

CALGARY'S CENTRE CITY CYCLE TRACK NETWORK



Arliss Szysky, P.Eng.
Senior Associate, Transportation
arliss.szysky@stantec.com

Ryan Marlinson, P.Eng., M.Eng.
Sustainable Transportation Specialist
ryan.marlinson@stantec.com

Blanka Bracic, P.Eng.
Transportation Engineer, Livable Streets Division
bbracic@calgary.ca

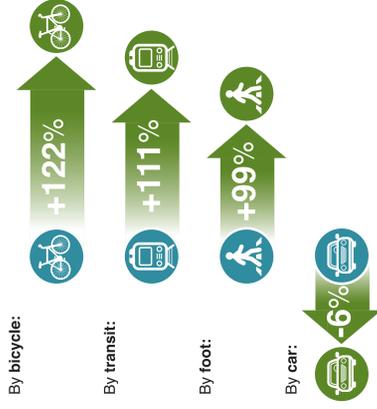


Creating Transportation Choices

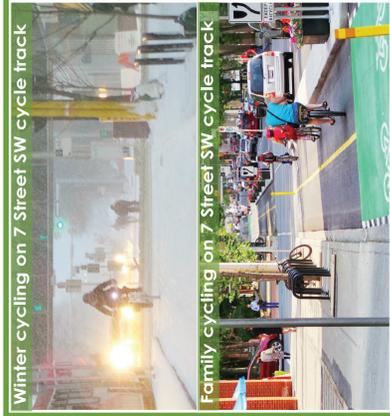


Creating Connections
New cycle tracks will connect to the existing city-wide pathway system, and serve to transport people around downtown to office buildings, commercial areas, arts and recreation spaces, and residential communities.

How people are travelling to and from downtown Calgary



1996 2013 Comparing 1996 to 2013, using City of Calgary's annual 16-hour Central Business District cordon count



Winter cycling on 7 Street SW cycle track

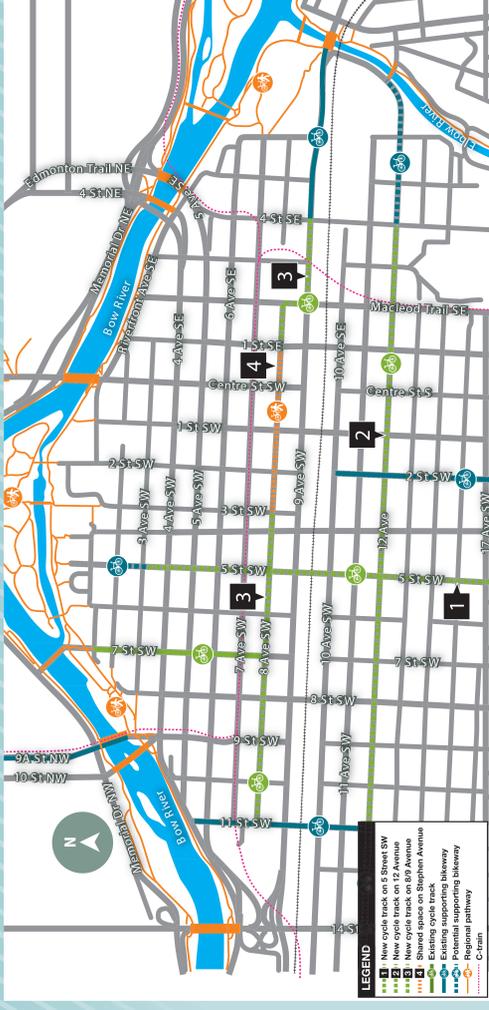
Family cycling on 7 Street SW cycle track

7 Street SW Cycle Track

- Calgary's only cycle track (Opened July 2013)
- Daily summertime bike trips increased from 270 to 1,100 (430% increase)
- Sidewalk cycling decreased from 25% to less than 1%
- Traffic signals re-timed to improve traffic flow



New Pilot Cycle Tracks are coming to Calgary July 2015



Cycle Tracks Design Features
New cycle tracks will be designed to include:

- Separate bicycle lanes for cyclists
- Travel lanes to keep vehicle traffic flowing
- Signage to direct cyclists and motorists
- Modifications to traffic signals to keep traffic flowing and improve safety for all road users
- More bicycle parking
- Maximum on-street parking where possible



Key Facts:

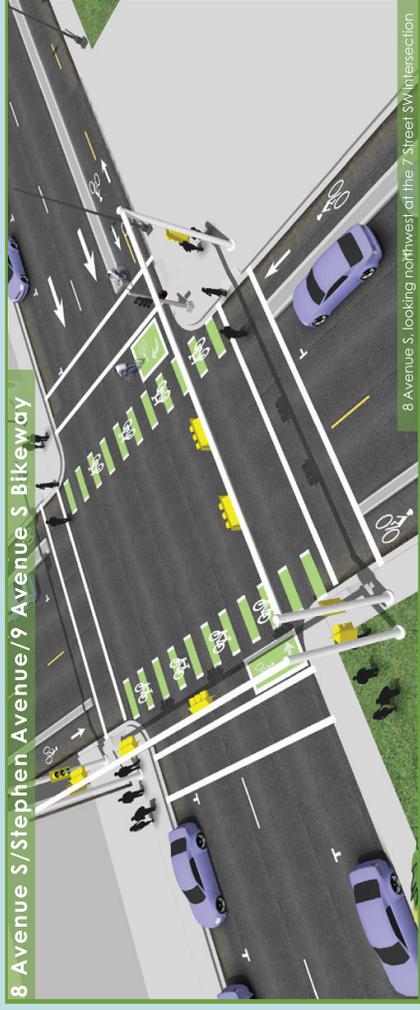
- Over 11,000 bicycle trips per day are made into and out of the downtown core
- The budget for the cycle track network is \$7.1 million
- The pilot project will add 5.5 km of cycle tracks and 700 metres of shared space on Stephen Avenue



The team would like to acknowledge the contributions made by:

www.calgary.ca/cycletracknetwork

context alberta MOBYCON



Stephen Avenue Bicycle Study
During the pilot network, The City is opening Stephen Avenue as a shared space for walking and cycling (and driving after 6 pm)
Centre City Plan - 6.21

Efficiency
Only 2.0% of existing downtown travel lanes used for cycle tracks

Connectivity
A connected grid allows people to get from a number of origins and destinations to the core

Outcomes

- Efficiency**
Only 2.0% of existing downtown travel lanes used for cycle tracks
- Connectivity**
A connected grid allows people to get from a number of origins and destinations to the core
- Ridership**
Expected to be 2-3 times higher after the first year. Will draw people from adjacent routes
- Directness**
88% coverage of downtown within a two block walk or ride to cycle track
- Transportation Impacts**
Routes were selected because of ability to minimize impacts to other modes