

December 19th, 2011

Director – Transportation Planning

Re: Bike Calgary and CPAC Recommendations for the Centre City Cycle Network - Detailed

Dear Mr. Mulligan,

In our November 4th, 2011 letter, Bike Calgary and CPAC outlined five recommendations for a separated Cycle Route Network through the Centre City (*“the Cycle Network”*), a timeframe for study and implementation, support for a City-led proposal to construct cycling facilities on 6th and 7th Street SW and an offer to participate in ongoing engagement. This letter fulfills our commitment to provide an additional detailed description of our recommendations.

Background

At workshops conducted October 15th and 29th, 2011 representatives of Bike Calgary/Bike Calgary Advocacy Committee (“Bike Calgary”), Calgary tour de nuit Society (“CtdnS”) and Calgary Pathways and Bikeways Advisory Council (“CPAC”) met with City Administration as part of the engagement process to determine an updated east-west and north-south separated Cycle Route Network through the Centre City (*“the Cycle Network”*), with the Centre City being defined as the *area bounded by the Bow River (north), Elbow River (east), 17th Avenue S (south) and 14th Street SW (west)*.

On October 15th, workshop participants identified the following criteria for on-street separated cycle corridors:

Safe - Cycle facilities should be clearly identified as cyclist space through the use of physical barriers, lane markings, signage and lighting.

Functional – Corridors should be easy to navigate with cycle facilities being useable year-round, i.e. timely snow, gravel and debris removal is imperative.

Efficient – Cycle facilities should be sufficiently wide (for anticipated traffic), continuous and minimize stopping due to signage or traffic signal timing.

Central – Cycle facilities should allow direct or convenient access to cycle destinations (i.e. major employment and retail centers).

Connected – Cycle facilities must connect directly to the existing regional pathway and bikeway network.

Minimize Conflict – Cycle facilities should be cost effective and designed to minimize negative impact on non-cyclist transport modes and external stakeholders.

Workshop participants then drafted a series of maps identifying corridors meeting the above criteria.

On October 29th, workshop participants reached a consensus on the corridors recommended for *the Cycle Network* and devised a time frame for study and implementation. The following five recommendations were made for *the Cycle Network*:

Recommendation 1: E-W Corridor north of the CPR (5th / 6th Avenues South)

Recommendation 2: E-W Corridor south of the CPR (10th Avenue South or 11th / 12th Avenues South)

Recommendation 3:

(a) N-S Corridor north of the CPR (4th / 5th Streets SW)

(b) N-S Corridor south of the CPR (2nd Street SW and 8th Street SW)

Recommendation 4: Safe and Efficient Network Connections

Recommendation 5: Upgrades to Adjoining Pathway Infrastructure

Following a brief review period Bike Calgary, CPAC and CtdnS expressed unanimous support for Recommendation 1. Bike Calgary and CPAC declared support for Recommendations 2 – 5, while CtdnS communicated support for Recommendation 1, and related elements of Recommendation 4, at present.

The Cycle Network – Detailed Description of Recommendations

Bike Calgary and CPAC are pleased to present our detailed description of *the Cycle Network* in accordance with “MAP 1 - BC & CPAC Recommendations for the Centre City Cycle Network”.

1. East-West Corridor North of CPR (EB 5th Ave. S / WB 6th Ave. S)

Bike Calgary and CPAC recommend priority commencement of studies to determine the feasibility of an east-west cycle corridor composed of one-way cycle facilities on each of 5th and 6th Avenues South, as based on a proposal originated by CtdnS, and having the following elements suggested as supporting the success of the corridor:

- an eastbound cycle facility established on 5th Avenue South and a westbound cycle facility established on 6th Avenue South;
- physical separation from motor vehicle traffic with Jersey Barriers, flexible bollards or some combination;
- accommodation preferably attained by a reduction in lane-width and aggregation of the excess space into the cycle facility;
- positioning of the cycle facility on the opposite curb lane of public transit;
- right turns accomplished by a left-turn into a bike box situated on adjoining streets; and
- connections to the Bow River Pathway at (or as near to as possible) 5th Ave. SW / 11th St. SW and 6th Ave. SE / 6th St. SE.

2. East-West Corridor South of CPR (EB & WB 10th Ave. S or WB 11th Ave. S / EB 12th Ave. S)

Bike Calgary and CPAC recommend either of the following two options, pending the result of traffic studies to determine the optimal facilities:

OPTION 1: Enhancement to the existing cycle facilities on 10th Avenue South with the following elements suggested as supporting the success of the corridor:

- extending the operating hours of the existing “floating cycle lane” to include the morning rush hour;
- extending the westbound cycle lane to the Bow River Pathway via the connector at Crowchild Trail SW and the Elbow River Pathway at (or as near to as possible) 12th Ave. SE / 7th St. SE;
- establishing an eastbound cycle lane on the south-side of 10th Avenue South having the same operating hours and connectivity as the westbound lane;
- implementing safe options at intersections for cyclists turning or carrying through, i.e. bike boxes, through lanes, etc.;
- demarcating travel lanes with sharrows, placed in a visible position, to indicate a cycle route designation remains in place during “non-bike lane hours”; and
- placing clear and visible signage indicating motorists are to yield to cyclists travelling in the same lane unless there is sufficient space to safely pass.

OPTION 2: Establishing new separated one-way cycle facilities on each of 11th and 12th Avenues South with the following elements suggested as supporting the success of the corridor:

- a westbound cycle facility established on 11th Avenue South and an eastbound cycle facility established on 12th Avenue South;
- physical separation from motor vehicle traffic with Jersey Barriers, flexible bollards or some combination;
- positioning of the cycle facility on the opposite curb lane of public transit;
- right turns accomplished by a left-turn into a bike box situated on adjoining streets; and
- connection to the Bow River Pathway via the connector at Crowchild Trail SW and to the Elbow River Pathway at (or as near to as possible) 12th Ave. SE / 7th St. SE.

Option 2 should evaluate the possibility of attaining space for the cycling facility through a lane width reduction and aggregation of excess space into the cycling facility.

3. North-South Corridors

a. North-South Corridor north of the CPR (NB 4th St. SW / SB 5th St. SW):

Bike Calgary and CPAC recommend establishing **new** separated one-way cycle facilities on each of 4th and 5th Streets SW with the following elements suggested as supporting the success of the corridor:

- a northbound cycle facility established on 4th Street SW and southbound cycle facility established on 5th Street SW;
- physical separation from motor vehicle traffic with Jersey Barriers, flexible bollards or some combination;
- positioning of the cycle facilities on the opposite curb lane of public transit;
- right turns accomplished by a left-turn into a bike box situated on adjoining streets; and
- connection to the Bow River Pathway and to the east-west cycle corridor developed as Recommendation 2 (south terminus).

b. North South Corridors south of the CPR (NB & SB 2nd St. SW **and** NB & SB 8th St. SW):

Bike Calgary and CPAC recommend enhancement of the existing two-way cycle facilities on each of 2nd and 8th Streets SW with the following elements suggested as supporting the success of the corridor:

On 8th Street SW: Conversion of the roadway to include one cycle lane in each direction such that each cycle lane is positioned against its appropriate curb and so that the cycle lanes connect with cycle facilities in the south and the east-west cycle corridor developed as Recommendation 2.

On 2nd Street SW: Formalizing one cycle lane in each direction such that each cycle lane is positioned against its appropriate curb and so that the cycle lanes connect with established cycle facilities in the south and the east-west cycle corridor developed as Recommendation 2.

4. Safe and Efficient Network Connections

Bike Calgary and CPAC recommend that junctions, including pathway-roadway and roadway-roadway, be constructed and signed so as to clearly govern the interaction of cyclists, motorists and pedestrians in such a way that the need of cyclists for safe and efficient travel, as vehicles, is ensured, including provision for cyclist right-of-way when appropriate.

5. Upgrades to Adjoining Pathway Infrastructure

The pathway system is a key component of Calgary's cycle network. Bike Calgary and CPAC recognize increasing the number of cyclists in the Centre City through development of safe on-street cycling infrastructure will result in a proportionate increase in cyclist volumes on adjoining pathway infrastructure. We recommend upgrading all pathway facilities directly connected to *the Cycle Network* including:

a. Upgrade of the south-side Bow River Pathway, and associated junctions, from 9th Street SW to Crowchild Trail SW with a focus on safety and multi-mode travel mobility including:

- widening or separation to minimize conflict related to differential travel speed;
- realignment to increase safety through better sight lines;
- provision for proper drainage to minimize icing hazards;

- implementation of clear signage and markings to govern interaction of pathway users; and
 - design and construction that accommodates safe cycle travel at an acceptable speed.
- b. Upgrade of the pathway connector between 10th Avenue SW and the Bow River Pathway at Crowchild Trail SW such that a safe and welcoming environment is provided to cyclists; and
- c. Upgrade of the connection between the east-west cycle corridor, developed under Recommendation 2, and the Bow River Pathway via pathway/sidewalk infrastructure along 14th Street SW.

Implementation Timeframe

Bike Calgary and CPAC recommend that a staged implementation of **all** described facilities be accomplished within the timeframe proposed by Cycling Strategy with the following qualifications subsequent to our November 4th letter:

- Facilities described in Recommendation 1, and associated elements of Recommendation 4, are unanimously identified by participating organizations for priority study. We recognize that these facilities will showcase the City's commitment to sustainable transportation but also have the highest potential for perceived negative impact on non-cycle travel modes. We believe it is essential that these facilities be designed to minimize any real negative impact on non-cycle travel modes and provide the safest possible experience for cyclists.
- Bike Calgary and CPAC recognize the facilities described in Recommendations 2 through 5 as having the highest priority for implementation based on the assurances from City staff that they will be the most easily constructed and on our own belief that they may still provide cyclists with substantially improved access to the Centre City.

Benefits of the Cycle Network

Bike Calgary and CPAC believe *the Cycle Network* offers the following benefits:

- overcome safety concerns related to “cycling in traffic”, the most often-cited barrier to increased cycling mode share for Calgarians travelling beyond areas immediately adjacent to existing pathways and quiet side-roads;
- enable an efficient and cost-effective transportation option by providing direct, or nearly direct, access to a substantial number of Centre City business and retail locations;
- provide an attractive, visible alternative transportation option that will motivate Calgarians to make the motor to pedal conversion;
- encourage property managers to increase investment in cycle facilities based on increased cyclist demand/utilization;
- reduce motorist, pedestrian and cyclist frustration by safely and effectively integrating cyclists in the transportation network with minimal negative impact on the existing travel mode share; and
- reduce pathway congestion and conflict by diverting cyclists to safe and efficient on-street alternatives where practical.

Ensuring Success

A properly designed, implemented and maintained cycle network, providing safe, efficient, and year round access from feeder routes into and across the Centre City, should support a measurable increase in cycle mode share with minimal impact on non-cycle travel modes. Integral to the success of such a network is significant up-front and ongoing promotion, both to ensure that new users feel welcome cycling on our streets and to counter any significant negative perception of cycling or the cycle network. Likewise there must be provisions for police enforcement of any changes to traffic rules at the introduction of the cycling facility and regularly through its lifecycle. Motorist ignorance of the rules pertaining to on-street cycle facilities will guarantee lack of enthusiasm for any such facilities, especially amongst the key “interested

but concerned demographic". This has been underscored by feedback from cyclists utilizing the recently implemented cycle facilities on 10th Avenue South.

Closing

Bike Calgary and CPAC are confident that the information presented will help build the type of cycle infrastructure/environment that results in a measurable cycle mode share increase. We recognize that some of the information presented may be open to interpretation or that certain design elements may not be practical to implement. We invite the City to continue to engage us to ensure that such issues are addressed in a way that leads to a mutually beneficial outcome.

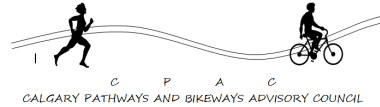
Bike Calgary and CPAC acknowledge that opinions varied relative to the implementation priorities, but that the majority of organizations represented support all five recommendations and all organizations have demonstrated a willingness to work together in support of facilities of mutual interest.

Bike Calgary and CPAC thank the City for engaging us and remind the City that our recommendations coupled with existing cycle infrastructure, represent a starting point cycling-friendly Centre City.

Yours Sincerely,



Bike Calgary



Calgary Pathways and Bikeways Advisory Council



Elbow Valley Cycle Club



Bike Root



Good Life Bikes



Two Wheel View



Sustainable Alberta Association

Note: This letter has been reformatted. Signatures have been omitted. Content is unchanged.