

CYCLING STRATEGY ANNUAL REPORT

EXECUTIVE SUMMARY

As committed, Administration is providing an annual update of the 2011 Council approved Cycling Strategy (Action C-47). During the last year, progress has been made on all three pillars of the Cycling Strategy (plan-design-build, operate & maintain, educate & promote). The Transportation Department delivered more than a dozen spot improvements city wide, opened the Centre City Cycle Track Network Pilot on time and under budget, improved winter maintenance techniques, made more data open to the public and delivered more education messages to help all roadway users to know how to use or drive around new facilities.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council:

1. Receive this update for information and direct administration to return to SPC on Transportation and Transit in December 2016 with an update.

PREVIOUS COUNCIL DIRECTION / POLICY

At the 2015 January 12 Council Meeting, Report TT2014-0851 (Cycling Strategy Annual Report), Council adopted the following recommendations:

1. To receive this update for information; and
2. Direct Administration to return to the SPC on Transportation and Transit in 2015 December with an update.

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 bike facilities at a higher level; and the development of an education and promotion program. Fifty actions are identified to achieve the goals of the Cycling Strategy. While the complexity of each action varies substantially, The City has made considerable progress on almost all of the action items. Cycling is now incorporated into day to day decision making roadway improvements while also balancing the needs of all roadway users. Highlights from this year and since the Cycling Strategy was approved include:

Overall:

- 48 of the 50 action items are currently underway (See Attachment 1)
- Collection and release of more bike data including the 2014 Annual Bike Count Report which surveyed cyclists at 70 locations
- 23% increase (12,000+ trips/day) in downtown bike trips since 2011 (See Attachment 2)

Plan, Design and Build:

- 9.3 km of new or improved bikeway in 2015, including the opening of the Centre City Cycle Track Network Pilot (See Attachment 3 for a list of projects delivered this year)
- 58 km of new bikeways have been constructed or improved since 2011 around the city
- Construction of a dozen spot improvements in 2015 including bicycle ramps and bike access through traffic calming barriers
- Installation of 10 Centre City automated bike counters in 2015

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- Added more than 800 new bike parking spaces in the last year. Over 3,900 bike parking spaces are available city-wide thanks to the Bike Rack Sponsorship Program, the Calgary Parking Authority, and Calgary Transit (see action C-21 for more detail)

Operate and Maintain:

- Continued improvements and efficiencies with snow and ice control on marked bikeways
- Pavement markings are being refreshed more often

Educate and Promote:

- Creation of education materials and signage for new projects
- 20,000 interactions with Calgarians by the Bicycle Ambassador team during the rollout of the cycle track network pilot
- Hosted the annual Bike to the Zoo event

Targets:

The City is progressing towards the Cycling Strategy 2020 targets to create more on-street bikeways. See Attachment 4 for definitions of each bikeway type.

- Bike lanes – Target of 180 km with 31.3 km built
- Cycle Tracks – Target of 30 km with 6.6 km built
- Shared Lanes – Target of 20 km with 17.3 km built
- Signed Routes/Bike Blvd – Target of 370 km with 345 km built

More bikeway projects are in the works for the 2016 and 2017 construction seasons. The City has been engaging with several communities to improve access and safety for those who bicycle. These projects are also helping to address deficiencies in pedestrian facilities, to traffic calm and to improve traffic operations. These projects were identified in the current Council approved Pathway and Bikeway Implementation Plan or in other City plans.

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.

Stakeholder Engagement, Research and Communication

Engagement on the Council-approved Cycling Strategy occurred prior to adoption. Additional engagement occurs with the planning and development of new bikeways. The City also meets periodically with stakeholders from the bike community, Calgary Downtown Association, community associations and the general public. Members of the public are encouraged to follow the Bicycle Program's Facebook page for the latest news.

The Citizen Satisfaction Survey includes a question asking Calgarians their satisfaction with various programs or services. Sixty-one percent of Calgarians state they are satisfied with "Bike lanes on streets" in 2015, which is down 2% from last year. The same survey also asks

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Calgarians how important “Bike lanes on streets” is. In 2015 the result is 53%, which is down 4% from last year.

Strategic Alignment

The Cycling Strategy and its actions align with the vision and goals of ImagineCalgary, the Calgary Transportation Plan, the Municipal Development Plan, the Centre City Plan, the Complete Streets Policy and Council’s “A city that moves” priority within Action Plan.

Social, Environmental, Economic (External)

Cycling continues to grow in popularity. The number of all-day bike trips into and out of downtown is up 23% since 2011 and is the fastest growing transportation mode.

Creating a city where Calgarians have a choice to bicycle, results in reduced dependence on motorized transportation, better air quality, fewer greenhouse gas emissions, and less stress on the overall transportation network. Good cycling conditions contribute to a healthy, active city with a high quality of life. These improvements also help attract employers and employees to Calgary. Lastly, cycling is one of the cheapest forms of transportation in terms of cost to the user and construction costs. This creates savings for Calgarians on annual transportation costs and creates savings for The City that could be spent on other services.

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. Action Plan 2015-18 covers current operating needs. No additional funding is being requested with this update 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. On-going funding for cycling infrastructure was approved in the 2015-18 Action Plan budget under the City-Wide Active Modes Program (Program 126-103). No additional funding is associated with this update report.

Risk Assessment

There are no significant risks associated with this update report.

REASON(S) FOR RECOMMENDATION(S):

To update Council on the status of the 2011 Cycling Strategy action items.

ATTACHMENT(S)

1. Status of Cycling Strategy Actions
2. Downtown Bike Trips 2009 – 2015 Graph
3. List of 2015 Bikeway Projects
4. Definitions of Bikeway Types