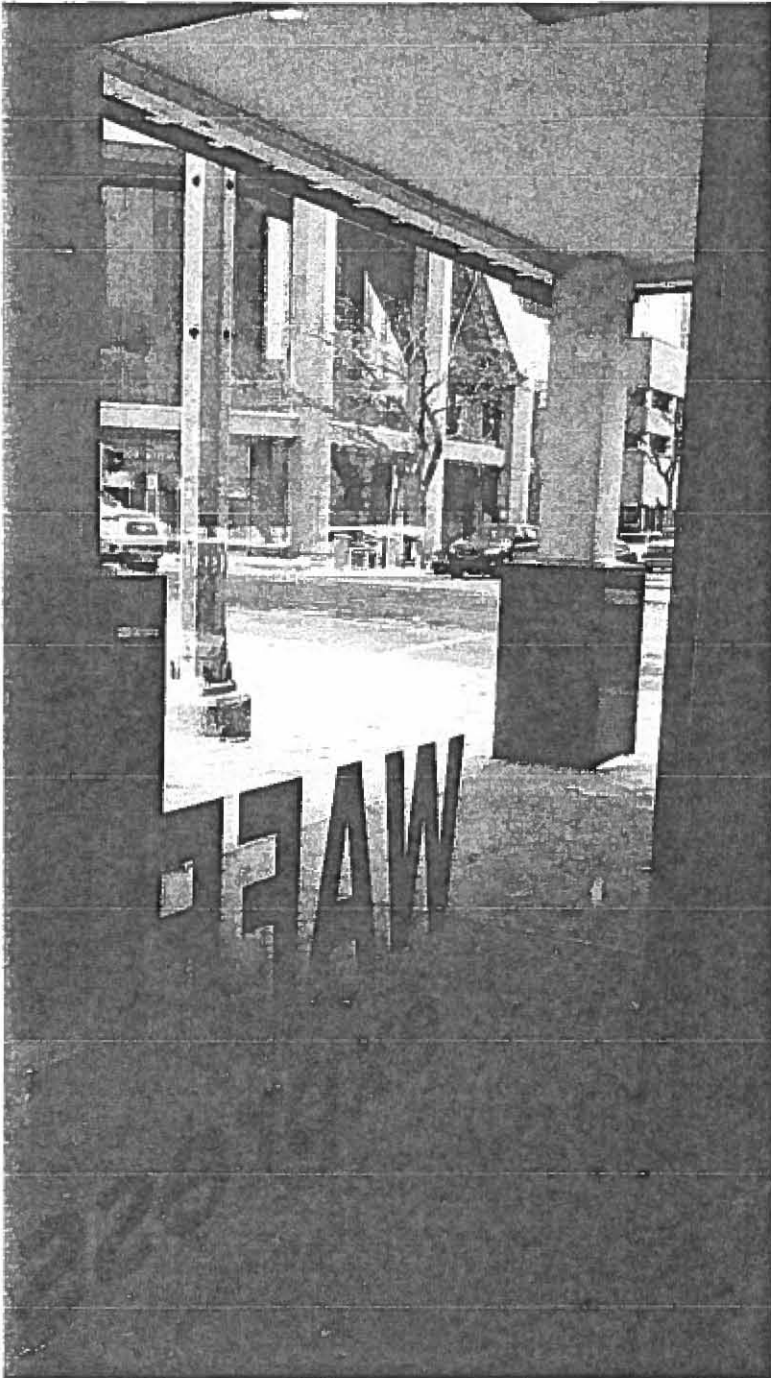
Café said cars trying to turn out of alley across cycle track with 2 way bikes onto 1 way car lane dangerous.



CycleTrack at 7thStSWand7th Ave leaves 1 narrow driving lane only and makes parking in front of cafe hard



Sprague Drug Deliveries hindered by no place to park for trucks to stop because of Bike Track on 7thSt. SW No increase in business from cyclists.



Have talked to three cafe shops on 7th St SW Bike Track. No noticeable increase in business #yyccc Another one failed.



My bike Count on Friday Mar. 21-8:05 to 9:05am on 1stSt. SWTrack was 29 cycles.10 tire tracks in snow before count #yyccc

Spent 1 hour on 7th St. SW Bike track mid morning Wed Mar.19-2014. Total Bikes in one hour = 15. #yyccc



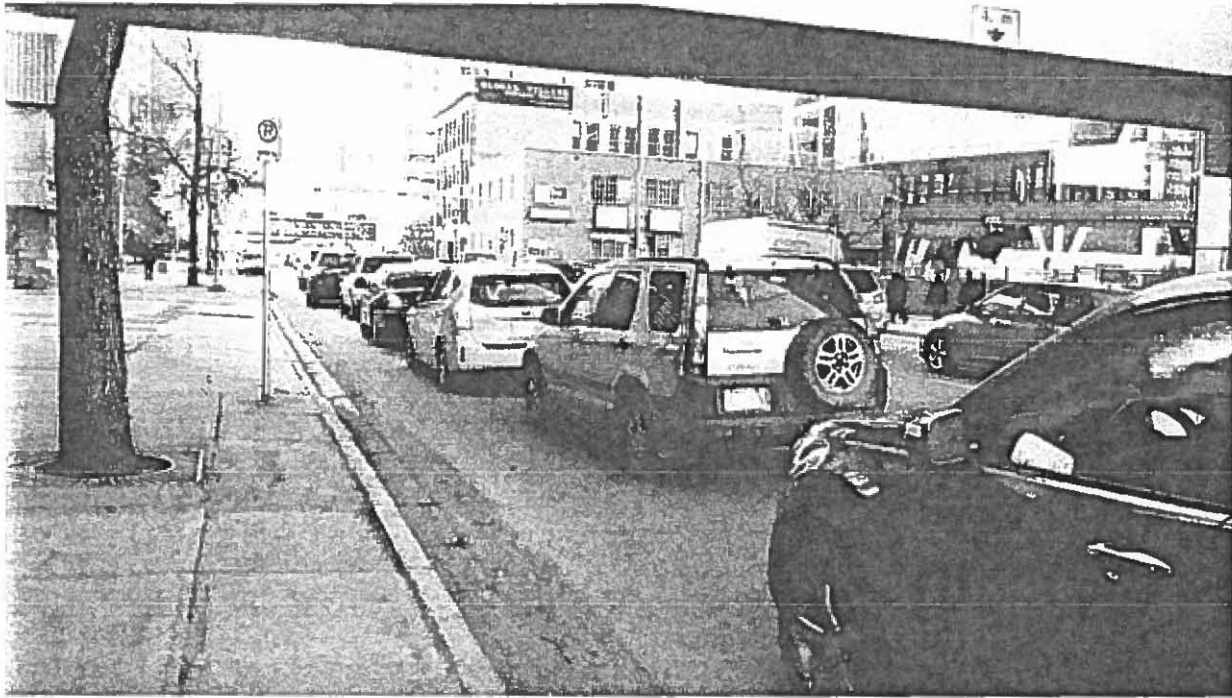
Left Turn on 5th Ave SW Cars must wait 20 secs. extra for bikes. Given only 10 to turn An Average of only 3 make it



Large truck is in one lane, SUV driver can't getBy to fill left turn lane. Bike Tracks reduceDriverLanes by 8"



15 sec. Pedestrian Crossing at 5th Ave Bike Track sw favors Quick over the Dead. Opposite Side to West has 30 secs to cross.



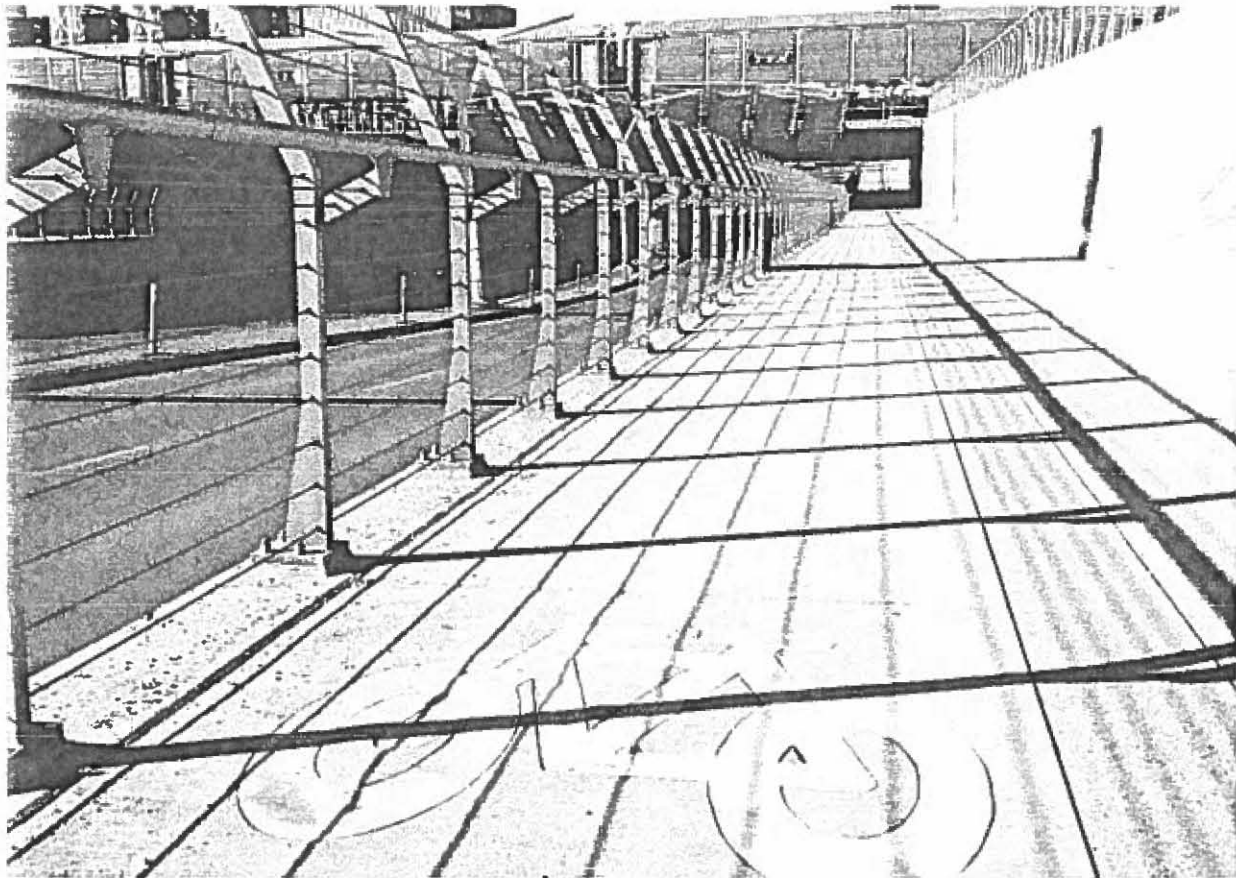
These Poor People will be Scrunched left and leftlight will Give 10 secs to Turn..3-4 cars at a time. Bikes 20secs #yyccc #yyc

Large 1st St. SE lineup at five pm drivers to turn onto 5th Ave SW Bike Track will take this east lane Congested Slow Traffic penalizes affluent customers in their productivity and time and make the City less attractive to live in.

Affluent Customers will Not use Mass Transit. It's Not cost effective, the higher your salary, the more wasteful transit is of your time

The best selling book MegaTrends noted that one of the first things people do when they acquire some affluence is to buy back their personal time #yyccc #yyc #yeg

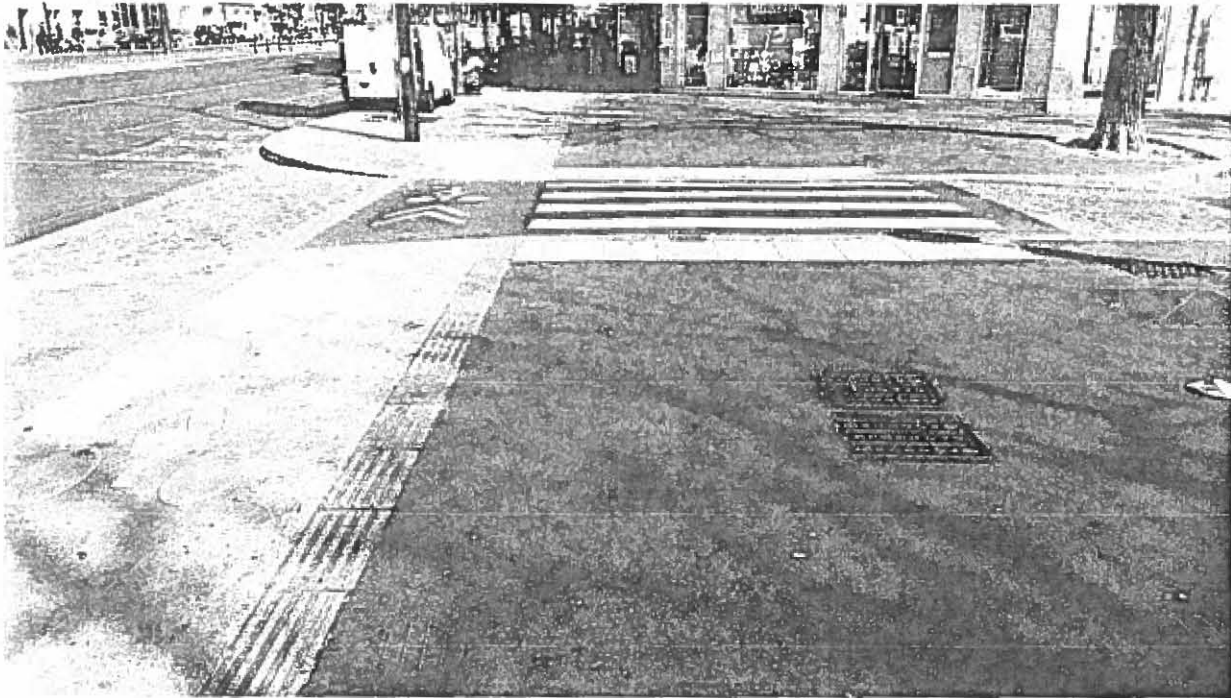
Mass Transit Planners rarely acknowledge the Value of individual time, but that does not change the reality of how people value it.



Meanwhile 2 blocks to the East on Olympic Way SE, new underpass has perfectly placed bikeway on wide walkway. #yyccc #yyc

OlympicWaySE bike path on walk can connect to wide sidewalk on 12th ave SW to ElbowRiverPathways. This is a solution to SE end Of Core

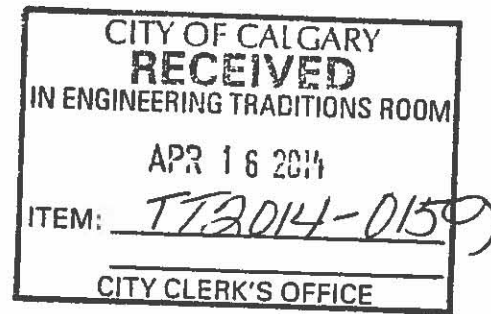
For every arbitrary right the Urbanistra awards to the collective; it subtracts an individual right for free ordered liberty.



Paris France has a sharing of sidewalks with Bike Lanes without congesting roadscape.

April 16th, 2014

The City of Calgary
City Clerk
Office of the Mayor
Office of the Councillors (8001)
700 MacLeod Trail South
Calgary, AB T2G 2M3



Dear Councillors:

**Re: File #TT 2014 - 0150
Centre City Cycle Track - 1st Street SE**

The citizens of Chinatown strongly object to the proposed Cycle Track being considered on 1st Street SE along the eastern border of Chinatown. In particular the Calgary Chinese Elderly Citizens' Association, the Calgary Chinese Community Service Association, the Calgary Chinese Merchants Association and the Chinatown Cycle Track Concerned Citizens Group have come together to combine their voices in opposition to the proposed Cycle Track on 1st Street S.E.

Lack of Consultation

Chinatown is concerned there was no meaningful consultation prior to choosing the routes. The routes were chosen by the City with no discussion with those most affected, Chinatown businesses, residents and in particular the seniors. Once the lanes were chosen, the City made a few attempts to sell the idea to Chinatown but there was never any real consultation and in particular prior to the decision to choose the routes. The City is ignoring the vitality of Chinatown.

Pedestrian Safety

Pedestrian safety has always been a concern in the Chinatown community due to the fact that we have many senior residences in the area with more than 700 seniors living there. This is particularly concerning with the gridlock near Riverfront Avenue and in Chinatown.

The City of Calgary Action Plan 2015-2018 is asking Calgarians for input on how the City should spend its money. Perhaps the Council should consider spending the resources on improving pedestrian safety in and along the Chinatown area, rather than building the cycle track. With all due respect to the wishes of the cyclists to have a better cycling network, commuting cyclists are still a minority and a cycle track is not a priority for the Chinatown area. For the recreational cyclists, the City already has a beautiful bike path by the Bow River they can thoroughly enjoy!

For the safety of all those who work, live and visit Chinatown, we believe proper traffic calming measures, signals and signage such as "Caution, Elderly Crossing" and/or loud pulsating beeps for crossing signals at all the major street corners in and around Chinatown are more appropriate and urgent measures.

This concern is more pertinent in the wake of the death of an elderly woman on March 2nd, 2014. She was hit by a small truck on Sunday morning around 10:00 am at the corner of Centre St and 3rd Ave SW. She died of her injuries later that day. Another pedestrian accident took place at this same corner 2 weeks later.

Traffic Congestion

We respectfully request the City stop any plans to design and/or construct the cycle track on 1st Street SE. The City is operating in opposition to its own policies.

A summary of reasons for the request are as follows:

A review of the Calgary Transportation Plan (CTP) submitted to Council in September 2009 (<http://www.calgary.ca/layouts/cocis/DirectDownload.aspx?target=http%3a%2f%2fwww.calgary.ca%2fPDA%2fLUPP%2fDocuments%2fPublications%2fcalgary-transportation-plan.pdf&noredirect=1&sf=1>) lists under Policies in Section 3, page 3-5

- e. In areas where walking, cycling and transit cannot provide convenient and reliable travel choices, emphasis should be placed on mitigating congestion and improving capacity for private vehicles.*
- f. The needs of emergency vehicles and large-scale evacuation equipment must be considered in the planning and design of all transportation infrastructure.*

Delivery vehicles ranging from Cargo Vans to 5 ton trucks make their deliveries to businesses in Chinatown on a daily basis from 9am to 6pm. Some days deliveries are as late as 7pm, with 5 ton trucks being the most frequent deliverers. Removing a vehicle lane on 1st Street SE will have an extremely negative impact on these activities in Chinatown.

In the CTP Report under the heading « Trucks versus commercial vehicles» the Report clearly states;

Commercial vehicles are responsible for goods and services movement and include heavy trucks, medium truck, and light vehicles that are used for commercial purposes. Heavy and medium trucks are covered by The City's bylaws, requiring them to use designated truck routes during transportation. Light commercial vehicles (e.g., small couriers, electricians, cable providers) provide small-scale goods and services movement, making up 50 per cent of the distance traveled for all commercial vehicles. It is critical for businesses to have a reliable network of roadways where light commercial vehicles and larger trucks can all travel efficiently between stops.

It may seem like a simple concern for traffic congestion or inconvenience; however, reducing one lane on 1st Street SE will leave only one vehicular lane between Riverfront Ave. and 4th Ave. SE. The road that most delivery trucks, tourist buses and motorists utilize to enter Chinatown. That will lead to more congestion, longer delivery times, and inadvertently creating a fight for space between pedestrians and delivery trucks.

Transportation Goal #5

Promote economic development by ensuring the efficient movement of workers and goods. The transportation system must foster economic development by facilitating the efficient movement of workers and goods by roadway, rail and air. Transportation facilities must provide access to major industrial and employment locations.

The CTP recommends (on page 3-4) that the majority of the roads and streets built in Calgary be types that emphasize private vehicles and goods movement. This reflects both the existing infrastructure that has been built in Calgary, and the transportation needs for much of the city in the future

The CTP Report also says that "streets also have a major role in placemaking – creating places where people can meet, live, shop, work and play. Traditionally, streets were the centre of civic life, creating focal points for communities and businesses."

Negative Impact on Business

In addition to pedestrian safety, the impact of bike paths/cycle tracks on local businesses is also a major concern. With perceived traffic congestion and inadequate parking, it will only further deter visitors to Chinatown.

Recently the Calgary Economic Development (CED) claimed cycle-tracks that come at the expense of automotive lanes are good for local businesses. This is in fact not the case; businesses along 7th Street where a cycle track was installed reported a drastic decline in business and one business had to shut down.

The Downtown Business Association has already expressed concern for the aggressive and poorly planned expansion of bike tracks throughout downtown. BOMA also expressed their concerns.

The claim that bike lanes are good for business is without proof. Actual businesses that are impacted reported declines in business when asked. These important voices should be listened to.

In Ottawa the stories are piling up on how bike lanes on Laurier have been detrimental to their businesses from restaurants to a copy shop

(<http://cycle.ottawacitizen.com/news/column-bike-lane-bad-for-business-on-laurier-avenue>).

In Vancouver it was found that bike lanes reduced business revenues by 11%. A study completed by Stantec, the same consulting firm used by the City of Calgary, studied the impact of Vancouver's bike lanes on local businesses (2011). It shows the cost of the lanes to local businesses was estimated at \$2.4 million per year in sales;

<http://former.vancouver.ca/ctyclerk/cclerk//20110728/documents/penv3-BusinessImpactStudyReportDowntownSeparatedBicycleLanes-StantecReport.pdf>,

In Toronto restaurants are affected by bike lanes;

<http://www.torontosun.com/news/torontoandgta/2009/11/25/11915466-sun.html>

In Halifax bike lanes have damaged small local businesses;

<http://thechronicleherald.ca/business/1165090-bike-lanes-no-bed-of-roses>

Even in New York City, zealous cycle advocates have managed to get bike lanes on Broadway with catastrophic results; <http://nypost.com/2011/07/14/murder-on-broadway>

<http://nypost.com/2011/07/14/murder-on-broadway>

If these bike lanes are so good for business why don't we see these business owners out in the streets demanding them? The answer is that business owners are bound by the hard realities of making a profit rather than the fuzzy ideologies of the anti-car set.

The Stantec report on bike lane impacts on business is one of the most comprehensive of it's kind that has followed up on the placements of separated bike lanes in Canada. Every Councillor should read it in full before considering accepting a bike plan that calls for closing a lane on Macleod Trail among other critical road lanes.

Permanent versus Pilot

We believe the City will be wasting our hard earned tax dollars by installing a so-called pilot. Further, we do not believe they will remove any structure once it is installed, regardless of how many cyclists use it. We question; Will there be a mechanism that can ensure the data collected will not be fabricated to justify keeping the tracks?

Choices and Options

It appears the City will say one thing and do another. Our understanding was the cycle track committee were to come back with choices and options on the cycle track network for the Council and public to evaluate further. But, the request turned out to be a pilot project of the full cycle track network to be rolled out at once. We are disappointed about this whole process; Citizens have no say.

Conclusion

There are reports from the media quoting the City Transportation Engineer saying that there were only 3 people who spoke out against the cycle track on 1st Street SE at the last Planning Committee meeting (Feb 19th). The number was understated and these 3 who spoke up represent hundreds of stakeholders, including two business associations in the downtown/Chinatown area and one cyclist group.

Chinatown and downtown Calgary were devastated by last year's flood. Local businesses are slowly returning to normal, the whole of Chinatown is still very fragile. We recommend to Council that flood mitigation plans should be considered the top priority for Chinatown right now rather than any cycle track development!

Since March 2014 Chinatown has conducted a random survey of more than 1,000 individuals and more than 100 businesses & organizations. We found almost 100% of those surveyed are opposed to the 1st Street SE Cycle Track. Copies are enclosed for reference.

Also enclosed are photos of the traffic congestion on 1st Street SE affecting the flow in and out of Chinatown, business deliveries, tourist activities, seniors with walkers and arrival of EMS reflects the true daily life in Chinatown.

According to Police records, there were 6 collision accidents in Chinatown last year, all happened at 220-1st street SE. (in front of the Harry Hays Building, where the proposed cycle track is planned). This does not include the fatality of an elderly person hit by a small truck. Imagine what would happen when a vehicular lane is taken away for the cycle track, allowing only one lane for motorists, trucks, tourist buses to travel in and out of Chinatown? More accidents!

If the Council members believe in listening to the voice of the people and working towards the greater good of the majority, please listen to the stakeholders – the ones that would be impacted most by the building of the 1st Street SE cycle track. Ridership does not support the proposed cycle track at this time.

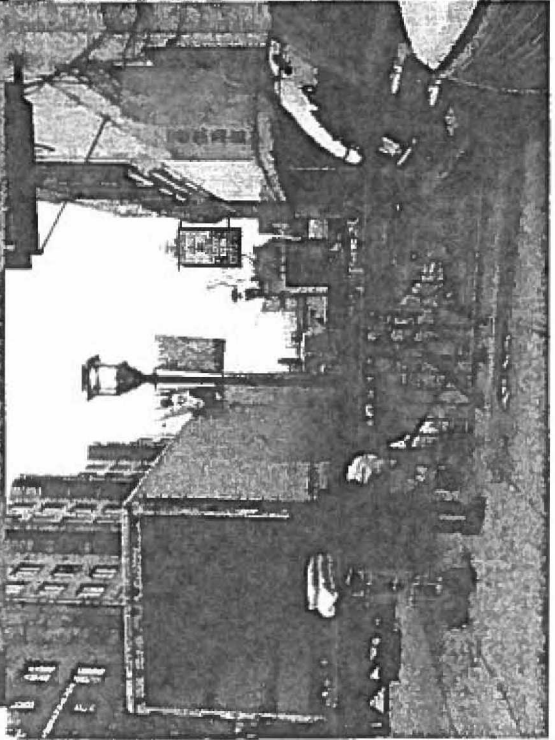
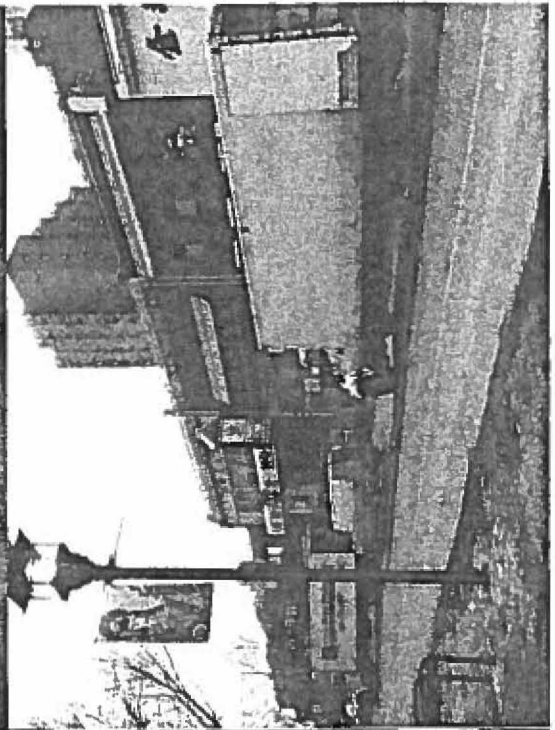
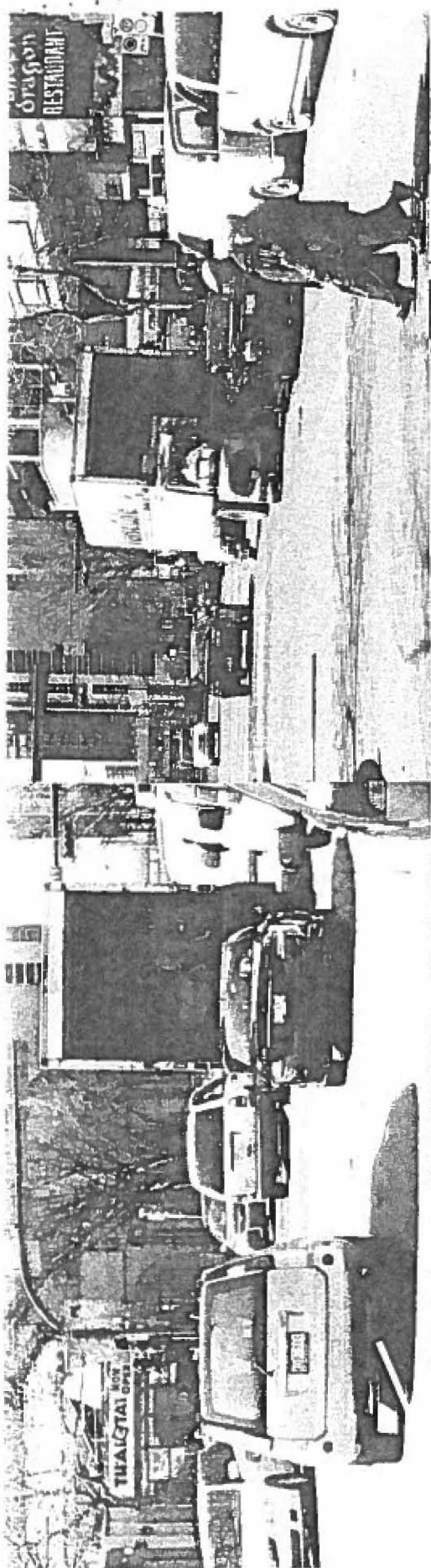
Please consider an alternative route to balance the need of the cyclists and the Chinatown community. We believe that 1st Street SW or 4th Street SE are both possible options to evaluate.

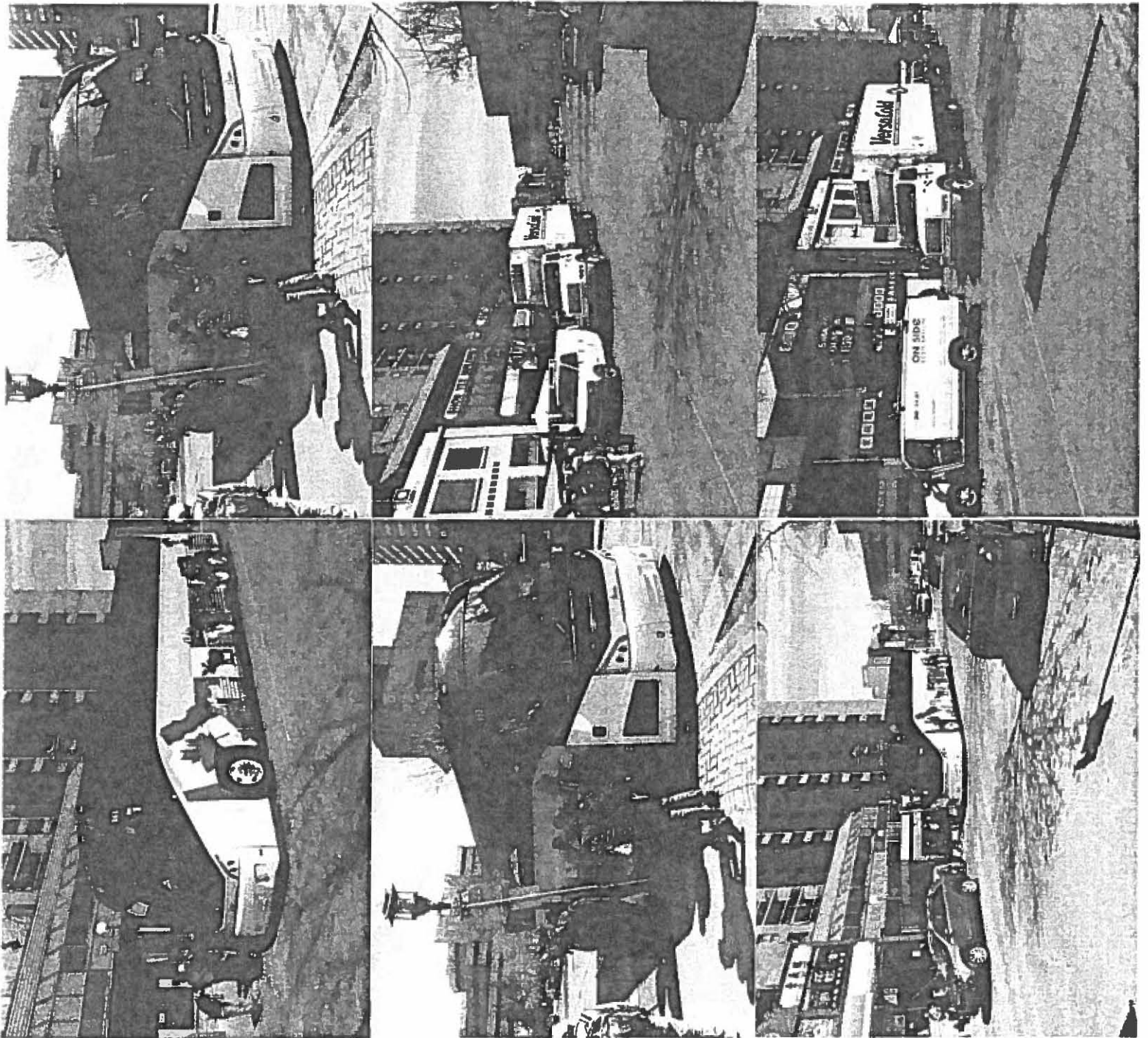
Yours Sincerely,

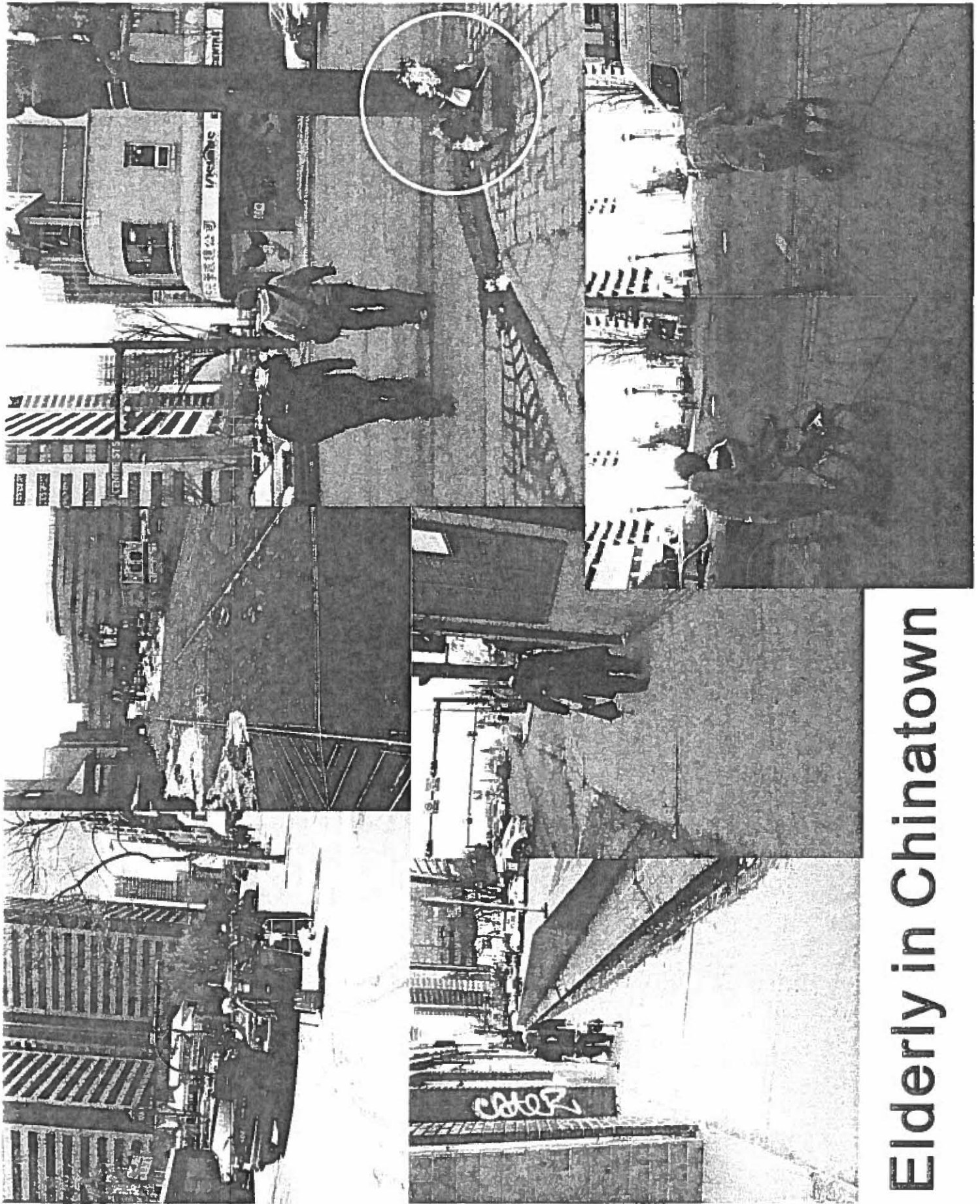
Calgary Chinese Elderly Citizens' Association,
Calgary Chinese Community Service Association,
Calgary Chinese Merchants Association, and
Chinatown Cycle Track Concerned Citizens (CCTCC)

Contact: Kit Koon 403 -992-9901



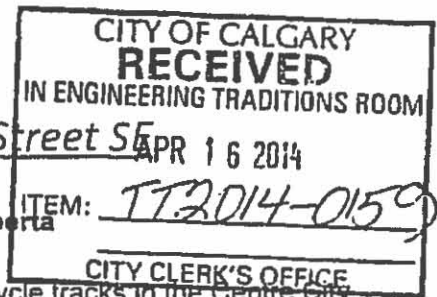






Elderly in Chinatown

Petition Against
Installation of Cycle Track on 1st Street SE



To: Councillors of the Calgary City Council, in the province of Alberta

Calgary City Council is planning an east-west/north-south network of cycle tracks in the Centre City. Council has begun to evaluate the feasibility of the location of certain segments of the cycle track network, 1st Street SE being the first.

The current proposal reallocates one lane of vehicle traffic and narrow some of the sidewalks to accommodate the cycle track.

1st Street SE is the main access artery into and out of Chinatown for east, south and westbound traffic. Any potential reduction in vehicular lane and/or pedestrian walkway could negatively affect Chinatown's traffic flow, business activities, pedestrian, resident safety and future development.

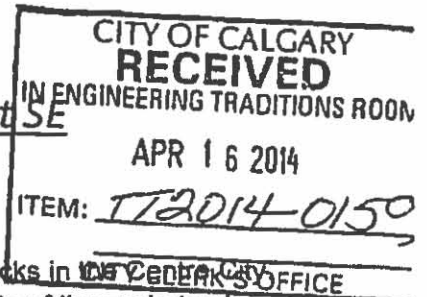
We, the undersigned, DO NOT SUPPORT the 1st Street SE cycle track as proposed. The current proposal fails to take into consideration the negative impact to the Chinatown community stakeholders. It also fails to protect the safety and welfare of the business communities and citizens who frequent 1st Street SE and/or live in Chinatown.

Therefore, we ask that Council stop any plans to design and/or construct the cycle track on 1st Street SE.

| Signature | Printed Name | Address and Postal Code | Date |
|--|--|-------------------------|------|
|  |  | | |

Petition containing 921 signatures was received with respect to Report TT2014-0159. Copy of the document is available at Corporate Records.

Petition Against
Installation of Cycle Track on 1st Street SE



To: Councillors of the Calgary City Council, in the province of Alberta

Calgary City Council is planning an east-west/north-south network of cycle tracks in the City. Council has begun to evaluate the feasibility of the location of certain segments of the cycle track network, 1st Street SE being the first.

The current proposal reallocates one lane of vehicle traffic and narrow some of the sidewalks to accommodate the cycle track.

1st Street SE is the main access artery into and out of Chinatown for east, south and westbound traffic. Any potential reduction in vehicular lane and/or pedestrian walkway could negatively affect Chinatown's traffic flow, business activities, pedestrian, resident safety and future development.

We, the undersigned, DO NOT SUPPORT the 1st Street SE cycle track as proposed. The current proposal fails to take into consideration the negative impact to the Chinatown community stakeholders. It also fails to protect the safety and welfare of the business communities and citizens who frequent 1st Street SE and/or live in Chinatown.

Therefore, we ask that Council stop any plans to design and/or construct the cycle track on 1st Street SE.

| Signature | Printed Name | Address and Postal Code | Date |
|-----------|--------------|-------------------------|------|
|-----------|--------------|-------------------------|------|

Petition containing 57 signatures was received with respect to Report TT2014-0159. Copy of the document is available at Corporate Records.

Citizen's Petition Against Cycle Track on 1st Street SE

To: Councillors of the Calgary City Council, in the province of Alberta

Calgary City Council is planning an east-west/north-south network of cycle tracks in the Centre City. Council has begun to evaluate the feasibility of the location of certain segments of the cycle track network, 1st Street SE being the first.

The current proposal reallocates one lane of vehicle traffic and narrow some of the sidewalks to accommodate the cycle track.

1st Street SE is the main access artery into and out of Chinatown for east, south and westbound traffic. Any potential reduction in vehicular lane and/or pedestrian walkway could negatively affect Chinatown's traffic flow, business activities, pedestrian, resident safety and future development.

We, the undersigned, DO NOT SUPPORT the 1st Street SE cycle track as proposed. The current proposal fails to take into consideration the negative impact to the Chinatown community stakeholders. It also fails to protect the safety and welfare of the business communities and citizens who frequent 1st Street SE and/or live in Chinatown.

Therefore, we ask that Council stop any plans to design and/or construct the cycle track on 1st Street SE.

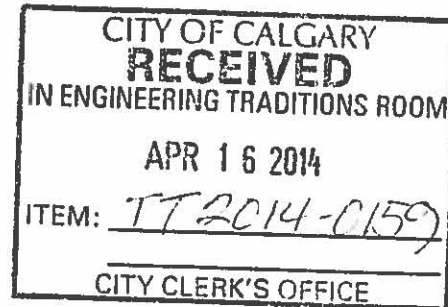
Petition containing 110 signatures was received with respect to Report TT2014-0159. Copy of the document is available at Corporate Records.



Calgary tour de nuit Society

April 15, 2014

Mr. Shane Keating
Chair
Transportation and Transit Committee
City of Calgary
800 Macleod Trail SE
Calgary, AB
T2G 2M3



Re: Wrong Track for Cycle Tracks

Dear Mr. Keating:

The Calgary *Tour de Nuit* Society drafted and initiated the amending motion for Council's review of the Centre City bicycle network on July 5, 2011 and we are pleased with the widespread public debate this has sparked. When the *Tour de Nuit* made the first appeal for cycle tracks or separated bike lanes in 2008 we were the only organization doing so in Calgary. Once we were lonely but now have many adherents. We would like to thank restaurants, shoe stores and breweries that put up signs and wrote letters supporting cycling and all the individuals posting favourable comments about cycling.

We believe that the equitable redistribution of resources to make cycling safer must be harmonized with the needs of all other stakeholders. Cycling promotion must be perceived as 'in the public interest.' After all, it is automobile commuters we want to encourage to make the shift to cycling. To do so we must carefully chose to install infrastructure on roads that will ensure the maximum usage from existing bike commuters.

All key stakeholders are objecting publicly to the routes selected by the City of Calgary staff. Never before has there been such unified opposition to the actions of our city bike unit and it speaks to flaws in the City's conduct of the public engagement process.

The list of groups that support cycling but oppose Administration's network plan are the who's who of stakeholders and civic groups: Building Owners, Downtown Association, Chinese Merchants, Chinatown coalition and numerous businesses.



315A, 39 Ave SE, Calgary, AB T2G 1X5



Calgary tour de nuit Society

The ineffective public engagement process has led to numerous revisions of the City's plan in response to a predictable public outcry. Time and time again Tour de Nuit fields questions and complaints about why the City would put a cycle track on 1 St SE. These appear to stem from selective and vague surveying, inadequate data collection and sloppy analysis generate poor decisions – the wrong decisions. Poor bike analysis even drew a negative comment from Toronto's Chief Planner Jennifer Keesmaat in a tweet.

We believe that the fundamental criteria for a separated bike lane are:

- maximizing safety
- enhancing access
- providing cost effective infrastructure
- minimizing inconvenience to other stakeholders.

These would give us a fundamentally different network than that pitched by Transportation Administration's recent versions of the Centre City bike network look surprisingly like the network map Council directed them to replace on July 5, 2011.

The Transportation Department has given us a network that includes only one route of five that provides access into the central business district and only two of five routes that substantively improves safety. The Administration's version of a bike network fails to deliver the single largest group of Calgary's bike commuters, those from the NW and SW via the Bow River Pathway, into the heart of downtown.

The *Tour de Nuit* Society is in full support of maintaining the integrity of Chinatown and the Stephen Avenue Walk. The two stakeholders with jurisdiction of these areas speak of Administration's superficial public consultations. Stephen Avenue Walk is not an east-west arterial route for cyclists because City Hall building is a barrier just like any river or railway. Furthermore, there is little demand for cycling on 1st ST SE and relative to other north-south options will always be the least sought after.

There is only one viable east-west bicycle route and it meets Administration's criteria for the shortest on-road access to most downtown destinations. It is the 5th and 6th Avenue 'couplet.' In 2012, an engineering firm undertook a scoping review of this option. The firm has requested that its scoping document not be released publicly so as not to misconstrue it as an engineering report. The individual who delivered it said that the avenues could accommodate a bike lane with no loss of a traffic lane. A proper engineering assessment is required. Left curb bike lanes do not interfere with public transit. Administration did not provide a 'fair and reasonable' evaluation of the





Calgary tour de nuit Society

most beneficial location in the central business district. This route was highlighted as key access route by cyclists in 1977.

Council needs to commission an independent engineering report so all stakeholders have confidence in the integrity of the conclusions of a city report.

- Utilizing one-way bike lanes on one-way roads permits a 'road diet' enabling a network with no loss of a traffic lane and minimal disruption of other commuters.

One route north-south in the 'Centre City,' and one route east-west in the central business district, permits us to assess demand for this infrastructure, at a low average cost per kilometer. One-way cycle tracks on one-way roads involve no extra cost for traffic signals. *Tour de Nuit* believes that pilot cost can be substantially reduced and this would reduce costs and enable the efficient exploration of cycle network options. These pilot costs saving are more than reasonable – one of our members has calculated in some cases costs can be reduced almost a million dollars per kilometer.

- Council needs to consider outsourcing by engaging a consulting firm to design the bike network. This we believe can be done cost effectively in a shorter time period and would avoid the internal political barriers that served the public so poorly. Three years for Administration to produce a variation of the existing bike network map is very disappointing.

We believe that the City of Calgary can do better. The public feedback indicates that Calgary is a city where more people are ready to cycle more often. Let's work together to realize our city's cycling potential.

Sincerely,

Gary Beaton, MBA
President



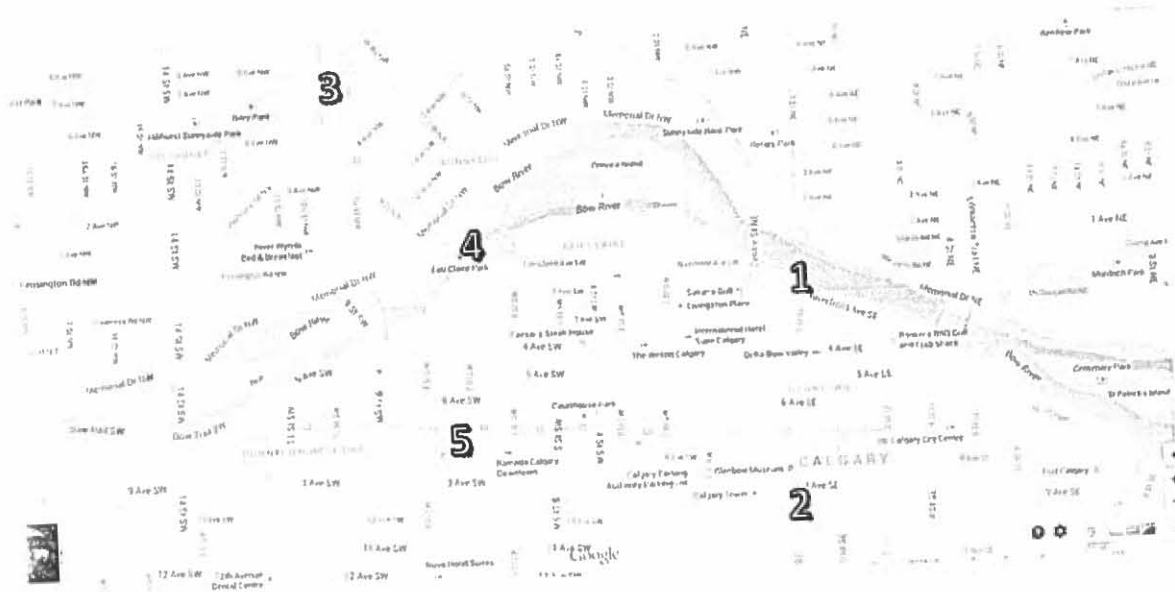
315A, 39 Ave SE, Calgary, AB T2G 1X5

APR 16 2014
ITEM: TT2014-0159
CITY CLERK'S OFFICE

2014 preliminary results

Schulich School of Engineering
Department of Civil Engineering

- February and March 2014
- 5 locations: **Downtown**
- Total Surveys: **1874**
- ~1200+ hours

Winter 2012

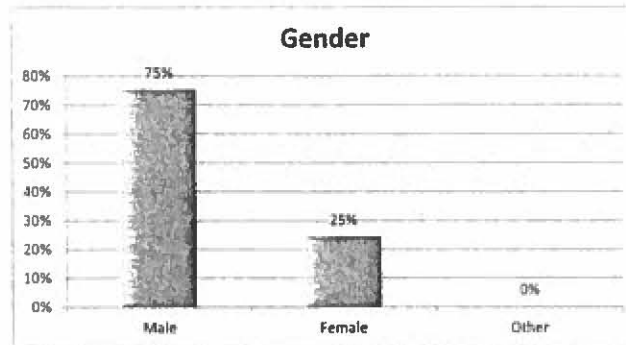
Total Surveys: 103

Winter 2013

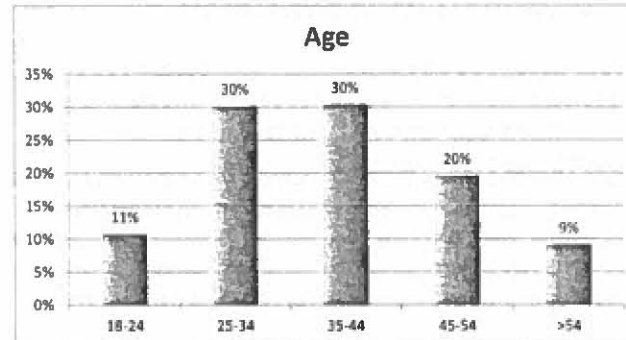
Total Surveys: 2,094

~ 1000+ hrs

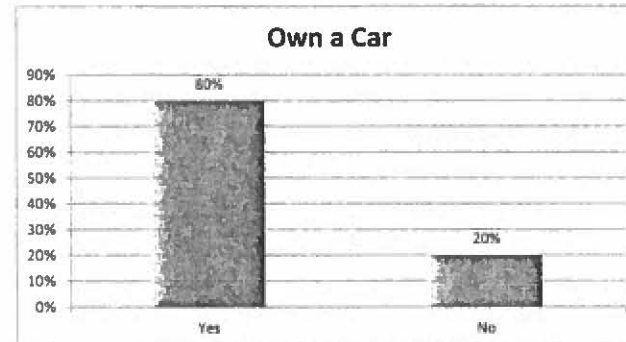
| Gender | Count | Percentage |
|--------|-------|------------|
| Male | 1414 | 75% |
| Female | 460 | 25% |
| Other | 3 | 0% |
| Total | 1877 | 100% |



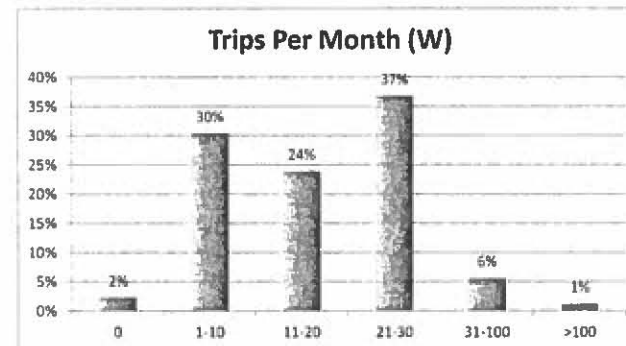
| Age | Count | Percentage |
|-------|-------|------------|
| 18-24 | 202 | 11% |
| 25-34 | 565 | 30% |
| 35-44 | 570 | 30% |
| 45-54 | 367 | 20% |
| >54 | 172 | 9% |
| Total | 1876 | 100% |



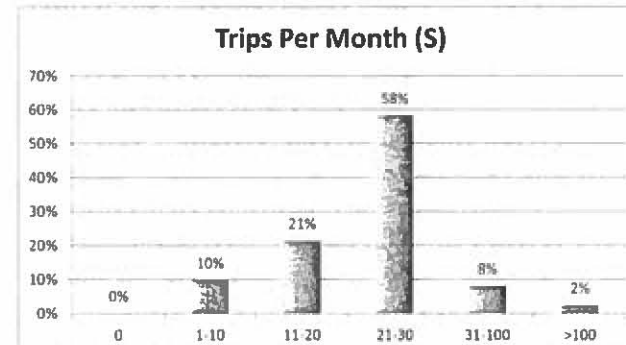
| Own a Car | Count | Percentage |
|-----------|-------|------------|
| Yes | 1490 | 80% |
| No | 375 | 20% |
| Total | 1865 | 100% |



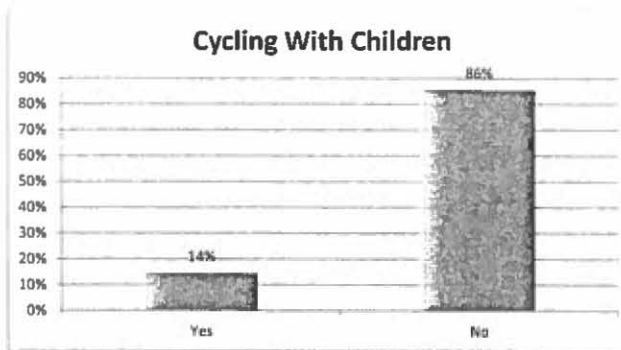
| Trips Per Month (W) | Count | Percentage |
|---------------------|-------|------------|
| 0 | 42 | 2% |
| 1-10 | 570 | 30% |
| 11-20 | 448 | 24% |
| 21-30 | 690 | 37% |
| 31-100 | 105 | 6% |
| >100 | 22 | 1% |
| Total | 1877 | 100% |



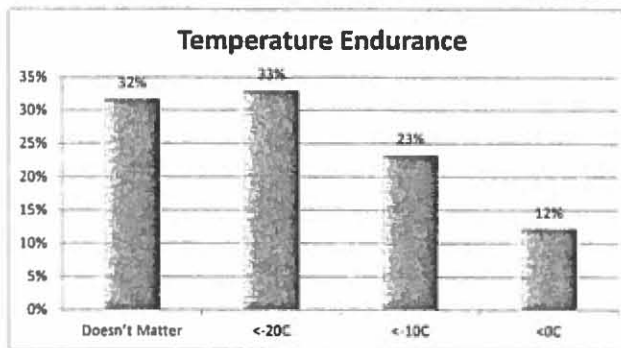
| Trips Per Month Count | Count | Percentage |
|-----------------------|-------|------------|
| 0 | 1 | 0% |
| 1-10 | 183 | 10% |
| 11-20 | 401 | 21% |
| 21-30 | 1092 | 58% |
| 31-100 | 151 | 8% |
| >100 | 46 | 2% |
| Total | 1874 | 100% |



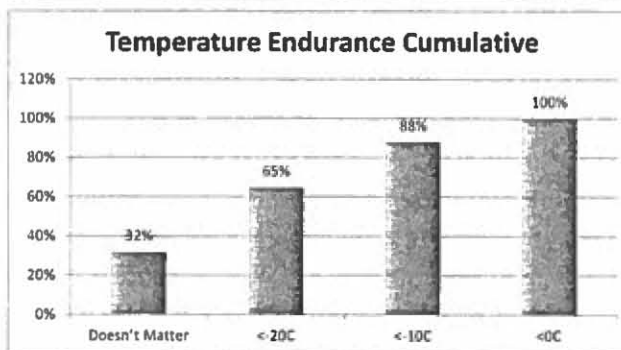
| Cycling W/ Child Count | Percentage |
|------------------------|------------|
| Yes | 271 14% |
| No | 1599 86% |
| Total | 1870 100% |



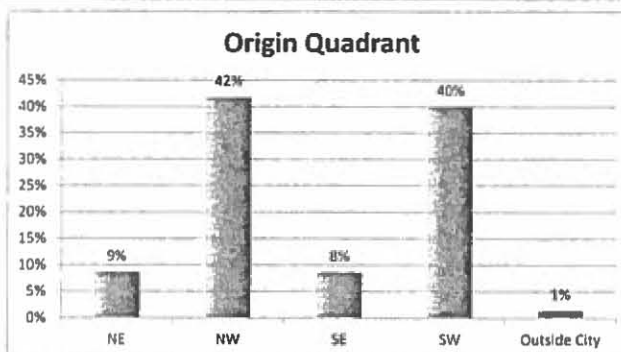
| Temperature Endurance | Percentage |
|-----------------------|------------|
| Doesn't Matter | 593 32% |
| <-20C | 618 33% |
| <-10C | 435 23% |
| <0C | 228 12% |
| Total | 1874 100% |



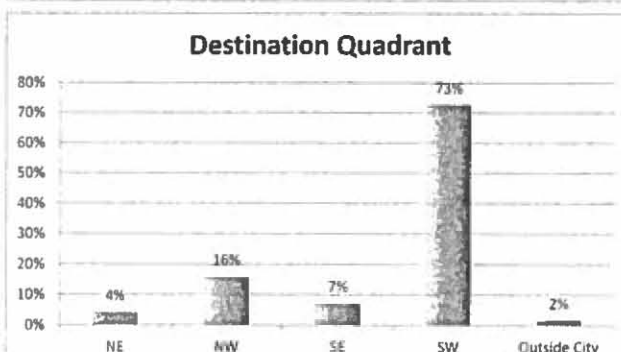
| Temperature Endurance | Cumulative |
|-----------------------|------------|
| Doesn't Matter | 593 32% |
| <-20C | 618 65% |
| <-10C | 435 88% |
| <0C | 228 100% |
| Total | 1874 100% |



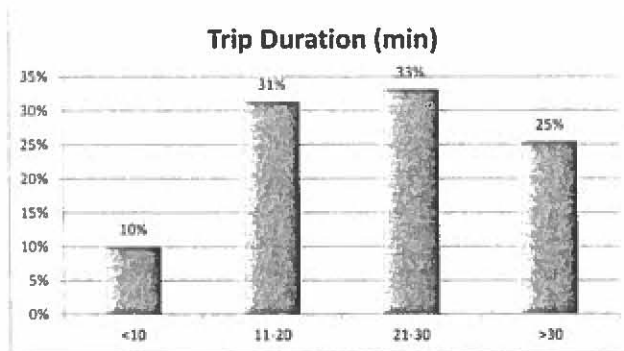
| Origin Quadrant Count | Percentage |
|-----------------------|------------|
| NE | 146 9% |
| NW | 712 42% |
| SE | 145 8% |
| SW | 682 40% |
| Outside City | 23 1% |
| Total | 1708 100% |



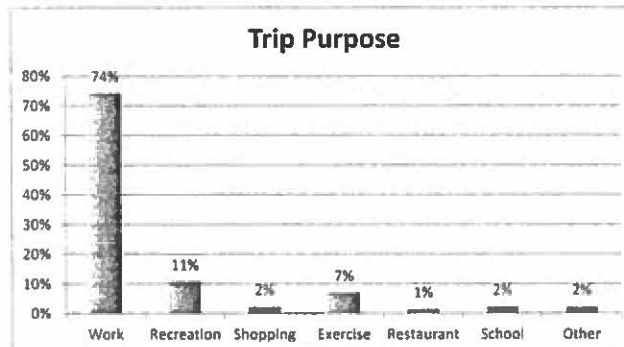
| Destination Qua Count | Percentage |
|-----------------------|------------|
| NE | 69 4% |
| NW | 268 16% |
| SE | 120 7% |
| SW | 1240 73% |
| Outside City | 27 2% |
| Total | 1724 101% |



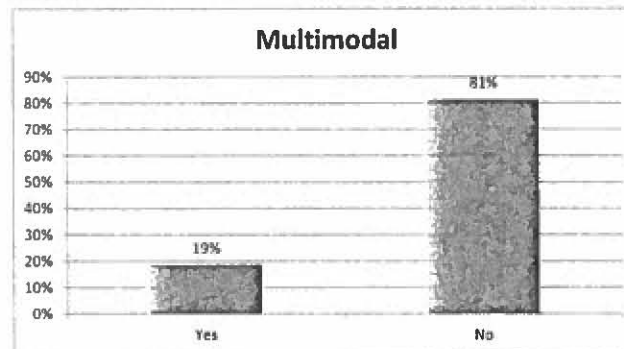
| Trip Duration | Count | Percentage |
|---------------|-------|------------|
| <10 | 188 | 10% |
| 11-20 | 588 | 31% |
| 21-30 | 622 | 33% |
| >30 | 477 | 25% |
| Total | 1875 | 100% |



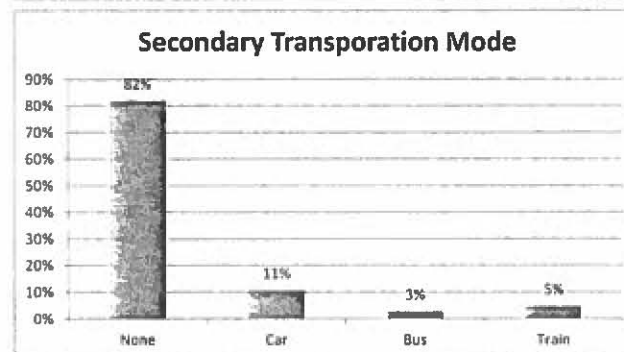
| Trip Purpose | Count | Percentage |
|--------------|-------|------------|
| Work | 1380 | 74% |
| Recreation | 201 | 11% |
| Shopping | 42 | 2% |
| Exercise | 130 | 7% |
| Restaurant | 27 | 1% |
| School | 41 | 2% |
| Other | 40 | 2% |
| Total | 1861 | 100% |



| Multimodal | Count | Percentage |
|------------|-------|------------|
| Yes | 349 | 19% |
| No | 1527 | 81% |
| Total | 1876 | 100% |

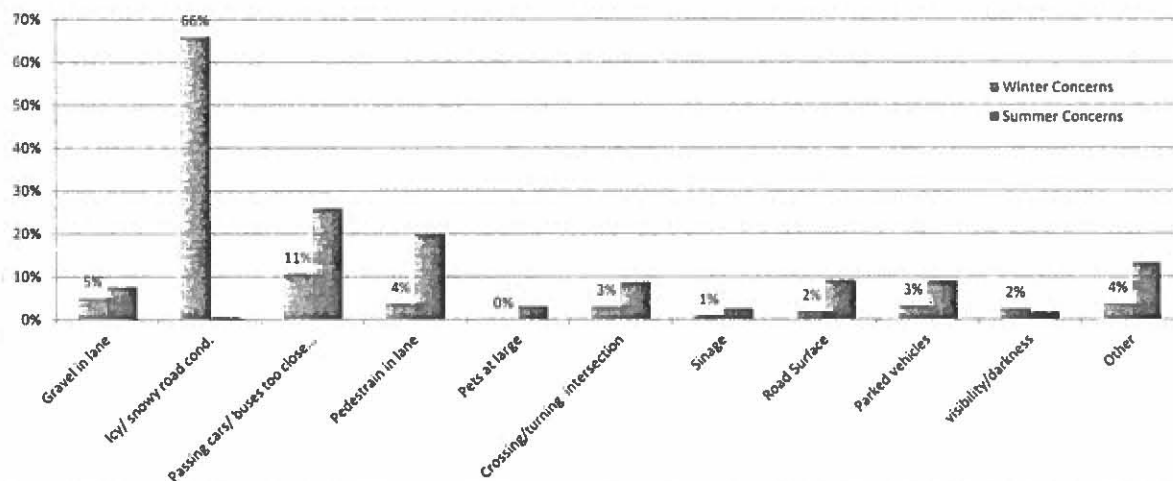


| Secondary Trans Count | Percentage |
|-----------------------|------------|
| None | 82% |
| Car | 11% |
| Bus | 3% |
| Train | 5% |
| Total | 100% |



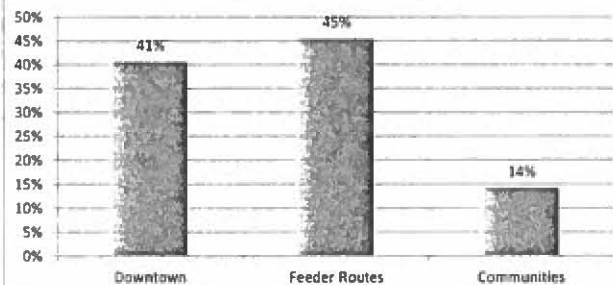
| Winter Concern | Count | Percentage | Summer Concern | Count | Percentage |
|--------------------|-------|------------|--------------------|-------|------------|
| Gravel in lane | 93 | 5% | Gravel in lane | 130 | 8% |
| Icy/ snowy road | 1226 | 66% | Icy/ snowy road | 7 | 0% |
| Passing cars/ bu: | 197 | 11% | Passing cars/ bu: | 446 | 26% |
| Pedestrian in lan | 68 | 4% | Pedestrian in lan | 340 | 20% |
| Pets at large | 1 | 0% | Pets at large | 52 | 3% |
| Crossing/turning | 55 | 3% | Crossing/turning | 149 | 9% |
| Signage | 16 | 1% | Signage | 41 | 2% |
| Road Surface | 33 | 2% | Road Surface | 157 | 9% |
| Parked vehicles | 58 | 3% | Parked vehicles | 152 | 9% |
| visibility/darkne: | 46 | 2% | visibility/darkne: | 27 | 2% |
| Other | 67 | 4% | Other | 226 | 13% |
| Total | 1860 | 100% | Total | 1727 | 100% |

Winter and Summer Concerns



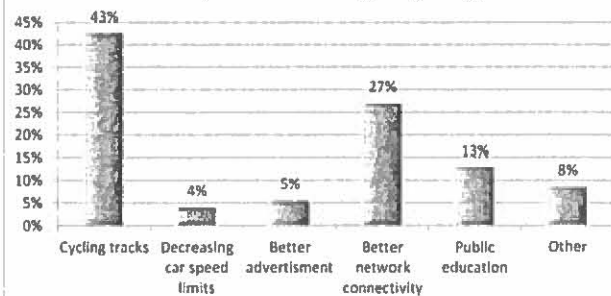
| Expansion Priority | Count | Percentage |
|--------------------|-------|------------|
| Downtown | 752 | 41% |
| Feeder Routes | 843 | 45% |
| Communities | 261 | 14% |
| Total | 1856 | 100% |

Expansion Priority



| Ways to Encourage | Count | Percentage |
|-----------------------------|-------|------------|
| Cycling tracks | 741 | 43% |
| Decreasing car speeds | 69 | 4% |
| Better advertisement | 95 | 5% |
| Better network connectivity | 468 | 27% |
| Public education | 223 | 13% |
| Other | 146 | 8% |
| Total | 1742 | 100% |

Ways to Encourage Cycling



Ward 7 Contact

From: Jennifer Douglas [jnjdoug@shaw.ca]
Sent: Tuesday, April 15, 2014 11:14 AM
To: Ward 7 Contact
Subject: Re: Thank you for your WebMail: Cycling
Categories: Cycle Track - Support Letters

RECEIVED
IN ENGINEERING TRADITIONS ROOM

APR 16 2014

ITEM:

TT2014-0159

CITY CLERK'S OFFICE

You have my permission to forward my e-mail to the Transportation Committee. Thank you for asking. Not everyone does!

Jennifer Douglas

On Apr 15, 2014, at 10:00 AM, Hewer, Paul wrote:

Hi Jennifer:

Thank you for taking the time express your support for the implementation of the cycle track network. Alderman Farrell is supportive of this of this initiative. I will bring your comments to her attention.

Would you be so kind, as to provide us with permission to forward your email to the Transportation Committee. It will them become part of the public record. Please advise by return email. Thank you kindly.

Kind regards,
Eileen Badowich for Paul Hewer, CCL Ward 7

Sincerely,

Paul Hewer,
Commn. & Community Liason - Ward 7
PO Box 2100, Stn M #8001
Calgary, AB T2P 3M5
403-268-2430
www.calgary.ca/councillors

Original message:

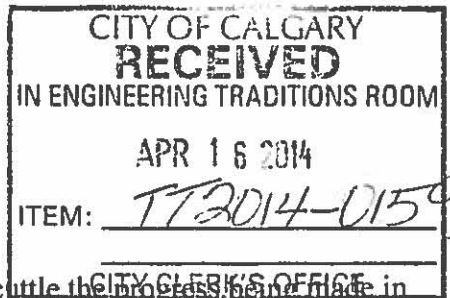
Follow Up Requested: No

=====

I support the cycle track network as a senior who has arthritis and is unable to walk distances. Yet I am able to cycle, as it is a low-impact exercise. As a consequence I have organized a group of seniors who cycle once a week and support cafes and restaurants along our route for exercise, health and camaraderie. And please sweep the streets and sidewalks. The gravel is dangerous, not only to cyclists, but also to walkers.

E-Mail: injdoug@shaw.ca

Original message:



This webmail is submitted to all Councillors. Follow Up Requested: Yes
=====

I would be very, very sad if Council allowed regressive anti-cycling folks scuttle the progress being made in facilitating safe cycle-commuting in our city.

We live and pay \$12k plus annually in municipal taxes in Hillhurst, and see first hand the traffic choking the streets as into downtown mostly single drivers in their SUVs in from the 'burbs. Happily I can now safely sail over the top of them on Memorial drive on my Mary Poppins ladies' bike she's big and slow but I can wear a suit without grease marks and don't have to break a sweat, drop down under the LRT 10th street bridge, and make it onto a cycle track to my bike-cage outfitted new LEED building - all without encountering any coffee fuelled road rage or texting twits who simply don't watch for pedestrians or bikes. My bike holds a latte too. It is all so incredibly civilized!

So please please please keep it up! Think of how far we've come as a city. Unless you can legislate that drivers have to pass an IQ test, or magically remotely destroy their cellphone when they're texting before turning a corner downtown, without looking for two-wheeled traffic we need those cycle tracks. You can't get many more cars downtown, and the city is going to grow. People are going to continue to get badly hurt.

Contact Information

Name: Oldridge, Lisa

Address: 1715 7 AV NW

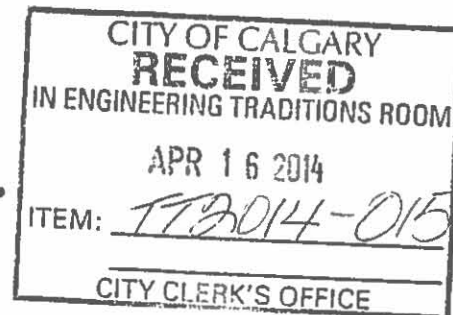
Community: Hillhurst

Phone number(s): Home: (403) 685-4774, Cell: , Business:

E-Mail: LMOLDRIDGE@ME.COM

Task

WebMail: We support...



Task

Subject

WebMail: We support the Cycle Track

Follow Up Requested: No

=====

My husband and I are avid road cyclists, and regularly commute to our workplaces - I work downtown, and my husband works at various fire halls within Calgary as a Fire Fighter. Our safety is important to us, as is the promotion of alternative methods of transportation, including by bike. We 100 support the Calgary Cycle Track and would appreciate the support of this awesome initiative by our Councillor. We hope to see you voting in favour on April 16.

Regarding Webmail WebMail: We support the Cycle Track

Regarding Jobson, Emily

Owner Ward 7

Duration 0 minutes Priority Normal

Due 19/04/2014 5:21 PM

Category Sub-Category

Notes

Activity Status Completed