

BICYCLE PROGRAM

Making Calgary a bicycle-friendly city



Vision for Calgary

The City has a vision to become a bicycle-friendly community and is looking to make changes that will encourage more people to ride their bicycle. To achieve this vision, Council approved and funded the Cycling Strategy in 2011, which was guided by policies in the Calgary Transportation Plan (2009). The City is committed to providing Calgarians more transportation choices.

The City's approach

The Cycling Strategy has been developed and organized into the three pillars needed to support a bicycle-friendly city.

Three Pillars



**Pillar One:
Plan, design
and build.**



**Pillar Two:
Operate and
maintain.**



**Pillar Three:
Educate and
promote.**

It contains 50 actions for The City to undertake that will achieve the Cycling Strategy vision, such as building more bikeways, updating the Pathway and Bikeway Plan, improving the maintenance of bikeways, and developing a comprehensive education and promotion program.

Calgarians need and want bicycle infrastructure

- 19 per cent of Calgarians already ride at least once a week, and 59 per cent said they would like to cycle more often.¹
- Cycling is listed as top “Best New Trend” in Fast Forward Weekly four years in a row. Readers also voted “cycling infrastructure” as one of the top best uses of local tax dollars.²
- 86 per cent of Calgarians support the construction of complete streets that meet the needs of all users (pedestrians, cyclists, transit patron, goods and services and automobiles).³
- There is a need for a more balanced network of bicycle facilities. In 2013, Calgary had 770 km of pathways compared to only 26 km of on-street bike lanes.



Join our online community for cycling tips, bike maps, info and news, by following **The City of Calgary Bicycle Program** on Facebook.

¹ 2010 Independent Telephone Survey, Cycling Strategy, 2010
² Best of Calgary 2013 results, Fast Forward Weekly, 2013
³ Investing in Mobility- Engagement Summary, City of Calgary, 2012



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Onward/ Providing more travel choices helps to improve overall mobility in Calgary's transportation system.



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Investing in transportation choices



Investing in safe spaces for bicycles on our roads increases safety for everyone. It also encourages new riders who are interested in cycling but not confident sharing the roadway with vehicles.



Trips in the city that are less than 5 km can take less than 20 minutes by bike and can be faster than walking, driving or transit. The City is responding to public demands; trends show bicycling is increasing in Calgary as a practical choice to consider for visiting friends, running errands or going out.

1.1%

OF THE TRANSPORTATION BUDGET IS DEDICATED EXCLUSIVELY TO THE CYCLING STRATEGY.⁴

Studies continue to show bicycling is good for local business as people who ride bikes and walk, often have more disposable income than people who drive. They are more likely to shop locally and more often.⁶

1.3%

OF CALGARIANS TRAVEL TO WORK BY BICYCLE.⁵



30%



OF SUMMERTIME BICYCLISTS ON 10 STREET N.W. CONTINUE RIDING IN WINTER CONDITIONS⁷

The City plows most major roads within 24-48 hours of the end of a snow fall, including roads with bike lanes. Clearing snow and ice makes roads easier to travel on for bicycles, public transit and motor vehicles. It's a more desirable and safe place for people to continue riding on streets through the winter months.

⁴ The 2012-2016 projected capital budget for Transportation (per Investing in Mobility) is \$2.1 billion, of which 22.7 million has been allocated for capital expenses related to the Cycling Strategy. Budget for pathways, multimodal projects and administrative costs are separate from this amount.

⁵ Statistics Canada, 2011

⁶ Bike Lanes, On-street Parking and Business: Year 2 Report: A Study of Bloor Street in Toronto's Bloor West Village. Clean Air Partnership. 2012

⁷ Six-hour intersection counts taken at 13 Avenue NW, March and June 2012