

# **Cycling Strategy and Bike Share**

**2012 Update**



THE CITY OF  
**CALGARY**

# Today's Presentation

- Background
- Previous Council Direction
- 2012 Update on Cycling Strategy
  - 50 Actions
  - Centre City Cycle Tracks
  - Bike Share Business/Financial Model
- Recommendations

# Direction from Council

- July 4, 2011
  - Adopted the Cycling Strategy and its actions in principle
  - Action C11 calls for implementing a public bike share system in the Centre City
  - Directed Administration **“to determine, through engagement with the Cycle Community, an updated East-West and North-South separated Cycle Route Network through the Centre City”**

# Direction from Council

- February 2012

- Directed Administration to return to SPC on Transportation & Transit with an update on the implementation of the Cycling Strategy, in conjunction with a business model and funding strategy for bike share
- “That City resources only be used for the promotion of the Program and facilitating of infrastructure only”
- **“That no City funds be used for any start-up capital, long-term capital or operational expenses”**

2012

# **CYCLING STRATEGY UPDATE**

# Cycling Strategy 2012 Update

- Cycling Strategy aims to make Calgary into a bicycle-friendly community

- Plan, design, build bikeways
- More maintenance
- More education

- 26 of 50 actions items underway

(see attachment 1)

- 15 km of new bikeways
- Hired first Bicycle Coordinator
- Centre City cycle track network planning progressing

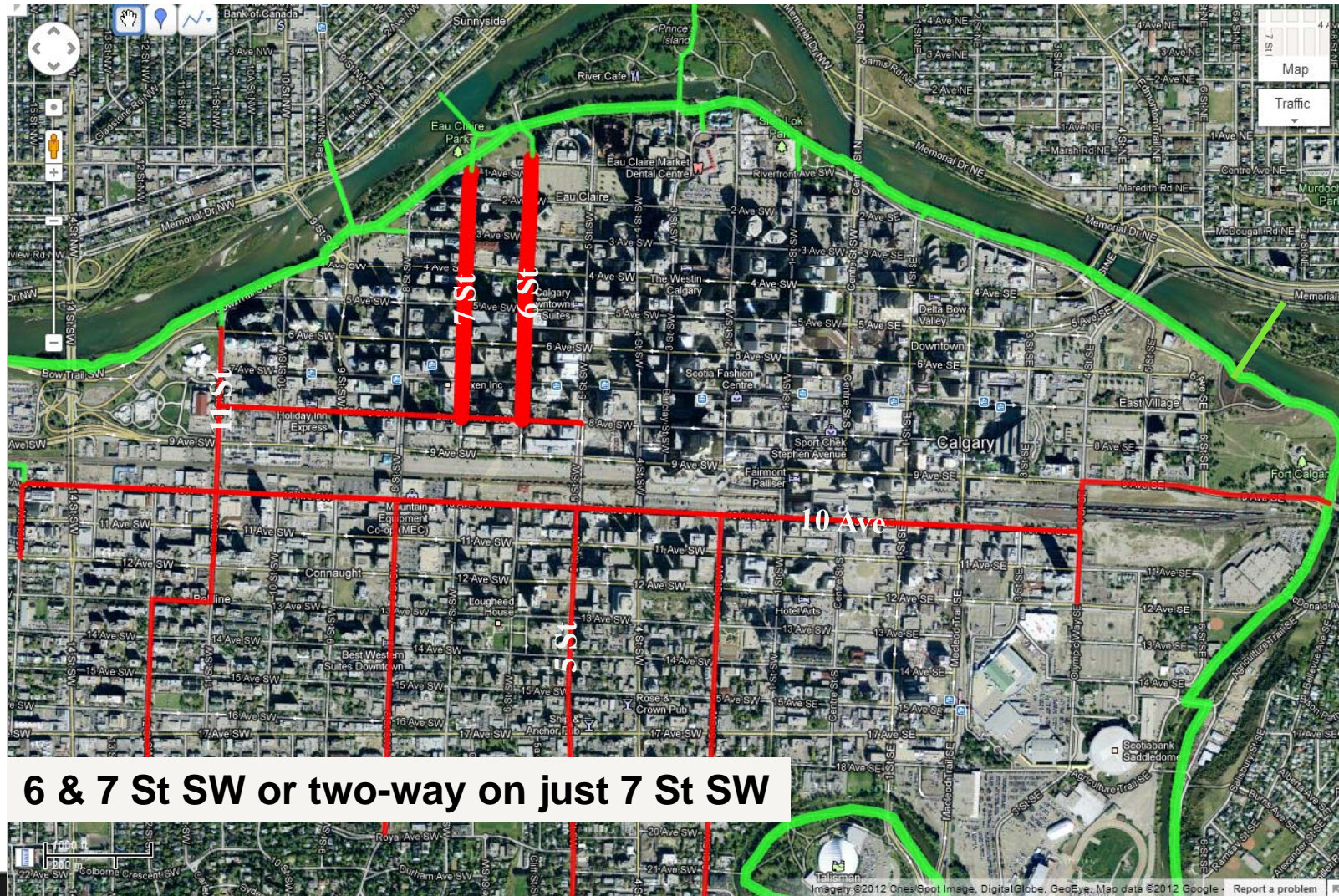


# Cycle Track Network

- Network planning progressing
- Advisory Committee with cycling, community and business stakeholders meeting with Staff quarterly
- Plan to bring cycle track network map to Council at end of 2013
- Construct first cycle tracks spring 2013, on 6 and 7 Street S.W.



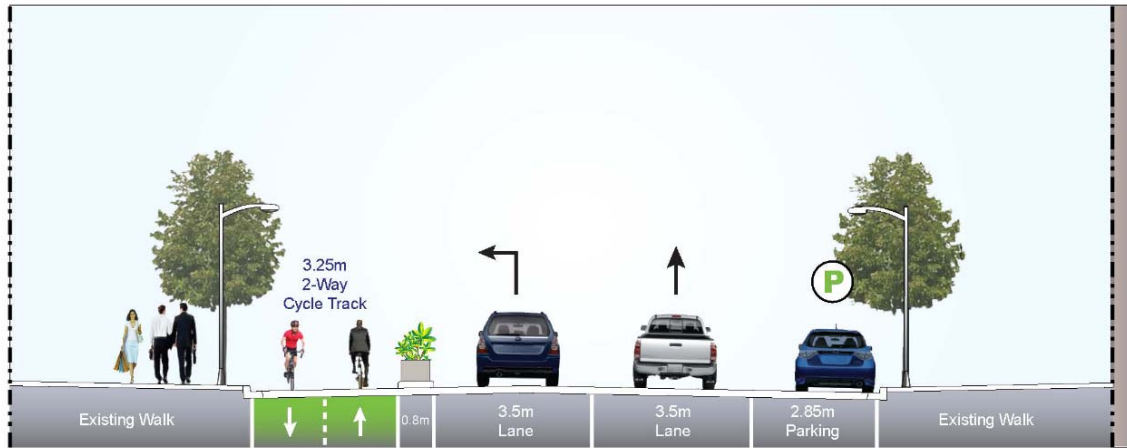
# Proposed Centre City Cycle Track Network – Phase 1 (2013)



6 & 7 St SW or two-way on just 7 St SW



# 6 & 7 Street – Design Options



**Two-way Cycle Track just on 7 St**



**One-way Cycle Track on both 6 and 7 St**

Bike Share

# **BUSINESS/FINANCIAL MODEL**

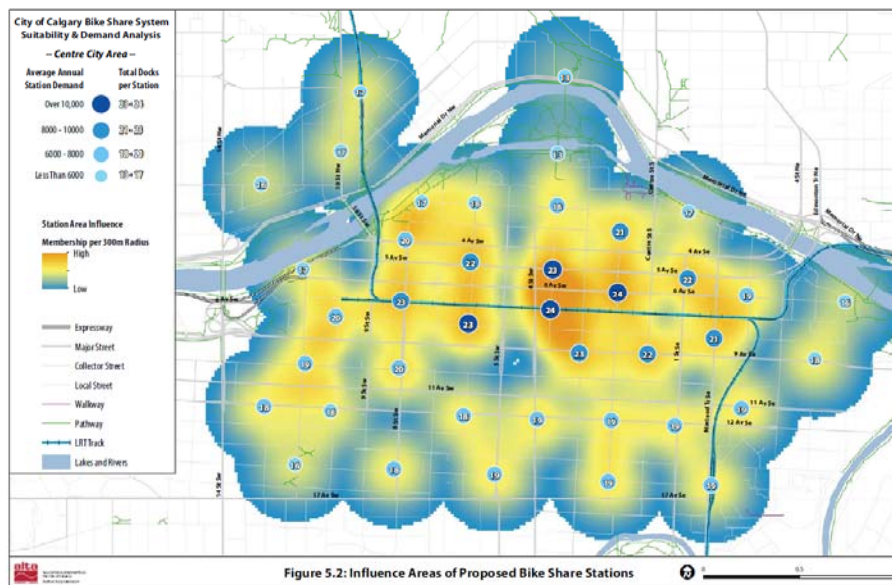
# What is Bike Share?

- Network of closely spaced stations where anyone with a credit card can check out a bicycle, use it, then return it at any other station
  - Annual membership or day passes available
- Extension of the transit system
  - Great for trips too long to walk, too short to drive
- Provides an affordable means for transportation while promoting the use of bikes in Centre City



# Bike Share Logistics

- 40 Stations holding 10 bikes each
- Placed every 3 blocks
- Placed on public streets, sidewalks, in public spaces or on private property
- Can be removed during winter months



# Bike Share Business Model

- In 2012, consultants analyzed several different business models for bike share. Their findings:
  - Financial forecasts in the Feasibility Study seem reasonable
  - Bike share systems that are owned and operated by a private enterprise or by a non-profit provide the lowest financial risk to The City
  - Most bike share systems have some level of City involvement / support
  - The City will make a stronger case to potential owners / operators once more bikeway infrastructure is in place in the Centre City.

# Business Model Options

More City Cost/Risk

Less City Cost/Risk

## City Owns & Operates

- The City owns, funds and operates the PBS system
- The City handles all planning, marketing, operation, and maintenance costs
- Barcelona is following this model

## City Owns & Third Party Operates

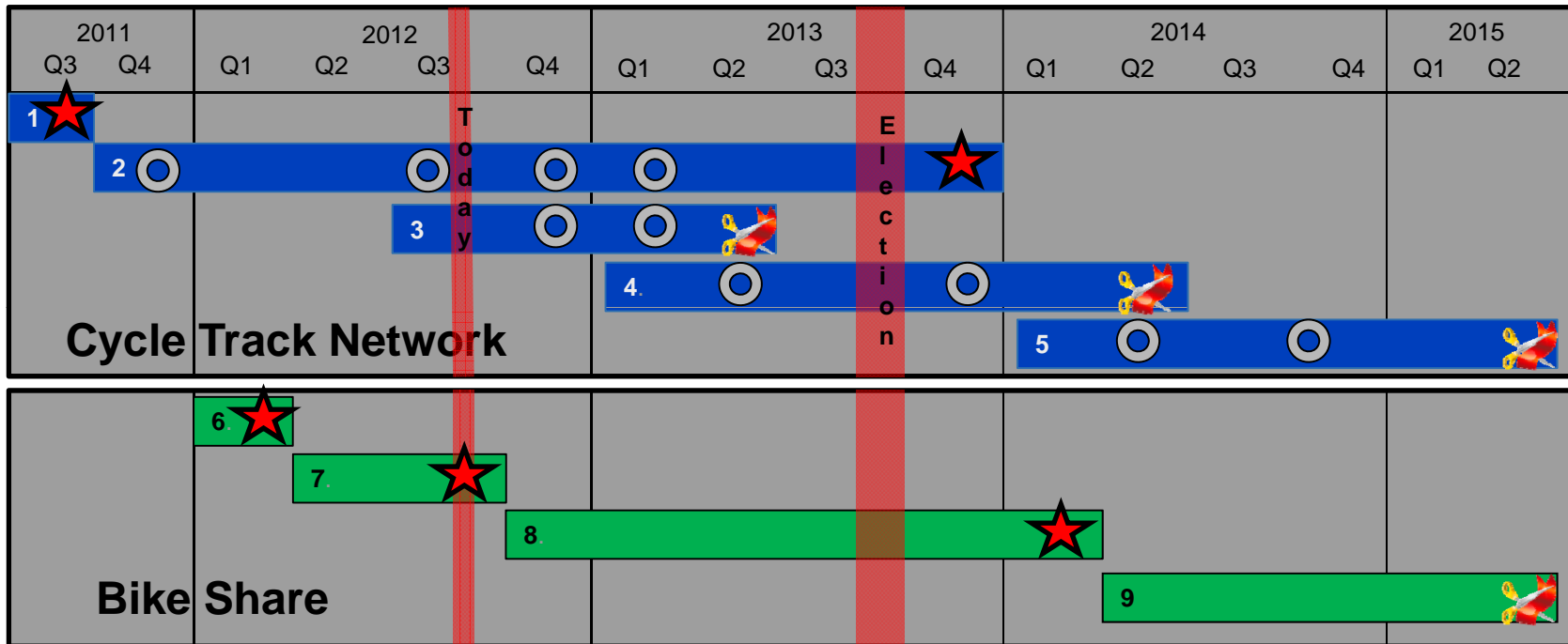
- An independent business/non-profit is selected to operate and maintain a PBS system that is owned by the City
- The City provides cash, in-kind support, policy support and other assistance
- Washington DC, Boston, San Antonio are following this model

## Third Party Owner-Operator

- An independent business/non-profit is selected to develop, fund, own and operate the PBS system
- The City provides in-kind support, policy support, help locating stations and potentially guarantees loans or provides some start up capital
- Vancouver, New York, Montreal, Toronto, Minneapolis, Denver are following this model

# Centre City Bicycle Projects Timeline

 Engagement  
 Council



Cycle Track Network

1. Council approves Cycling Strategy & directs identification of a Cycle Track Network
2. Identify City Centre Cycle Track Network with stakeholders
3. Design & install Phase 1
4. Design & install Phase 2
5. Design & install Phase 3

Bike Share

6. Council directs staff to return with a business/funding strategy
7. Analyze and select business model
8. Prepare terms of reference for RFP
9. Issue RFP, select vendor, mobilize and launch

Cycling Strategy 2012 Update

# **RECOMMENDATIONS**

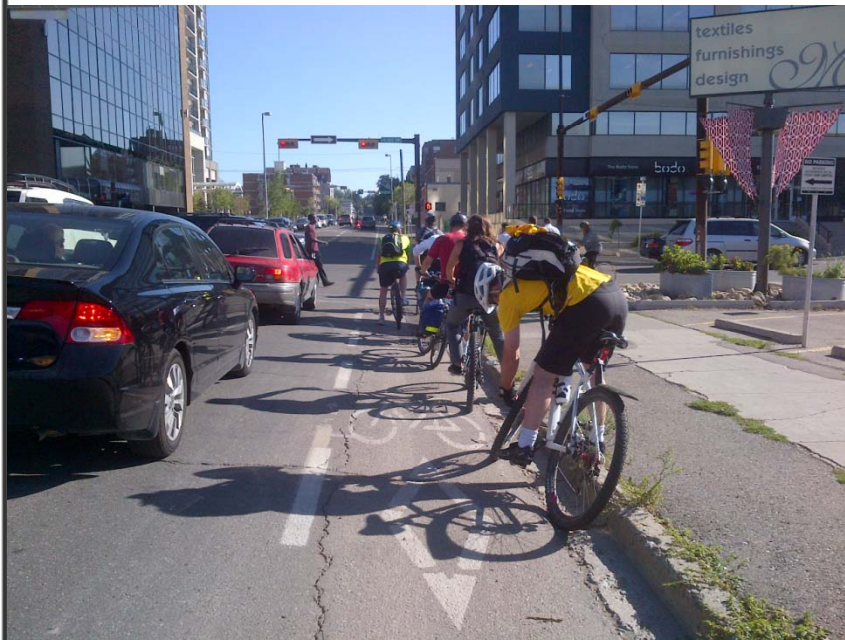


# Recommendations

The Standing Policy Committee on Transportation and Transit recommend that Council:

- Receive this update on the Cycling Strategy.
- Direct Administration to return to the Standing Policy Committee on Transportation and Transit no later than 2013 December with a Centre City Cycle Track Network.
- Direct Administration to pursue a bike share business model that is owned and operated by a third party.
- Direct Administration to prepare a terms of reference for a bike share system and report back through the Standing Policy Committee on Transportation and Transit no later than 2014 March.

# Thanks



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