



February 3, 2012

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Via Email

To: Brent Clark, President, Bike Calgary
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Frans Hettinga, Co-chair, Calgary Pathways and Bikeways Advisory Council
Don Hollingshead, Director, Elbow Valley Cycle Club
Elton Gjata, Director, Campus Bicycle Society of Calgary
Kathryn Winkler, Director, Sustainable Alberta
Jackie Mann, Director, Good Life Community Bicycle Shop;
Executive Director, Two Wheel View

Re: Centre City Bicycle Routes

Thank you for your November 4 and December 19, 2011 letters with recommendations for the Centre City Bicycle Route (CCBR) Network. A letter of appreciation from Don Mulligan, Director of Transportation Planning, was sent to you on January 5, 2012.

Your letters recommend that the following CCBR items be completed:

1. E-W Corridor (separated bike lanes) north of the CPR on 5 Avenue and 6 Avenue South.
2. E-W Corridor south of the CPR: morning-peak and afternoon-peak bike lanes with off-peak shared-use bicycle stencils on 10 Avenue South; or separated bike lanes on 11 Avenue South and 12 Avenue South.
3. (a) N-S Corridor (separated bike lanes) north of the CPR on 4 Street South and 5 Street South.
(b) N-S Corridor (bike lanes) south of the CPR on 2 Street SW and 8 Street SW.
4. Safe and efficient network connections for cyclists, namely the junctions between pathways and roadways and the junctions between roadways and roadways.
5. Upgrades to adjoining pathway infrastructure, namely the south bank Bow River pathway from 9 Street SW and 10 Avenue SW at 14 Street SW to Crowchild Trail.

Your recommendations will be considered as the assessment of route choice options continues and your "Detailed Descriptions" will be addressed as we develop the designs in the future.

A flexible approach will be important to introduce new bike lanes and separated bike lanes successfully in the Centre City. One option might be seasonal pilot projects that can be converted to year-round operation with increasing experience and customer demand. Another option might be lower-cost temporary bike lane separation barriers that can be adjusted over time or moved to another project. Both options will require cooperation from The City's other business units and endorsement from Council.

As described at the October 15 and 29, 2011 workshops, it is too early in the process of network identification and analysis to specify how dedicated bicycle space will be created for each Centre City bike route. In general, for all routes, the first step will be to review existing travel lane widths. If possible, existing travel lanes will be narrowed to help create space for bicycles; however, this might not create enough space. Dedicated space for cycling would then need to be allocated from a parking lane or a travel lane. There will be trade-offs, including impacts to general traffic.

Transportation is proceeding with traffic analysis and meetings with internal teams. Potential route choice options and their impacts will be shared with senior management before further decisions can be made.

At this time, The City does not anticipate completing Recommendation 1. Routes such as 5 Avenue and 6 Avenue South carry high volumes of car, truck and bus traffic. Designating a bike lane on these roads would not be in the best interest of overall mobility for Calgarians.

Today, the most realistic timeframe for completing recommendations 2 and 3 is longer than three years. While new bike lanes are planned for installation in 2012 and following years, Centre City separated bicycle routes will require more time to analyze, design, respond to stakeholder interests, and install. The Cycling Strategy, which Council endorsed in July 2011, does not specify a timeline for the completion of specific CCBR routes and none were promised for the separated bike lanes discussed at the October 15 and 29, 2011 workshops.

Transportation will forward recommendations 4 and 5 to Parks. Changes to pathways are led by the Parks Department and informed by the Pathway Safety Review, which Council endorsed in July 2011.

In the first half of 2012, Transportation's bicycle route planning and design resources are focussed on the stakeholder engagement, communication and implementation of Centre City 2012 bike lane projects such as 6/7 Street SW, 3 Avenue S and 9 Avenue SE as well as the revision of the CCBR Network map to incorporate separated routes. At the same time, bicycle route projects planned for installation in 2012 in other parts of the city require planning and design resources. As described in Don Mulligan's January 5, 2012 letter to you, each bike lane project will require engagement and communication

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with a variety of stakeholder groups that have different interests in the road right-of-way. Along with the increasing profile of cycling in Calgary has come increased media attention and controversy, highlighting the need to prepare good information in advance.

As pointed out in your December 19, 2011 letter, the advance and post-installation promotion of cycling facilities will be important to welcome people interested in cycling and dispel negative perceptions. The efforts of organizations such as Bike Calgary and CPAC, appreciated in 2011, will be essential in 2012 as a new City of Calgary staff person dedicated to bicycle promotion and education is not slated to begin until 2013. The City will promote its bicycle projects using existing resources until that time.

Transportation is also in contact with the Calgary Police Service and is preparing information to assist in the enforcement of laws on streets with cycling facilities.

Thank you for your support of and participation in the October CCBR workshops to identify criteria for bike routes and recommend roads for separated bike routes, your support of planned Centre City cycling facilities such as the 6/7 Street SW bike lanes, and for the ongoing communication with City Administration and the public about creating a bicycle-friendly city.

Sincerely,



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