

CYCLING STRATEGY ANNUAL REPORT

EXECUTIVE SUMMARY

As directed, Administration is providing an annual update on the implementation of the 2011 Council-approved Cycling Strategy (Action C-47). In 2013, The City accomplished several notable tasks, including the hiring of an Education and Promotions Planner, hiring a Bicycle Traffic Engineer, the addition of 13 km of on-street bikeways, including the construction and opening of downtown's first cycle track on 7 St S.W.. The planning of a network of cycle tracks in Centre City is underway with engagement nearing completion. Two years since the Cycling Strategy was approved, a majority of the implementation actions are underway, with more to commence in 2014.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommend that Council:

1. Receive this update for information; and
2. Direct Administration to return to the Standing Policy Committee on Transportation and Transit by April 2014 with a recommended Centre City Cycle Track Network.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2013 DECEMBER 13:

That the Administration Recommendations contained in Report TT2013-0792 be approved.

Opposition to Recommendations:

Opposed: S. Chu

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2012 Dec 5 Council Meeting, Report TT2012-0324 (Cycling Strategy Update & Public Bike Share Model), Council adopted the following recommendations:

1. To receive the Cycling Strategy report for information;
2. To direct Administration to return to the Standing Policy Committee on Transportation and Transit no later than 2013 Dec with a Centre City Cycle Track Network;
3. To direct Administration to pursue a bike share business model that is owned and operated by a third party.

BACKGROUND

The Cycling Strategy was approved in 2011 July and set Calgary on a path towards becoming a bicycle-friendly city. The Strategy calls for the planning, designing and building of more on-street bikeways; operating and maintaining our bike facilities; and the development of an education and promotion program. Fifty actions are identified in the Strategy. While the complexity of each action varies substantially, much progress has happened since the Strategy was approved. A summary of the key accomplishments are below:

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- 39 of the 50 Cycling Strategy action items are currently underway. The status of these actions can be found in Attachment 1.
- 26 kilometres of new bikeways have been constructed since 2011 around the city (0.7km of cycle track; 6.8km of bike lane; 1.6km of shared lane; and 17.1km of signed routes). See Attachment 2 for a map of these projects.
- The City constructed Centre City's first cycle track on 7 St SW between 1 Ave and 8 Ave, linking the popular Bow River Pathway and Peace Bridge to the west end of downtown.
- A Bicycle Coordinator was hired in 2012 and works in Transportation Planning
- Over 2,000 public bike parking spaces are available citywide thanks to the Bike Rack Sponsorship Program and efforts by the Calgary Parking Authority.
- A Bicycle Education and Promotions Planner was hired in 2013 and works in Transportation Planning.
- A Bicycle Traffic Engineer was hired in 2013 and works in Roads, Traffic Division.

The identification of an east-west, north-south network of cycle tracks in Centre City is also underway. The routes will provide greater and safer access for cyclists and build on the 7 St SW Cycle Track. Council recommended bringing the network to Committee by December 2013, but due to the flood and the need to engage fully, more time is needed.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The Cycling Strategy provides the framework for Calgary to become a bicycle-friendly community. Success will be measured in several different ways, including increases in the number of people choosing bicycling as their transportation mode, an increase in the number of bikeways, and an increase in satisfaction with bicycling. Progress will be monitored and reported as data becomes available.

Stakeholder Engagement, Research and Communication

Engagement on the Council-approved Cycling Strategy is complete. Additional engagement does occur with the planning and development of each new bikeway. In high-profile areas such as Centre City, City staff have been meeting every two to three months for the past year with stakeholders that include representatives from the bicycle community, community associations and the Calgary Downtown Association. Additionally, City staff have attended dozens of one-on-one meetings with major employers, property management firms, and Business Revitalization Zones. For general cycling matters, City staff meets monthly with advocates from the bike community. The community is also kept up to date on matters related to bicycling through social media, The City website and through media updates. A fact sheet was developed to answer many of the frequently asked questions by the public (See attachment 3).

Strategic Alignment

The Cycling Strategy and its actions align with the vision and goals of The Calgary Transportation Plan and Centre City Plan.

Social, Environmental, Economic (External)

Cycling continues to grow in popularity. The number of all-day bike trips into and out of Centre City is up 20 percent since last year alone. Construction of well designed bikeways is expect to attract thousands more Calgarians to bicycle and will make our streets safer to travel on.

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Creating a city where more Calgarians choose to cycle results in reduced dependence on motorized transportation, thereby improving air quality, reducing greenhouse gas emissions, and easing traffic congestion. Enabling more Calgarians to bicycle is an important, long-term strategy for reducing Calgary's ecological footprint.

A positive bicycling environment contributes to an active city with a high quality of life. This environment establishes Calgary as a progressive city, which in turn helps attract talented and mobile people to our city.

Financial Capacity

Current and Future Operating Budget:

The operating cost for the adopted Cycling Strategy was included within the approved 2012-14 Transportation Department budget. No additional funding is being requested with this report.

Current and Future Capital Budget:

The capital cost for the adopted Cycling Strategy was included within the approved 2012-14 Transportation Department capital budget. No additional funding is associated with this report.

Risk Assessment

- 1) There are no significant risks associated with this report.

REASON(S) FOR RECOMMENDATION(S):

1. To update Council on the status of fifty actions of the 2011 adopted Cycling Strategy;
2. To inform Council that a Cycle Track Network is being identified.

ATTACHMENT(S)

1. Status of Cycling Strategy Actions
2. Bikeway Projects 2011-2013 Map
3. Bicycle Program Fact Sheet