



# 2016 Cycle Track and Stephen Avenue Bicycle Pilot Projects Research

## Final Report

### Prepared for The City of Calgary by:

#### Contact:

Sheela Das  
Director  
Ipsos  
587.952.4874  
[sheela.das@ipsos.com](mailto:sheela.das@ipsos.com)  
700 6<sup>th</sup> Ave SW, Suite 1950  
Calgary, AB T2P 0T8

Jamie Duncan  
Vice President  
Ipsos  
587.952.4863  
[jamie.duncan@ipsos.com](mailto:jamie.duncan@ipsos.com)  
700 6<sup>th</sup> Ave SW, Suite 1950  
Calgary, AB T2P 0T8



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- ◆ On April 28, 2014, Council approved the Cycle Track pilot network which connects the Elbow River and Bow River pathways through the Centre City.
  - ❖ This includes the Stephen Avenue Bicycle pilot.
- ◆ The Cycle Track network opened on a temporary basis in June 2015, at which time Stephen Avenue was also opened to cyclists during the day.
- ◆ The City wished to conduct research with Calgarians in order to track awareness, understanding, attitudes and support for the Cycle Track and Stephen Avenue Bicycle pilots at three critical time periods:
  - ❖ Prior to the implementation of the pilot (Fall 2014)
  - ❖ Shortly after the pilot opens (Fall 2015)
  - ❖ One year after the opening of the pilot (Fall 2016)
- ◆ Specific research objectives include:
  - ❖ Determining modes of transportation used to travel to and from as well as within the Centre City;
  - ❖ Assessing Calgarians experience and perceived safety walking, cycling, driving and riding a bus on streets that will be part of the pilot network;
  - ❖ Gauging awareness of the Cycle Track and Stephen Avenue Bicycle pilot projects;
  - ❖ Measuring support for the Cycle Track and Stephen Avenue Bicycle pilot projects; and,
  - ❖ Assessing attitudes regarding cycle tracks and the Stephen Avenue Bicycle pilot.



- ◆ Ipsos conducted a telephone survey with 1,102 Calgarians aged 18 years or older between September 20<sup>th</sup> and October 4<sup>th</sup>, 2016.
  - ❖ Both landline and cell phone sample were used.
  - ❖ The average interview length was 19 minutes.
- ◆ A disproportionate sampling plan was used to ensure a large enough sample of residents in and around the Centre City for analysis.
  - ❖ Centre City: n=157
  - ❖ Surrounding Centre City: n=219
  - ❖ Outside Centre City: n=726
- ◆ Additionally, a booster sample was used to increase the number of respondents who have cycled on a cycle track street in the past 12 months to n=203.
  - ❖ Booster sample respondents were only asked questions regarding their experience cycling, awareness, support and attitudes.
- ◆ The final data were weighted to ensure the overall sample's quadrant and age/gender composition reflects that of the actual Calgary population aged 18 or older according to 2011 Federal Census data.
- ◆ The margin of error for the total sample of 1,102 is  $\pm 3.0$  percentage points, 19 times out of 20.
  - ❖ The margin of error is larger by area of the city, cyclists and other sub-groupings of the survey population.
- ◆ Where possible, 2016 results are compared to 2015 post-pilot survey.
  - ❖  $\uparrow$  Indicates statistically *higher* than 2015 /  $\downarrow$  Indicates statistically *lower* than 2015.

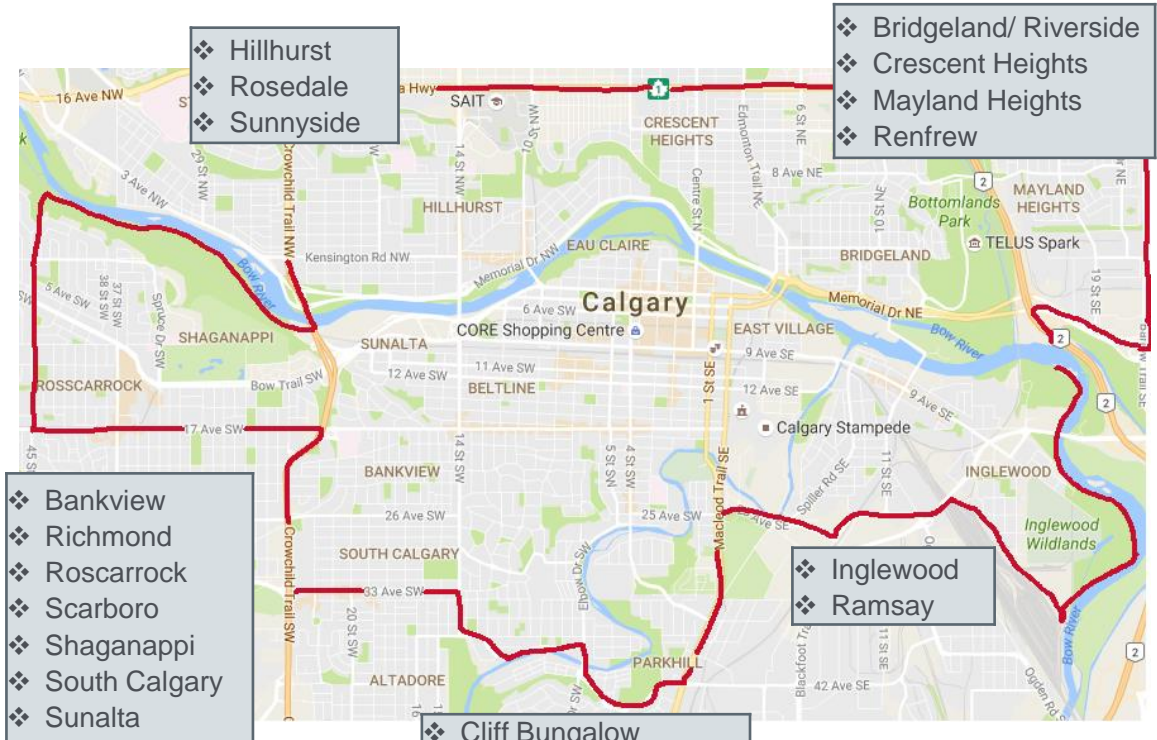
# Centre City and Surrounding Areas Boundaries

## Centre City



- ❖ Chinatown
- ❖ Eau Claire
- ❖ West End
- ❖ West Connaught
- ❖ Connaught Centre
- ❖ Victoria Crossing Centre
- ❖ Stampede Park
- ❖ East Victoria Crossing
- ❖ East Village
- ❖ Downtown

## Surrounding Centre City



- ❖ Hillhurst
- ❖ Rosedale
- ❖ Sunnyside

- ❖ Bridgeland/ Riverside
- ❖ Crescent Heights
- ❖ Mayland Heights
- ❖ Renfrew

- ❖ Bankview
- ❖ Richmond
- ❖ Roscarrock
- ❖ Scarboro
- ❖ Shaganappi
- ❖ South Calgary
- ❖ Sunalta

- ❖ Inglewood
- ❖ Ramsay

- ❖ Cliff Bungalow
- ❖ Erlton
- ❖ Mission
- ❖ Mount Royal (Lower and Upper)
- ❖ Parkhill
- ❖ Rideau Park
- ❖ Roxboro



## Awareness and Support



70%

Calgarians aware of the **Cycle Track Pilot**



35%

Calgarians aware **Stephen Avenue is open to cyclists during the day** as part of the pilot



67%

Support for the **Cycle Track Pilot**



68%

Support for the **Stephen Avenue Bicycle Pilot**



66%

Calgarians who agree it is **important for The City of Calgary to enable cycling as the preferred transportation choice** for more people



# Mode of Transportation To and From, and Within, the Centre City



## To and From

2016

86%

65%

11%

8%

Live Surrounding  
Centre City: 20%

2015

85%

65%

11%

9%

2014

91%

60%

10%

7%

## Within

2016

57%↓

50%

54%↑

7%↓

Live in Centre  
City: 19%  
Live Surrounding  
Centre City: 19%

2015

60%

50%

58%

11%

2014

69%

53%

47%

6%

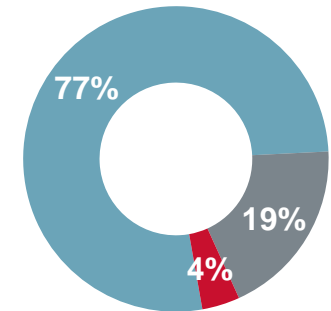
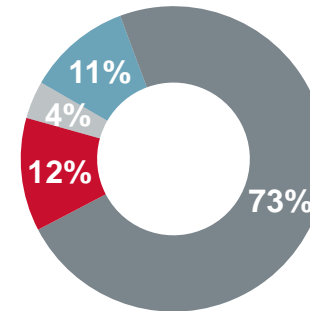
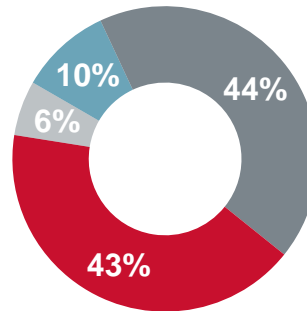
↓ Statistically lower than 2015  
 ↓ Statistically lower than 2014  
 ↑ Statistically higher than 2014

# Comparative Assessment of Cycle Track Streets



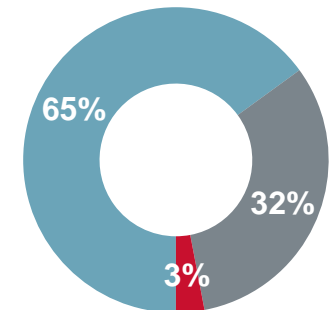
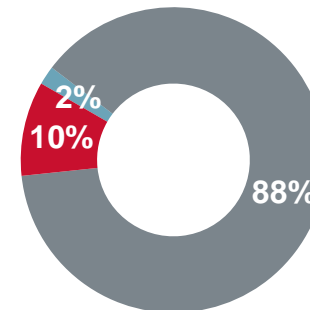
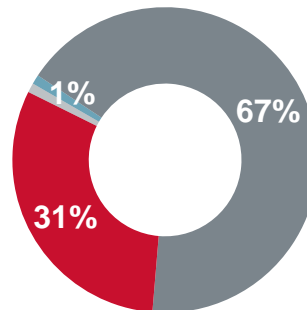
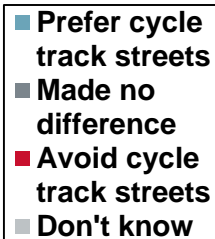
## Change in Experience

*Since the cycle track network opened in June 2015, is your experience driving/ walking/ cycling on streets with a cycle track better, worse or the same than before?*



## Impact on Routes

*And, have you changed your driving/ walking/ cycling routes as a direct result? That is, do you...?*

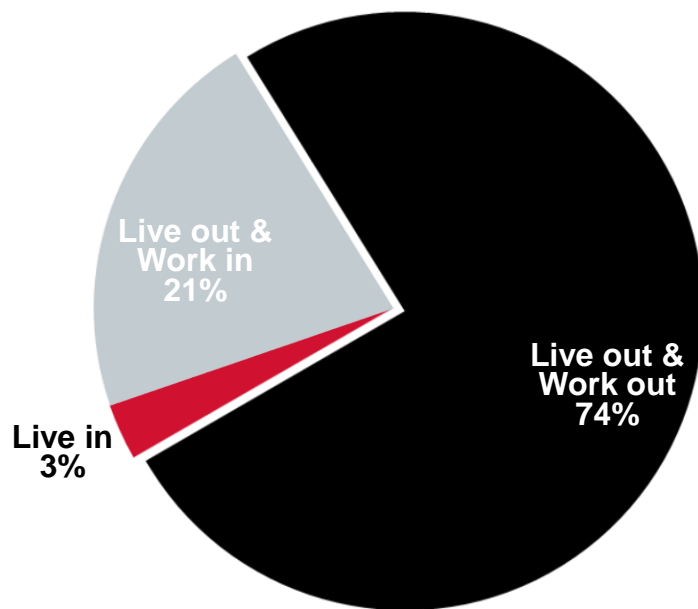


## Visitation to the Centre City



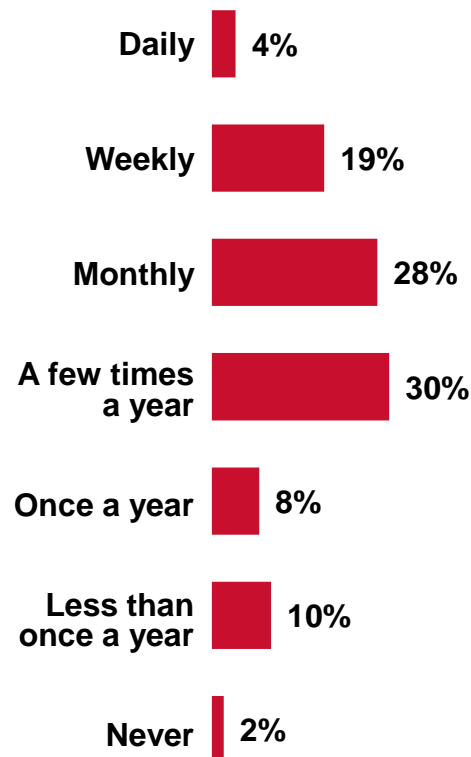
# Incidence of Living and Working Inside the Centre City and Frequency of Visitation to the Centre City

## Live and Work



Base: All respondents (n=1,001)

## Visitation to the Centre City



Base: Live/work outside of Centre City or not in workforce (n=656)  
 Q3. Typically, how often do you visit the Centre City for activities such as dining, shopping, recreation, parks, festivals and entertainment?

Q2. As you may or may not be aware, Calgary's Centre City is bounded by the Bow River to the north; 17<sup>th</sup> Avenue to the south; 14<sup>th</sup> Street to the west; and the Elbow River to the east. It includes the Downtown Core, the Downtown West End, Eau Claire, Chinatown, the East Village, and the Beltline neighbourhoods of Victoria Park and Connaught. Based on this definition, do you currently work inside or outside of the Centre City, or are you not in the workforce?



## Personal vehicle is by far the most frequent form of transportation used to travel to and from the Centre City, followed by transit.

- ◆ Among Calgarians who live outside the Centre City but visit once a year or more, more than eight-in-ten (84%) cite personal vehicle as a form of transportation, with 63% saying it is their primary transportation, and additional 2% car pool.
- ◆ This is followed by C-Train (56% overall, 19% primary) and bus (21% overall, 8% primary).
- ◆ Just under one-in-ten (8%) travel to and from the Centre City by cycle. This, however, increases to 20% among residents who live in the area surrounding the Centre City.

## Personal vehicle and walking are the most frequent forms of transportation used to travel within the Centre City.

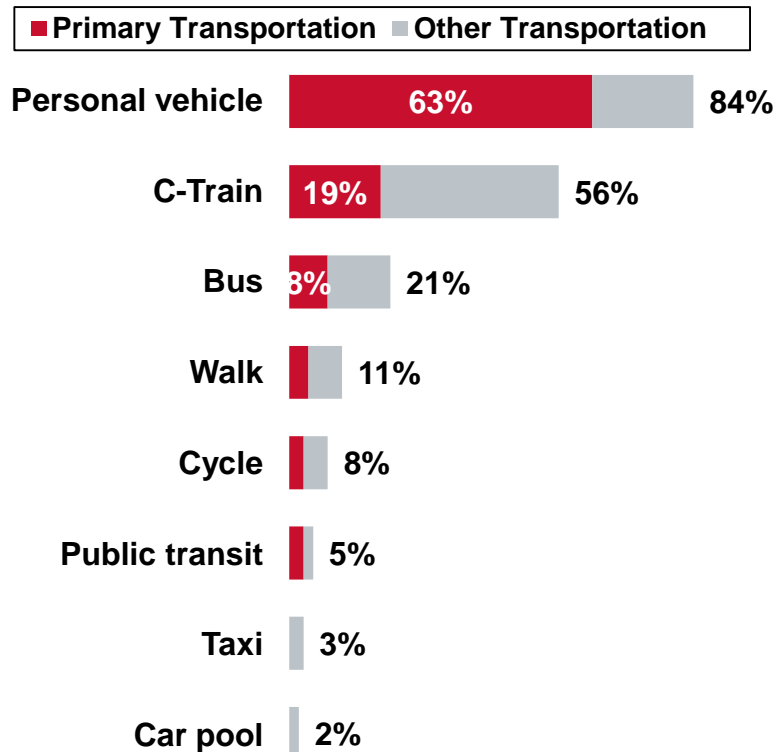
- ◆ Among Calgarians who visit the Centre City once a year or more (live in or out), personal vehicle (57% overall, 35% primary) and walking (54% overall, 38% primary) are used by the majority to travel within the Centre City. The C-Train is also frequently used (45% overall, 14% primary).
  - ❖ Travel by vehicle (personal vehicle or car pool) within the Centre City is *down* a significant 12 percentage points from 2014 (57% 2016 vs. 69% 2014), while walking sees a 7 point *increase* (54% 2016 vs. 47% 2014).
- ◆ Less than one-in-ten (7%, down from 11% in 2015 but on par with 6% in 2014) travel within the Centre City by cycle – this increases to 19% among those who live in or surrounding the Centre City.

## One-quarter (25%) of Calgarians who live in the area surrounding the Centre City have travelled to or from or within the Centre City by cycle in the past 12 months.

- ◆ Overall, 9% of Calgarians have travelled to or from or within the Centre city by cycle in the past 12 months – this is down from 14% in 2015 but on par with 8% in 2014.

# Past 12 Months Mode of Transportation To and From, and Within, the Centre City

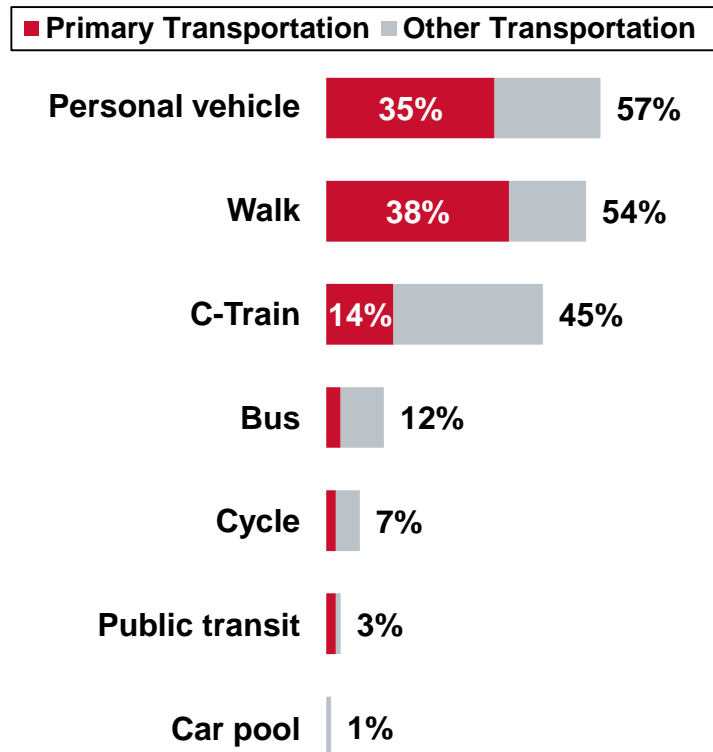
## To and From



Base: Live outside Centre City, visit Centre City once a year or more/ live outside Centre City and work inside Centre City (n=769)

Q4. What is the primary form of transportation you use to travel to and from the Centre City? Transportation could include walking, cycling, driving or transit. Q4A. In the past 12 months, what other forms of transportation have you used to travel to and from the Center City?

## Within

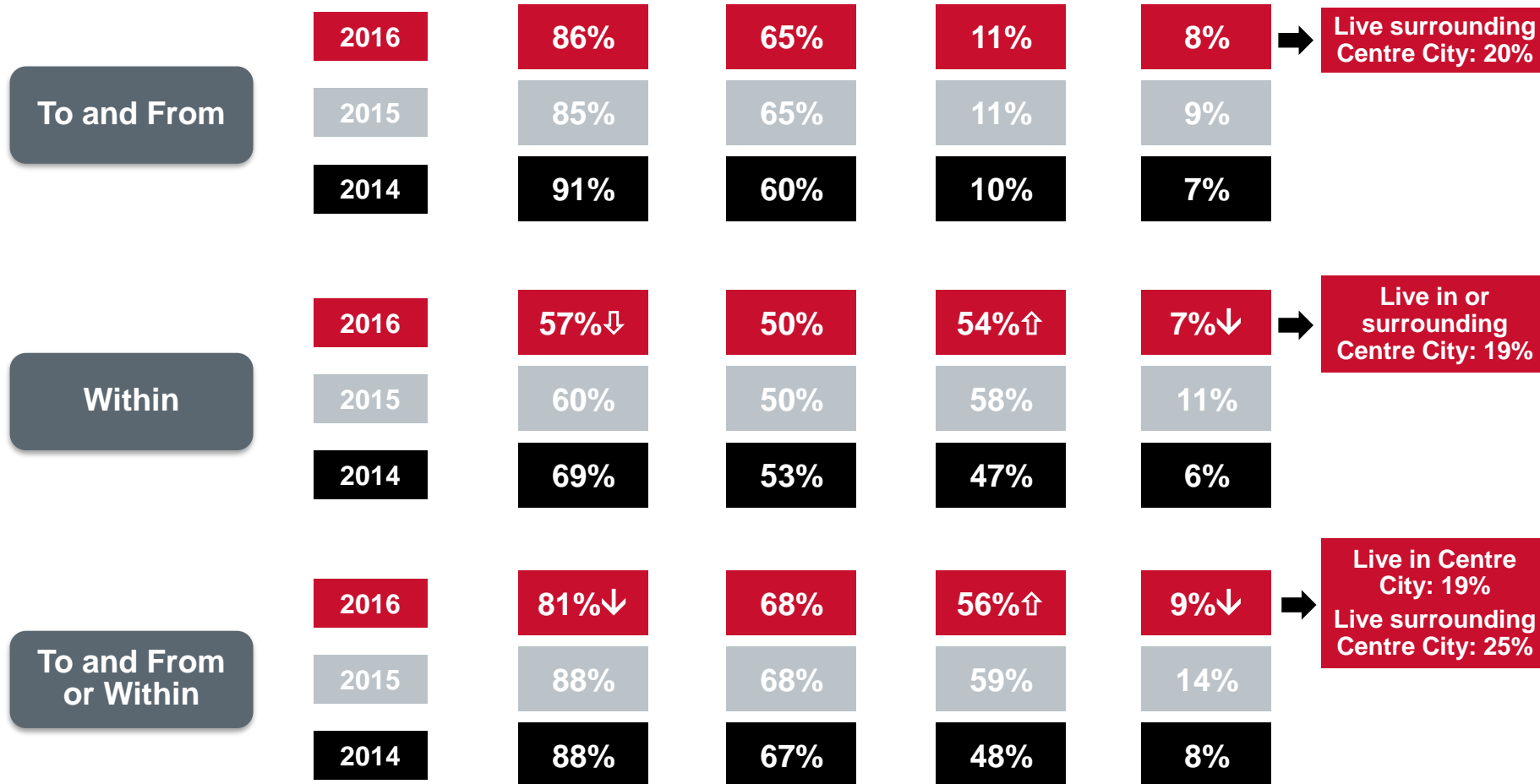


Base: Visit the Centre City once a year or more or live inside the Centre City (n=1,020)

Q5. What is the primary form of transportation you use to travel within the Centre City? Transportation could include walking, cycling, driving or transit. Q5A. In the past 12 months, what other forms of transportation have you used to travel within the Center City?

# Tracking Past 12 Months Mode of Transportation To and From, and Within, the Centre City

↓ Statistically lower than 2015  
 ↓ Statistically lower than 2014  
 ↑ Statistically higher than 2014



# Experience and Perceived Safety on Cycle Track Streets: Driving





# Experience and Perceived Safety Driving on Pilot Project Streets

## Incidence of driving on pilot project streets varies considerably.

- ◆ Six-in-ten (59%) Calgarians who have travelled by personal vehicle in the Centre City in the past 12 months say they have driven on 9<sup>th</sup> Avenue, whereas just 13% have driven on Stephen Avenue between 6pm and 6am.
- ◆ Incidence of driving on other pilot project streets ranges from 26% to 54%.

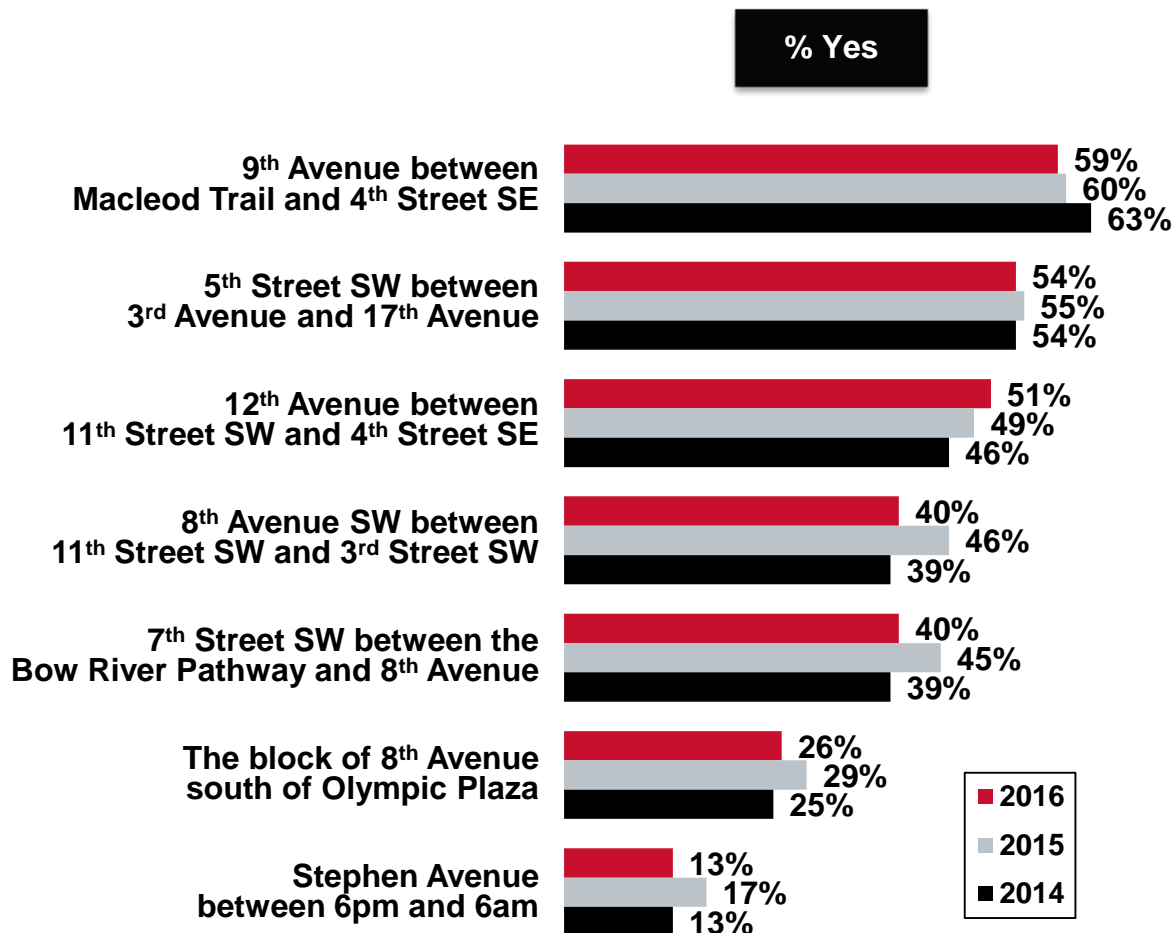
## Ratings for the overall experience driving are moderate.

- ◆ The overall experience driving is similar (53% to 56% liked) for Stephen Avenue, 12<sup>th</sup> Avenue, 9<sup>th</sup> Avenue and 8<sup>th</sup> Avenue.
- ◆ Comparatively lower are ratings for 5<sup>th</sup> Street (46% liked) and 7<sup>th</sup> Street (42% liked).
  - ❖ It is notable, however, that 'did not like' ratings for 7<sup>th</sup> Street have *decreased* a significant 13 percentage points – from 22% in 2015 to 9% in 2016.

## Perceived safety driving on pilot project streets is high across the board, and *up* significantly from 2015 for 7<sup>th</sup> Street.

- ◆ Roughly nine-in-ten or more (89% to 97%) respondents feel safe driving on all seven pilot project streets.
- ◆ Perceived safety driving on 7<sup>th</sup> Street sees a 6 percentage point *increase* – from 91% in 2015 to 97% in 2016.

# Travelled by Personal Vehicle on Specific Streets in the Past 12 Months

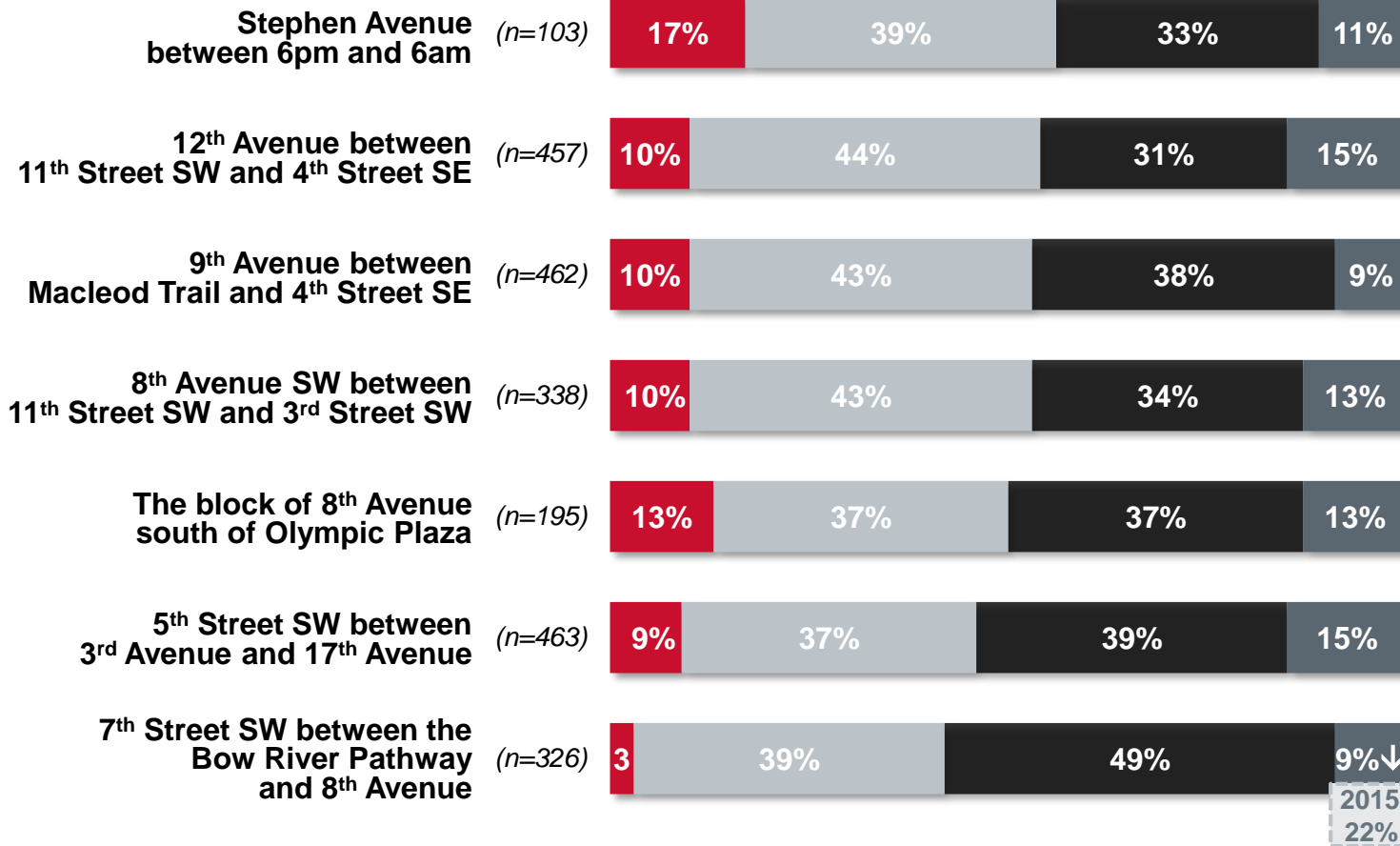


Base: Have travelled by Personal vehicle to/within Centre City (2016: n=739 / 2015: n=373 / 2014: n=394)

Q8. In the past 12 months have you driven on ...?

# Experience Traveling by Personal Vehicle on Specific Streets

■ 9 or 10 - Liked it a great deal ■ 7 or 8 ■ 5 or 6 ■ 1 - Did not like it at all, 2, 3 or 4



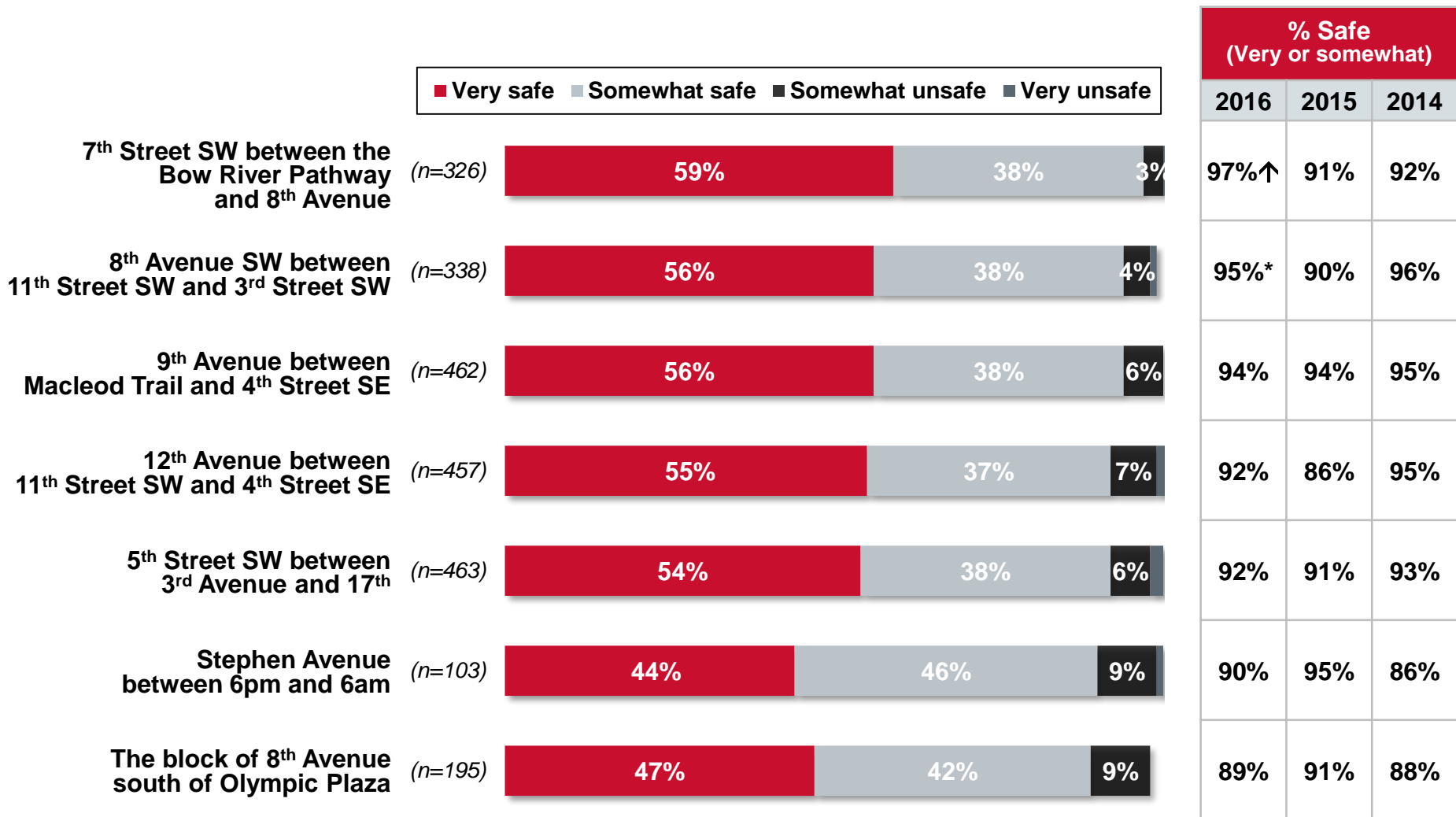
% Liked (7, 8, 9 or 10)		
2016	2015	2014
56%	66%	54%
54%	56%	60%
53%	57%	60%
53%	50%	54%
50%	46%	61%
46%	46%	51%
42%	41%	47%

Base: Have travelled by personal vehicle on specific street

Q8A. Thinking about your most recent experience driving on this road, how would you rate your overall experience?

↓ Statistically lower than 2015

# Perceived Safety Traveling by Personal Vehicle on Specific Streets



↑ Statistically higher than 2015

\*Rounding

Base: Have travelled by personal vehicle on specific street  
Q8B. And would you say you felt very safe, somewhat safe, somewhat unsafe or very unsafe?



# Assessment Driving on Cycle Track Streets

**Drivers are somewhat split regarding the change in experience driving on cycle track streets.**

- ◆ Just over one-half say their experience is the 'same' (44%) or 'better' (10%) driving on streets with a cycle track since the network opened in June 2015, while 43% say it is 'worse'.

**The majority say they have not changed their driving routes as a direct result of the cycle track pilot.**

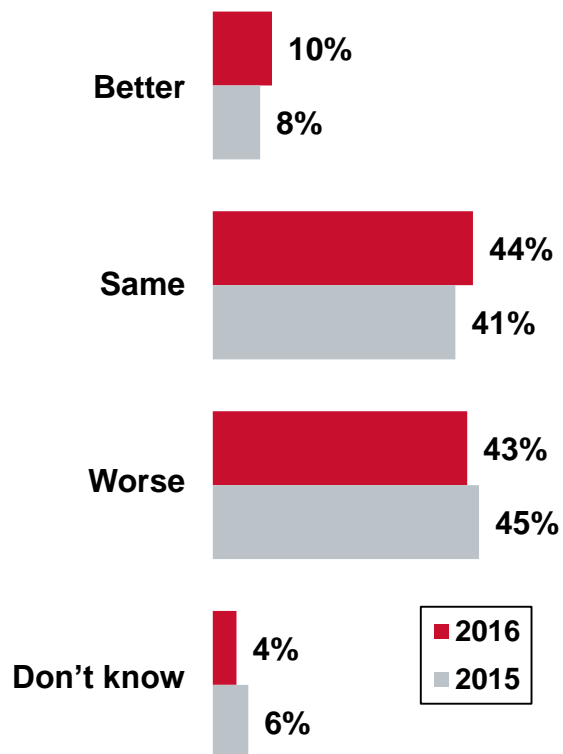
- ◆ Two-thirds (67%) say the opening of the cycle track network has made 'no difference' to their driving routes, though a sizeable minority (31%) say they 'avoid streets with cycle tracks.'

**Less than one-in-five drivers have experienced difficulties interacting with specific aspects of cycle tracks while driving – the exception being making left turns across cycle tracks.**

- ◆ Just over one-quarter (28%) of drivers say it has been difficult 'making a left turn across they cycle track at intersections or driveways.'
  - ❖ However, one-quarter (25%) of drivers have not experienced this. Among those who have, 37% say it is difficult.
- ◆ Difficult ratings are relatively low for 'understanding new traffic signals' (16%), 'getting in or out of a vehicle next to a cycle track' (16%) and 'parking beside a cycle track' (17%).
  - ❖ It should be noted, however, that more than one-half of drivers have not experienced getting on or out of a vehicle or parking beside a cycle track. Among those who have, roughly one-third say it is difficult.

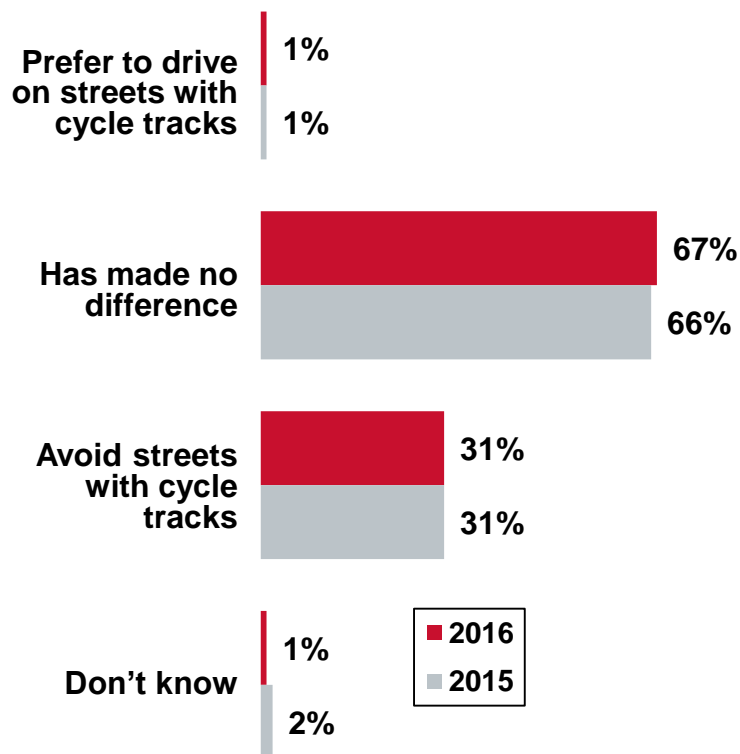
# Assessment of Driving on Cycle Track Streets

## Change In Experience



Base: Have driven on cycle track streets (2016: n=648 / 2015: n=327)  
 Q13DRIVEA. Since the cycle track network opened in June 2015, is your experience DRIVING on streets with a cycle track better, worse or the same than before?

## Impact on Driving Routes



Base: Have driven on cycle track streets (2016: n=648 / 2015: n=327)  
 Q13DRIVEB. And, have you changed your driving routes as a direct result? That is, do you...?

# Experience Interacting with Specific Aspects of Cycle Tracks while Driving

New question  
in 2016

■ 9 or 10 - Very easy ■ 7 or 8 ■ 5 or 6 ■ 1 - Very difficult, 2, 3 or 4 ■ Does not apply

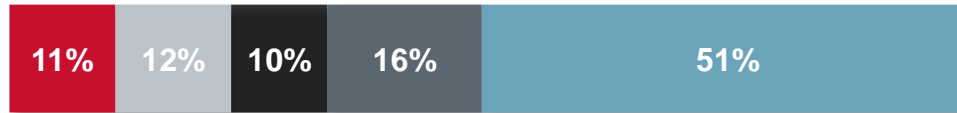
Understanding new traffic  
signals and signs



Making a left turn across  
the cycle track at  
intersections or driveways



Getting in or out of a  
vehicle next to a cycle track



Parking beside a cycle track



% Easy (7, 8, 9 or 10)	% Difficult (1, 2, 3 or 4)
Excluding does not apply	
61%	19%
39%	37%
47%	33%
38%	36%

Base: Have driven on cycle track streets (n=648)

Q13DRIVEC. When driving on cycle track streets, how easy or difficult has it been...? If you have not experienced this, please say does not apply.

# Experience and Perceived Safety on Cycle Track Streets: Walking





## Experience and Perceived Safety Walking on Pilot Project Streets

**Walking on Stephen Avenue is enjoyable during the day but comparatively less so during the evening/night, while perceived safety is high at all times of day.**

- ◆ Just under six-in-ten (56%, down from 65% in 2015) Calgarians who have visited the Centre City in the past 12 months have walked on Stephen Avenue between 6am and 6pm, while 45% have done so between 6pm and 6am.
  - ❖ More than eight-in-ten (82%) liked their overall experience walking during the day, while 69% liked the experience in the evening/night.
  - ❖ Virtually all (95%) felt safe (63% very safe) during the day, while 86% felt safe (42% very safe) during the evening/night.

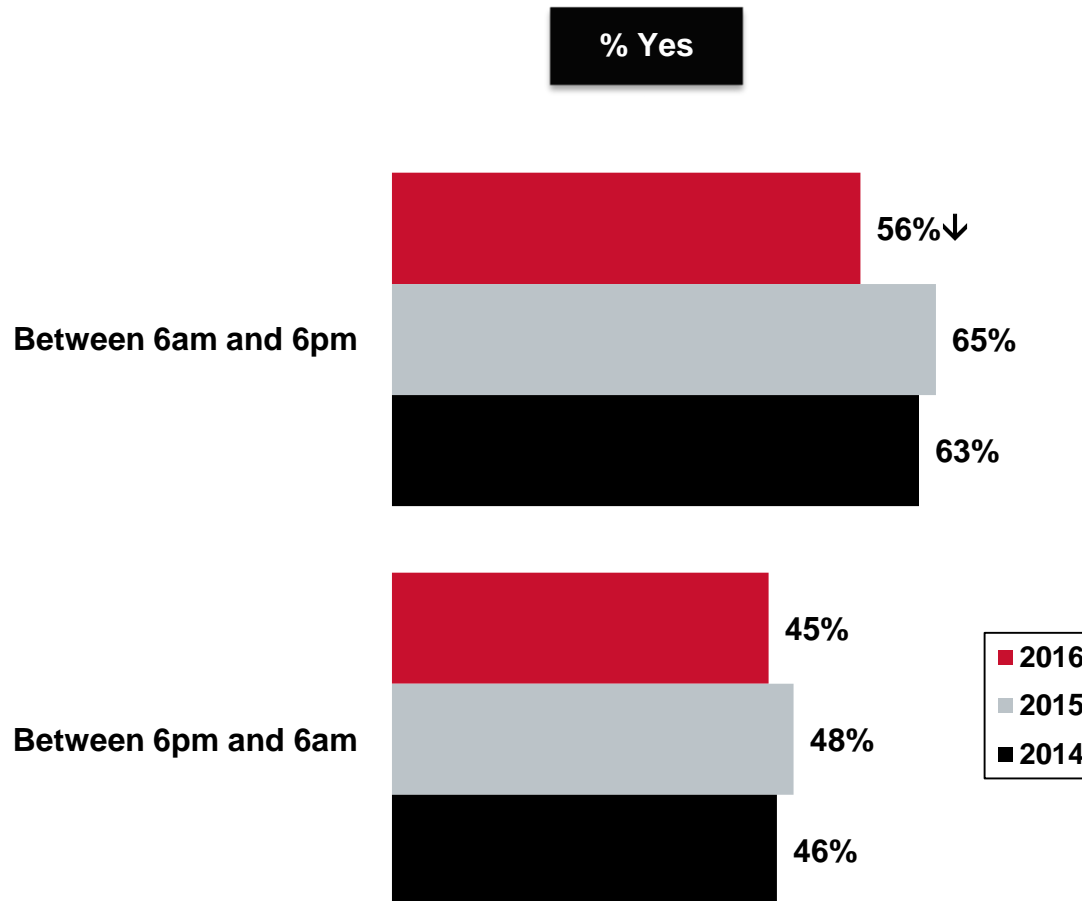
**Calgarians' experience walking on other pilot project streets varies, though the majority liked their experience walking on all streets, and a number of significant gains are seen from 2015.**

- ◆ One-half (50%) of Calgarians who have visited the Centre City in the past 12 months say they have walked on the block of 8th Avenue south of Olympic Plaza, while incidence of walking on other pilot project streets ranges from 27% to 44%.
- ◆ The overall experience walking is rated highest for 8th Avenue south of Olympic Plaza (75% liked, up from 62% in 2015) and lowest for 5<sup>th</sup> Street (56% liked, though also up significantly from 39% in 2015).
  - ❖ It is notable that ratings have also increased for 7<sup>th</sup> Street (60% vs. 42% 2015) and 9<sup>th</sup> Avenue (60%, statistically consistent with 46% in 2015 but up from 38% in 2014).

**The vast majority of Calgarians feel safe walking on all pilot project streets.**

- ◆ Ratings range from a high of 94% safe for 7<sup>th</sup> Street (up from 85% in 2015) and to a low of 87% safe for 9<sup>th</sup> Avenue.

# Walked on Stephen Avenue in Past 12 Months



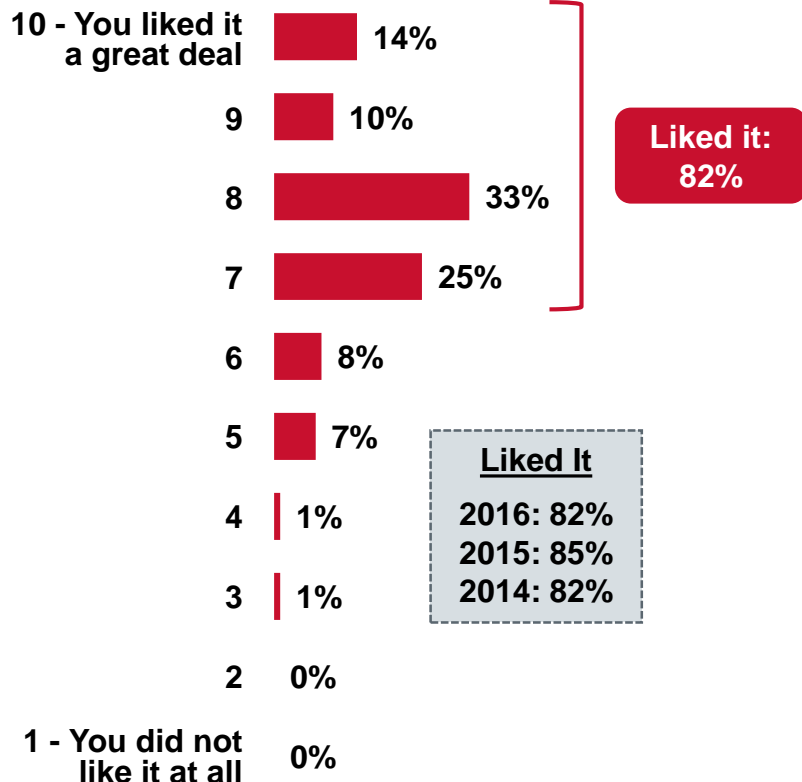
↓ Statistically lower than 2015

Base: Visit the Centre City once a year or more (2016: n=1,020 / 2015: n=476 / 2014: n=474)

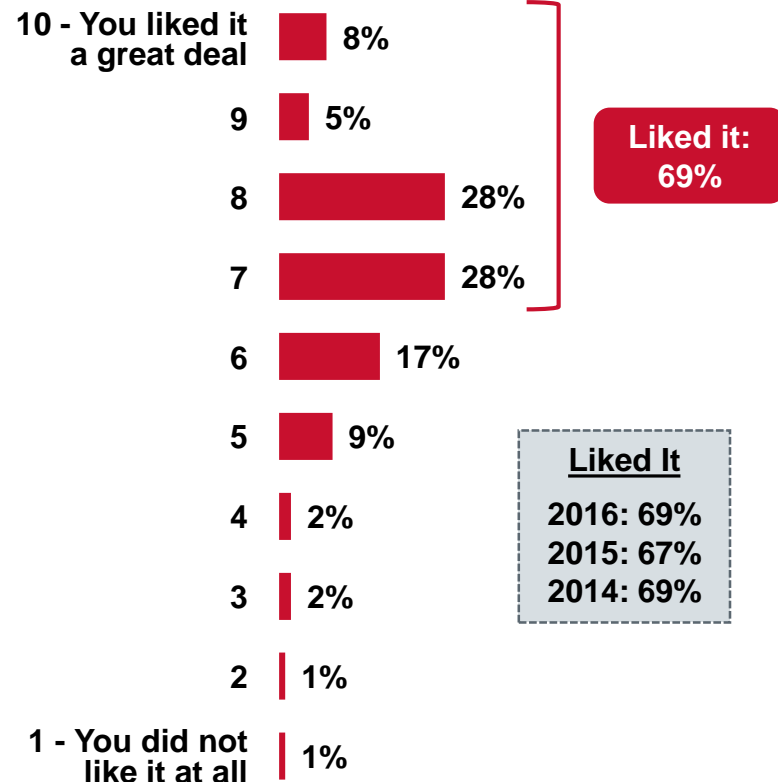
Q6. As you may know, Stephen Avenue is the pedestrian area of 8th Avenue between 3rd street southwest and 1st street southeast. In the past 12 months have you walked on Stephen Avenue between ...?

# Experience Walking on Stephen Avenue

## Between 6AM and 6PM



## Between 6PM and 6AM



Base: Have walked on Stephen Avenue between 6AM and 6PM (n=606)

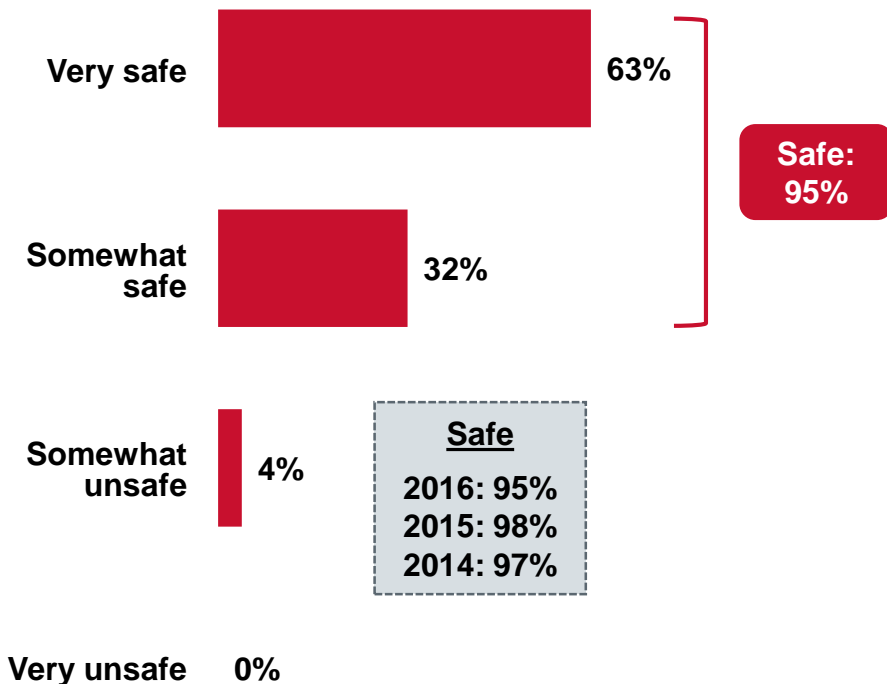
Q6A\_1. Thinking about your most recent experience walking on Stephen Avenue between 6am and 6pm / 6pm and 6am, how would you rate your overall experience?

Base: Have walked on Stephen Avenue between 6PM and 6AM (n=448)

Q6A\_2. Thinking about your most recent experience walking on Stephen Avenue between 6am and 6pm / 6pm and 6am, how would you rate your overall experience?

# Perception of Safety Walking on Stephen Avenue

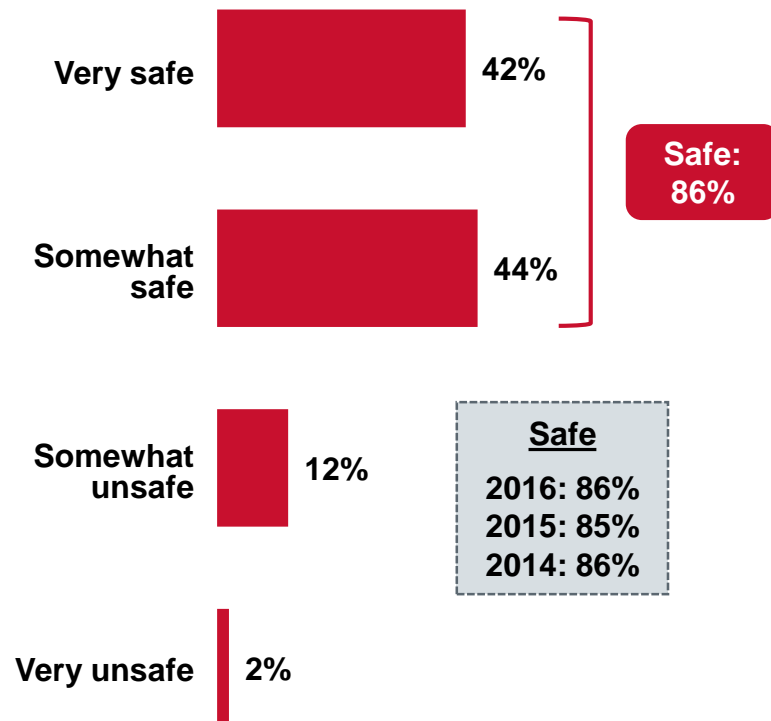
**Between 6AM  
and 6PM**



Base: Have walked on Stephen Avenue  
between 6AM and 6PM (n=606)

Q6B\_1. And would you say you felt very safe,  
somewhat safe, somewhat unsafe or very unsafe?

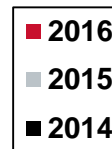
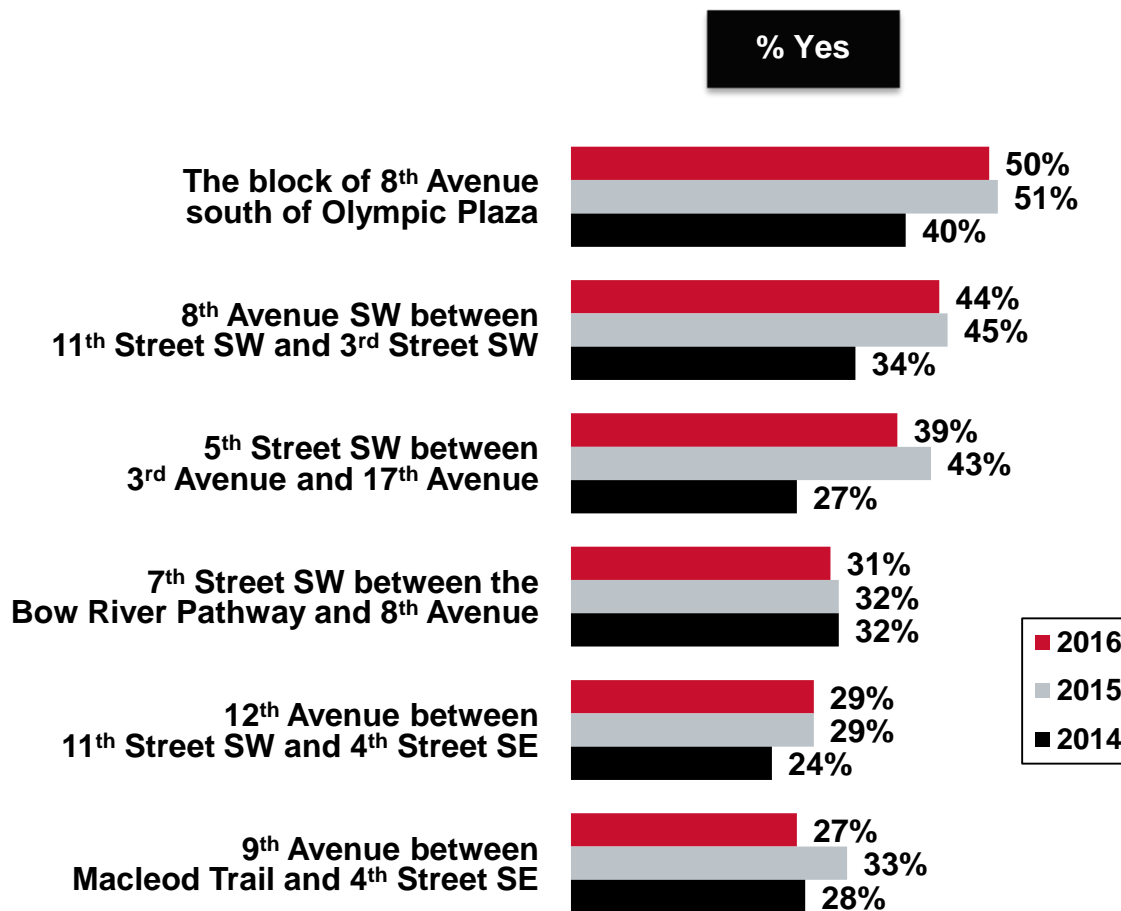
**Between 6PM  
and 6AM**



Base: Have walked on Stephen Avenue  
between 6PM and 6AM (n=448)

Q6B\_2. And would you say you felt very safe,  
somewhat safe, somewhat unsafe or very unsafe?

# Incidence of Walking on Specific Streets in the Past 12 Months



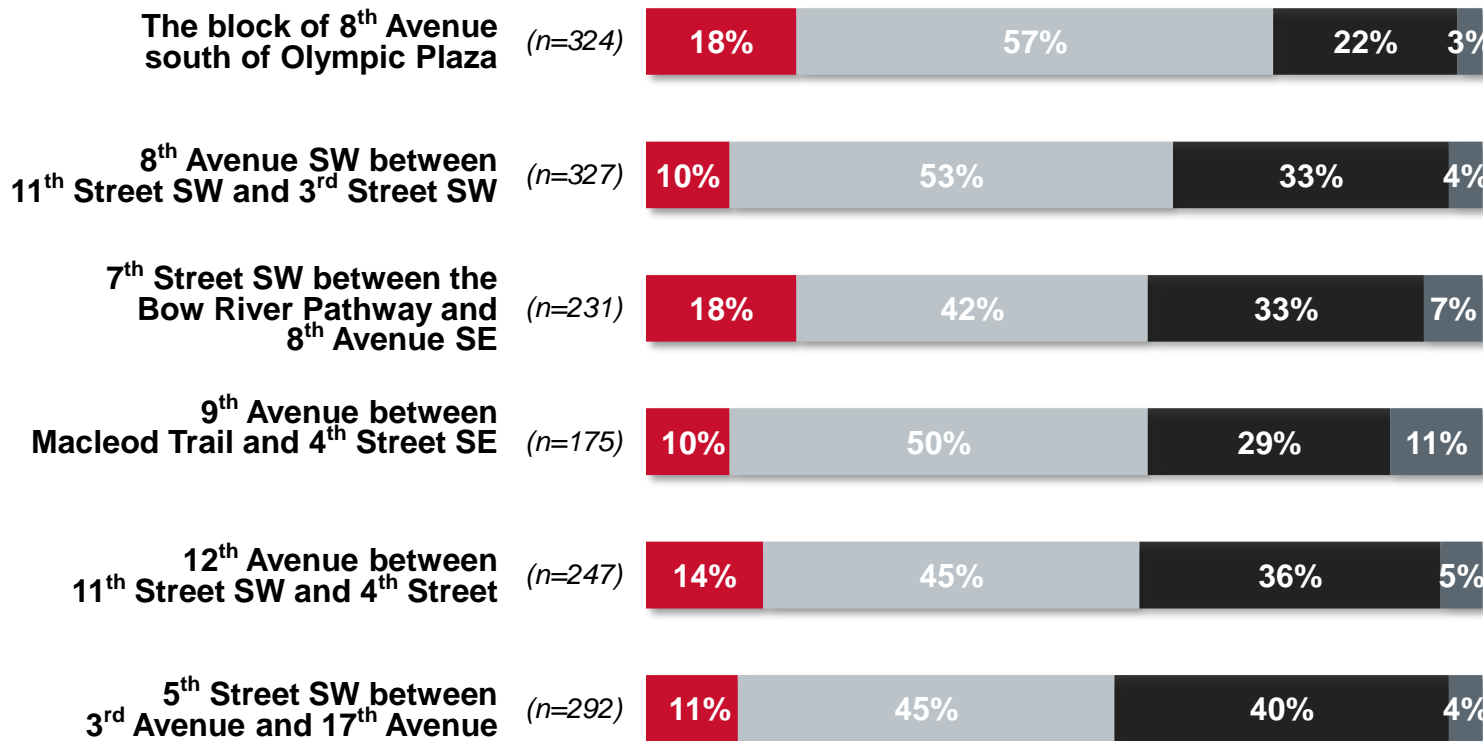
Base: Have walked to/within Centre City (2016: n=598 / 2015: n=300 / 2014:n=254)

Q6C. In the past 12 months, have you walked on ...?



# Experience Walking on Specific Streets

■ 9 or 10 - Liked it a great deal ■ 7 or 8 ■ 5 or 6 ■ 1 - Did not like it at all, 2, 3 or 4



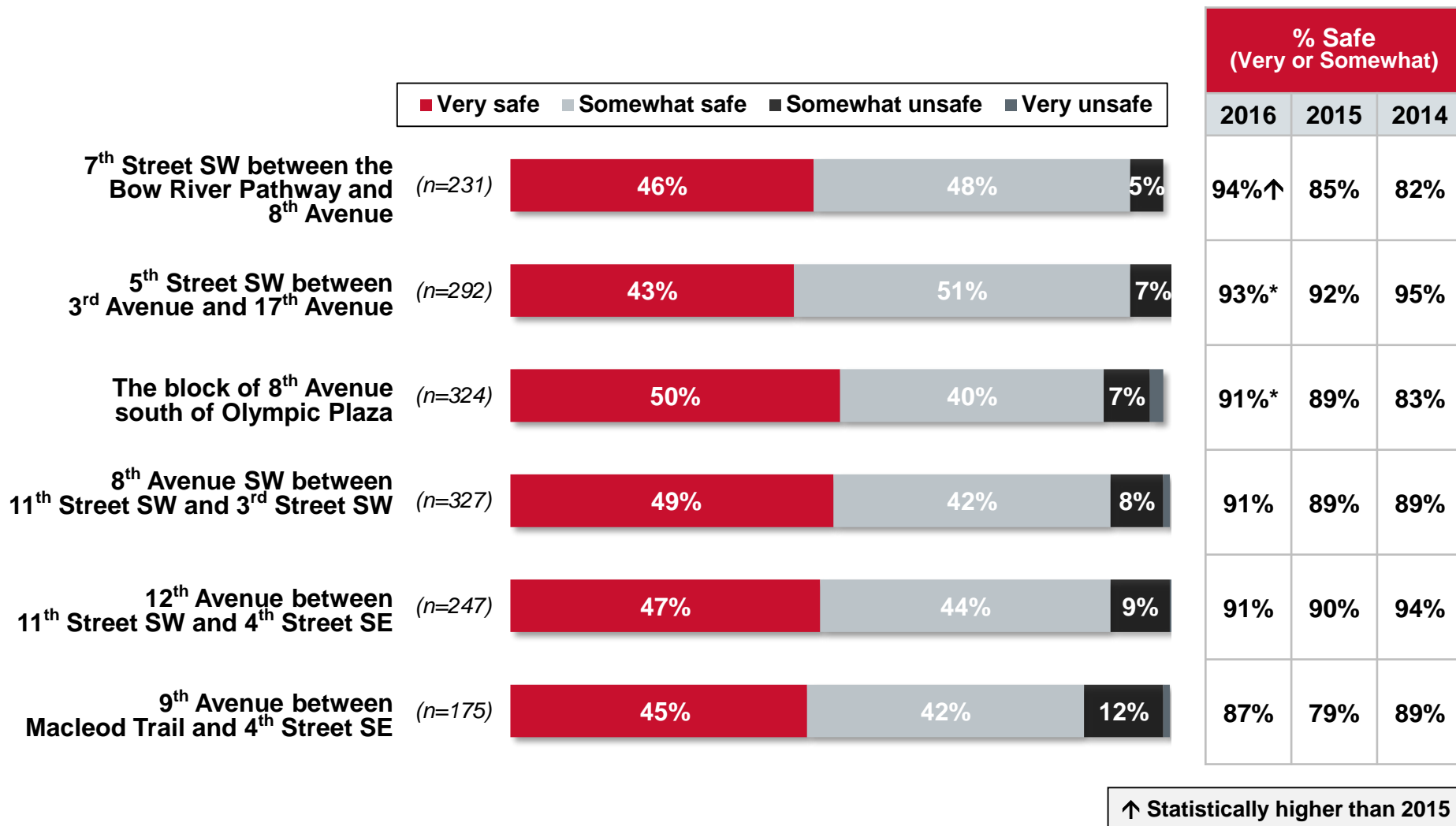
% Liked (7, 8, 9 or 10)		
2016	2015	2014
75%↑	62%	71%
63%	52%	54%
60%↑	42%	60%
60%↑	46%	38%
59%	49%	63%
56%↑	39%	52%

↑ Statistically higher than 2015  
 ↑ Statistically higher than 2014

Base: Have walked on the specific street

Q6D. Thinking about your most recent experience walking on this road, how would you rate your overall experience?

# Perceived Safety Walking on Specific Streets



\*Rounding

Base: Have walked on the specific street  
Q6E. And would you say you felt very safe, somewhat safe, somewhat unsafe or very unsafe?

## The majority of pedestrians say their experience has not changed.

- ◆ More than seven-in-ten (73%) say their experience walking on streets with a cycle track has been the 'same' since the network opened in June 2015, while 11% say it is 'better' and relatively few (12%) say it is 'worse.'

## Nine-in-ten pedestrians say they have not changed their walking routes as a direct result of the cycle track pilot.

- ◆ Roughly nine-in-ten (88%) say the opening of the cycle track network has made 'no difference' to their walking routes, while one-in-ten (10%) say they 'avoid streets with cycle tracks' and just 2% say they 'prefer to walk on streets with cycle tracks.'

## Positive changes in experience are *higher* among residents of the Centre City.

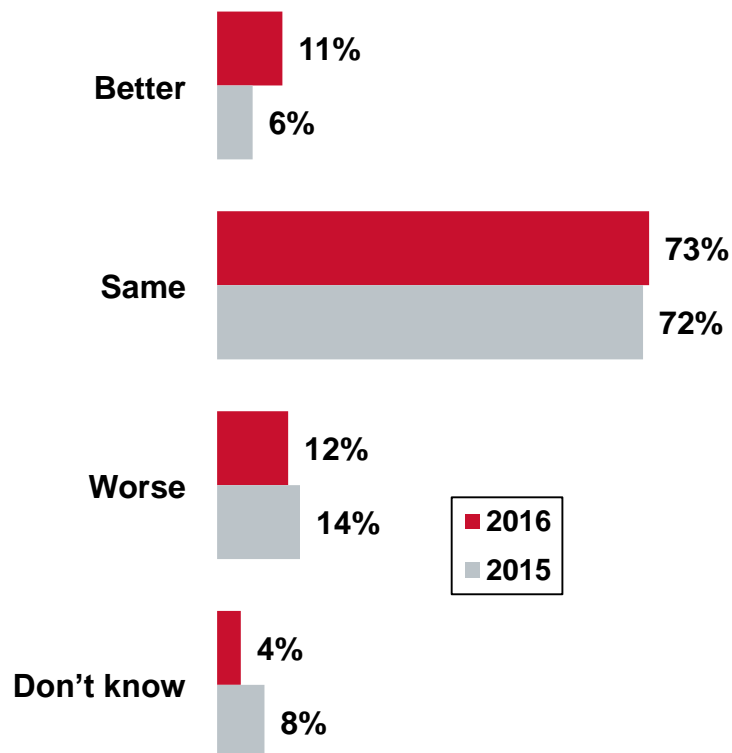
- ◆ One-in-five (21%) Centre City residents say their experience walking is now 'better.'
- ◆ One-in-ten (11%) say they 'prefer to walk on streets with cycle tracks.'

## The percentage of pedestrians who have experienced difficulties interacting with specific aspects of cycle tracks is limited.

- ◆ Relatively few Calgarians say it has been difficult 'understanding new traffics signals' (11%), 'crossing a cycle track at an intersection' (12%) or 'sharing sidewalks that allow cycling' (14%).
  - ❖ It is notable that one-third (34%) of pedestrians say they have not experienced sharing sidewalks, and among those who have, 21% say it was difficult.

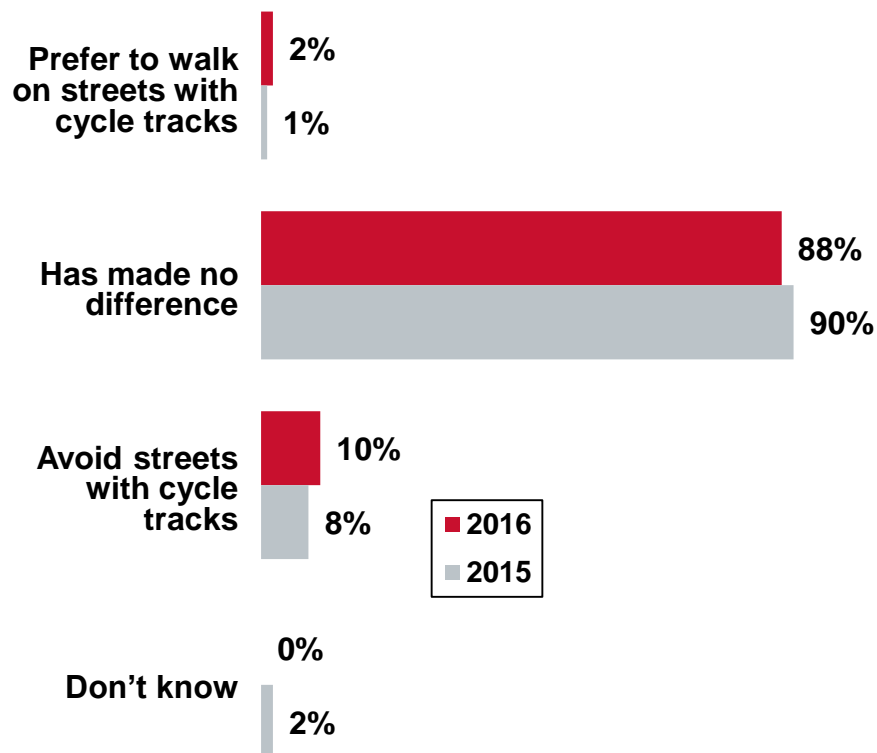
# Assessment of Walking on Cycle Track Streets

## Change In Experience



Base: Have walked on cycle track streets (2016: n=518 / 2015: n=262)  
 Q13WALKA. Since the cycle track network opened in June 2015, is your experience WALKING on streets with a cycle track better, worse or the same than before?

## Impact on Walking Routes



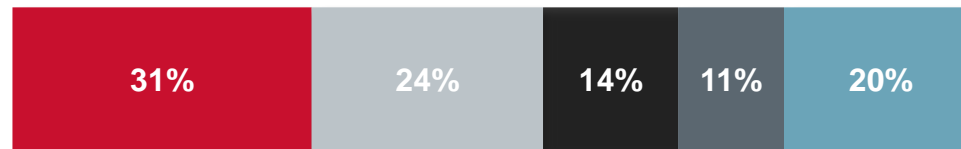
Base: Have walked on cycle track streets (2016: n=518 / 2015: n=262)  
 Q13WALKB. And, have you changed your walking routes as a direct result? That is, do you...?

# Experience Interacting with Specific Aspects of Cycle Tracks while Walking

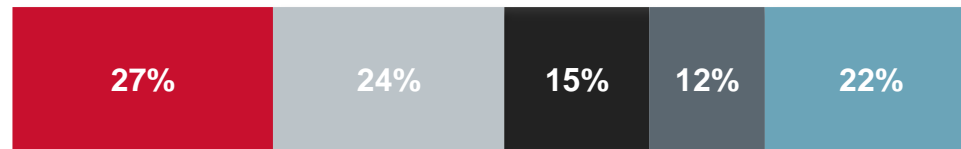
New question  
in 2016

■ 9 or 10 - Very easy ■ 7 or 8 ■ 5 or 6 ■ 1 - Very difficult, 2, 3 or 4 ■ Does not apply

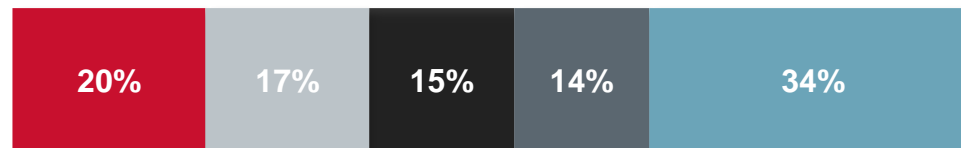
Understanding new  
traffic signals and signs



Crossing a cycle track at  
an intersection



Sharing sidewalks that  
allow cycling



% Easy (7, 8, 9 or 10)	% Difficult (1, 2, 3 or 4)
Excluding does not apply	
69%	14%
65%	15%
56%	21%

Base: Have walked on cycle track streets (n=518)

Q13WALKC. When walking on cycle track streets, how easy or difficult has it been...? If you have not experienced this, please say does not apply.



# Experience and Perceived Safety on Cycle Track Streets: Cycling



# Incidence Cycling on Pilot Project Streets

## Incidence of cycling on specific cycle track streets varies.

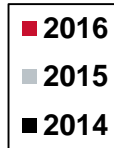
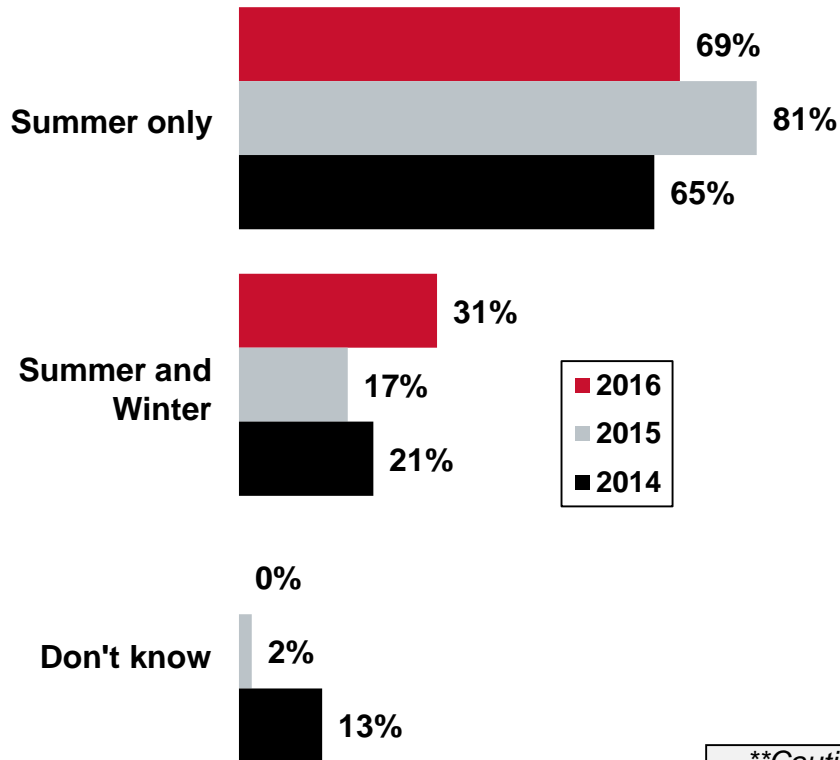
- ◆ While incidence of cycling on some streets sees positive movement, due to small sample sizes in past years, there is only one statistically significant gain – 47% of cyclists say they have cycled on 12<sup>th</sup> Avenue, significantly *higher* than 24% in 2014.
  - ❖ Incidence of cycling on Stephen Avenue between 6pm and 6am is *down* significantly from 29% in 2014 to 13% in 2016.
- ◆ In addition to 12<sup>th</sup> Avenue, more than four-in-ten cyclists say they have cycled on 7<sup>th</sup> Street (50%) and 5<sup>th</sup> Street (44%), while the incidence for other pilot project streets ranges from 13% to 38%.

## One-in-five Calgarians who have cycled on cycle track streets used the cycle tracks in the winter and three-in-ten started cycling in the Centre City in the past two years.

- ◆ Among those who have cycled on cycle track streets in the past 12 months, 21% say they used the cycle tracks in the winter.
- ◆ When asked in what year they started cycling in the Centre City, 29% of cycle track users say 2015 or 2016 and 28% between 2011 and 2014, while 43% started in 2010 or earlier.

# Summer versus Winter Cycling

## Seasons Cycled To and From or Within the Centre City



**\*\*Caution: Small base sizes in 2014 and 2015**

Base: Have cycled to/within Centre City (2016: n=128 / 2015: n=67\*\* / 2014: n=41\*\*) Q7C. Do you cycle to and from or within the Centre City in the summer only, the winter only or both?

## Use of Cycle Tracks in the Winter

% Yes

2016: Did you use the cycle tracks in the winter?

21%

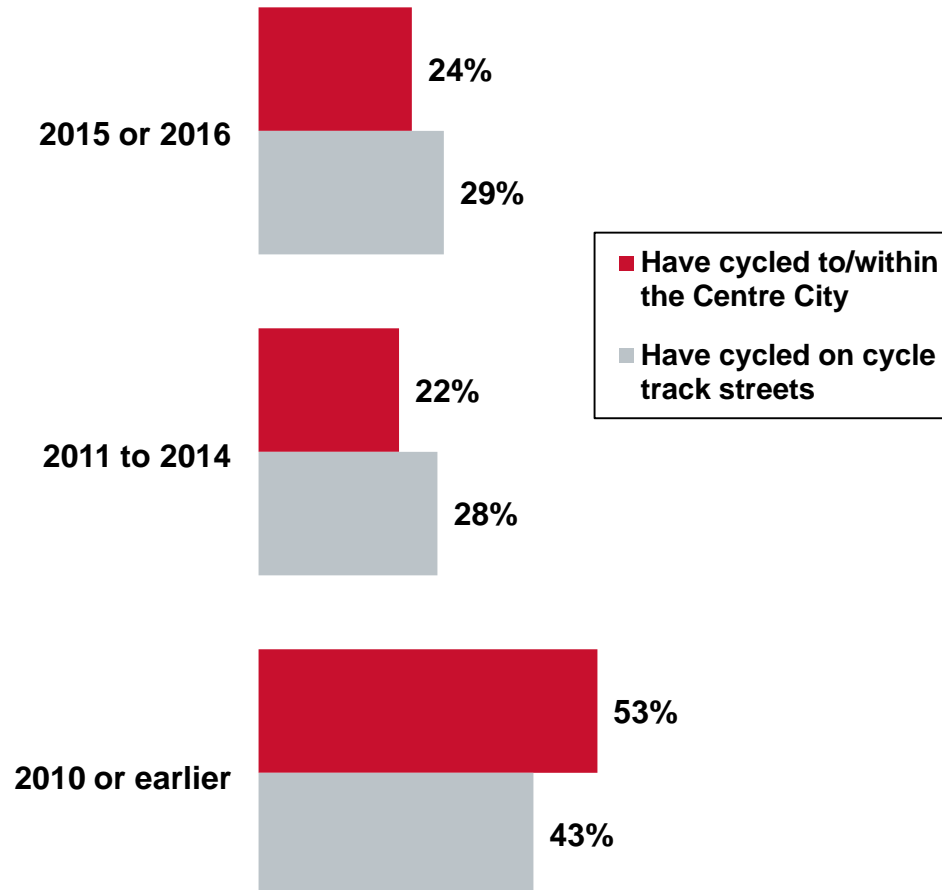
2015: Do you think you will use the cycle tracks in the winter?

32%

Base: Have cycled on cycle track streets (2016: n=203 / 2015: n=52\*\*)

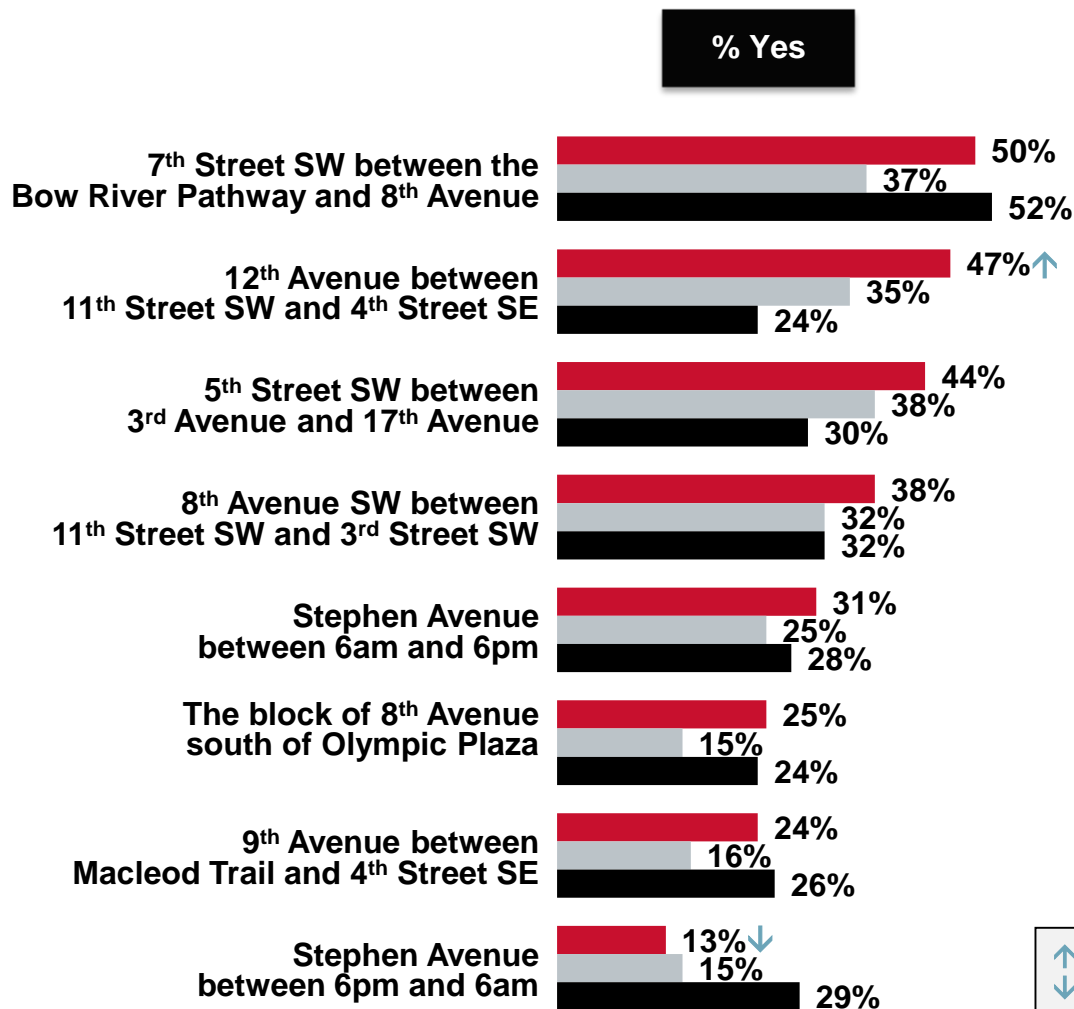
## Year Started Cycling

New question  
in 2016



Base: Have cycled to/within the Centre City (n=128) / Have cycled on cycle track streets (n=102)  
 Q7D. What year did you start cycling in the Centre City?

# Incidence of Cycling on Specific Streets in the Past 12 Months



↑ Statistically higher than 2014  
↓ Statistically higher than 2014

Base: Have cycled to/within Centre City (2016: n=229 / 2015: n=67\*\* / 2014: n=41\*\*) Q7. In the past 12 months, have you cycled on ...?

**\*\*Caution: Small base sizes in 2014 and 2015**



## Experience and Perceived Safety Cycling on Pilot Project Streets

**Cyclists' experience cycling on pilot project streets is strong across the board with two-thirds or more saying they liked their experience cycling on all streets.**

- ◆ The percentage of cyclists who liked their overall experience cycling is rated around the eighty percent mark for six of the eight pilot project streets: Stephen Avenue during the day (82%), Stephen Avenue in the evening/night (81%), 7<sup>th</sup> Street and 8<sup>th</sup> Avenue (both 80%), 12<sup>th</sup> Avenue (79%) and 5<sup>th</sup> Street (78%).
- ◆ Slightly trailing is the block of 8<sup>th</sup> Avenue south of Olympic Plaza (73%) followed by 9<sup>th</sup> Avenue (65%).

**More than eight-in-ten cyclists feel safe cycling on all pilot project streets.**

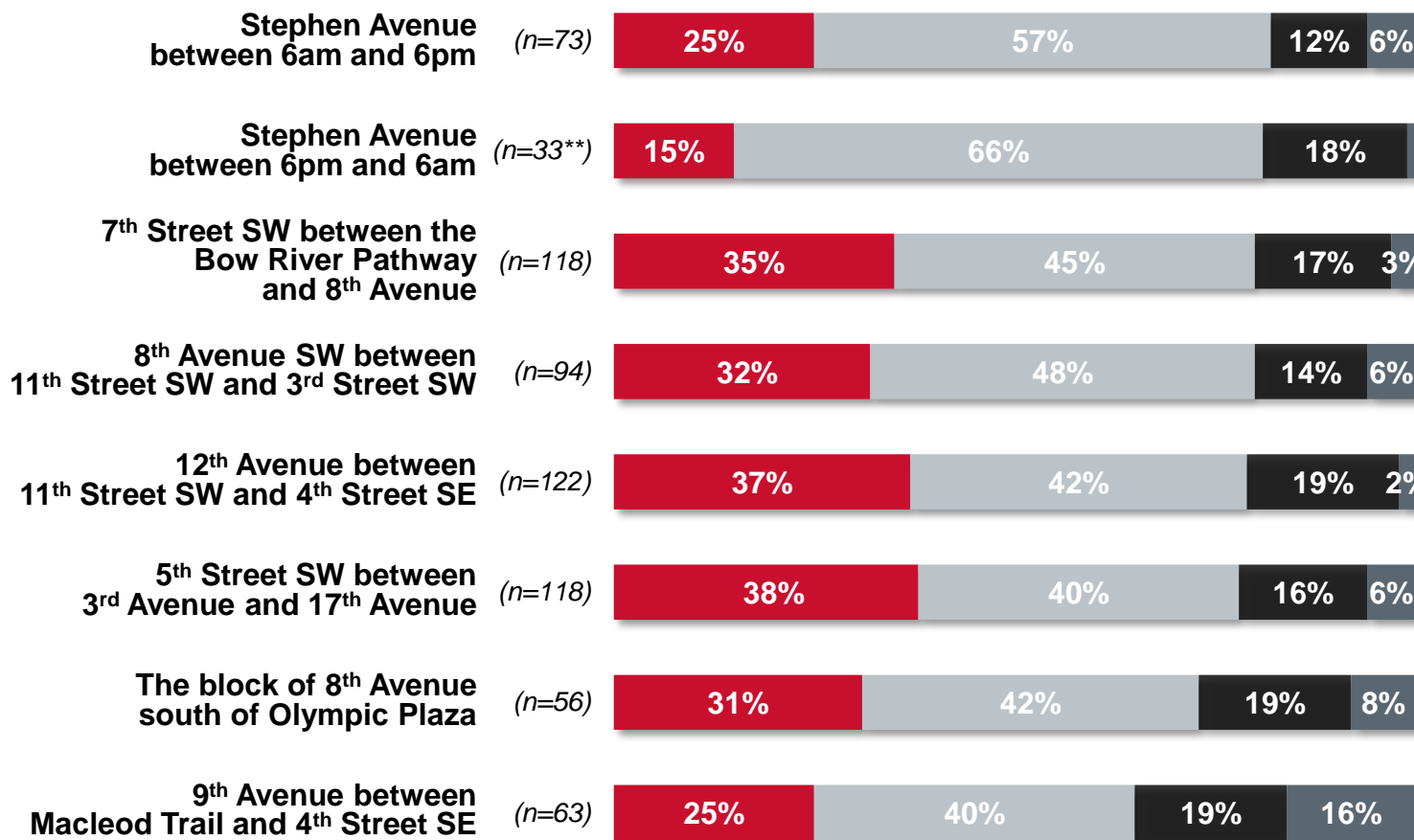
- ◆ Nine-in-ten or more cyclists say they feel safe on seven of the pilot project streets: 7<sup>th</sup> Street (96%), 12<sup>th</sup> Avenue (95%), 5<sup>th</sup> Street (93%), Stephen Avenue during the day (93%), Stephen Avenue in the evening/night (92%), 8<sup>th</sup> Avenue (91%), and the block of 8<sup>th</sup> Avenue South of Olympic Plaza (89%).
- ◆ Again, though still very high, the lowest rating is for 9<sup>th</sup> Avenue (83% safe).

**In 2015 and 2014, the number of cyclists who used each individual street was too small to evaluate on a quantitative basis (i.e. range of 10 to 30 respondents). While responses are provided, they should be considered directional in nature – year to year changes cannot be assessed.**

- ◆ That being said, experience and safety ratings do see positive directional movement for a number of cycle track streets.

# Experience Cycling on Specific Streets

■ 9 or 10 - Liked it a great deal ■ 7 or 8 ■ 5 or 6 ■ 1 - Did not like it at all, 2, 3 or 4



% Liked  
(7, 8, 9 or 10)

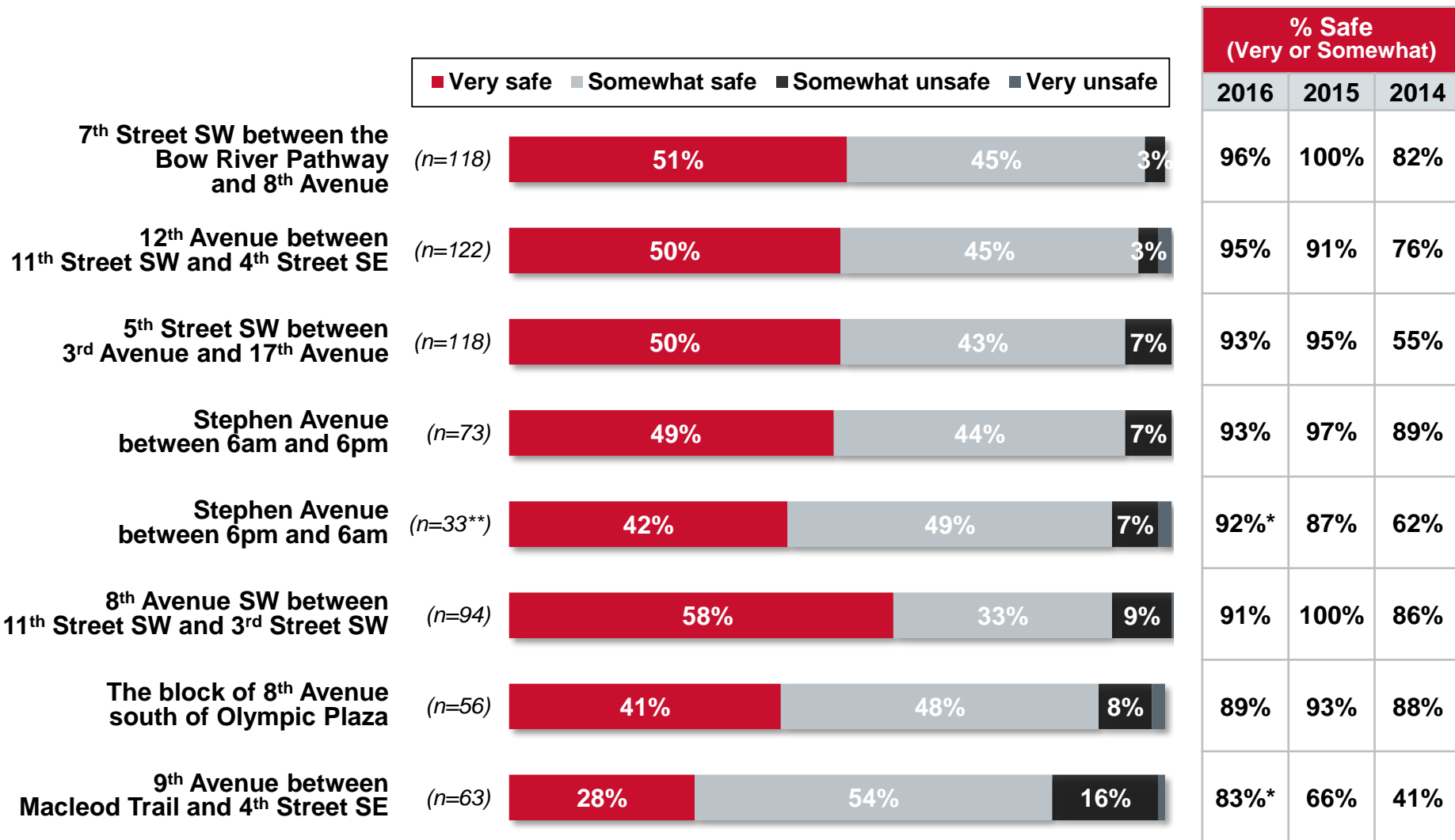
2016	2015	2014
82%	81%	46%
81%	54%	24%
80%	67%	71%
80%	64%	71%
79%	71%	53%
78%	63%	37%
73%	26%	74%
65%	16%	12%

Base: Have cycled on the specific street  
Q7A. Thinking about your most recent experience cycling on this road, how would you rate your overall experience?

**\*\*Caution: Small base size**

**Caution: Extremely small base sizes for ALL streets in 2014 and 2015 [range of n=10 to n=30]**

# Perceived Safety Cycling on Specific Streets



\*\*Caution: Small base size

**Caution: Extremely small base sizes for ALL streets in 2014 and 2015 [range of n=10 to n=30]**

Base: Have cycled on the specific street Q7B. And would you say you felt very safe, somewhat safe, somewhat unsafe or very unsafe?

# Assessment of Cycling on Cycle Track Streets

**There is strong consensus that the cycle track network has made the cycling experience better.**

- ◆ More than three-quarters (77%) of cyclists say their experience cycling on streets with a cycle track has been 'better' since the network opened in June 2015, while 19% say it is the 'same' and just 4% say it is 'worse'.

**Most cyclists prefer cycling on streets with cycle tracks.**

- ◆ When asked if they have changed their cycling routes as a result of the cycle track network, 65% say they 'prefer to cycle on streets with cycle tracks,' while 32% say the cycle track network has made 'no difference' to their cycling routes, and just 3% 'avoid streets with cycle tracks.'
- ◆ Given a choice of four types of streets, more than one-half (53%) say their first choice when cycling in downtown Calgary are streets with cycle tracks, while 24% say they prefer streets with painted bike lanes – just 7% say their first choice is streets where cyclists and motorists share the same lanes.

**Less than one-in-five cyclists have experienced difficulties interacting with specific aspects of cycle tracks while cycling – the exception being cycling around construction areas or detours.**

- ◆ Just under one-quarter (23%) of cyclists say it has been difficult ‘cycling around construction areas or detours.’
  - ❖ It should be noted that 29% of cyclists have not experienced this, and among those who have, 32% say it was difficult.
- ◆ Difficult ratings are very low for ‘understanding new traffic signals’ (4%), ‘interacting with pedestrians in crosswalks’ (10%) and ‘interacting with pedestrians in the cycle track’ (10%); and, just slightly higher for ‘interacting with vehicles alleys and driveways’ (14%) and ‘at intersections’ (17%).

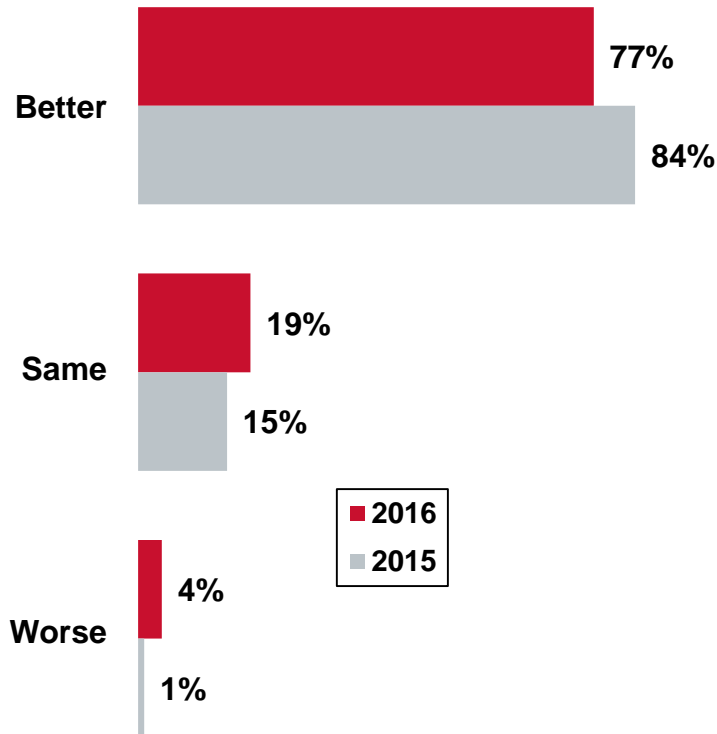
**The majority of cyclists feel most pilot features assessed are valuable for improving the roadway for cyclists – that said, perceived value varies considerably.**

- ◆ The highest rating is given for ‘intersections with a separate turn signal phase for motorists’ (85% valuable).
  - ❖ Further, 66% of cyclists say they prefer cycle tracks and painted bike lanes where ‘motorists have a separate turn signal phase at intersections.’
- ◆ In the next tier are ‘installing a physical barrier’ (79% valuable) and ‘educating cyclists and motorists’ (74% valuable), followed by ‘yield to bicycle signs’ (68% valuable) and ‘dashed green paint’ (66% valuable).
- ◆ Comparatively lower are ratings for ‘planters’ (48% valuable – increases to 55% excluding the 12% who ‘don’t know’) and ‘new off-set gates on Stephen Avenue’ (36% valuable – increases to 56% excluding the 36% who ‘don’t know’).

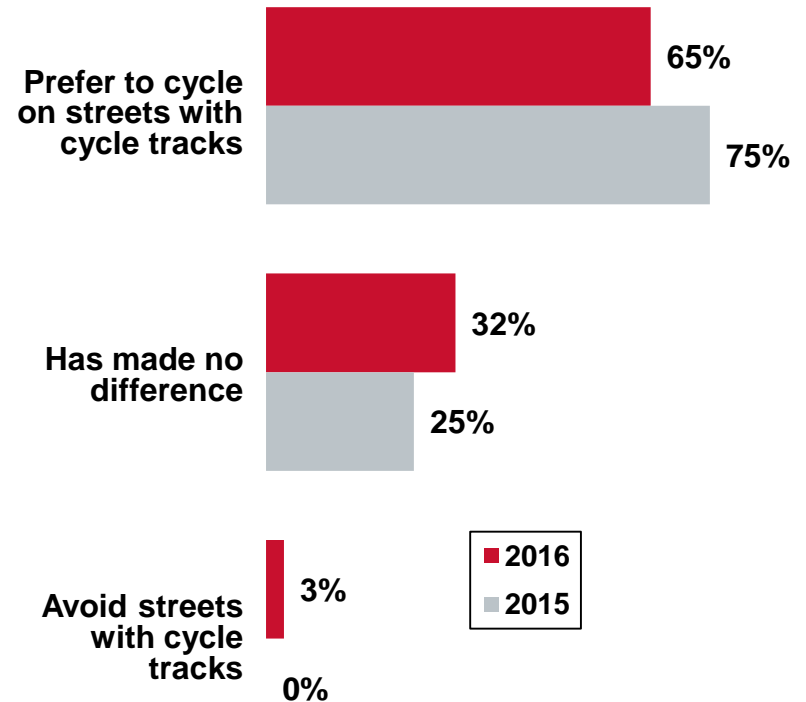


# Assessment of Cycling on Cycle Track Streets

## Change In Experience



## Impact on Cycling Routes



**\*\*Caution: Small base size in 2015**

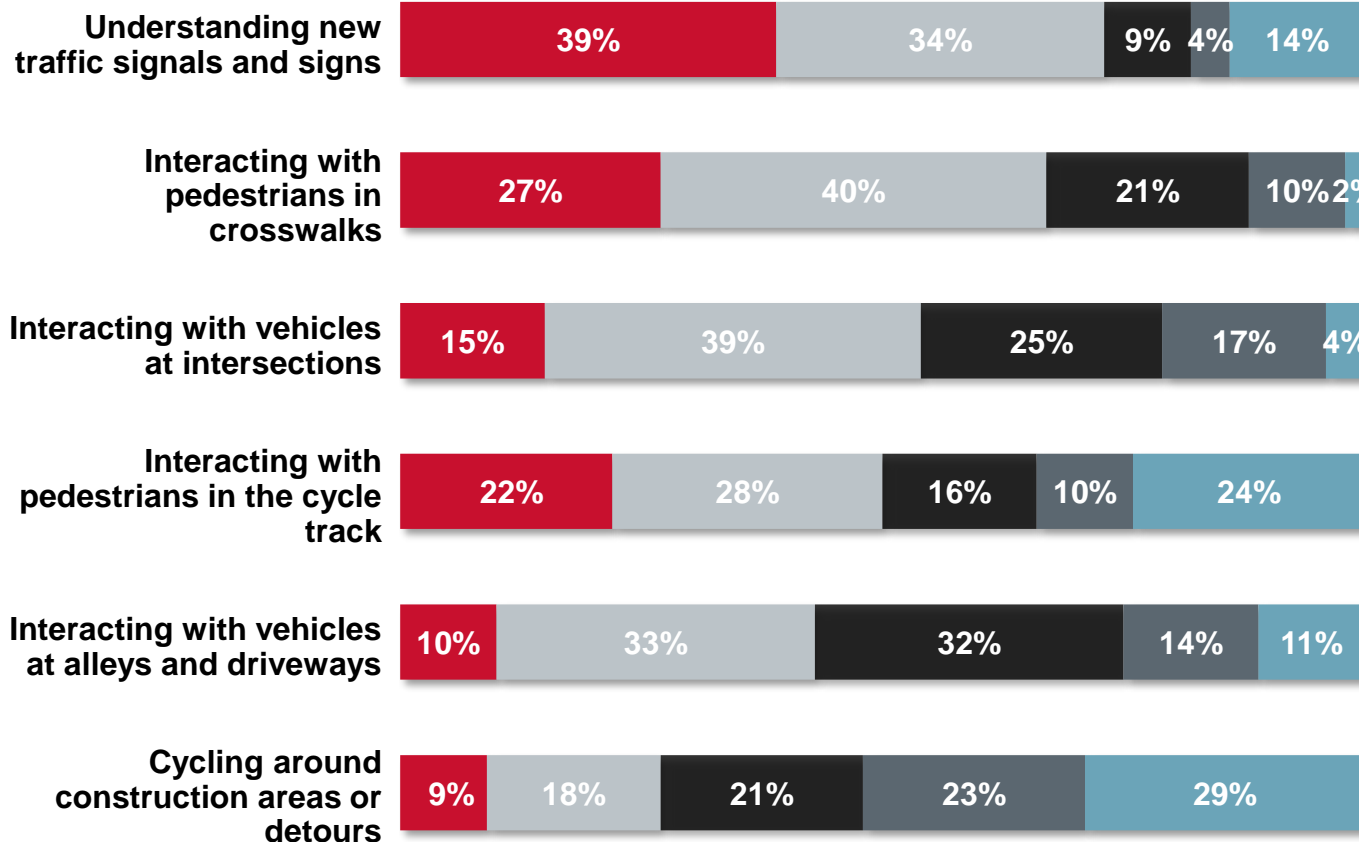
Base: Have cycled on cycle track streets (2016: n=203 / 2015: n=52\*\*)   
 Q13CYCLEA. Since the cycle track network opened in June 2015, is your experience CYCLING on streets with a cycle track better, worse or the same than before?

Base: Have cycled on cycle track streets (2016: n=203 / 2015: n=52\*\*)   
 Q13CYCLEB. And, have you changed your cycling routes as a direct result? That is, do you...?

# Experience Interacting with Specific Aspects of Cycle Tracks while Cycling

New question  
in 2016

■ 9 or 10 - Very easy ■ 7 or 8 ■ 5 or 6 ■ 1 - Very difficult, 2, 3 or 4 ■ Does not apply



% Easy (7, 8, 9 or 10)	% Difficult (1, 2, 3 or 4)
Excluding does not apply	
85%	5%
68%	10%
56%	18%
66%	13%
48%	16%
38%	32%

Base: Have cycled on cycle track streets (n=203)

Q13CYCLED. When cycling on cycle track streets, how easy or difficult has it been...? If you have not experienced this, please say does not apply.

# Perceived Value of Pilot Features for Improving the Roadway for Cyclists

New question  
in 2016

■ 9 or 10 - Very valuable ■ 7 or 8 ■ 5 or 6 ■ 1 - Not at all valuable, 2, 3 or 4 ■ Don't know

Intersections with a separate  
turn signal phase for motorists



Installing a physical barrier  
between motorists and cyclists



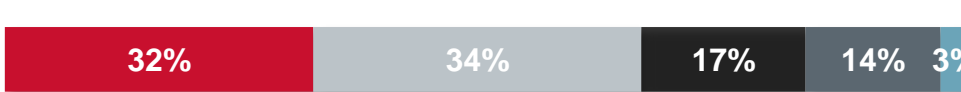
Educating cyclists  
and motorists



Yield to bicycle signs



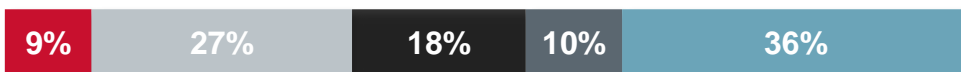
Dashed green paint across  
some alleys, driveways and  
intersections



Planters



New off-set gates on  
Stephen Avenue



% Valuable  
(7, 8, 9 or 10)

2016

85%

79%

74%

68%

66%

48%  
(55% excluding  
don't know)

36%  
(56% excluding  
don't know)

Base: Have cycled on cycle track streets (n=203)

Q13CYCLEE. In terms of **improving** the roadway for cyclists, how valuable do you think the following features of the pilot were?

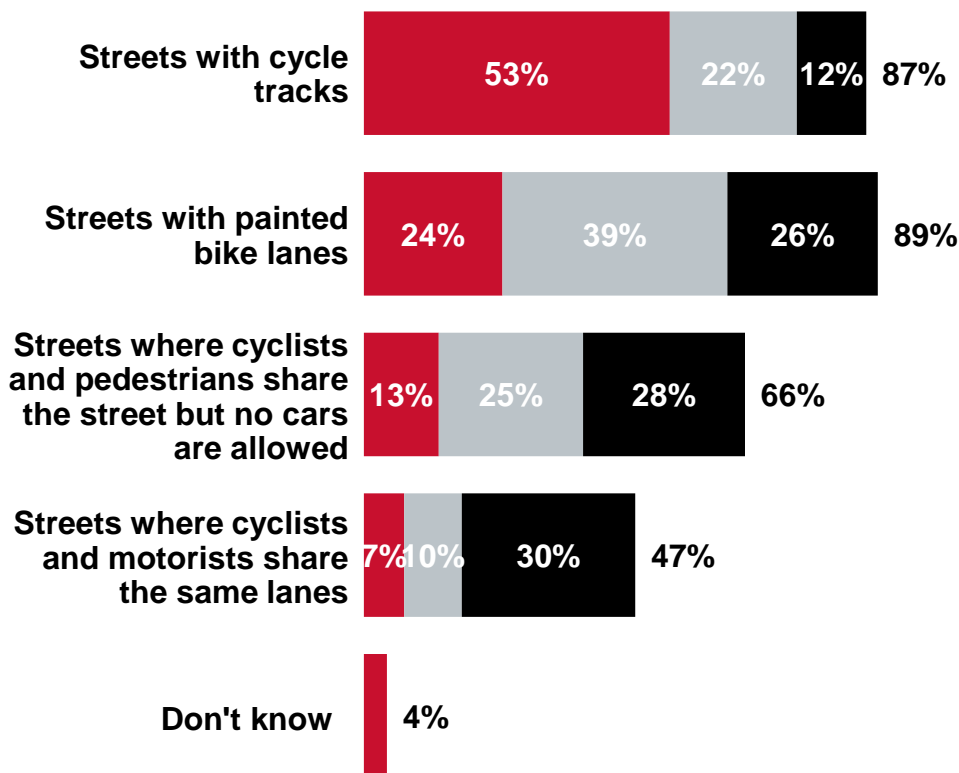
# Preferred Type of Street and Turn Signal Phase when Cycling in Downtown Calgary

New questions  
in 2016

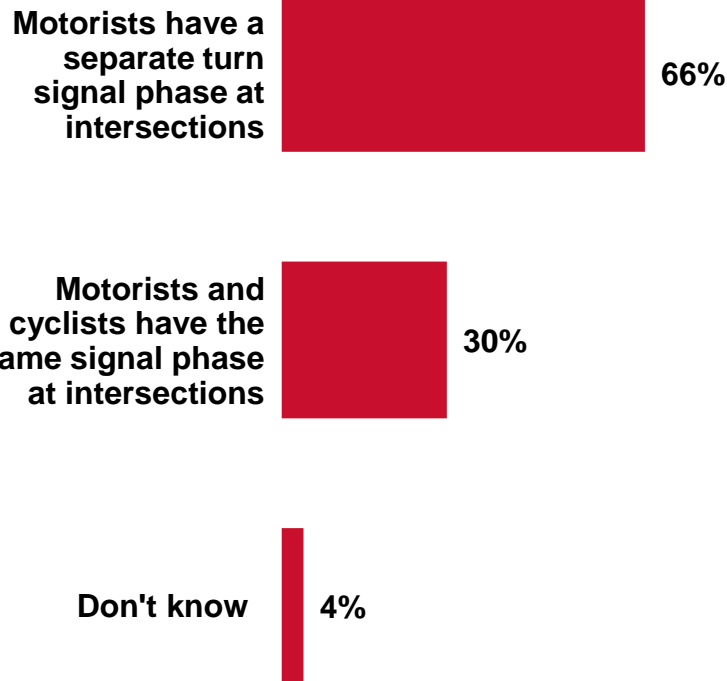
## Type of Street

## Turn Signal Phase

■ First choice ■ Second Choice ■ Third choice



Base: Have cycled on cycle track streets (n=203)  
Q13CYCLEF. When cycling in **downtown Calgary**,  
do you prefer to cycle on...?



Base: Have cycled on cycle track streets (n=203)  
Q13CYCLEG. And, when cycling in **downtown Calgary**, do  
you prefer cycle tracks and painted bike lanes where...?

# Awareness of the Cycle Track and Stephen Avenue Pilot Projects



# Awareness of the Cycle Track and Stephen Avenue Bicycle Pilot Projects

## Stated awareness of both pilot projects has decreased significantly from one year ago.

- ◆ Two-thirds (65%) of Calgarians say they have read, seen or heard something about the Cycle Track pilot project in the past 12 months – this is a significant 17 percentage point decrease from 2015 (82%).
  - ❖ Awareness is *higher* among those who live within the Centre City (76%) or in the area surrounding the Centre City (79%).
- ◆ Comparatively fewer (34%) say they have read, seen or heard something about the Stephen Avenue Bicycle pilot project in the past 12 months, down 11 points from 2015 (45%).
  - ❖ Awareness is *higher* among residents of the Centre City (57%).

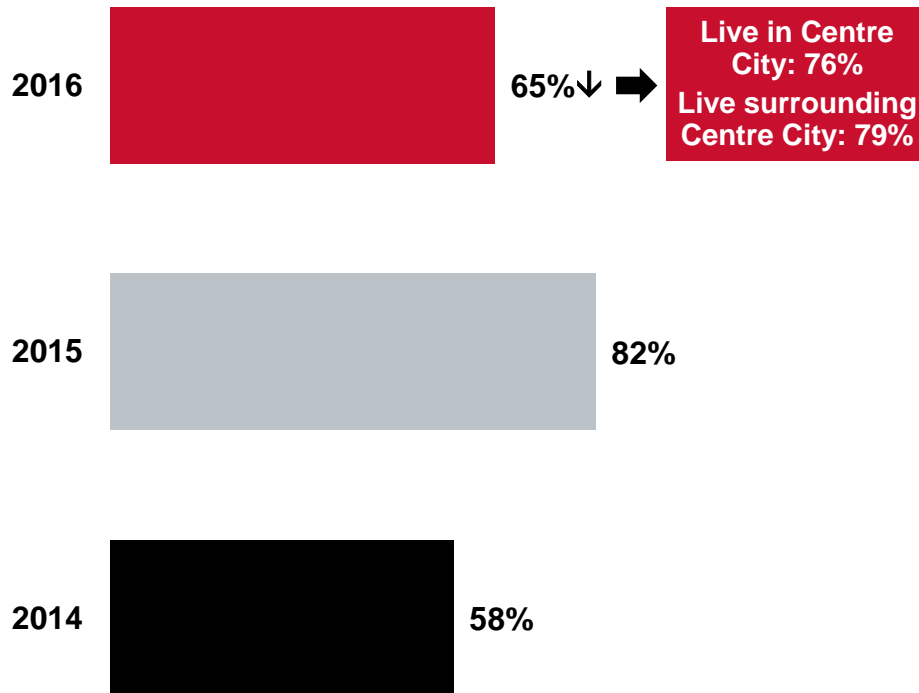
## Aided awareness is comparable.

- ◆ After being read a description of the Cycle Track pilot project, 70% of Calgarians say there were aware of it.
  - ❖ Again, awareness is *higher* among those who live within or surrounding the Centre City (87%).
- ◆ With regard to the Stephen Avenue pilot, roughly one-third (35%) say they were aware that Stephen Avenue is open to bicyclists as part of the pilot.
  - ❖ Awareness is just below the fifty percent mark among residents of the Centre City (46%) and the surrounding area (49%).

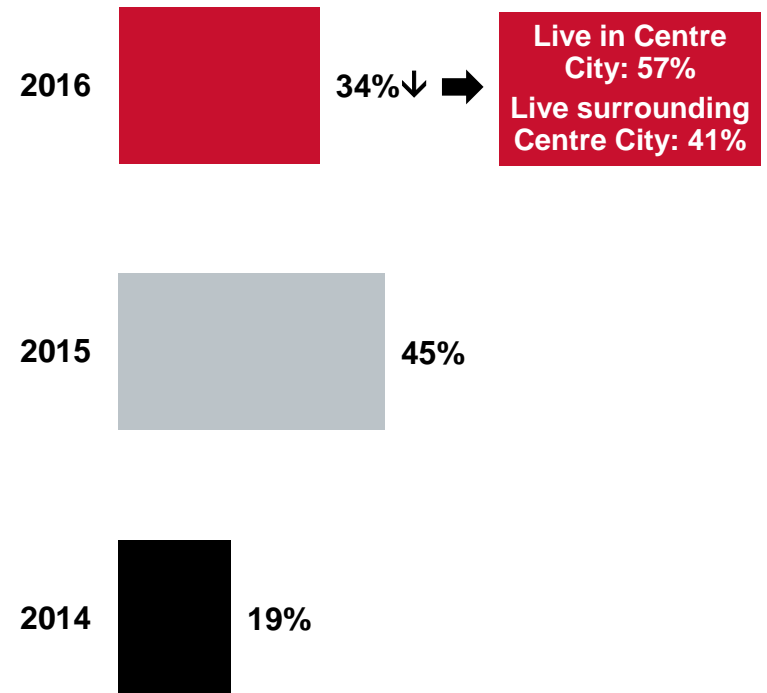


# Past 12 Months Recall of the Cycle Track and Stephen Avenue Pilot Projects

## Cycle Track



## Stephen Avenue



↓ Statistically lower than 2015

Base: All respondents (2016: n=1,102 / 2015: n=515 / 2014: n=550)  
Q11. In the past 12 months, have you read, seen or heard anything about Calgary's Cycle Track Pilot Project?

Base: All respondents (2016: n=1,102 / 2015: n=515 / 2014: n=550)  
Q11. In the past 12 months, have you read, seen or heard anything about the Stephen Avenue Bicycle Pilot Project?

# Awareness of the Cycle Track and Stephen Avenue Pilot Projects

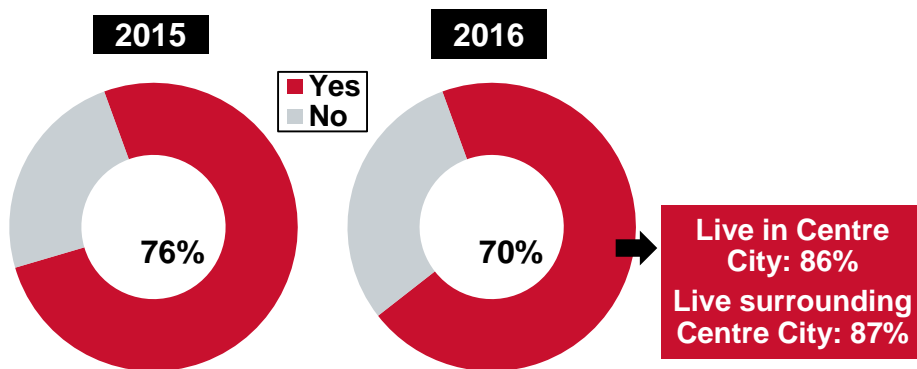
## Cycle Track

As you may know, a cycle track is an on-street bike lane protected by a physical barrier from moving cars, parked cars and sidewalks.

The 7<sup>th</sup> Street Southwest cycle track – which runs between the Bow River Pathway and 8<sup>th</sup> Avenue – has been open since July 2013. As part of the current cycle Track Pilot Project, a cycle track network has been built that includes new routes on 5<sup>th</sup> Street Southwest between 3<sup>rd</sup> Avenue and 17<sup>th</sup> Avenue; on 8<sup>th</sup> Avenue Southwest between 11<sup>th</sup> Street Southwest and 3<sup>rd</sup> Street Southwest; on 9<sup>th</sup> Avenue between Macleod Trail and 4<sup>th</sup> Street Southeast; and, on 12<sup>th</sup> Avenue between 11<sup>th</sup> Street Southwest and 4<sup>th</sup> Street Southeast.

The cycle track network opened on a temporary basis in June 2015 and will be evaluated in late 2016.

**Q13AIDED. Prior to now, were you aware of the Cycle Track Pilot Project?**

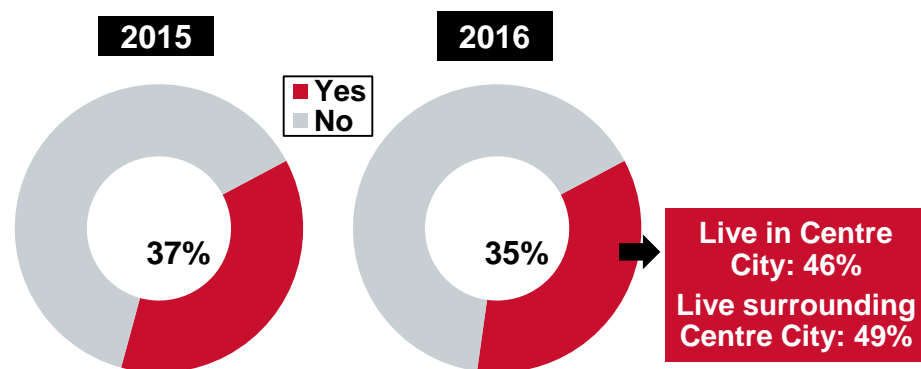


## Stephen Avenue

As you may know, until June 2015, Stephen Avenue was a pedestrian street from 6am to 6pm each day. Outside of those hours, motorists, taxis, pedestrians and cyclists share Stephen Avenue.

Since June 2015, Stephen Avenue has been open to both pedestrians and bicyclists during the day for a one-year pilot project. A cycle track was **not** built on Stephen Avenue, however, it is now a two-way bicycle connection to the 8<sup>th</sup> avenue and 9<sup>th</sup> avenue cycle tracks.

**Q14AIDED. Prior to now, were you aware that Stephen Avenue is open to bicyclists during the day as part of a pilot project?**



Base: All respondents (2016: n=1,202 / 2015: n=515)

# Support for the Cycle Track and Stephen Avenue Pilot Projects



## Support for the Cycle Track and Stephen Avenue Bicycle Pilot Projects

### The majority of Calgarians continue to support the Cycle Track pilot project.

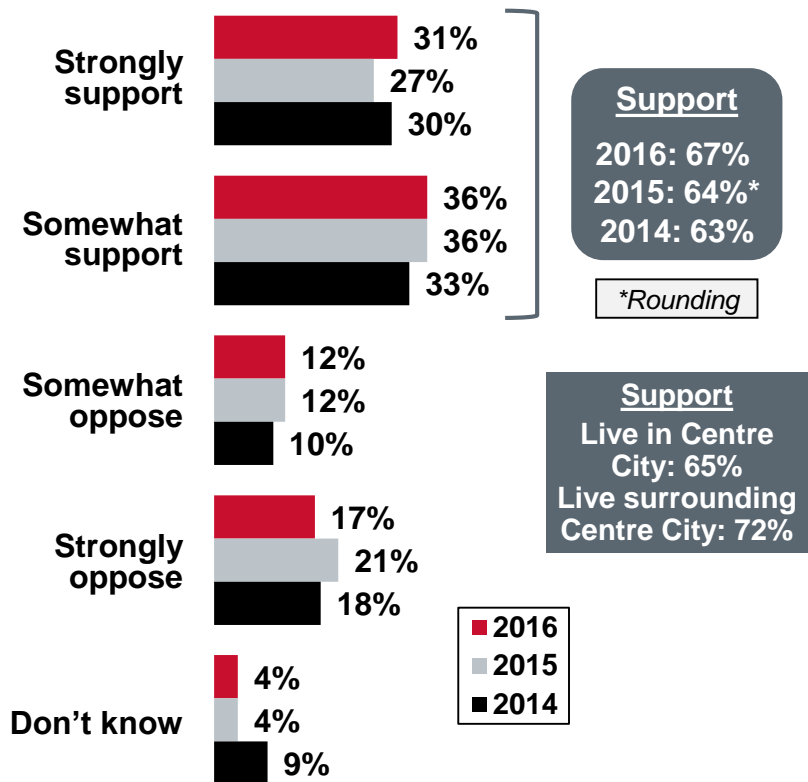
- ◆ After being read a description of the Cycle Track pilot project, 67% (consistent with 64% in 2015) of Calgarians say they personally support the project, with 31% saying they '*strongly* support' it.
  - ❖ At 92%, support is significantly *higher* among those who have cycled on cycle track streets – further, 67% of cyclists '*strongly* support' the project.
- ◆ Key reasons for support are safety, the environment and health, while key reasons for opposition are traffic issues, limited use and cost.

### The Stephen Avenue Bicycle pilot project garners the same level of support, and support is up significantly from two years ago.

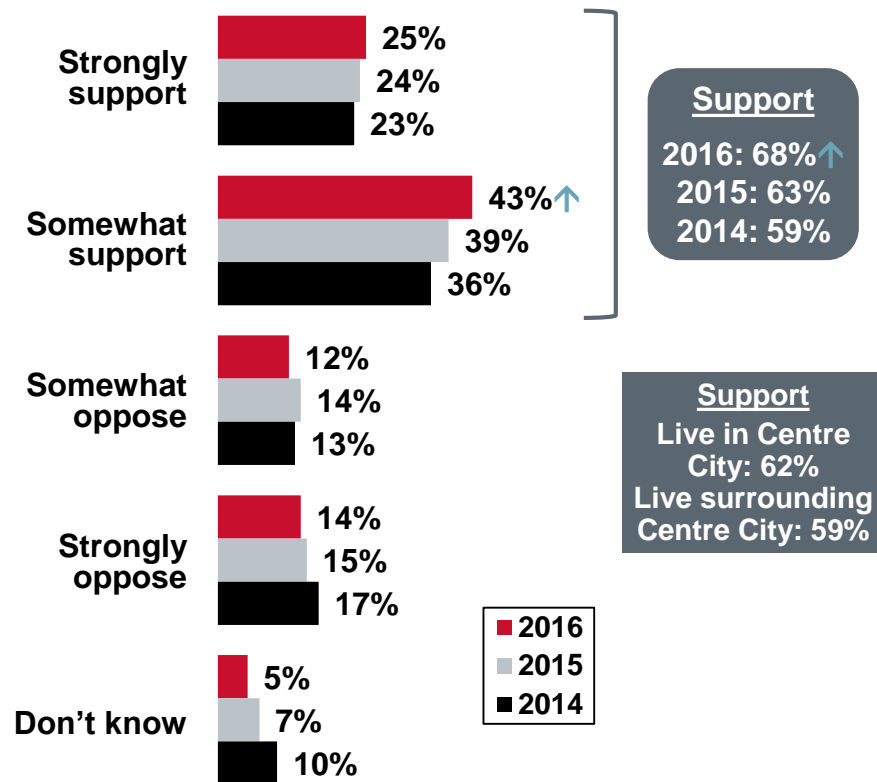
- ◆ After being read a description of the Stephen Avenue Bicycle pilot project, 68% of Calgarians say they personally support the project, with 25% saying they '*strongly* support' it.
  - ❖ While overall support is statistically consistent with 2015 (63%), it has *increased* 9 percentage points from 2014 (59%).
  - ❖ As with the Cycle Track pilot, support is significantly *higher* among Calgarians who have cycled on cycle track streets (87% support, 51% *strongly*)
- ◆ The main reason for opposition is safety concerns, particularly for pedestrians.

# Support for the Cycle Track and Stephen Avenue Bicycle Pilot Projects

## Cycle Track



## Stephen Avenue



↑ Statistically higher than 2014

Base: All respondents (2016: n=1,102 / 2015: n=515 / 2014: n=550)

Q13. Do you personally support or oppose the Cycle Track Pilot Project?

Q14. Do you personally support or oppose the Stephen Avenue Bicycle Pilot Project?

# Reason for Supporting the Cycle Track Pilot Project

## Strongly Support

## Multiple Responses

Mentions <5% are not shown

## Somewhat Support

Safe/ secure 42%

(Barrier) separates cyclists and drivers 26%

Promotes/ encourages cycling 24%

Good for the city/ the environment 22%

Good/ it's a good idea 18%

Eases traffic congestion/ flow 17%

Easier to get around the city 16%

Another means of transportation 15%

I'm a cyclist/ I (always) ride a bike 15%

Lessens number of vehicles 14%

Promotes an active/ healthy lifestyle 13%

Biking is good for your health 11%

I support it 9%

Lessens accidents 5%

(People) will use it/ already using it 5%

Seen other places with cycle paths 5%

Positive (Net) 53%

It is good (to have) 15%

Safe/ secure 14%

(Barrier) separates cyclists and drivers 12%

Another means of transportation 6%

Promotes an active/ healthy lifestyle 6%

I support it 6%

Eases traffic congestion/ flow 5%

Negative (Net) 55%

Do not/ will not use it 13%

Can worsen traffic/ more congestion 10%

Takes up road and parking space 9%

Not for me/ does not affect me 7%

I'm not a cyclist/ I don't ride a bike 7%

Cyclists do not follow rules 7%

Unsafe/ not secure 6%

Calgary doesn't have good weather 5%

Can cause confusion for drivers 5%

Neutral (Net) 13%

Need more information 6%

Depends on effects/ like to see results 5%

Base: Strongly support the Cycle Track Pilot Project (n=374)

Q13A. Why do you say you strongly support the Cycle Track Pilot Project?

Base: Somewhat support the Cycle Track Pilot Project (n=340)

Q13B. Why do you say you somewhat support the Cycle Track Pilot Project?

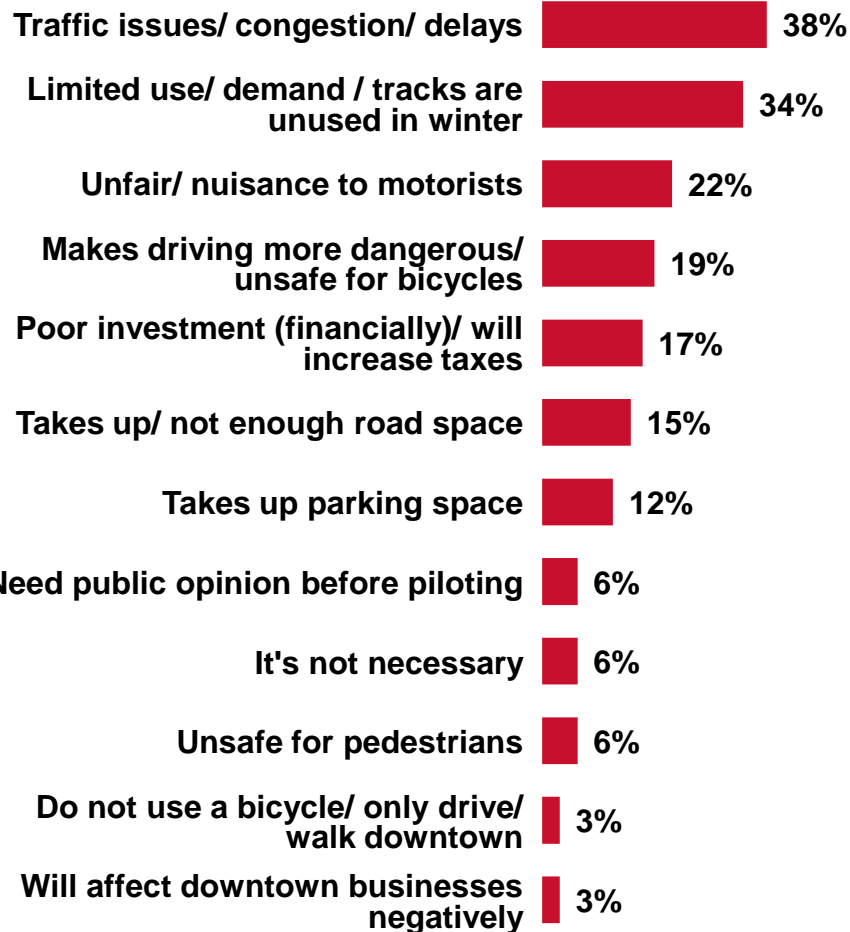


# Reason for Opposing the Cycle Track Pilot Project

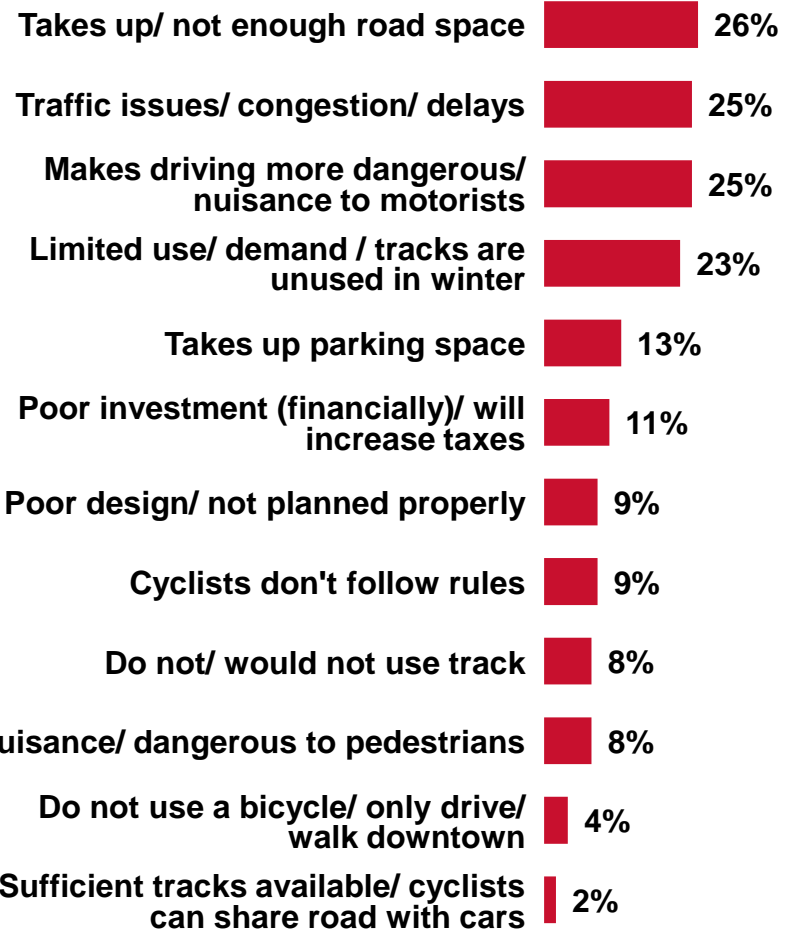
## Strongly Oppose

## Multiple Responses

## Somewhat Oppose



Base: Strongly oppose the Cycle Track Pilot Project (n=221)  
 Q13A. Why do you say you strongly oppose the Cycle Track Pilot Project?



Base: Somewhat oppose the Cycle Track Pilot Project (n=130)  
 Q13B. Why do you say you somewhat oppose the Cycle Track Pilot Project?

# Reason for Supporting the Stephen Avenue Bicycle Pilot Project

## Strongly Support

## Multiple Responses

*Mentions <3% are not shown*

## Somewhat Support

Good idea/ good use of space 21%

No vehicles 19%

Makes it easier for cyclists to travel 15%

It's safe for cyclists 12%

Provides more options for cyclists 12%

Good for/ helps the environment 11%

Encourages people to ride a bike 10%

Enough space for pedestrians and cyclists 7%

Allow pedestrians and cyclists get along/ interact (rather than with vehicles) 7%

I cycle/ ride a bike 5%

I support it 5%

It's necessary/ we need it 4%

Good for community/ social benefits 4%

Does not take away (driving) lanes 3%

Brings (more) business downtown 3%

Doesn't affect me at all 15%

Good thing/ idea 12%

Concern about pedestrians/ safety 8%

Need more information 7%

Cyclists & pedestrians can share the road 7%

No traffic congestion 6%

Encourage people to cycle/ be active 6%

Alternate cycling/ travel route 5%

Safe 5%

Convenient 4%

Prefer not to mix cyclists and pedestrians 4%

A lot of pedestrians in the area 4%

It is for pedestrians/ walking 3%

Not a car route/ bike lane makes no difference 3%

Good/ safe for cyclists 3%

Cyclists don't pay attention to pedestrians 3%

Depends on results 3%

Depends if there is a path for cyclists 3%

Base: Strongly support the Stephen Avenue Pilot (n=265)

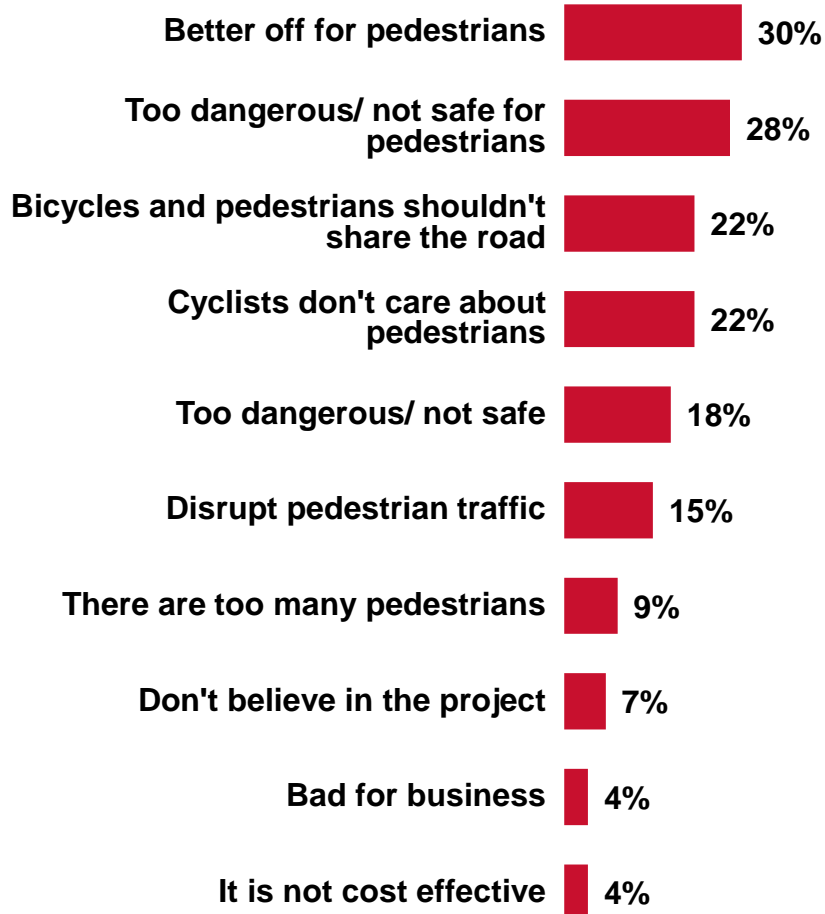
Q14A. Why do you say you strongly support the Stephen Avenue Bicycle Pilot Project?

Base: Somewhat support the Stephen Avenue Pilot (n=417)

Q14B. Why do you say you somewhat support the Stephen Avenue Bicycle Pilot Project?

# Reason for Opposing the Stephen Avenue Bicycle Pilot Project

## Strongly Oppose

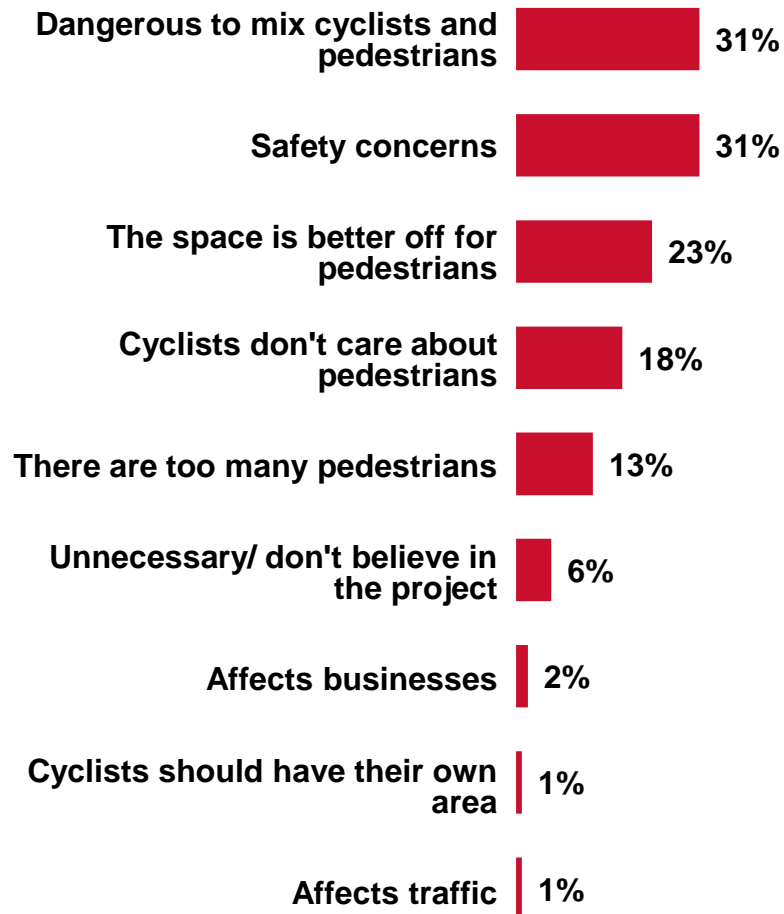


Base: Strongly oppose the Stephen Avenue Pilot (n=204)

Q14D. Why do you say you strongly oppose the Stephen Avenue Bicycle Pilot Project?

## Multiple Responses

## Somewhat Oppose



Base: Somewhat oppose the Stephen Avenue Pilot (n=152)

Q14C. Why do you say you somewhat oppose the Stephen Avenue Bicycle Pilot Project?

# Attitudes Regarding Cycle Tracks and Stephen Avenue Pilot



# Attitudes Regarding Cycle Tracks and the Stephen Avenue Pilot

**Agreement with possible drawbacks or limitations of Cycle Tracks is generally moderate, and significant gains have been seen over the past two years.**

- ❖ The winter in Calgary is too harsh for cycling to become a mainstream mode of transportation – 74% agree (an 8 point *decrease* from 82% in 2014) and 49% *strongly* agree (an 11 point *decrease* from 60% in 2014).
- ❖ With the cycle track network, there isn't enough on-street parking in the Centre City – 64% agree (a 9 point *decrease* from 73% in 2015), 33% *strongly* agree (an 11 point *decrease* from 44% in 2015).
- ❖ The cycle track network has disrupted traffic flow and increased driving times – 54% agree (a 15 point *decrease* from 69% in 2014), 26% *strongly* agree (a 10 point *decrease* from 36% in 2014).
- ❖ A cycle track network only benefits a small number of Calgarians – 67% agree, 36% *strongly* agree.

**Agreement with possible benefits of Cycle Tracks varies, with some significant changes over the past two years.**

- ❖ Cycle tracks have made cycling safer in the Centre City – 79% agree (a 5 point *decrease* from 84% in 2014), 38% *strongly* agree.
- ❖ Cycle tracks have increased the number of people travelling to and from the Centre City by bicycle – 71% agree, 27% *strongly* agree (a 7 point *increase* from 20% in 2015)
- ❖ The cycle track network has increased retail sales for businesses in the Centre City – 43% agree (a 7 point *increase* from 36% in 2015), 7% *strongly* agree.



## Attitudes Regarding Cycle Tracks and the Stephen Avenue Pilot (cont'd)

**While the vast majority of Calgarians agree it is important for The City to provide transportation options, cycling is not necessarily a priority. That said, a significant gain is observed.**

- ❖ It is important for The City of Calgary to provide a variety of transportation options – 93% agree, 64% *strongly* agree.
- ❖ It is important for The City of Calgary to provide more travel choices in and out of the Centre City – 86% agree, 50% *strongly* agree.
- ❖ It is important for The City of Calgary to make Calgary a more bicycle friendly city – 75% agree, 34% *strongly* agree
- ❖ It is important for The City of Calgary to enable cycling as the preferred transportation choice for more people – 66% agree (an 8 point *increase* from 58% in 2015), 23% *strongly* agree.

**Calgarians express moderate agreement that allowing cyclists on Stephen Avenue is a safety concern for pedestrians, though agreement is down significantly from two years ago.**

- ❖ Allowing cyclists on Stephen Avenue during the day will not be safe for pedestrians – 49% agree (a 9 point decrease from 58% in 2014), 25% *strongly* agree.



# Attitudes Regarding Cycle Tracks and the Stephen Avenue Pilot

■ Strongly agree ■ Somewhat agree ■ Somewhat disagree ■ Strongly disagree ■ Don't know

It is important for The City of Calgary to provide a variety of transportation options



It is important for The City of Calgary to provide more travel choices in and out of the Centre City



Cycle tracks have made cycling safer in the Centre City



It is important for The City of Calgary to make Calgary a more bicycle friendly city



The winter in Calgary is too harsh for cycling to become a mainstream mode of transportation



Cycle tracks have increased the number of people travelling to and from the Centre City by bicycle



\*Rounding

% Agree  
(Strongly or Somewhat)

2016	2015	2014
93%	93%	93%
86%*	85%	84%
79%↓	83%	84%
75%	73%	72%
74%↓	78%	82%
71%	67%	71%

↓ Statistically lower than 2014

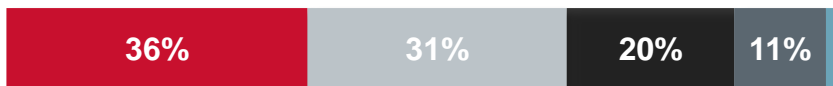
Base: All respondents (n=1,102)

Q15. Please indicate if you strongly agree, somewhat agree, somewhat disagree or strongly disagree with each of the following statements.

# Attitudes Regarding Cycle Tracks and the Stephen Avenue Pilot (cont'd)

■ Strongly agree 
 ■ Somewhat agree 
 ■ Somewhat disagree 
 ■ Strongly disagree 
 ■ Don't know

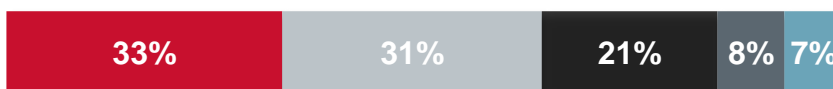
A cycle track network only benefits a small number of Calgarians



It is important for The City of Calgary to enable cycling as the preferred transportation choice for more people



With the cycle track network, there isn't enough on-street parking in the Centre City



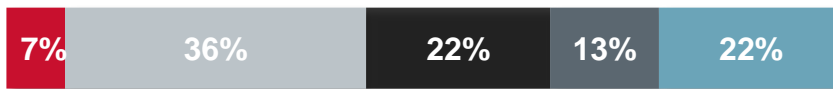
The cycle track network has disrupted traffic flow and increased driving times



Allowing cyclists on Stephen Avenue during the day is not safe for pedestrians



The cycle track network has increased retail sales for businesses in the Centre City



% Agree  
(Strongly or Somewhat)

2016	2015	2014
67%	68%	68%
66%↑	58%	61%
64%↓	73%	70%
54%↓	61%	69%
49%↓	52%	58%
43%↑	36%	43%

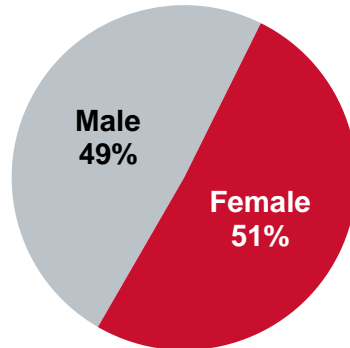
↑ Statistically higher than 2015  
 ↓ Statistically lower than 2015  
 ↓ Statistically lower than 2014

Base: All respondents (n=1,102)

Q15. Please indicate if you strongly agree, somewhat agree, somewhat disagree or strongly disagree with each of the following statements.



## Gender



## Age

18 to 24	14%
25 to 34	23%
35 to 44	14%
45 to 54	12%
55 to 64	13%
65 or older	17%
No response	7%
Mean	45 years

## Education

Completed high school or less	17%
Some post secondary or college diploma	37%
Completed university degree or post-grad degree	45%

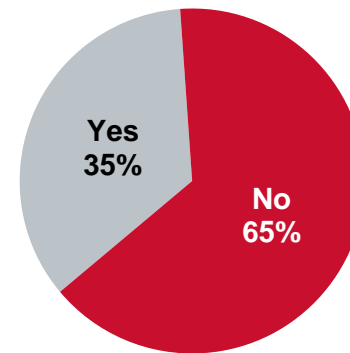
## Income

Less than \$30,000	6%
\$30,000 to <\$45,000	8%
\$45,000 to <\$60,000	10%
\$60,000 to <\$75,000	8%
\$75,000 to <\$90,000	7%
\$90,000 to <\$105,000	10%
\$105,000 to <\$120,000	9%
\$120,000 to <\$150,000	12%
\$150,000 or more	18%
No response	11%

## Tenure in Calgary

5 years or less	11%
6 to 10 years	14%
11 to 20 years	23%
21 to 30 years	20%
31 to 40 years	15%
41 years or more	17%
Mean	25 years

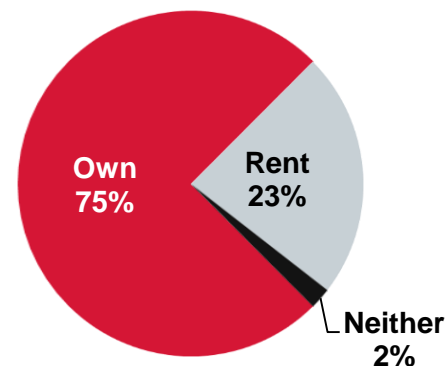
## Children in Household



## Number of People In Household

1	14%
2	31%
3	20%
4	20%
5	9%
6 or more	6%

## Own or Rent







## Contact

### Sheela Das

Director

Ipsos Public Affairs

587.952.4874

email: [sheela.das@ipsos.com](mailto:sheela.das@ipsos.com)

### Jamie Duncan

Vice President

Ipsos Public Affairs

587.952.4863

email: [jamie.duncan@ipsos.com](mailto:jamie.duncan@ipsos.com)

