



# ***CITY COUNCIL ADDITIONAL AGENDA***

Monday, September 16, 2013 – Council Chambers, City Hall

Call to Order:	2:00 PM
Recess:	5:00 PM to 6:00 PM

## **I. UNFINISHED BUSINESS**

I.1. Commuter Bike Pilot Project Update

(Agenda Pages 1 – 87)



September 9, 2013

## Commuter Bike Pilot

Engineering Services

### **Report Summary & Recommendation:**

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This report has been prepared as an update on the Commuter Bike Pilot Project for Council's information.

The objectives of the pilot were to:

1. Expand upon Red Deer's existing on-street bike facilities;
2. Create better cycling connections throughout the city; and
3. Create and test various forms of on-street bicycle facilities.

All activities undertaken as part of the pilot were in support of these objectives.

This report presents a summary of the project, public feedback, the key findings of the pilot and next steps.

As part of the 2014 budget process, options will be provided to Council related to the future of the pilot infrastructure.

### **City Manager Comments:**

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The concept of bike lanes in Red Deer was advocated by a number of groups during the last municipal election. The Primary Care Network (PCN) hosted a number of meetings with Councillors and indicated that funding from PCN might be available to assist with a pilot project.

In 2011 a limited pilot project was undertaken and received positive public feedback.

In 2012 City Council approved a fairly extensive bike lane network recommended by a Steering Committee comprised of City Staff and Community organizations. The project was developed as a "pilot" with signage along the routes encouraging public feedback and an undertaking to adjust the network as required.

Public reaction and comment to the 2012 pilot was generally negative which was also reflected in the online survey. The major concerns related to areas where congestion was increased or on street parking was eliminated. City Council considered the immediate concerns and eliminated the bike lanes on 55<sup>th</sup> Street and reinstated parking on 59<sup>th</sup> Avenue.

Negative public reaction continued earlier this year when Council and Administration undertook a more detailed review and eliminated the bike lanes on 40<sup>th</sup> Avenue and immediately adjacent to the intersections of 40<sup>th</sup> Avenue / 39<sup>th</sup> Street and 59<sup>th</sup> Avenue / 67<sup>th</sup> Street.



Following the above adjustments, a new online survey was undertaken with the broader objective of gaining input on **all forms of bicycle infrastructure** in the City including recreation trails, multi purpose trails, bike routes and bike lanes.

The results of the online survey are not statistically valid (such as the IPSOIS Reid survey), but provide an indication of the community's view. The results may be summarized as follows:

- The majority of respondents support multi-use trails (88%) and recreation trails (91%) and support the extension of them.
- The majority of respondents do not like bicycle lanes (81%) or bike routes (77%) and do not support their extension.
- The majority of respondents were supportive of the changes to the bike lane pilot made to date.
- 19% of respondents are supportive of bicycle lanes and 16% use them. There is therefore a core user group.

My conclusions on the bike lane pilot project are as follows:

- It is clear that the majority of respondents do not support bike lanes or routes particularly when they affect traffic or parking. The preferred form of bicycle infrastructure is the wide multi-purpose trail as has been implemented on 30<sup>th</sup> Avenue and 32<sup>nd</sup> Street.
- The majority of residents in a recent survey supported the Mobility Playbook which puts forward a number of initiatives to create a more balanced transportation system in Red Deer including walking, public transit, cycling and driving. There appears to be agreement to the concept of improving bicycle infrastructure but in a complimentary form and not by reducing existing road infrastructure and increasing congestion in any way.
- A recent study of bicycle safety at the University of British Columbia evaluated 15 different types of bicycle infrastructure. The study found that "cycle tracks" separated by a physical barrier were by far the safest. Bike lanes on major streets were found to be safer than major streets without bike lanes or with shared lanes.
- The 2013 IPSOS Reid survey asked residents their view on how various means of transportation could be encouraged. 11% of respondents suggested the development and improvement of bike paths (second highest ranking) while 9% suggested reducing or eliminating bicycle lanes.
- The information from the pilot should be carefully considered by Administration and the new Council in the development of the Transportation and Trails Master Plans which are scheduled to begin next year.

Recommendations:

- That City Council receive the Commuter Bike Pilot Report dated September 9, 2013 for information at this time.



- That standards and policies for bicycle infrastructure be considered in conjunction with the proposed Transportation and Trails Master Plans.
- That the current system of bike lanes remain in place pending further review by the new Council in conjunction with future transportation planning.

Craig Curtis  
City Manager

## **Proposed Resolution**

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Resolved that Council of The City of Red Deer, having considered the report from Engineering Services, dated September 9, 2013 re: Commuter Bike Pilot, hereby agrees:

1. To accept the Commuter Bike Pilot Report, dated September 9, 2013 for information.
2. That standards and policies for bicycle infrastructure be considered in conjunction with the proposed Transportation and Trails Master Plans; and
3. That the current system of bike lanes remain in place pending further review by the new Council in conjunction with future transportation planning.



## Report Details

### **Background:**

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#### **STAKEHOLDERS**

To deliver this project, a Steering Committee was formed that included:

##### City Departments

Engineering Services (Project Lead)

Communications

Public Works

Recreation, Parks & Culture (RPC)

Planning

Royal Canadian Mounted Police (RCMP)

##### Partner Organizations

The Red Deer Primary Care Network (RDPCN)

Safe Communities Central Alberta (ongoing representation in 2011 / 2012)

Red Deer Association for Bicycle Commuting (RDABC)

ReThink Red Deer

Each year before proceeding with installing new cycling infrastructure, Council was updated on the progress made, any issues or challenges of note, and provided recommendations.

Any residences or businesses directly affected were contacted prior to the installation of the pilot network.

Input from the public was received via online surveys, phone calls and emails throughout 2011, 2012 and 2013.

#### **COMMUTER BIKE PILOT PROGRAM – AN OVERVIEW**

##### **2011 – “Quick Wins”**

The work completed in 2011 largely consisted of planning work done by the Steering Committee, with limited construction work occurring in August / September.

The construction work involved the installation of road markings and signage for dedicated bike lanes along 4 km of roadway. The roadways chosen for this work were considered “quick wins”, meaning:

1. Modification of existing roadway markings was not required;
2. There would not be an impact to existing traffic patterns;
3. The infrastructure could be installed quickly with minimal expense; and
4. The routes would, to some degree, connect with the larger pilot network being considered for implementation.



The locations selected are illustrated on Figure 1 and are as follows:

1. Riverside Drive - from 67 Street to 3 Mile Bend access
2. Riverview Avenue- from 60 Street to 65 Street
3. Kerrywood Drive -from Fir Street to Overland Place
4. Cronquist Drive - from 54 Avenue to Webster Drive

### **Public Feedback In 2011**

An online survey was available to the public on The City's website between July and October 2011 as an opportunity to receive feedback on the new bike routes. The primary intent of the survey was to gauge public support for new on-street cycling facilities and to obtain feedback specifically on the new on-street markings and signage.

The City received over 270 completed survey forms. Based on the responses, the bike lanes were well received with 75% supporting bike lanes. Highlights of the survey are:

- 42% of respondents said that they choose to bike because it is good for their health and the environment and is economical and convenient. 25% of respondents said they drive because of the distance they have to travel and that they need to make several work related trips during the day.
- 21% of commuter cyclists said that their main destination is downtown while 14% said it was north Red Deer.
- 24% of respondents said there should be more bike lanes and 14% said that they consider them safe.
- 26% of respondents consider the bike lanes to be in the wrong place and they ended abruptly; 19% said they consider them unsafe.

Minimal calls and emails were received from the public in 2011, however those received were largely supportive or were requesting information about the pilot.

### **2012 – “A Continuous, Connected System”**

The Steering Committee developed a comprehensive pilot program for 2012.

The pilot program for 2012 was ambitious and significant effort was required to ensure that:

- Detailed design of the network was complete and had the support of the Steering Committee;
- Affected residences and business owners were contacted prior to construction;
- An encouragement and education campaign was created that would create awareness as well as educate and involve the public throughout the year;
- An efficient method of obtaining public feedback on the new infrastructure and cycling in Red Deer overall was developed; and
- Council was informed of and supportive of the 2012 plan before proceeding with any public communication or construction.



To more effectively and successfully deliver the pilot in 2012, the Steering Committee decided to focus on the following key themes:

- **E**ducation
- **E**ncouragement
- **E**ngineering
- **E**valuation
- **E**nforcement

Figure 2 illustrates the network developed by the Steering Committee and supported by City Council. This cycling network involved the installation of new on-street cycling infrastructure on 16 km of roadway, bringing the total pilot network to 20 km of new on-street facilities.

### **Public Feedback In 2012**

An online survey running from August 1 to September 19 was available through The City's website to obtain feedback on the new pilot network.

The purpose of the survey was to assess a number of issues related to bicycle commuting, including both motorist and cyclist perceptions of bicycle lanes, cycling habits and preferences for future bicycle lane development. The survey consisted of both multiple choice and open-ended responses and there were a total of 2,846 unique responses. Following are excerpts from the key findings of the Banister report; the full report is included in Appendix A.

- 51% of respondents reported that bike lanes cause congestion and/or that traffic lanes should not be shared with cyclists;
- 29% of respondents either agreed or strongly agreed that "As a motorist, I feel safer when cyclists are in bike lanes, as opposed to sharing a lane";
- 22% felt that there are too few cyclists for the bike lanes, followed by 19% who mentioned that bike lanes are not used year-round due to winter conditions; and
- 37% of respondents felt that installing separated bike lanes was a high priority, followed by 35% who felt that improving current on-street connections in the trail system was a high priority.

Roughly 360 calls and emails were received from the public in 2012, which had some of the same main themes noted above, namely concerns regarding the removal of traffic lanes, lack of cyclists using the lanes, pedestrian and cyclist safety, parking removal and that the winter climate limits cycling. Approximately 290 of these communications were received in August and September.

### **Modifications To The Network**



Modifications were made to the intersection of 40 Avenue / 39 Street to address congestion issues, as well as some modifications to address impacted on-street parking that had not been previously identified in the plan.

A significant amount of feedback was received from the public via phone calls, emails and letters expressing concerns at specific locations along the pilot network. The primary focus of these concerns were at two locations, as described below:

1. Traffic congestion on 40 Avenue / 55 Street between 51 Street and 48 Avenue due to the removal of traffic lanes in favour of bike lanes; and
2. Loss of on-street parking in front of homes along 59 Avenue / Grant Street between 70 Street and Taylor Drive due to the installation of bike lanes.

Modifications were made resulting in the full reinstatement of location 1 and changing the bike lanes to a “share the road” treatment at location 2. These changes are reflected on the modified network map shown on Figure 3.

### **2013 – “A Responsive System”**

#### **Winter Issues**

Over the winter months of 2012 / 2013, the public continued to contact The City with specific concerns related to faded roadway markings, roadway markings being obscured by snow / ice / gravel, and motorists either not obeying or being confused about the roadway markings / signage.

Three key locations with these issues were identified as being particularly problematic in the winter months due to shifting lane lines / centerlines at intersections:

1. 40 Avenue between 39 Street and 51 Street;
2. 59 Avenue between Holt Street and 70 Street; and
3. 45 Street between 49 Avenue and 50 Avenue.

Public Works crews were mobilized as early as practicable to do focused pre-marking (spray painting) of the lane lines at the three areas to provide additional clarity to road users.

#### **Modifications To The Network**

As a result of observations and public feedback throughout the winter, the bike lanes at location 1 were removed and the bike lanes at location 2 were changed to a “share the road” treatment. The modified network is as shown on Figure 4.

#### **Public Feedback In 2013**

An online survey running from June 27 to August 19 was available through The City’s website to obtain feedback from the public on cycling in Red Deer and the modifications made to the pilot network in 2013. Banister was retained to complete the analysis and



reporting on the 2013 data. A total of 2,275 surveys were completed and the full report from Banister is attached in Appendix B.

Following are excerpts of the key findings from Banister's analysis:

- The majority of respondents indicated they like the multi-use and recreation trails (90% +/-) and support the expansion of them.
- The majority of respondents indicated they do not like the on-street bike lanes and routes (80% +/-).
- Approximately 17% of respondents indicated they use the bike routes and lanes, the majority of which use them at least once a week.
- The majority of respondents were not supportive of expanding the on-street bicycle routes (78%).

Approximately 130 calls and emails from the public were received throughout 2013 (roughly 100 of these were received prior to the 2013 modifications) and had the following main themes:

- The majority of concerns were related to winter driving at the three key locations previously identified and feedback received was centered around faded or snow covered pavement markings and that signage and pavement markings were confusing to follow;
- The pilot is a waste of tax dollars and too much money is being spent;
- Lack of cyclists using the lanes;
- Unhappy with the 2013 online survey; and
- Concerns surrounding pedestrian and cyclist safety.

### **In-Service Safety Audit**

An independent engineering consultant, TranSafe Consulting Ltd. (TranSafe), was engaged to complete an in-service safety audit of the 2013 modified pilot network.

The purpose of this audit was to comment on the safety of the bicycle facilities, identify issues that might contribute to safety risks and suggest mitigating measures. Highlights of the audit are:

- The pilot network contains several safety features that significantly enhanced safety for cyclists;
- The pilot network is generally continuous, well-marked, well signed and is comfortable to use;
- The pilot network complements the existing off-street pathway system and to some extent separates commuter cyclists and recreational / child cyclists;
- Some general observations were identified that could further improve the network (many of which are operational or maintenance items), however no critical safety issues were identified.



## **Discussion:**

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### **KEY FINDINGS OF THE COMMUTER BIKE PILOT PROJECT**

#### **2011 / 2012 / 2013 Feedback**

Of the over 500 individual calls and emails received from the public over the duration of the pilot, 785 separate comments were received. These comments were predominantly received in 2012 / 2013 and the three main themes were related to the removal of traffic lanes for bike lanes, confusion and uncertainty when driving on the pilot network in winter months and lack of cyclists using the pilot network.

Similar themes were identified by Banister in the 2012 online survey. In all, over 5,300 unique online surveys were completed over the duration of the pilot.

Calls and emails received in 2011 were different in that they either offered support for the pilot or were requesting information about the pilot.

Once modifications to the network were completed in 2013, feedback through calls and emails were general in nature and not related to concerns at specific areas.

Based on the public comments following the various iterations of the pilot, there is a definite correlation between the volume of feedback and areas where a capacity reduction is perceived. For example, very few comments were received related to areas of the network where no capacity reduction was perceived.

#### **Roadway Capacity**

The public perception of capacity and congestion is quite different from what is considered an acceptable level of congestion in the city.

For example, the overwhelming majority of complaints received from the public and tracked through the call / email log were related to the removal of traffic lanes to accommodate bike lanes (e.g. increased congestion). This was also the main concern expressed along 40 Avenue (when bike infrastructure existed) and 39 Street.

Observations completed by Engineering Services at the intersection of 40 Avenue and 39 Street show that only 2% - 3% of the vehicle traffic flowing through the area during the morning peak (which overlaps with morning school traffic) experienced a form of delay (i.e. having to wait more than one cycle of the traffic light). This amount of delay is well within acceptable parameters for roadway operations and is considered negligible. Based on the calls and emails received from the public a significant level of delay was expected to be observed.

The pilot network did not create congestion issues, but rather intensified existing congestion at a limited number of locations (i.e. 55 Street in 2012 and at the 59 Avenue / 67 Street and 40 Avenue / 39 Street intersections in 2012 / 2013). The intensified congestion



was directly correlated to the bike lanes, which drove the level of concerns even though the congestion was well within acceptable thresholds.

Adding cycling infrastructure to the existing road network without implementing capacity improvements at specific locations will generate driver concerns.

### **Context Sensitive Design / Bicycle Facility Typology**

A wide variety of bicycle facility types exist and each has an associated context and user comfort level that must be considered before implementing. Table I identifies the range of most commonly accepted bicycle facilities. The observations and public feedback received throughout the pilot confirms that this bicycle facility typology is very much applicable to Red Deer.

There is no one right answer when planning bicycle facilities, but rather a range of acceptable options that will have a varying degree of impact to the existing road network and will accordingly require different skill levels for cyclists to use. In general, the higher the level of facility that is provided for one type of road user, the greater the impact will be to the other road users.

While it is desirable to provide the highest level of bicycle facilities possible for cyclists, there are a range of factors that must be considered (e.g. vehicle speeds, traffic volumes, road widths, etc.). Compromise is necessary throughout the planning of the network to provide an acceptable roadway experience for all users.

Continued refinement of bicycle facilities throughout the pilot is important to implement ongoing learnings to improve the roadway experience for all.

### **Shifting Centerlines**

In some areas the centerlines of roadways were shifted to accommodate the pilot infrastructure. While it was intended that there be enough fair weather months for motorists to become familiar with the adjustment before winter, it was found that this type of treatment was confusing for motorists to navigate during the winter months when road markings were obscured / faded (despite roadway signage providing guidance in these areas).

Centerline shifts should be avoided, otherwise physical guidance in these situations is needed to ensure that road users have a clear understanding of the roadway configuration in all seasons.

### **Temporary Nature**

In general, the temporary nature of a project like this is a challenge as it affects installation methods, maintenance options, certainty of action from staff and stakeholders, public perception / buy-in, and requires an increased and ongoing level of attention beyond what a typical capital project would have.

The temporary nature of the infrastructure installed was a direct contributor to the winter issues previously identified and was the source of a significant amount of the public complaints received from the end of 2012 until roadway modifications were made in 2013.

**Table 1: Bicycle Facility Typology\***

Class	Land Use Context		
	High-Density	Medium-Density	Low-Density
<b>Class 1</b> <i>Comfortable for all users</i>	<ul style="list-style-type: none"> <li>• Cycle Track (parking placement, channelized, or grade separated)</li> <li>• Off-Street Exclusive Bicycle Path (4m) with Separate Pedestrian Path (3m), Paved</li> <li>• Neighbourhood Bikeway (with traffic calming and diversion)</li> </ul>	<ul style="list-style-type: none"> <li>• Neighbourhood Bikeway (with traffic calming and/or Traffic diversion)</li> <li>• Off-Street Exclusive Bicycle Path (4m) with Separate Pedestrian Path (3m), Paved</li> <li>• Off-Street Multi-Use Path, Paved (3-4m)</li> </ul>	<ul style="list-style-type: none"> <li>• Off-Street Multi-Use Path, Paved (3m)</li> <li>• Paved Shoulder (2m+)</li> </ul>
<b>Class 2</b> <i>Comfortable for many users</i>	<ul style="list-style-type: none"> <li>• Cycle Track (bollards or delineators)</li> <li>• Off-Street Multi-Use Path, Paved (3-4m)</li> <li>• Bicycle Lane (1.8m+)</li> <li>• Neighbourhood Bikeway (with traffic calming and/or Traffic diversion)</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle lane (1.8m+)</li> <li>• Neighbourhood Bikeway (with intersection treatments)</li> </ul>	<ul style="list-style-type: none"> <li>• Off-Street Multi-Use Path, Gravel or Paved (3m)</li> <li>• Paved Shoulder (2m)</li> </ul>
<b>Class 3</b> <i>Comfortable for confident users</i>	<ul style="list-style-type: none"> <li>• Bicycle Lane (1.5m)</li> <li>• Marked Wide Curb Lane</li> <li>• Neighbourhood Bikeway (with intersection treatments)</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle Lane (1.5m)</li> <li>• Neighbourhood Bikeway (with signage and pavement markings)</li> </ul>	<ul style="list-style-type: none"> <li>• Paved Shoulder (1.5m)</li> </ul>

\*Source: "Bicycle Facilities Design Course Manual", 2011, Urban Systems Ltd. in association with Alta Planning +Design and Meghan Winters.  
Developed for the British Columbia Parks and Recreation Association (BCPRA) and the British Columbia Ministry of Transportation & Infrastructure (BC MOT).

### Facility Usage

Despite the installation of new on-street cycling facilities, it was observed that at some locations many cyclists chose to use the sidewalk instead. In general, it appears that cyclists chose to use the sidewalk in areas where they did not feel safe on the roadway, most likely due to motorist behaviour.



Future expansion or installation of new on-street cycling infrastructure should not be focused solely on commuter cycling (typically the most confident bicycle facility user), but rather at providing facilities that will be comfortable for most users. These types of facilities will encourage use by a broader range of skill levels, which will increase ridership on the network and therefore increasing compliance by motorists and the safety of cyclists.

### **Public Education**

Despite efforts to make the meaning of new road markings and signage clear to road users, there were still a number of cases of improper use of the new facilities being observed. Motorists parking in bike lanes, motorists ignoring road markings and signage, cyclists biking in the lanes in the wrong direction, motorized wheelchairs and pedestrians using bike lanes were all things that were observed throughout the pilot.

These instances of observed improper use demonstrate that a significant and ongoing education campaign is needed change these types of behaviours. Promoting the rules of the road, sharing the road, driver and cyclist etiquette and the use of proper cycling equipment are all part of developing a cycling culture in Red Deer.

### **NEXT STEPS**

Having achieved the three objectives of the pilot (as previously described), the next steps are to:

1. Complete a detailed evaluation report for the pilot project. Learnings related to pilot projects in general will be shared with the Corporate Leadership Team (CLT) for organizational wide benefit.
2. As part of the 2014 budget process, provide options to Council for consideration based on the findings of the detailed evaluation report.
3. Consider key pilot findings in the development of the Transportation Master Plan, Trails & Pathways Master Plan and the Transit Master Plan, and other pertinent planning documents that will be brought before Council.

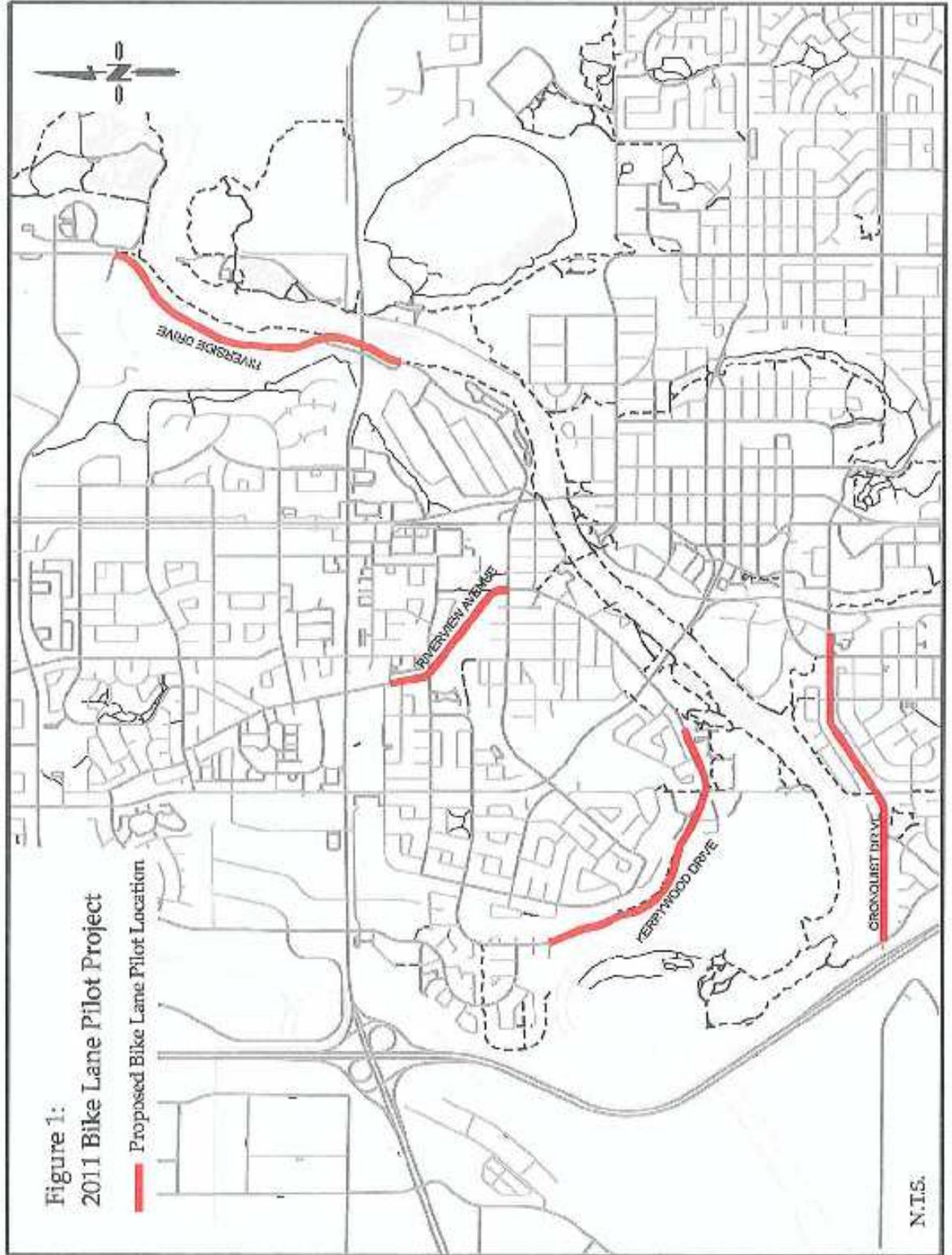
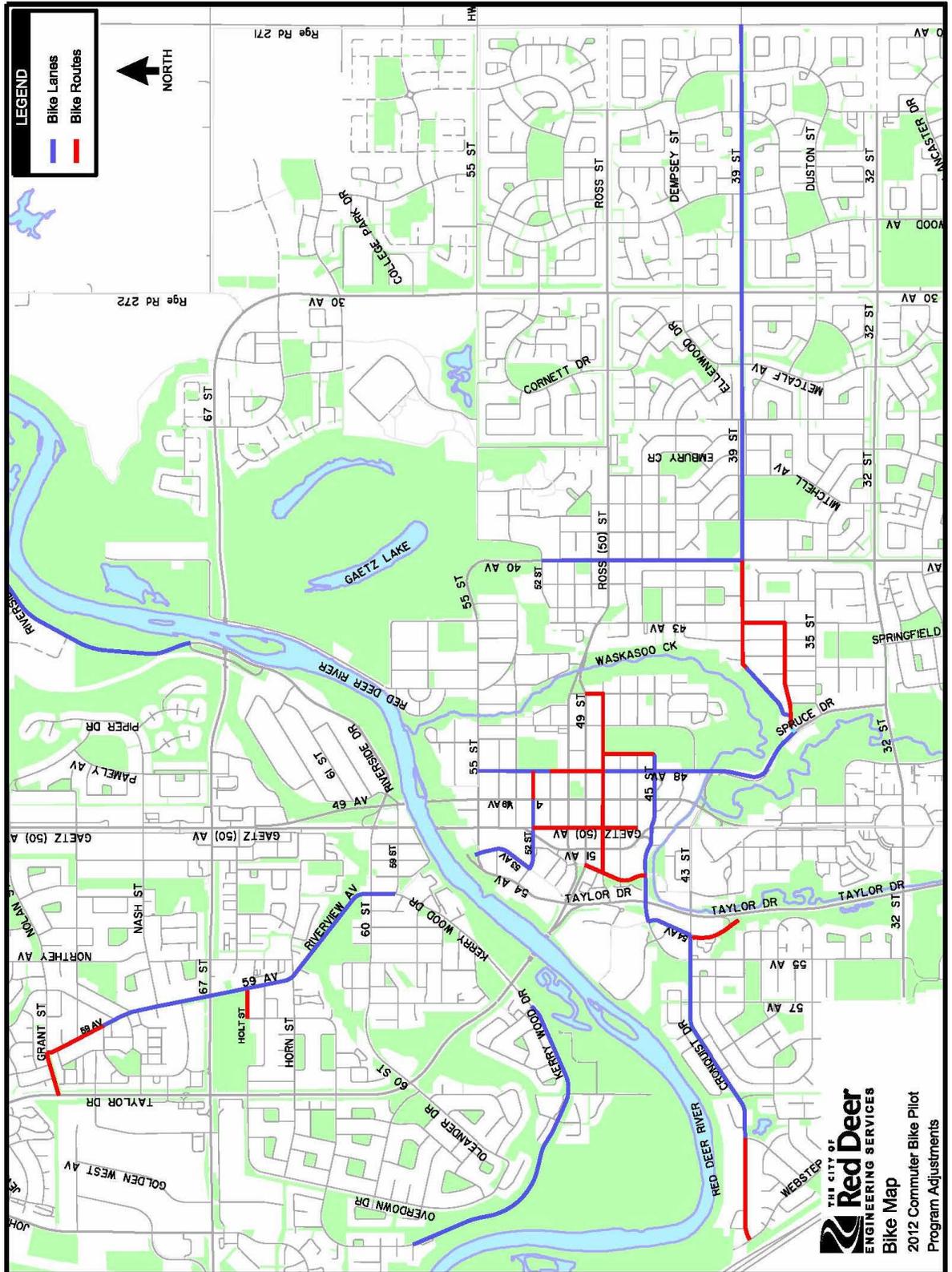




Figure 3: Modified 2012 Pilot Network





# APPENDIX A



## 2012 Commuter Bicycle Pilot Program Survey Final Report

March 15, 2013



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Appendix A – Survey Instrument

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## SUMMARY OF FINDINGS

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In 2012, the City of Red Deer conducted a survey with residents to assess a number of issues related to bicycle commuting, including both motorist and cyclist perceptions of bicycle lanes, cycling habits, and preferences for future bicycle lane development. In 2013, Banister Research was retained by the City of Red Deer to assist with the analysis and reporting of the 2012 data. A total of 2,846 surveys were completed. The key findings were as follows:

- ◆ Fifty-nine percent (59%) of respondents either agreed or strongly agreed with the statement “As a cyclist, I know my rights and responsibilities.” Thirty-eight percent (38%) of respondents each agreed or strongly agreed with the statements “There is adequate bike parking in the City” and “I feel safe riding on the road when there are **no** bike lanes.” Twenty-nine percent (29%) of respondents either agreed or strongly agreed that “As a motorist, I feel safer when cyclists are in bike lanes, as opposed to sharing a lane”;
- ◆ Forty-four percent (44%) of respondents considered themselves to be intermediate riders, followed by 20% who considered themselves to be advanced riders; 11% rated themselves as novice riders. Another 20% of respondents reported that they never ride a bike;
- ◆ More than two-thirds of respondents (68%) reported cycling when it is warm. Eighteen percent (18%) reported cycling in rainy weather, followed by 17% who cycle when it is cold outside;
- ◆ Thirty-seven percent (37%) of respondents felt that installing separated bike lanes was a high priority (ratings of 4 or 5 out of 5), followed by 35% who felt that improving current on-street connections in the trail system was a high priority;
- ◆ When asked what would make them feel safer on the road when cycling, 15% of respondents (n=400) reported that cyclists should be allowed to ride on sidewalks and trails. Ten percent (10%) of respondents mentioned dedicated bike lanes or a form of separation from the road, such as buffer lanes or rumble strips would make them feel safer on the road when cycling; and
- ◆ Respondents were asked what concerns, if any, they have about bike lanes and routes, from the perspective of a driver. Just over half of the respondents (51%) (n=400) reported that bike lanes cause congestions and/or that traffic lanes should not be shared with cyclists. More than one in five respondents (22%) felt that there are too few cyclists to add in bike lanes, followed by 19% who mentioned that bike lanes are not used year-round, often due to the harsher climate.

## **1.0 STUDY BACKGROUND**

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In 2012, the City of Red Deer conducted a survey with residents to assess a number of issues related to bicycle commuting, including both motorist and cyclist perceptions of bicycle lanes, cycling habits, and preferences for future bicycle lane development. In 2013, Banister Research was retained by the City of Red Deer to assist with the analysis and reporting of the 2012 data. A total of 2,846 surveys were completed.

## **2.0 METHODOLOGY**

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All components of the 2012 project were designed and executed by the City of Red Deer. A detailed description of each task of the project is outlined in the remainder of this section.

### **2.1 Project Initiation**

At the outset of the project, Banister Research met with the Client team to review the work program and to establish project timelines. The research tasks were finalized in conjunction with the Client, ensuring that the depth of the research would meet the City's needs.

### **2.2 Data Collection and Analysis**

The survey instrument, designed by the Client, was hosted on the web-based application Survey Monkey. Upon completion of data collection, the Client reviewed the data and removed all duplicate responses, thereby ensuring the validity of the survey data to be reported on; the final data set contained a total of 2,846 responses, providing a margin of error no greater than  $\pm 1.8\%$  at the 95% confidence level, or 19 times out of 20. The data output was subsequently provided to Banister Research for cleaning and editing. This task entailed replacing all alphanumeric labels with numeric data, in order to facilitate data processing and analysis.

A list of responses to each open-ended question were generated by Banister Research. The lead consultant reviewed the list of different responses to the open-ended or verbatim question and then a code list was established. To ensure consistency of interpretation, the same team of coders was assigned to this project from start to finish. The coding supervisor verified at least 10% of each coder's work. Once the questionnaires were fully coded, computer programs were written to check the data for quality and consistency. All survey data was compiled into a computerized database for analysis. Utilizing SPSS analysis software, the survey data was reviewed to guarantee quality and consistency (e.g., proper range values and skip patterns).

Due to overwhelming participation in the survey, the decision was made to sample the responses to the open-ended questions by randomly selecting 400 surveys for coding and analysis of the open ended responses, providing a margin of error no greater than  $\pm 4.9\%$  at the 95% confidence level, or 19 times out of 20.

The detailed data tables have been provided under a separate cover. It is important to note that any discrepancies between charts, graphs or tables are due to rounding of the numbers.

This report provides a summary of the 2012 Commuter Bicycle Pilot Program Survey findings.



### 3.0 STUDY FINDINGS

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Results of the survey are presented as they relate to the specific topic areas addressed by the survey. It is important to note that the data tables, under separate cover, provide a detailed analysis of all survey findings. In particular, a comprehensive listing of all open-ended responses has been provided in these tables. The reader should also note, when reading the report that the term significant refers to “statistical significance”. Only those respondent subgroups which reveal statistically significant differences at the 95% confidence level (19 times out of 20) have been included in this report. Respondent subgroups that are statistically comparable have been omitted from the presentation of findings.

#### 3.1 Overall Perceptions and Opinions

To begin, respondents were provided with a series of statements regarding their overall perceptions of bicycle lanes, taking into consideration their perspectives as both cyclists and motorists. For each statement, respondents were asked to state their level of agreement. As shown in Figure 1, on the following page, 59% of respondents either agreed or strongly agreed with the statement “As a cyclist, I know my rights and responsibilities.” Thirty-eight percent (38%) of respondents each agreed or strongly agreed with the statements “There is adequate bike parking in the City” and “I feel safe riding on the road when there are **no** bike lanes.” Twenty-nine percent (29%) of respondents either agreed or strongly agreed that “As a motorist, I feel safer when cyclists are in bike lanes, as opposed to sharing a lane.”

It is important to note that for the following statements, between 27% and 33% of all respondents answered “not applicable” when asked to rate them:

- ◆ “There is adequate bike parking in the City” (33%);
- ◆ “The new bike lanes make it easier to get around on my bike” (32%);
- ◆ “As a cyclist, I feel safe when riding in bike lanes” (31%);
- ◆ “Compared to last year, I rode my bike more this year” (30%);
- ◆ “As a cyclist, I know my rights and responsibilities” (28%); and
- ◆ “I feel safe riding on the road when there are **no** bike lanes” (27%).

For more detailed breakdown of the results, please refer to Table 1, on page 6.

Figure 1

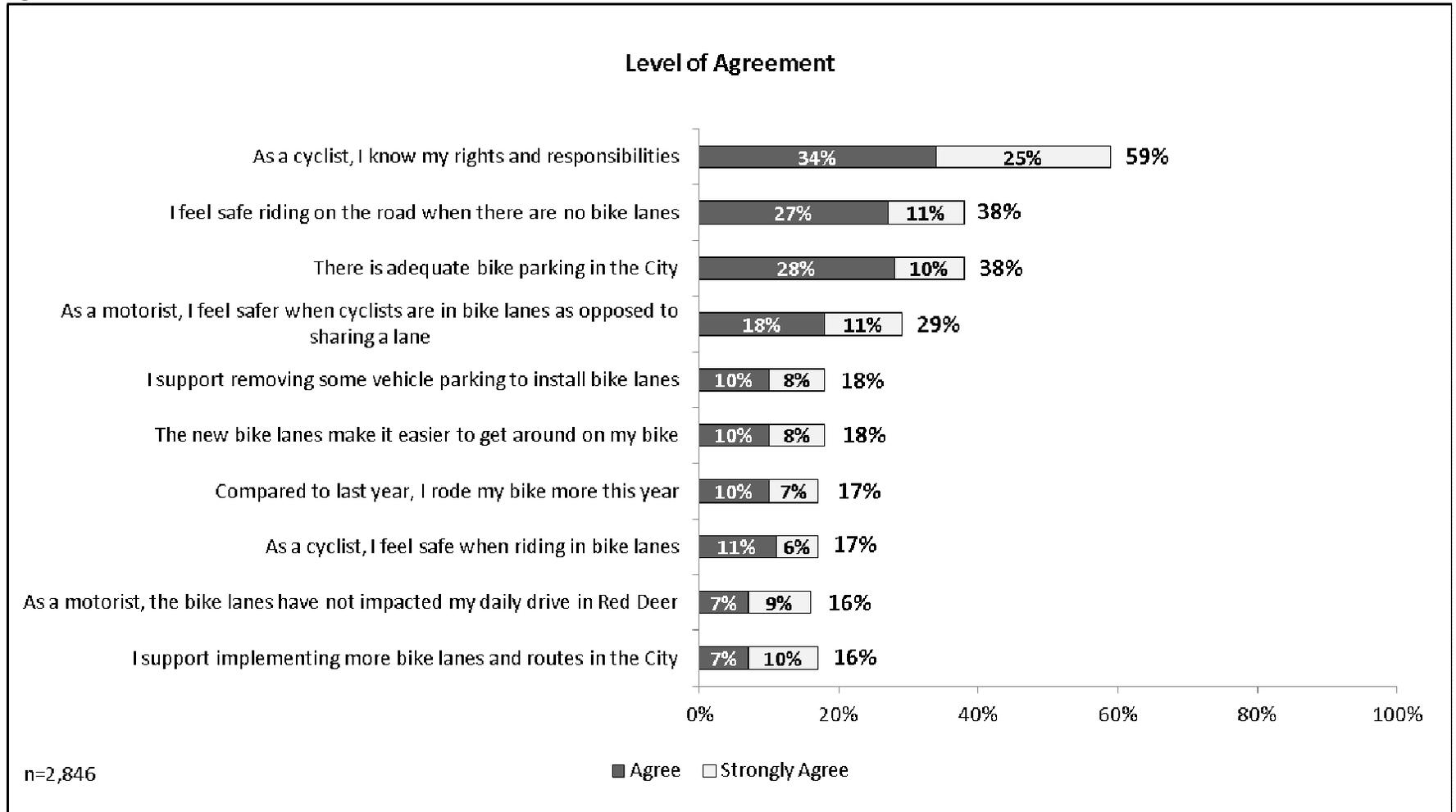


Table 1

	Percent of Respondents (n=2,846)						
	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable	Don't Know/ Not Stated	Mean (out of 4)
As a cyclist, I know my rights and responsibilities	25	34	5	6	28	3	<b>3.11</b>
There is adequate bike parking in the City	10	28	18	8	33	4	<b>2.61</b>
I feel safe riding on the road when there are <b>no</b> bike lanes	11	27	19	12	27	4	<b>2.54</b>
The new bike lanes make it easier to get around on my bike	8	10	23	23	32	3	<b>2.05</b>
As a motorist, I feel safer when cyclists are in bike lanes as opposed to sharing a lane	11	18	26	40	3	2	<b>2.00</b>
Compared to last year, I rode my bike more this year	7	10	25	26	30	3	<b>1.98</b>
As a cyclist, I feel safe when riding in bike lanes	6	11	19	31	31	3	<b>1.88</b>
I support removing some vehicle parking to install bike lanes	8	10	13	66	1	3	<b>1.58</b>
As a motorist, the bike lanes have not impacted my daily drive in Red Deer	9	7	13	69	2	1	<b>1.54</b>
I support implementing more bike lanes and routes in the City	10	7	8	71	2	2	<b>1.53</b>

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“As a motorist, the bike lanes have not impacted my daily drive in Red Deer”** included:

- ◆ Males (17%) versus females (14%);
- ◆ Those aged 21 to 30 (19%) or 31 to 40 (19%) versus those aged 41 to 50 (12%) or those 51 and older (14%);
- ◆ Those who rated themselves as advanced (27%) or intermediate (17%) cyclists versus those who rated themselves as novice cyclists (13%) or those who do not cycle (9%); and
- ◆ Those who cycle in all weather conditions (54%) versus those who cycle when it is warm (20%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“As a motorist, I feel safer when cyclists are in bike lanes as opposed to sharing a lane”** included:

- ◆ Those aged 21 to 30 (34%) or 31 to 40 (31%) versus those 41 to 50 (29%) or 51 and older (25%);
- ◆ Those who rated themselves as advanced (36%) or intermediate (30%) cyclists versus those who rated themselves as novice cyclists (27%) or who do not cycle (25%); and
- ◆ Those who cycle in all weather conditions (58%) versus those who cycle when it is warm (32%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“I support removing some vehicle parking to install bike lanes”** included:

- ◆ Those who rated themselves as advanced (30%) or intermediate (19%) cyclists versus those who rated themselves as novice cyclists (12%) or who do not cycle (8%); and
- ◆ Those who cycle in all weather conditions (55%) versus those who cycle when it is warm (22%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“As a cyclist, I know my rights and responsibilities”** included:

- ◆ Males (67%) versus females (53%);
- ◆ Those aged 31 to 40 (67%) or 41 to 50 (67%) versus those aged 20 and younger (48%), those aged 21 to 30 (57%), or those 51 and older (49%);
- ◆ Those who rated themselves as advanced (86%) or intermediate (76%) cyclists versus those who rated themselves as novice cyclists (49%) or who do not cycle (11%); and
- ◆ Those who cycle in all weather conditions (96%) versus those who cycle when it is warm (78%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“The new bike lanes make it easier to get around on my bike”** included:

- ◆ Males (21%) versus females (15%);
- ◆ Those aged 21 to 30 (21%) or 31 to 40 (21%) versus those aged 51 and older (15%);
- ◆ Those who rated themselves as advanced (30%) or intermediate (24%) cyclists versus those who rated themselves as novice cyclists (13%) or who do not cycle (1%); and
- ◆ Those who cycle in all weather conditions (58%) versus those who cycle when it is warm (26%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“Compared to last year, I rode my bike more this year”** included:

- ◆ Males (21%) versus females (15%);
- ◆ Those who rated themselves as advanced (33%) or intermediate (20%) cyclists versus those who rated themselves as novice cyclists (12%); or who do not cycle (1%); and
- ◆ Those who cycle in all weather conditions (55%) versus those who cycle when it is warm (24%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“I support implementing more bike lanes and routes in the City”** included:

- ◆ Those aged 21 to 30 (19%) versus those aged 51 and older (14%);
- ◆ Those who rated themselves as advanced (30%) or intermediate (17%) cyclists versus those who rated themselves as novice cyclists (12%) or who do not cycle (7%); and
- ◆ Those who cycle in all weather conditions (63%) versus those who cycle when it is warm (21%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“As a cyclist, I feel safe when riding in bike lanes”** included:

- ◆ Males (20%) versus females (14%);
- ◆ Those aged 21 to 30 (19%) or 31 to 40 (19%) versus those aged 51 and older (14%);
- ◆ Those who rated themselves as advanced (30%) or intermediate (21%) cyclists versus those who rated themselves as novice cyclists (12%) or who do not cycle (1%); and
- ◆ Those who cycle in all weather conditions (59%) versus those who cycle when it is warm (24%).

Respondent subgroups significantly more likely to agree or strongly agree with the statement **“I feel safe on the road when there are no bike lanes”** included:

- ◆ Males (45%) versus females (33%);
- ◆ Those aged 20 and younger (42%), or those aged 21 to 30 (42%), 31 to 40 (42%), or 41 to 50 (40%) versus those aged 51 and older (31%); and
- ◆ Those who rated themselves as advanced (52%) or intermediate (47%) cyclists versus those who rated themselves as novice cyclists (35%) or who do not cycle (14%).

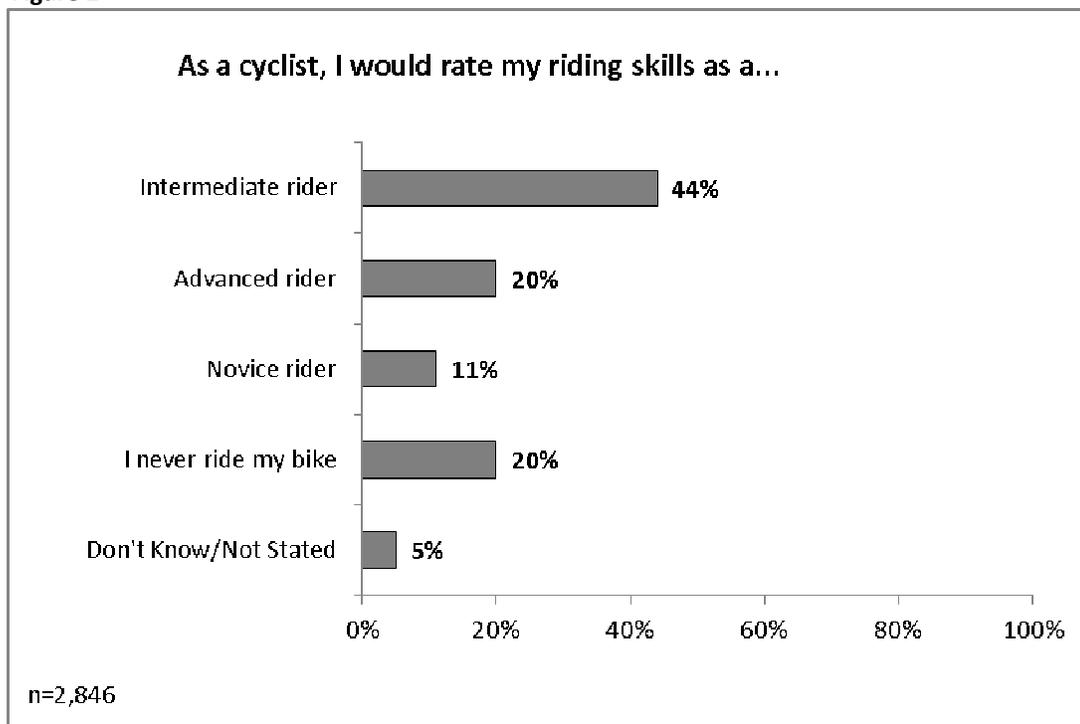
Respondent subgroups significantly more likely to agree or strongly agree with the statement **“There is adequate bike parking in the City”** included:

- ◆ Males (44%) versus females (34%);
- ◆ Those aged 20 and younger (44%), or those aged 21 to 30 (42%), 31 to 40 (39%), or 41 to 50 (39%) versus those aged 51 and older (33%); and
- ◆ Those who rated themselves as advanced (43%) or intermediate (47%) cyclists versus those who rated themselves as novice cyclists (36%) or who do not cycle (19%).

### 3.2 Behaviours and Preferences

Respondents were next asked a few questions about their own behaviors and preferences as a cyclist. First, respondents were asked to rate their riding skills. Forty-four percent (44%) of respondents considered themselves to be intermediate riders, followed by 20% who considered themselves to be advanced riders; 11% rated themselves as novice riders. Another 20% of respondents reported that they never ride a bike. See Figure 2, below.

Figure 2



Respondent subgroups significantly more likely to rated themselves as a **novice** rider included:

- ◆ Females (16%) versus males (6%); and
- ◆ Those aged 21 to 30 (14%) versus those aged 51 and older (9%).

The respondent subgroups significantly more likely to rated themselves as an **intermediate** rider included those aged 21 to 30 (49%) versus those aged 51 and older (36%).

Respondent subgroups significantly more likely to rated themselves as an **advanced** rider included:

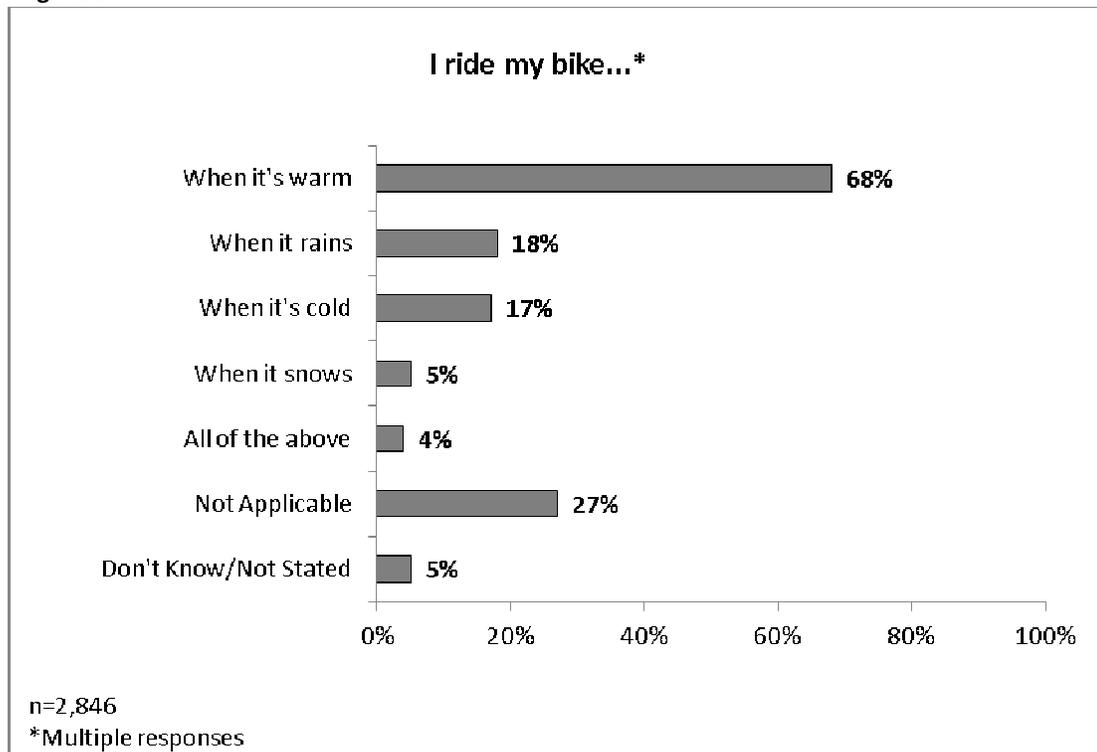
- ◆ Those aged 31 to 40 (23%) or 41 to 50 (22%) versus those aged 20 and younger (13%), those aged 21 to 30 (17%), or those aged 51 and older (18%); and
- ◆ Those who cycle in all weather conditions (82%) versus those who cycle when it is warm (27%).

Respondent subgroups significantly more likely to have stated that they **never ride a bike** included:

- ◆ Females (25%) versus males (14%); and
- ◆ Those aged 20 and younger (27%) or those aged 51 and older (26%) versus those aged 21 to 30 (19%) or 41 to 50 (17%).

Next, respondents were asked to indicate under which weather conditions they ride their bicycles. As shown in Figure 3, below, more than two-thirds of respondents (68%) reported cycling when it is warm. Eighteen percent (18%) reported cycling in rainy weather, followed by 17% who cycle when it is cold outside. It is important to note that the question was not applicable to more than one-quarter of the respondents (27%).

Figure 3



Respondent subgroups significantly more likely to cycle **when it rains** included:

- ◆ Males (24%) versus females (14%);
- ◆ Those aged 21 to 30 (23%) or 31 to 40 (22%) versus those aged 41 to 50 (17%) or those aged 51 and older (13%); and
- ◆ Those who rated themselves as advanced cyclists (47%) versus those who rated themselves as intermediate (18%) or novice (5%) cyclists.

Respondent subgroups significantly more likely to cycle **when it snows** included:

- ◆ Males (8%) versus females (2%); and
- ◆ Those who rated themselves as advanced cyclists (20%) versus those who rated themselves as intermediate (2%) or novice (1%) cyclists.

Respondent subgroups significantly more likely to cycle **when it is warm** included:

- ◆ Males (75%) versus females (63%);
- ◆ Those aged 21 to 30 (74%), 31 to 40 (76%), or 41 to 50 (72%) versus those aged 20 and younger (63%) or those 51 and older (56%);
- ◆ Those who rated themselves as advanced (94%) or intermediate (91%) cyclists versus those who rated themselves as novice cyclists (81%).

Respondent subgroups significantly more likely to cycle **when it is cold** included:

- ◆ Males (23%) versus females (12%);
- ◆ Those aged 21 to 30 (22%), 31 to 40 (18%), or 41 to 50 (17%) versus those aged 51 and older (12%); and
- ◆ Those who rated themselves as advanced cyclists (45%) versus those who rated themselves as intermediate (16%) or novice (5%) cyclists.

Respondents were next provided with a list of five (5) tasks related to the installation of bike lanes, and were asked to rate how much of a priority each task would be, using a scale of 1 to 5 where 1 meant that it was a low priority and 5 meant that it was a high priority. Thirty-seven percent (37%) of respondents felt that installing separated bike lanes was a high priority (ratings of 4 or 5 out of 5), followed by 35% who felt that improving current on-street connections on the trail system was a high priority. See Figure 4, below, and Table 2, on page 14.

**Figure 4**

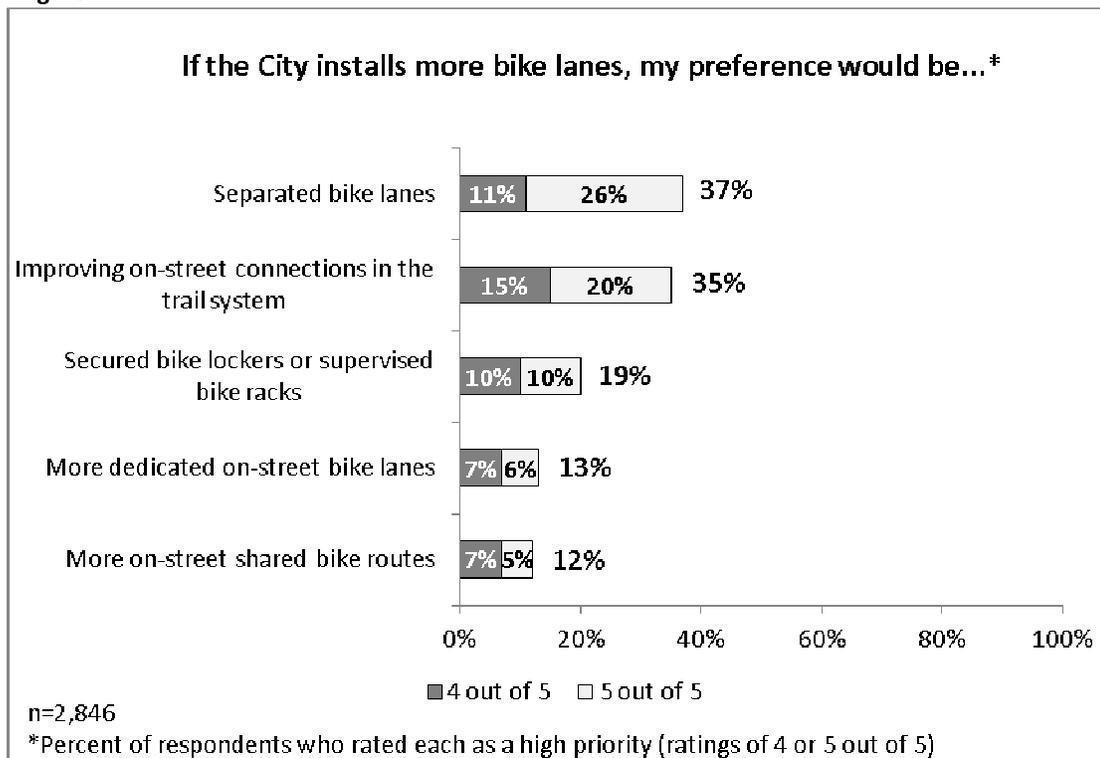


Table 2

	Percent of Respondents (n=2,846)						
	(5) Highest Priority	(4)	(3)	(2)	(1) Lowest Priority	Don't Know/ Not Stated	Mean Priority (out of 5)
Separated bike lanes (e.g., bike lanes with physical separation from moving vehicle traffic)	26	11	9	8	34	13	<b>2.86</b>
Improving on-street connections to the trail system	20	15	13	9	30	14	<b>2.86</b>
Secured bike lockers or supervised bike racks	10	10	16	11	40	14	<b>2.28</b>
More on-street shared bike routes	5	7	9	10	55	14	<b>1.81</b>
More dedicated on- street bike lanes	6	7	6	8	60	13	<b>1.74</b>

Respondent subgroups significantly more likely to have reported that “**improving on-street connections on the trail system**” is a high priority included:

- ◆ Those aged 21 to 30 (37%) or 31 to 40 (39%) versus those aged 51 and older (32%); and
- ◆ Those who rated themselves as advanced (42%), intermediate (38%), or novice (34%) cyclists versus those who do not cycle (27%).

Respondent subgroups significantly more likely to have reported that “**more dedicated on-street bike lanes**” is a high priority included:

- ◆ Those who rated themselves as advanced cyclists (20%) versus those who rated themselves as intermediate (13%) or novice (10%) cyclists, or who do not cycle (9%); and
- ◆ Those who cycle in all weather conditions (36%) versus those who cycle in warm weather (15%).

Respondent subgroups significantly more likely to have reported that “**more on-street shared bike routes**” is a high priority included:

- ◆ Those aged 21 to 30 (12%), 31 to 40 (13%), 41 to 50 (13%), or those aged 51 and older (12%) versus those aged 20 and younger (5%);
- ◆ Those who rated themselves as advanced cyclists (19%) versus those who rated themselves as intermediate (12%) or novice (9%) cyclists, or who do not cycle (9%); and
- ◆ Those who cycle in all weather conditions (36%) versus those who cycle in warm weather (15%).

Respondent subgroups significantly more likely to have reported that “**separated bike lanes**” is a high priority included:

- ◆ Those aged 31 to 40 (41%) versus those aged 41 to 50 (35%) or those aged 51 and older (35%); and
- ◆ Those who rated themselves as advanced (40%) or intermediate (38%) cyclists versus those who do not cycle (33%).

Respondent subgroups significantly more likely to have reported that “**secured bike lockers or supervised bike racks**” is a high priority included:

- ◆ Those who rated themselves as advanced cyclists (26%) versus those who rated themselves as intermediate (21%) or novice (19%) cyclists, or who do not cycle (13%); and
- ◆ Those who cycle in all weather conditions (31%) versus those who cycle when it is warm (23%).

### 3.3 Safety and Respondent Concerns

When asked what would make them feel safer on the road when cycling, 15% of respondents reported that cyclists should be allowed to ride on sidewalks and trails. Ten percent (10%) of respondents mentioned dedicated bike lanes or a form of separation from the road, such as buffer lanes or rumble strips); 9% of the respondents felt that bike lanes should just be eliminated. It is important to note that nearly half of the respondents (47%) either did not know what could be done to make cyclists feel safer, or were unable to provide a response. See Table 3, below.

**Table 3**

What would make you feel safer on the road when cycling?	
Base: Random selection of 400 records coded	Percent of Respondents (n=400)
Allowing cyclists to ride on the sidewalks/trails	15
Dedicated bike lanes/separation from roads (e.g., buffer lanes/rumble strips)	10
Eliminating bike lanes/they should not be on roads/are not needed	9
More public awareness/education for motorists and cyclists (in general)	6
Motorists and cyclists need to share the road/have more respect for and awareness of each other	5
Less distracted motorists/better drivers	4
Bike lanes should not be on busy/main roads/roads are already too congested	3
Should improve/add to current trail systems/widen sidewalks for cyclists	3
Nothing/sharing with motorists is dangerous/will not use bike lanes	3
Nothing/no improvements are needed	1
Other (less than 3% of respondents)	18
Don't Know/Not Stated/No Response	47

Finally, respondents were asked what concerns, if any, they have about bike lanes and routes, from the perspective of a driver. Just over half of the respondents (51%) reported that bike lanes cause congestions and/or that traffic lanes should not be shared with cyclists. More than one in five respondents (22%) felt that there are too few cyclists to justify the need for bike lanes, followed by 19% who mentioned that bike lanes are not used year-round, often due to the harsher climate. See Table 4, below.

**Table 4**

<b>As a driver, do you have any concerns about bike lanes and routes?</b>	
<b>Base: Random selection of 400 records coded</b>	<b>Percent of Respondents (n=400)</b>
Bike lanes cause congestions/traffic lanes should not be taken away for cyclists	51
There are not enough cyclists/users for bike lanes	22
Bike lanes are not used year-round/are not compatible with the climate (e.g., longer/colder winters)	19
The City should eliminate bike lanes/they should not be on roads (in general)	17
Bike lanes are a poor use of the City budget/a waste of taxpayer dollars	14
There is a need to widen roads/sidewalks/improve the trail system for cyclists	9
Bike lanes are taking away parking/reduce access to parking	8
Bike lanes need to be marked better/displayed more prominently/they are too confusing	8
Cyclists are not following the rules of the road	6
More public education is required for signage/rules regarding bike lanes	6
There are too many aggressive/careless drivers	4
Need to increase communication with the public before implementation/ensure public input is gathered	3
Drivers need to be more aware of bike lanes/cyclists	3
Nothing/no concerns/they are a good idea	5
Other (less than 3% of respondents)	10
Don't Know/Not Stated/No Response	15

### 3.4 Respondent Profile

Table 5, below, provides a demographic profile of the respondents surveyed in 2012.

**Table 5**

	Percent of Respondents (n=2,846)
<b>Gender</b>	
Female	50
Male	40
Don't Know/Not Stated/No Response	9
<b>Age</b>	
Under 20 years old	4
Between 21 and 30 years old	20
Between 31 to 40years old	22
Between 41 to 50 years old	19
50 years of age or older	29
Don't Know/Not Stated/No Response	7

## Appendix A Survey Instrument

1. I am...  
 Male  Female

2. I am...  
 Under 20 years old   
 Between 21 to 30 years old   
 Between 31 to 40 years old   
 Between 41 to 50 years   
 50 years or older

	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable
As a motorist, The bike lanes have not impacted my daily drive in Red Deer					
As a motorist, I feel safer when cyclists are in bike lanes as opposed to sharing a lane					
I support removing some vehicle parking to install bike lanes					
As a cyclist, I know my rights and responsibilities					
The new bike lanes make it easier to get around on my bike					
Compared to last year, I rode my bike more this year					
I support implementing more bike lanes and routes in the City					
As a cyclist, I feel safe when riding in bike lanes					
I feel safe riding on the road when there are <b>no</b> bike lanes					
There is adequate bike parking in the city					

3. As a cyclist, I would rate my riding skills as a  
 Novice rider   
 Intermediate rider   
 Advanced rider   
 I never ride my bike

4. I ride my bike (check all that apply) :  
 When it rains   
 When it snows   
 When it's warm   
 When it's cold   
 Not applicable

5. If the City installs more bike lanes, my preference would be (rank one to five with one being lowest and five being highest priority)

	1	2	3	4	5
Improving on street connections to the trail system					
More dedicated on street bike lanes					
More on street shared bike routes					
Separated bike lanes (i.e. bike lanes with physical separation from moving vehicle traffic)					
Secured bike lockers or supervised bike racks					

6. What would make you feel safer on the road when cycling

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7. As a driver, do you have any concerns about bike lanes and routes?

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Can The City contact you by email with relevant updates regarding the Commuter Bike Pilot Program?

Yes  No

Name: \_\_\_\_\_

Phone: \_\_\_\_\_

Email address: \_\_\_\_\_

## APPENDIX B



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2013 Cycling Network Research

Final Report

September 11, 2013

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**Appendix A – Survey Instrument**

## SUMMARY OF FINDINGS

In February 2013, the City of Red Deer commissioned Banister Research & Consulting Inc. (Banister Research) to conduct the 2013 Cycling Network Research. The 2013 research project was designed to assess the perspectives and opinions of City of Red Deer residents regarding the City's cycling infrastructure.

A total of 2,275 web-based surveys were completed by residents of the City of Red Deer; results provide a margin of error no greater than  $\pm 2.0\%$  at the 95% confidence level, or 19 times out of 20.

Key findings of the 2013 Cycling Network Research are as follows:

### Multi-Use Trails

- When asked to indicate their level of agreement that they like the multi-use trail network, 88% of the respondents either "somewhat" (20%) or "strongly" (68%) agreed; 12% of the respondents either "somewhat" (3%) or "strongly" (9%) disagreed;
- Eighty-three per cent (83%) of the respondents either "somewhat" (25%) or "strongly" (58%) agreed to supporting the expansion of the multi-use trail network, while 16% either "somewhat" (5%) or "strongly" (11%) disagreed;
- More than three-quarters of the respondents (79%) reported using the multi-use trail system, while 21% reported that they do not use the system.;
  - Respondents who reported using the multi-use trail system (n=1,786) were asked what activities they use the trails for; the vast majority of respondents reported using the trails for walking (90%), followed by 68% who use the trails for cycling activity; and
  - Those who use the multi-use trail system (n=1,786) most often reported using them two (2) or three (3) times per week (32%), followed by 23% of the respondents who reported using the trail system once per week.

### Recreation Trails

- Ninety-one per cent (91%) of the respondents either "somewhat" (19%) or "strongly" (72%) agreed to liking the recreation trail network, while 8% either "somewhat" (2%) or "strongly" (6%) disagreed;
- With regards to level of support for expanding the recreation trail network, 86% of the respondents either "somewhat" (23%) or "strongly" (63%) agreed. Twelve per cent (12%) either "somewhat" (4%) or "strongly" (9%) disagreed;
- Eighty-two per cent (82%) of the respondents reported that they use the recreation trail system, while 17% do not;

- Respondents who reported using the recreation trail system (n=1,859) most often reported using the trails for walking (90%) and cycling (65%); and
- Those who use the recreational trail system (n=1,859) were also asked how often they cycle on the recreational trails; just under one-third of the respondents (31%) reported cycling on the trails either two (2) or three (3) times per week, while less than one-quarter (24%) use the trails once per week.

### **On-Street Bicycle Routes**

- When asked to indicate their level of agreement with liking the City's on-street bicycle routes, 23% of the respondents either "somewhat" (12%) or "strongly" (10%) agreed, while 77% either "somewhat" (10%) or "strongly" (67%) disagreed;
- Just under one-quarter of the respondents (22%) either "somewhat" (10%) or "strongly" (12%) agreed to supporting the expansion of the on-street bicycle route network, while 78% either "somewhat" (7%) or "strongly" (70%) disagreed;
- Seventeen per cent (17%) of the respondents reported using the on-street bicycle routes, while 83% reported that they do not use the City's bicycle routes; and
  - Respondents who reported using the City's on-street bicycle routes (n=378) most often reported using the routes two (2) or three (3) times per week (27%), followed by 22% who use the on-street routes once per week.

### **On-Street Bicycle Lanes**

- When asked to indicate their level of agreement with liking the City's on-street bicycle lanes, 18% of the respondents either "somewhat" (8%) or "strongly" (11%) agreed, while 81% either "somewhat" (8%) or "strongly" (73%) disagreed;
- When informed about the changes made to the on-street cycling network in 2013, half of the respondents (50%) indicated that they were aware of the changes before they were implemented, while 40% were not. Nine per cent (9%) of the respondents were unsure;
- Thirty-six per cent (36%) of the respondents were either "supportive" (17%) or "strongly supportive" (19%), with regards to the changes made in 2013, while 63% were either "somewhat" (22%) or "not at all" (41%) supportive;
- Sixteen per cent (16%) of the respondents reported that they use the on-street bicycle lanes, while 84% do not; and
  - Those who reported using the on-street bicycle lanes (n=355) most often reported to using the lanes two (2) or three (3) times per week (29%), followed by 21% who use them once per week. One-fifth of the respondents (20%) indicated that they use the on-street bicycle lanes four (4) times per week or more.

## **1.0 STUDY BACKGROUND**

In February 2013, the City of Red Deer commissioned Banister Research & Consulting Inc. (Banister Research) to conduct the 2013 Cycling Network Research. The 2013 research project was designed to assess the perspectives and opinions of City of Red Deer residents regarding the City's cycling infrastructure. During the design phase, the following types of infrastructure were identified as those which may be used by City of Red Deer residents for the purposes of traveling via a bicycle:

- Multi-use trails;
- Recreation trails;
- On-street bicycle routes; and
- On-street bicycle lanes.

Survey questions were then designed to gather residents' thoughts and opinions regarding the use of each of the above-cited types of infrastructure, in terms of support and utilization of the various cycling network components. The Client provided Banister Research with the survey tool, which consisted of only closed-ended questions.

A total of 2,275 surveys were completed by residents of the City of Red Deer; results provide a margin of error no greater than  $\pm 2.0\%$  at the 95% confidence level, or 19 times out of 20.

## **2.0 METHODOLOGY**

All components of the project were designed and executed in close consultation with the Client. A detailed description of each task of the project is outlined in the remainder of this section.

### **2.1 Project Initiation and Questionnaire Design**

At the outset of the project, all background information relevant to the study was identified and subsequently reviewed by Banister Research. The consulting team familiarized itself with the objectives of the Client, ensuring a full understanding of the issues and concerns to be addressed in the project. The result of this task was an agreement on the research methodology, a detailed work plan and project initiation.

The Client provided the 2013 survey tool which consisted of only closed-ended questions; the survey was designed so as to not exceed 15 questions and to be completed within a 10 to 12-minute timeframe. A copy of the final questionnaire is provided in Appendix A.

## **2.2 Survey Population and Data Collection**

The City of Red Deer was responsible for making residents aware of the survey opportunity, in addition to posting a link to the survey on the City's website. The online survey was available from June 26<sup>th</sup> to August 19<sup>th</sup>, 2013, during which time a total of 2,265 residents completed the survey online; 10 surveys were completed via hard copy, for an overall total of 2,275 completed surveys. Results provide a margin of error no greater than  $\pm 2.0\%$  at the 95% confidence level or 19 times out of 20.

## **2.3 Data Analysis and Project Documentation**

While data was being collected, Banister Research provided either a written or verbal progress report to the Client. After the questionnaires were completed and verified, all survey data (closed-ended only) was compiled and into a computerized database for analysis.

Data analysis included cross-tabulation, whereby the frequency and percentage distribution of the results for each question were broken down based on respondent characteristics and responses (e.g. length of residency, demographics, etc.). Statistical analysis included a Z-test to determine if there were significant differences in responses between respondent subgroups. Results were reported as statistically significant at the 95% confidence level.

### 3.0 STUDY FINDINGS

Results of the survey are presented as they relate to the specific topic areas addressed by the survey. It is important to note that the data tables, under a separate cover, provide a detailed analysis of all closed-ended survey findings. The reader should also note, when reading the report that the term *significant* refers to “statistical significance.” Only those respondent subgroups which reveal statistically significant differences at the 95% confidence level (19 times out of 20) have been reported on. Respondent subgroups that are statistically similar have been omitted from the presentation of findings.

#### 3.1 Multi-Use Trails

To begin the survey, respondents were provided with the following information:

*“There are over 100 kilometres of multi-use trails in the City. They are asphalt or concrete trails that provide residents with good trail access to connect neighbourhoods to existing trails, networks, and to important recreational, commercial, and cultural facilities in the City. They can be located next to a roadway such as Taylor Drive, or in the parks system to provide connections through the community.”*

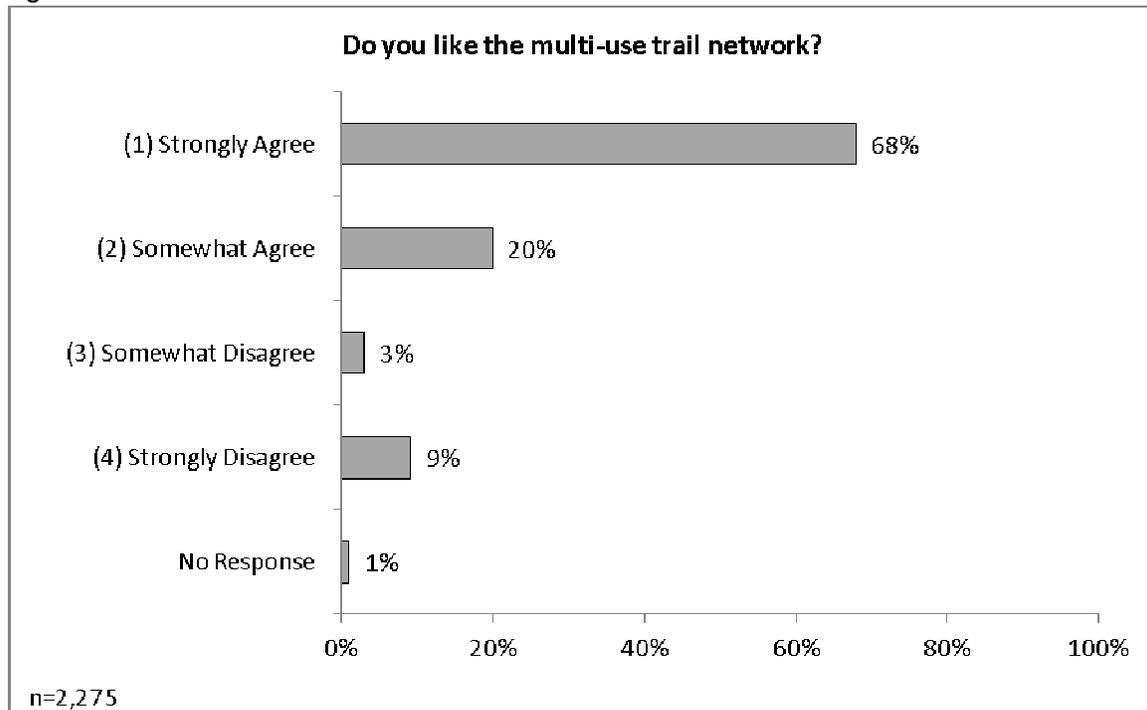
Respondents were also provided with the following image:

Figure 1 – Multi-Use Trail



When asked to indicate their level of agreement that they like the multi-use trail network, 88% of the respondents either “somewhat” (20%) or “strongly” (68%) agreed; 12% of the respondents either “somewhat” (3%) or “strongly” (9%) disagreed. See Figure 2, below.

Figure 2

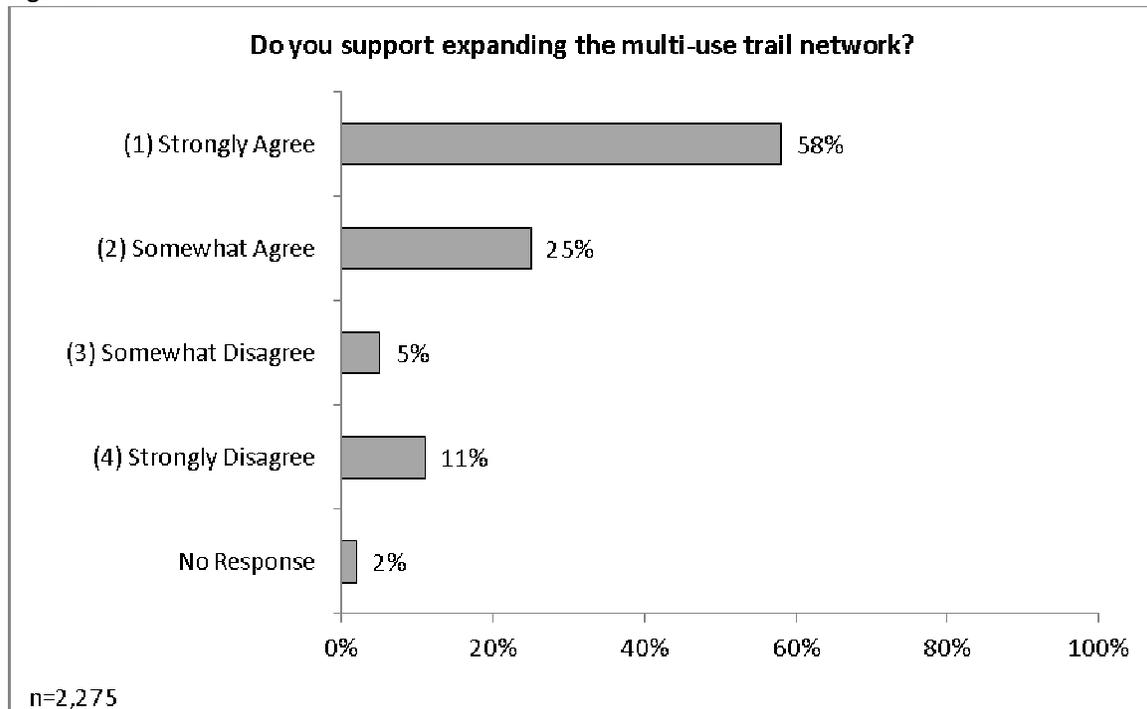


Respondent subgroups significantly more likely to agree that they **like the multi-use trail network** included:

- Those who agree that they like the recreational trail network (95%), the on-street bicycle routes (98%), and the on-street bicycle lanes (99%) versus those who disagree that they like these systems (9% to 86%);
- Those who use the multi-use trail system (97%), the recreational trail system (94%), the on-street bicycle routes (97%), and the on-street bicycle lanes (98%) versus those who do not (57% to 86%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (92%) versus those who were unaware (84%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (95%) versus those who were somewhat or not at all supportive (84%); and
- Those aged 25 to 34 (87%), 35 to 44 (89%), 45 to 54 (91%), or 55 to 64 (90%) versus those aged 18 to 24 (80%).

Next, respondents were asked to indicate their level of agreement with regards to supporting the expansion of the multi-use trail network; 83% of the respondents either “somewhat” (25%) or “strongly” (58%) agreed, while 16% either “somewhat” (5%) or “strongly” (11%) disagreed. See Figure 3, below.

Figure 3

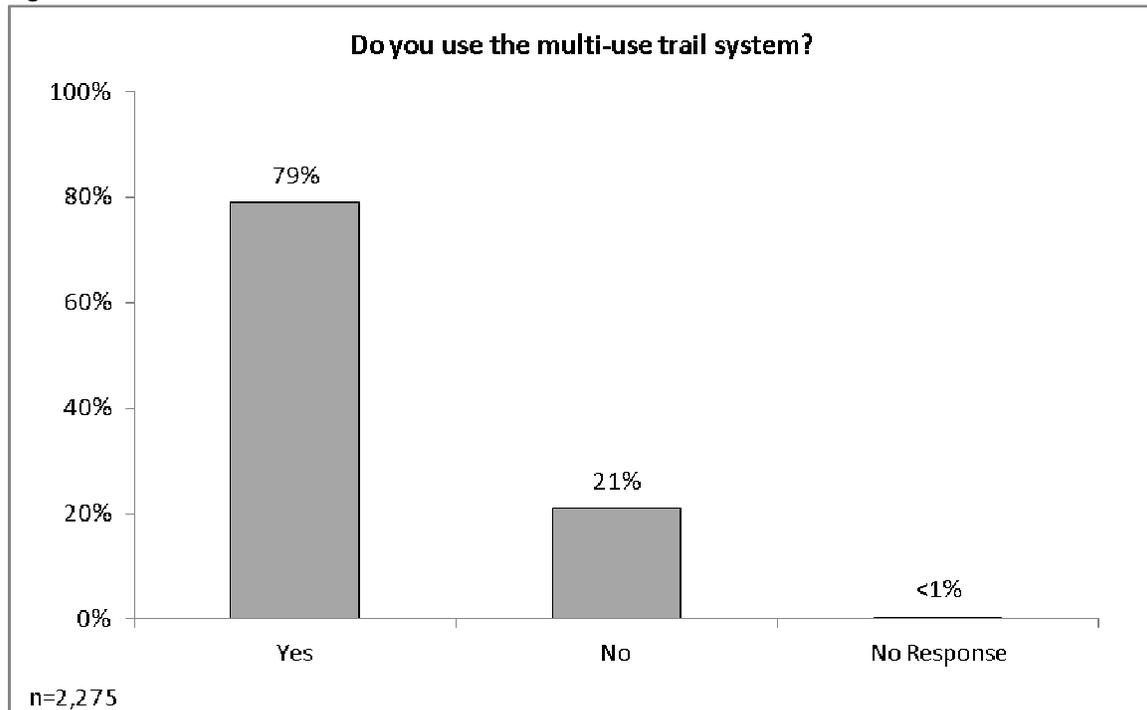


Respondent subgroups significantly more likely to agree that they **support expanding the multi-use trail network** included:

- Those who agree that they like the multi-use network (93%), the recreational trail network (90%), the on-street bicycle routes (98%), and the on-street bicycle lanes (98%) versus those who disagree that they like these systems (4% to 80%);
- Those who use the multi-use trail system (92%), the recreational trail system (90%), the on-street bicycle routes (96%), and the on-street bicycle lanes (98%) versus those who do not (49% to 81%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (87%) versus those who were unaware (79%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (90%) versus those who were somewhat or not at all supportive (79%); and
- Those aged 25 to 34 (85%), 35 to 44 (83%), 45 to 54 (84%), or 55 to 64 (84%) versus those aged 65 and older (78%).

More than three-quarters of the respondents (79%) reported using the multi-use trail system, while 21% reported that they do not use the system. See Figure 4, below.

Figure 4

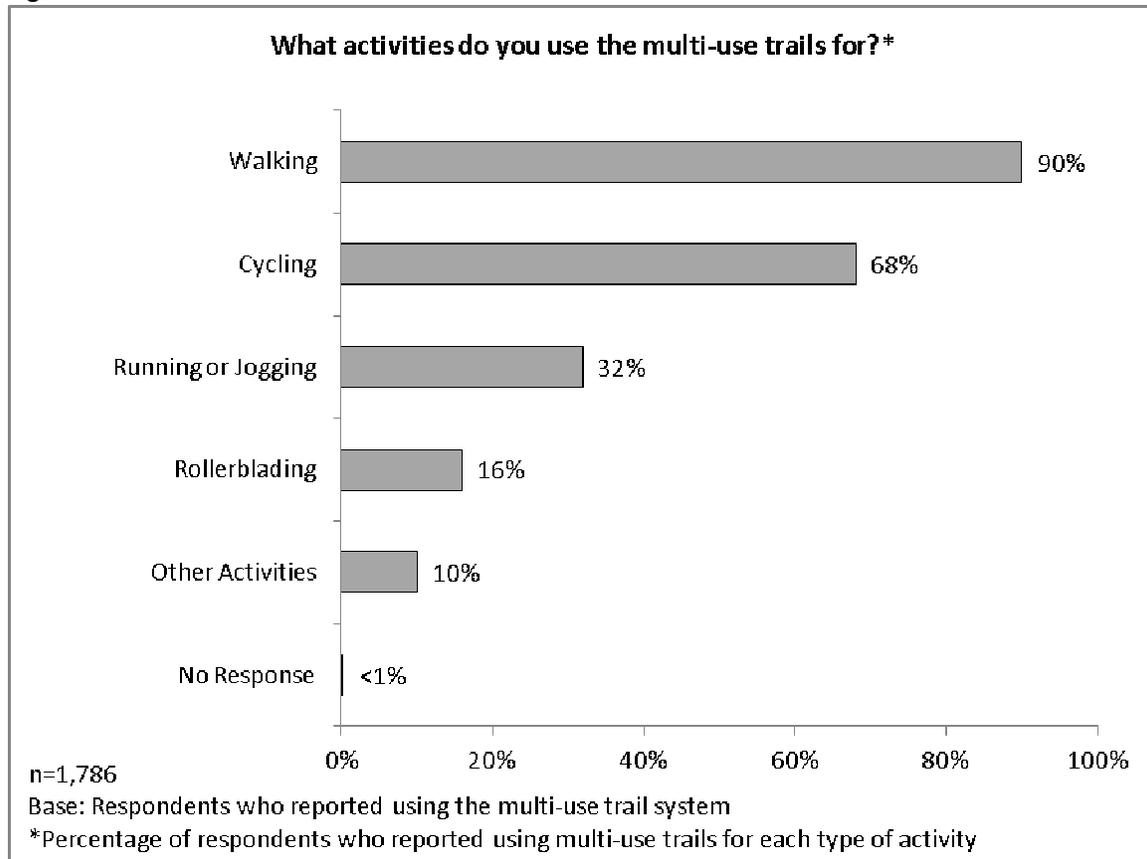


Respondent subgroups significantly more likely to use the **multi-use trail system** included:

- Those who agree that they like the multi-use network (86%), the recreational trail network (84%), the on-street bicycle routes (92%), and the on-street bicycle lanes (95%) versus those who disagree that they like these systems (18% to 75%);
- Those who use the recreational trail system (93%), the on-street bicycle routes (97%), and the on-street bicycle lanes (98%) versus those who do not (13% to 75%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (83%) versus those who were unaware (74%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (83%) versus those who were somewhat or not at all supportive (76%);
- Those aged 25 to 34 (81%), 35 to 44 (85%), 45 to 54 (82%), or 55 to 64 (77%) versus those aged 18 to 24 (69%) or those 65 and older (65%); and
- Males (80%) versus females (77%).

Respondents who reported using the multi-use trail system (n=1,786) were asked what activities they use the trails for; the vast majority of respondents reported using the trails for walking (90%), followed by 68% who use the trails for cycling activity. Just under one-third of the respondents (32%) reported running or jogging on the trails, while only 16% use the trails for rollerblading. See Figure 5, below.

Figure 5



Respondent subgroups significantly more likely to use the multi-use trail system for **walking** included:

- Those who disagree that they like the on-street bicycle routes (92%), and the on-street bicycle lanes (92%) versus those who agree that they like these systems (84% to 86%);
- Those who do not use the on-street bicycle routes (92%) or the on-street bicycle lanes (92%) versus those who do (83%);
- Those aged 35 to 44 (92%), 55 to 64 (92%), or 65 and older (95%) versus those aged 18 to 24 (85%); and
- Females (95%) versus males (86%).

Respondent subgroups significantly more likely to use the multi-use trail system for **running or jogging** included:

- Those who agree that they like the multi-use network (32%), the recreational trail network (32%), the on-street bicycle routes (42%), and the on-street bicycle lanes (43%) versus those who disagree that they like these systems (10% to 29%);
- Those who use the recreational trail system (32%), the on-street bicycle routes (46%), and the on-street bicycle lanes (47%) versus those who do not (12% to 28%); and
- Those aged 18 to 24 (52%), 25 to 34 (44%), or 35 to 44 (43%) versus those aged 45 to 54 (27%), 55 to 64 (22%), or 65 and older (2%).

Respondent subgroups significantly more likely to use the multi-use trail system for **rollerblading** included:

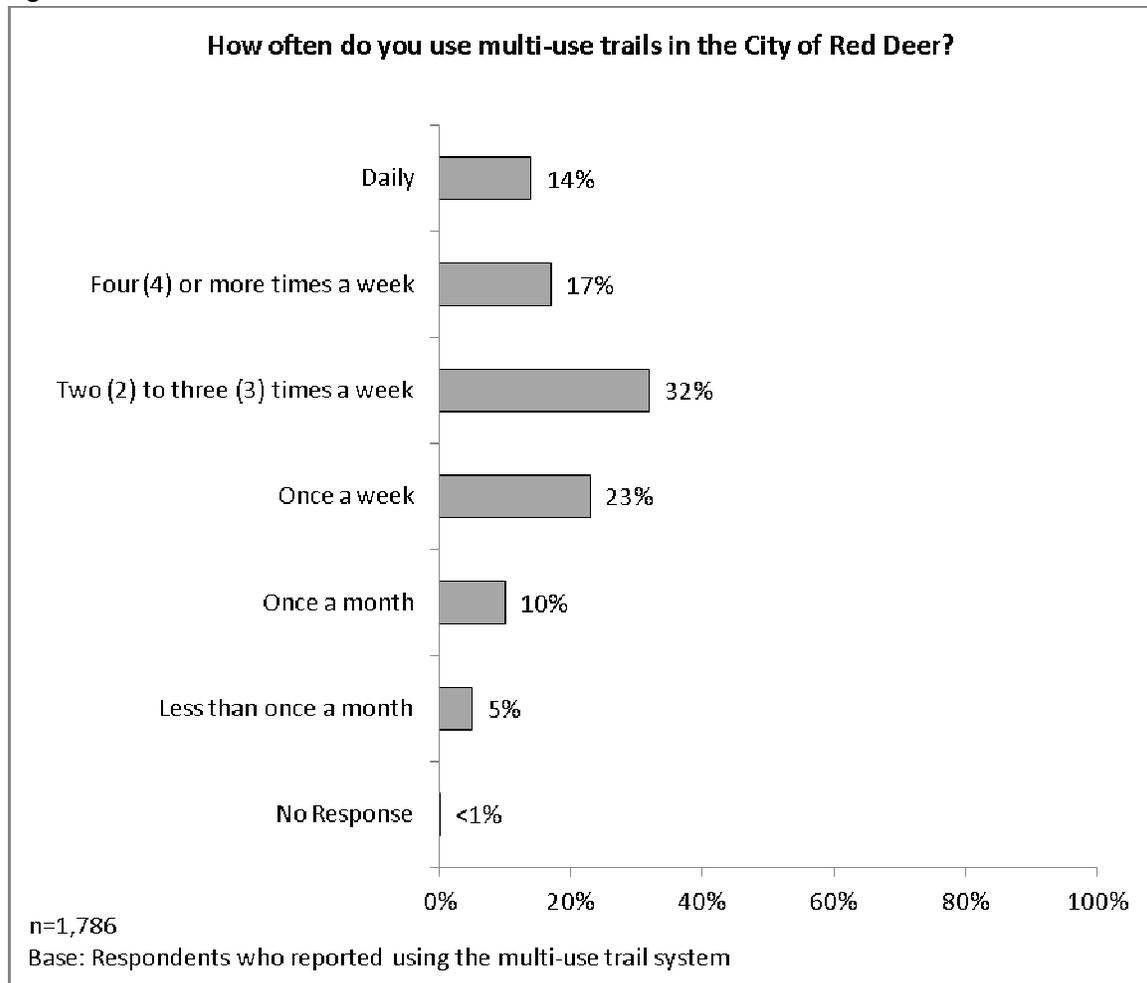
- Those who use the recreational trail system (16%) versus those who do not (4%);
- Those who were somewhat or not at all supportive of the changes made to the on-street cycling network in 2013 (17%) versus those who were supportive (13%); and
- Those aged 18 to 24 (28%), 25 to 34 (23%), or 35 to 44 (23%) versus those aged 45 to 54 (14%), 55 to 64 (5%), or 65 and older (1%).

Respondent subgroups significantly more likely to use the multi-use trail system for **cycling** included:

- Those who agree that they like the multi-use network (68%), the recreational trail network (69%), the on-street bicycle routes (81%), and the on-street bicycle lanes (85%) versus those who disagree that they like these systems (29% to 63%);
- Those who use the recreational trail system (69%), the on-street bicycle routes (92%), and the on-street bicycle lanes (93%) versus those who do not (18% to 61%);
- Those aged 18 to 24 (65%), 25 to 34 (74%), 35 to 44 (76%), 45 to 54 (68%), or 55 to 64 (64%) versus those aged 65 and older (44%); and
- Males (73%) versus females (62%).

Next, respondents who use the multi-use trail system (n=1,786) were asked *how often* they use the trails; nearly one-third of the respondents (32%) reported using them two (2) or three (3) times per week, followed by 23% of the respondents who reported using the trail system once per week. See Figure 6, below.

Figure 6



Respondent subgroups significantly more likely to use multi-use trails **daily** included:

- Those who agree that they like the on-street bicycle routes (25%) and the on-street bicycle lanes (25%) versus those who disagree that they like these systems (10%); and
- Those who use the recreational trail system (14%), the on-street bicycle routes (29%), and the on-street bicycle lanes (28%) versus those who do not (2% to 10%).

Respondent subgroups significantly more likely to use multi-use trails **four (4) times per week or more** included:

- Those who agree that they like the multi-use network (17%), the on-street bicycle routes (22%) and the on-street bicycle lanes (24%) versus those who disagree that they like these systems (5% to 15%);
- Those who use the on-street bicycle routes (27%) and the on-street bicycle lanes (28%) versus those who do not (14%); and
- Those aged 55 to 64 (21%) or those 65 and older (22%) versus those aged 18 to 24 (12%) or 25 to 34 (14%).

Respondent subgroups significantly more likely to use multi-use trails **two (2) to three (3) times per week** included:

- Those who disagree that they like the on-street bicycle routes (34%) versus those who agree that they like this system (28%);
- Those who use the recreational trail system (33%) versus those who do not (18%); and
- Those who do not use the on-street bicycle lanes (33%) versus those who do (28%).

Respondent subgroups significantly more likely to use multi-use trails **once per week** included:

- Those who disagree that they like the multi-use network (35%), the on-street bicycle routes (25%), and the on-street bicycle lanes (25%) versus those who agree that they like these systems (15% to 23%);
- Those who do not use the on-street bicycle routes (26%) or the on-street bicycle lanes (26%) versus those who do (11%); and
- Those aged 25 to 34 (25%), 35 to 44 (24%), or 45 to 54 (24%) versus those aged 55 to 64 (17%).

Respondent subgroups significantly more likely to use multi-use trails **once per month** included:

- Those who disagree that they like the on-street bicycle routes (11%) and the on-street bicycle lanes (11%) versus those who agree that they like these systems (5% to 6%); and
- Those who do not use the recreational trail system (24%), the on-street bicycle routes (11%) or the on-street bicycle lanes (11%) versus those who do (3% to 9%).

Respondent subgroups significantly more likely to use multi-use trails **less than once per month** included:

- Those who disagree that they like the on-street bicycle routes (6%) and the on-street bicycle lanes (6%) versus those who agree that they like these systems (2%); and
- Those who do not use the recreational trail system (28%), the on-street bicycle routes (6%) or the on-street bicycle lanes (6%) versus those who do (1% to 4%).

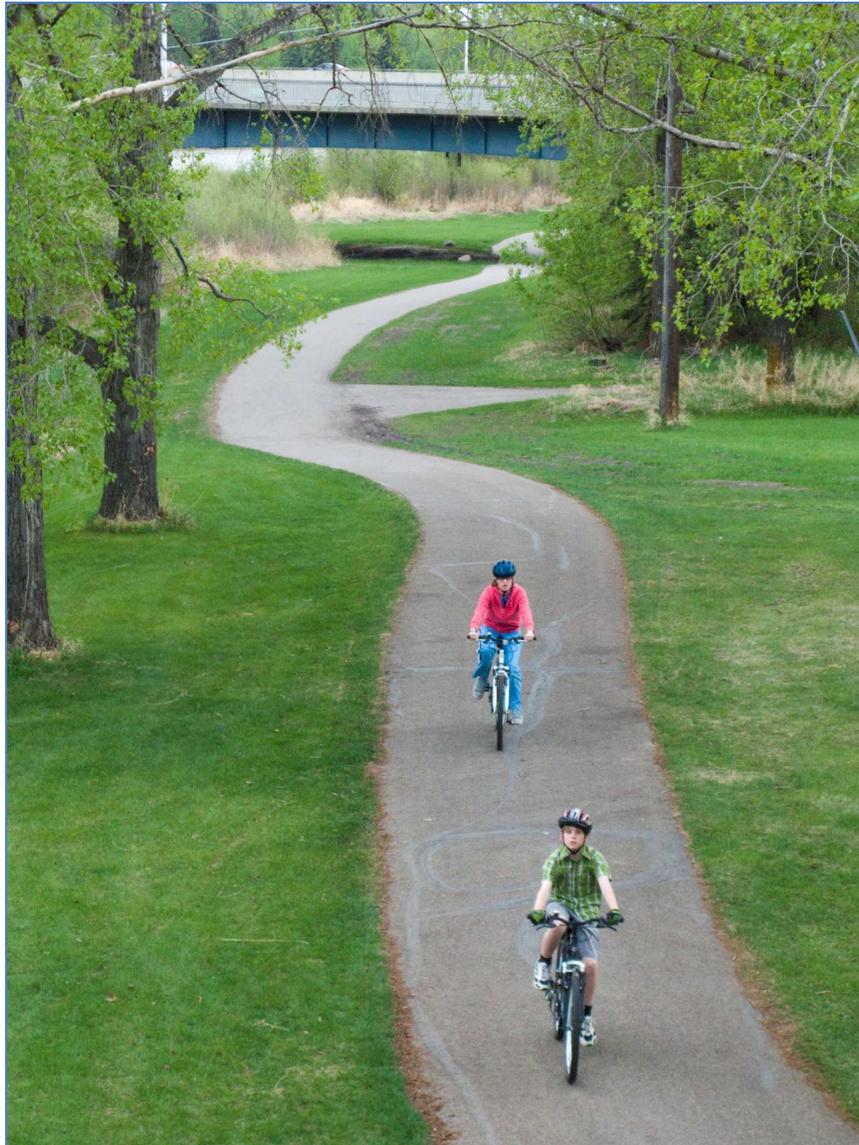
### 3.2 Recreation Trails

In the next section of the survey, respondents were provided with the following information, concerning recreation trails in the City of Red Deer:

*“There are approximately 100 kilometres of recreation trails in the City. Recreational trails are neighborhood trails designed to provide links within and between neighborhoods, to amenities in the community, and to the rest of the Red Deer trail system. They are usually constructed of hard surface materials.”*

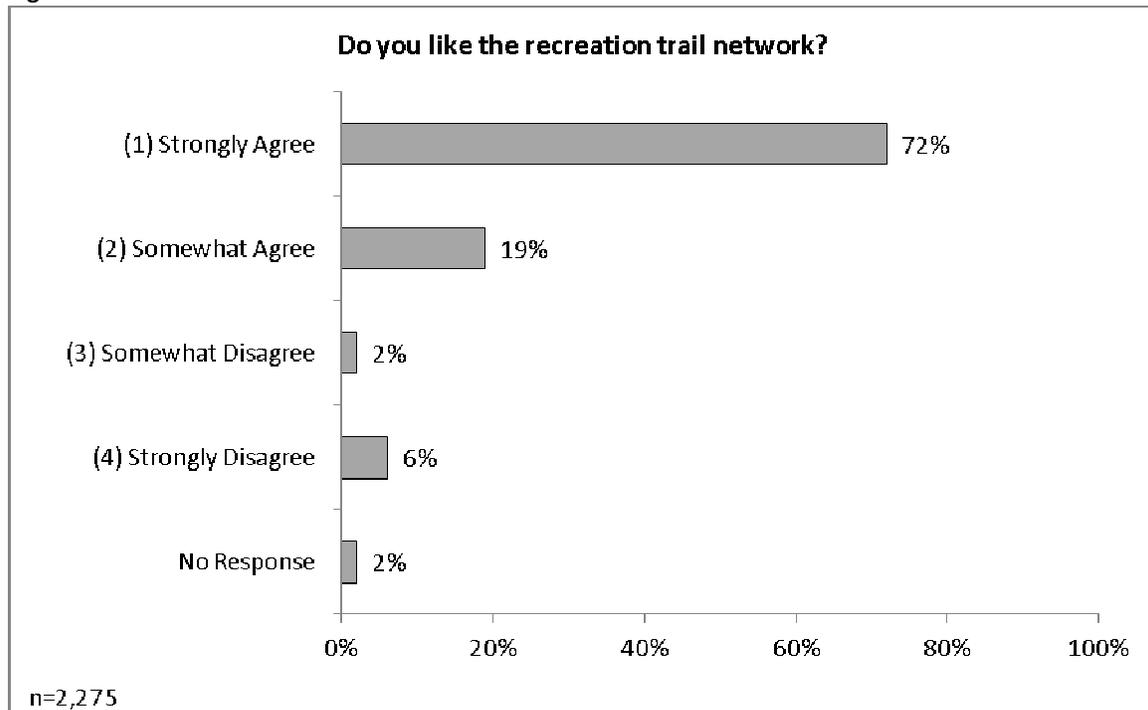
Respondents were also provided with the following image:

Figure 7 – Recreation Trail



When asked to indicate their level of agreement with liking the recreation trail network, 91% of the respondents either “somewhat” (19%) or “strongly” (72%) agreed, while 8% either “somewhat” (2%) or “strongly” (6%) disagreed. See Figure 8, below.

Figure 8

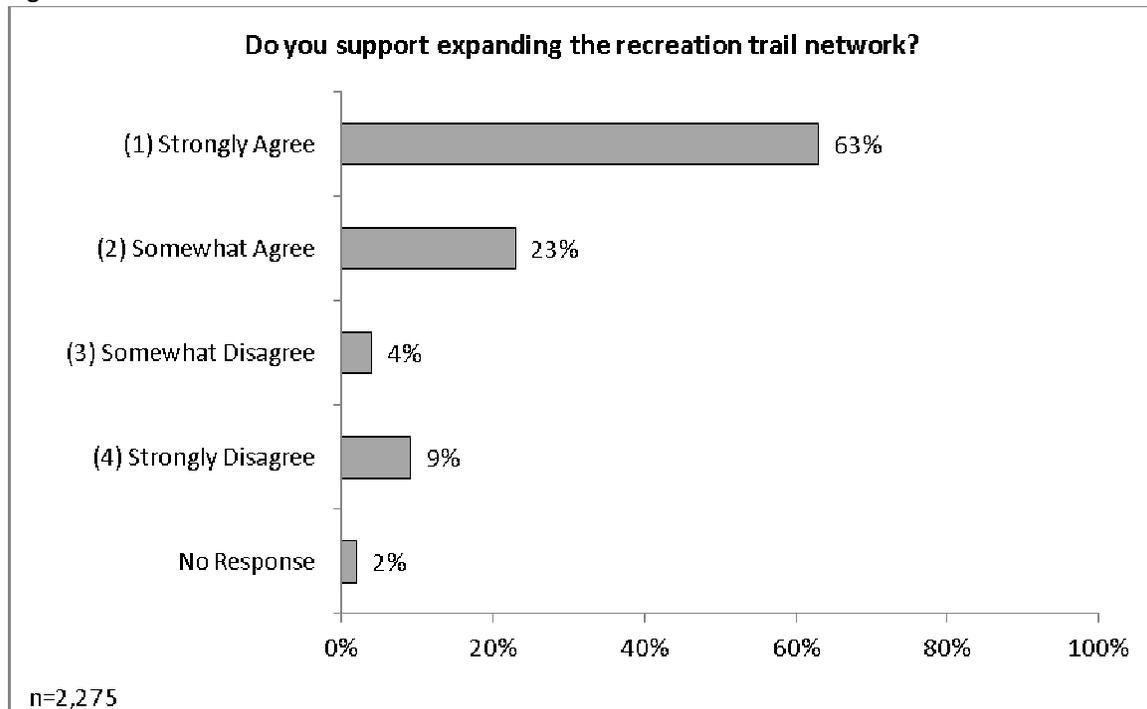


Respondent subgroups significantly more likely to agree that they **like the recreation trail network** included:

- Those who agree that they like the multi-use network (98%), the on-street bicycle routes (98%), and the on-street bicycle lanes (98%) versus those who disagree that they like these systems (39% to 89%);
- Those who use the multi-use trail system (97%), the recreational trail system (97%), the on-street bicycle routes (97%), and the on-street bicycle lanes (98%) versus those who do not (63% to 90%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (95%) versus those who were unaware (87%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (97%) versus those who were somewhat or not at all supportive (87%); and
- Those aged 35 to 44 (91%), 45 to 54 (93%), 55 to 64 (94%), or 65 and older (91%) versus those aged 18 to 24 (82%).

With regards to level of support for expanding the recreation trail network, 86% of the respondents either “somewhat” (23%) or “strongly” (63%) agreed. Twelve per cent (12%) either “somewhat” (4%) or “strongly” (9%) disagreed. See Figure 9, below.

Figure 9

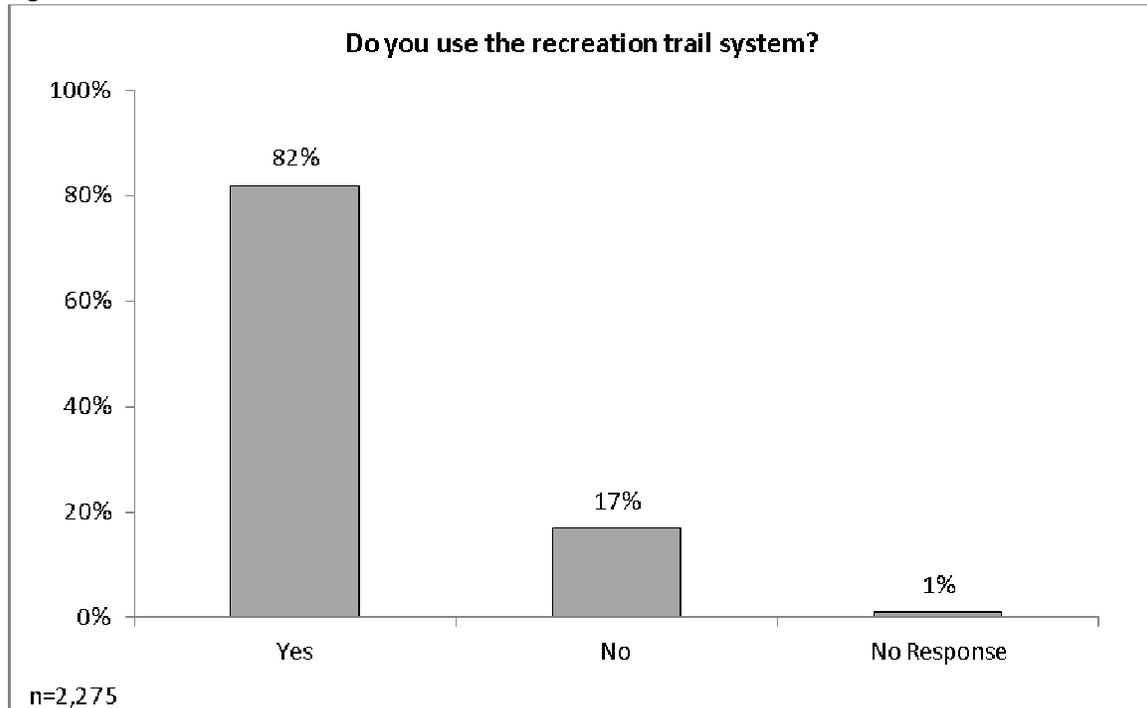


Respondent subgroups significantly more likely to agree that they **support expanding the recreation trail network** included:

- Those who agree that they like the multi-use network (94%), the recreational trail network (94%), the on-street bicycle routes (98%), and the on-street bicycle lanes (98%) versus those who disagree that they like these systems (4% to 84%);
- Those who use the multi-use trail system (94%), the recreational trail system (94%), the on-street bicycle routes (97%), and the on-street bicycle lanes (97%) versus those who do not (53% to 85%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (90%) versus those who were unaware (82%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (92%) versus those who were somewhat or not at all supportive (83%); and
- Those aged 35 to 44 (87%), 45 to 54 (88%), or 55 to 64 (90%) versus those aged 18 to 24 (79%) or those 65 and older (82%).

When asked if they use the recreation trail system, 82% of the respondents reported that they use the system, while 17% do not. See Figure 10, below.

Figure 10

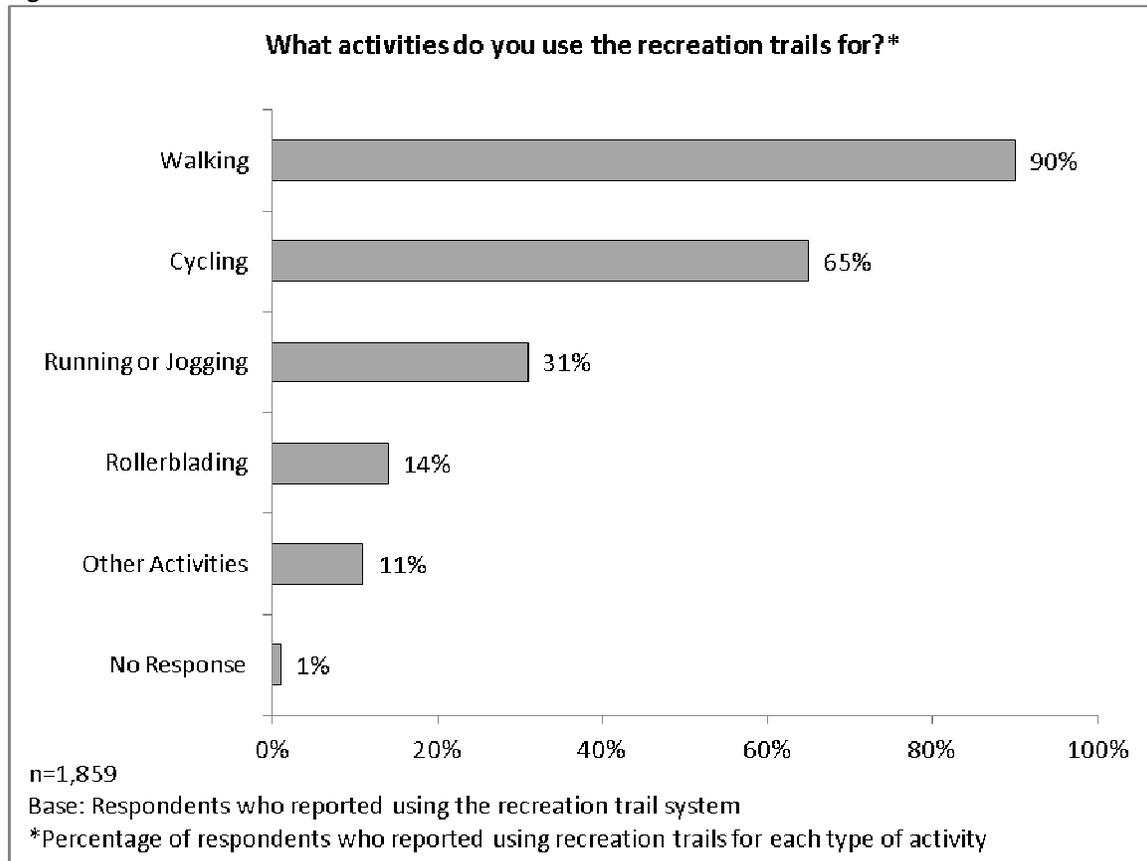


Respondent subgroups significantly more likely to use the **recreation trail system** included:

- Those who agree that they like the multi-use network (88%), the recreational trail network (87%), the on-street bicycle routes (94%), and the on-street bicycle lanes (96%) versus those who disagree that they like these systems (20% to 79%);
- Those who use the multi-use trail system (97%), the on-street bicycle routes (97%), and the on-street bicycle lanes (99%) versus those who do not (28% to 79%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (87%) versus those who were unaware (77%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (88%) versus those who were somewhat or not at all supportive (78%); and
- Those aged 25 to 34 (84%), 35 to 44 (88%), 45 to 54 (87%), or 55 to 64 (81%) versus those aged 18 to 24 (68%) or those 65 and older (68%).

Respondents who reported using the recreation trail system (n=1,859) most often reported using the trails for walking (90%) and cycling (65%). Just under one-third of the respondents (31%) use the trails for running or jogging, while 14% reported to rollerblading on the trails. See Figure 11, below.

Figure 11



Respondent subgroups significantly more likely to use the recreation trail system for **walking** included:

- Those who disagree that they like the on-street bicycle routes (92%), and the on-street bicycle lanes (92%) versus those who agree that they like these systems (86% to 87%);
- Those who do not use the on-street bicycle routes (92%) or the on-street bicycle lanes (92%) versus those who do (84% to 85%);
- Those aged 35 to 44 (90%), 45 to 54 (90%), 55 to 64 (93%), or 65 and older (92%) versus those aged 18 to 24 (82%); and
- Females (93%) versus males (87%).

Respondent subgroups significantly more likely to use the recreation trail system for **running or jogging** included:

- Those who agree that they like the multi-use network (32%), the on-street bicycle routes (41%), and the on-street bicycle lanes (43%) versus those who disagree that they like these systems (15% to 28%);
- Those who use the multi-use trail system (32%), the on-street bicycle routes (45%), and the on-street bicycle lanes (46%) versus those who do not (14% to 27%); and
- Those aged 18 to 24 (49%), 25 to 34 (44%), or 35 to 44 (42%) versus those aged 45 to 54 (26%), 55 to 64 (20%), or 65 and older (4%).

Respondent subgroups significantly more likely to use the recreation trail system for **rollerblading** included:

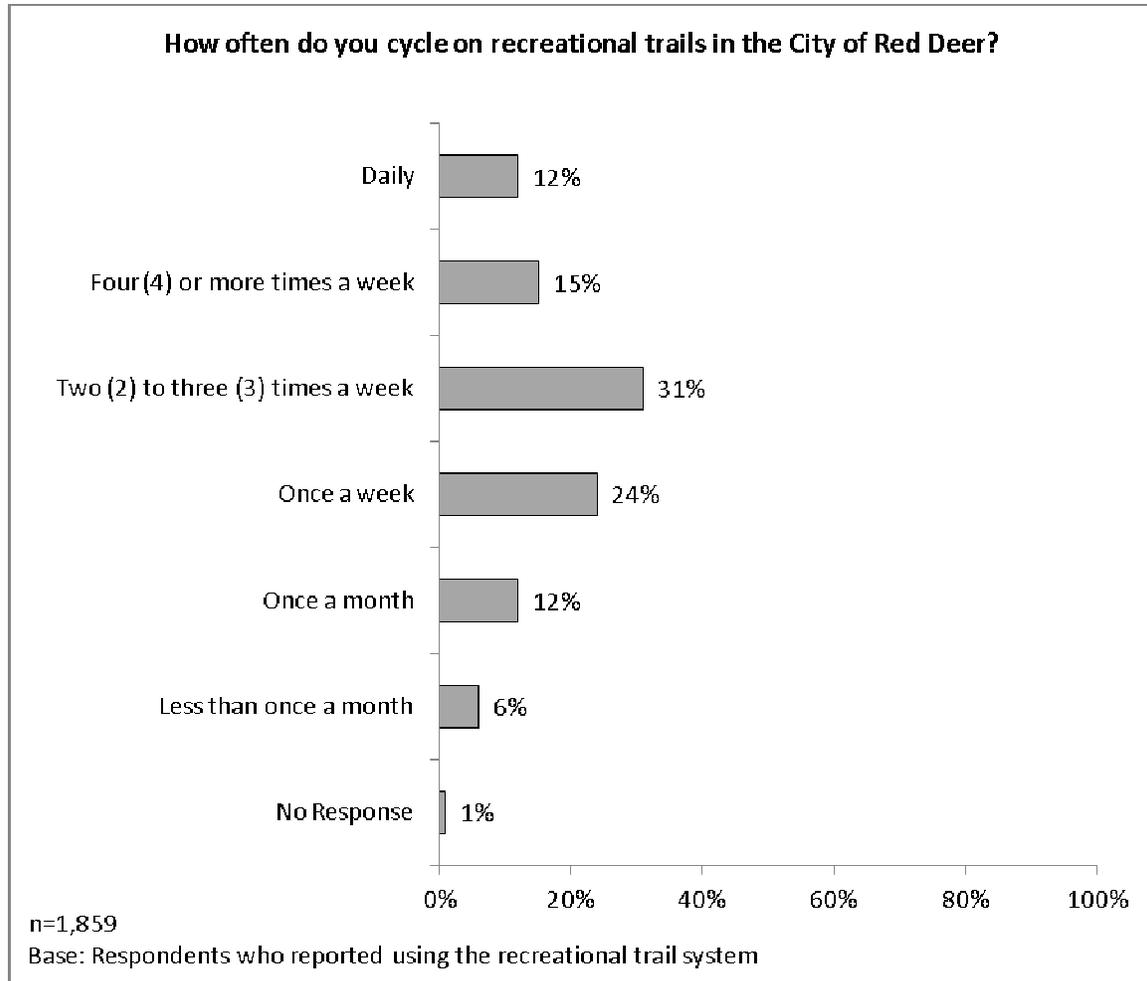
- Those who use the multi-use trail system (15%) versus those who do not (8%); and
- Those aged 18 to 24 (27%), 25 to 34 (21%), or 35 to 44 (21%) versus those aged 45 to 54 (13%) or 55 to 64 (5%).

Respondent subgroups significantly more likely to use the recreation trail system for **cycling** included:

- Those who agree that they like the multi-use network (67%), the recreational trail network (66%), the on-street bicycle routes (79%), and the on-street bicycle lanes (83%) versus those who disagree that they like these systems (24% to 60%);
- Those who use the multi-use trail system (68%), the on-street bicycle routes (91%), and the on-street bicycle lanes (92%) versus those who do not (32% to 59%);
- Those aged 25 to 34 (72%) or 35 to 44 (74%) versus those aged 45 to 54 (62%), 55 to 64 (63%), or 65 and older (42%); and
- Males (71%) versus females (59%).

Those who use the recreational trail system (n=1,859) were also asked how often they cycle on the recreational trails; just under one-third of the respondents (31%) reported cycling on the trails either two (2) or three (3) times per week, while less than one-quarter (24%) use the trails once per week. See Figure 12, below.

Figure 12



Respondent subgroups significantly more likely to cycle on recreational trails **daily** included:

- Those who agree that they like the recreational trail network (29%), the on-street bicycle routes (21%) and the on-street bicycle lanes (22%) versus those who disagree that they like these systems (9% to 12%); and
- Those who use the multi-use trail system (13%), the on-street bicycle routes (26%), and the on-street bicycle lanes (26%) versus those who do not (6% to 9%).

Respondent subgroups significantly more likely to cycle on recreational trails **four (4) times per week or more** included:

- Those who agree that they like the multi-use system (16%), the on-street bicycle routes (23%) and the on-street bicycle lanes (24%) versus those who disagree that they like these systems (6% to 13%);
- Those who use the multi-use trail system (16%), the on-street bicycle routes (26%) and the on-street bicycle lanes (27%) versus those who do not (5% to 12%); and
- Those aged 65 and older (23%) versus those aged 18 to 24 (9%), 25 to 34 (13%), or 35 to 44 (15%).

Respondent subgroups significantly more likely to cycle on recreational trails **two (2) to three (3) times per week** included:

- Those who disagree that they like the on-street bicycle routes (33%) versus those who agree that they like this system (25%); and
- Those who use the multi-use trail system (32%) versus those who do not (16%).

Respondent subgroups significantly more likely to cycle on recreational trails **once per week** included:

- Those who disagree that they like the on-street bicycle routes (25%), and the on-street bicycle lanes (26%) versus those who agree that they like these systems (15% to 18%);
- Those who do not use the on-street bicycle routes (26%) or the on-street bicycle lanes (26%) versus those who do (11% to 12%); and
- Those aged 25 to 34 (25%), 35 to 44 (26%), or 45 to 54 (26%) versus those aged 55 to 64 (18%).

Respondent subgroups significantly more likely to cycle on recreational trails **once per month** included:

- Those who disagree that they like the on-street bicycle routes (13%) and the on-street bicycle lanes (13%) versus those who agree that they like these systems (8% to 9%); and
- Those who do not use the multi-use trail system (25%), the on-street bicycle routes (14%) or the on-street bicycle lanes (14%) versus those who do (1% to 5%).

Respondent subgroups significantly more likely to cycle on recreational trails **less than once per month** included:

- Those who disagree that they like the on-street bicycle routes (7%) and the on-street bicycle lanes (6%) versus those who agree that they like these systems (3%); and
- Those who do not use the multi-use trail system (20%), the on-street bicycle routes (7%) or the on-street bicycle lanes (7%) versus those who do (1% to 5%).

### 3.3 On-Street Bicycle Routes

With regards to on-street bicycle routes, respondents were provided with the following information:

*“There are 4 kilometres of on-street bike routes in Red Deer. On-street routes are a shared travel lane for both motorists and cyclists, with the road marked to indicate where cyclists should position themselves while sharing the road.”*

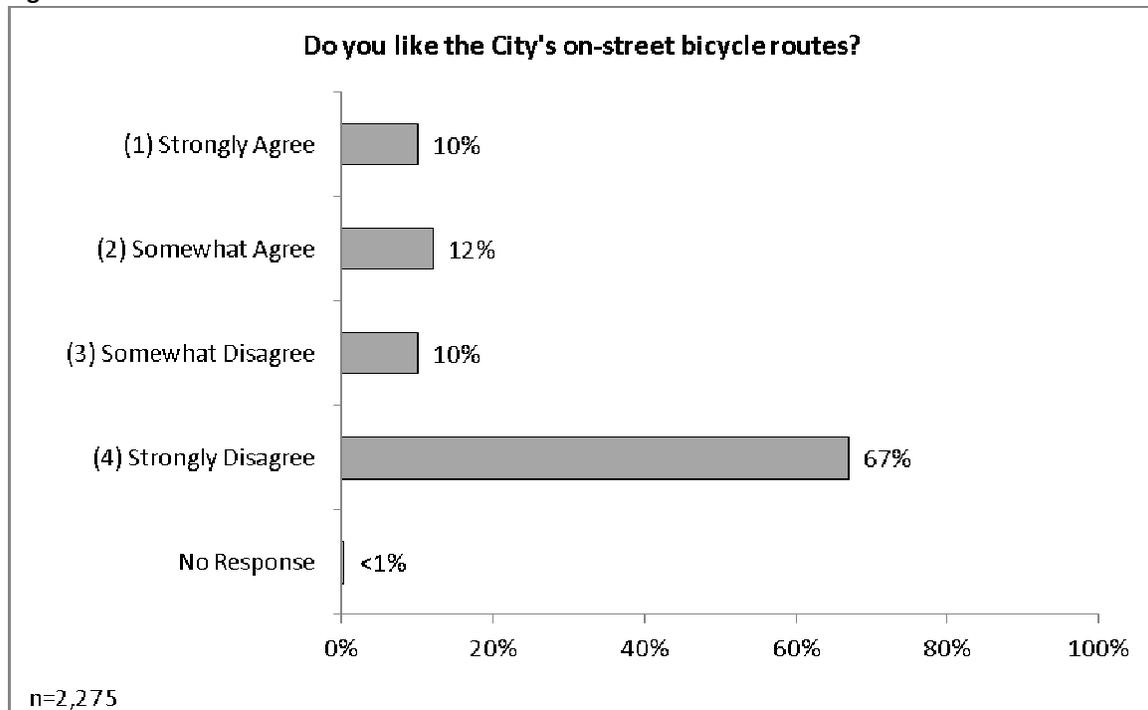
Respondents were also provided with the following image:

Figure 13 – On-Street Bicycle Route



When asked to indicate their level of agreement with liking the City's on-street bicycle routes, 23% of the respondents either "somewhat" (12%) or "strongly" (10%) agreed, while 77% either "somewhat" (10%) or "strongly" (67%) disagreed. See Figure 14, below.

Figure 14



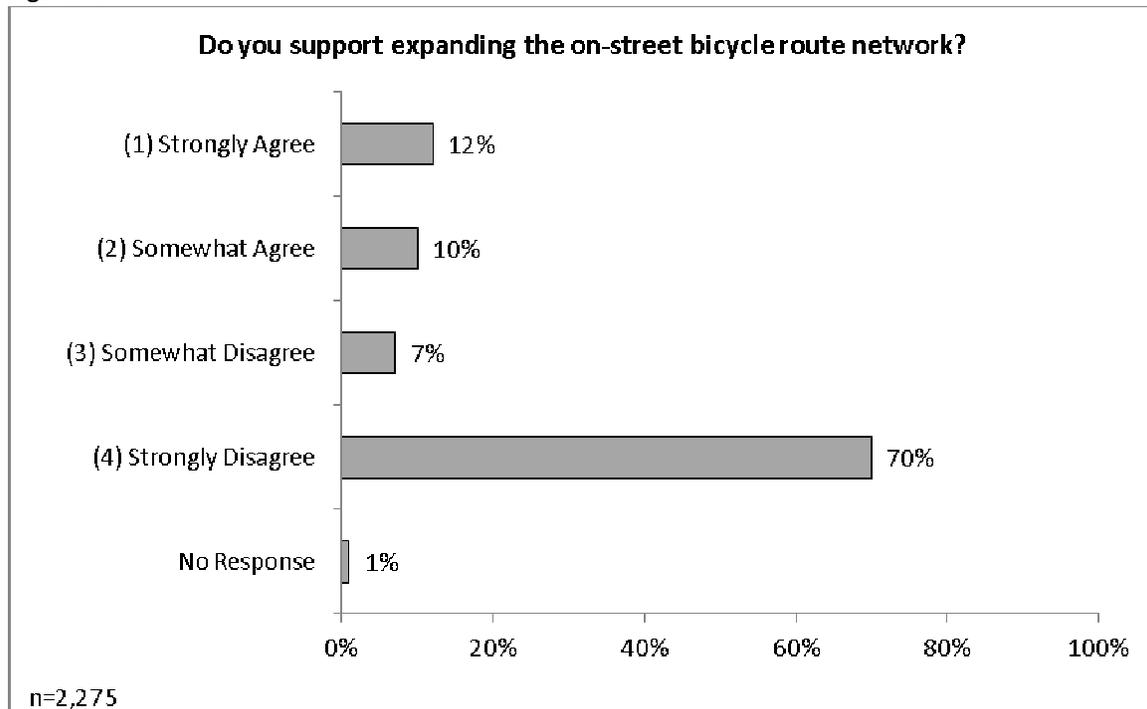
Respondent subgroups significantly more likely to agree that they **like the City's on-street bicycle routes** included:

- Those who agree that they like the multi-use network (25%), the recreational trail network (24%), and the on-street bicycle lanes (94%) versus those who disagree that they like these systems (2% to 6%);
- Those who use the multi-use trail system (26%), the recreational trail system (26%), the on-street bicycle routes (82%), and the on-street bicycle lanes (84%) versus those who do not (8% to 11%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (27%) versus those who were unaware (18%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (30%) versus those who were somewhat or not at all supportive (18%);
- Those aged 25 to 34 (27%) and 55 to 64 (27%) versus those aged 45 to 54 (19%); and

- Males (24%) versus females (21%).

Next, respondents were asked to indicate their level of agreement with regards to the expansion of the on-street bicycle route network; 22% of the respondents either “somewhat” (10%) or “strongly” (12%) agreed, while 77% either “somewhat” (7%) or “strongly” (70%) disagreed. See Figure 15, below.

Figure 15



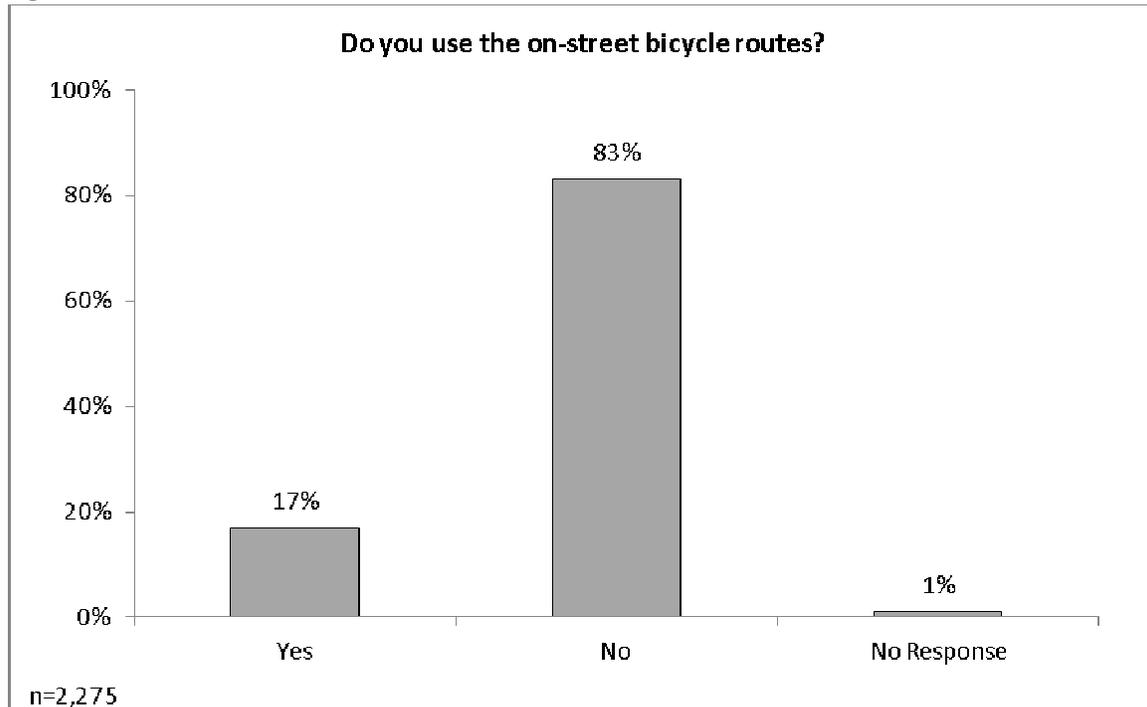
Respondent subgroups significantly more likely to agree that they **support expanding the on-street bicycle route network** included:

- Those who agree that they like the multi-use network (24%), the recreational trail network (23%), the on-street bicycle routes (89%), and the on-street bicycle lanes (92%) versus those who disagree that they like these systems (2% to 6%);
- Those who use the multi-use trail system (25%), the recreational trail system (25%), the on-street bicycle routes (83%), and the on-street bicycle lanes (86%) versus those who do not (7% to 10%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (26%) versus those who were unaware (17%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (28%) versus those who were somewhat or not at all supportive (18%);
- Those aged 25 to 34 (27%) or 55 to 64 (27%) versus those aged 18 to 24 (16%), 35 to 44 (21%), or 45 to 54 (17%); and

- Males (23%) versus females (20%).

Seventeen per cent (17%) of the respondents reported using the on-street bicycle routes, while 83% reported that they do not use the City's bicycle routes. See Figure 16, below.

Figure 16

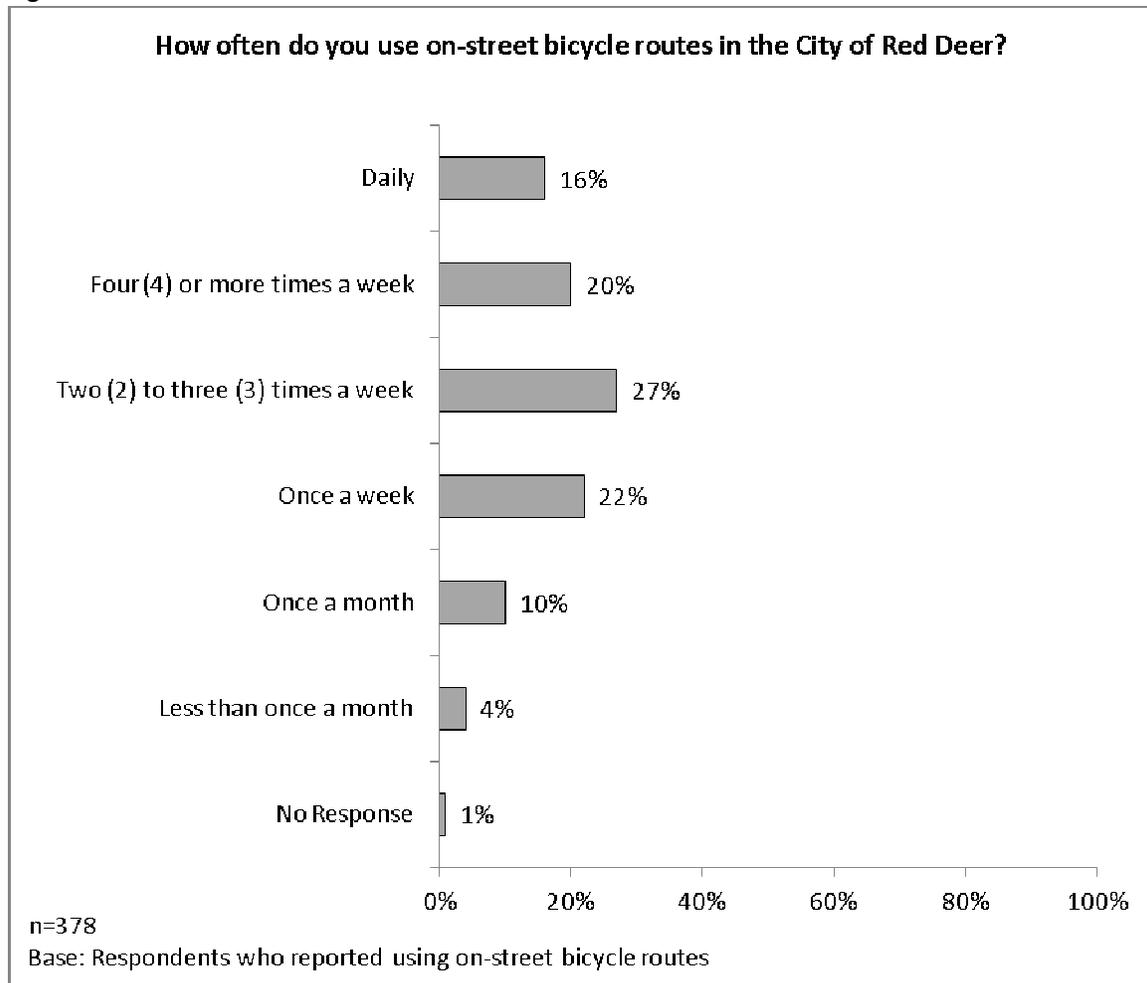


Respondent subgroups significantly more likely to use the **on-street bicycle routes** included:

- Those who agree that they like the multi-use network (18%), the recreational trail network (18%), the on-street bicycle routes (61%), and the on-street bicycle lanes (70%) versus those who disagree that they like these systems (3% to 5%);
- Those who use the multi-use trail system (21%), the recreation trail system (20%), and the on-street bicycle lanes (94%) versus those who do not (2%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (21%) versus those who were unaware (13%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (19%) versus those who were somewhat or not at all supportive (15%);
- Those aged 25 to 34 (20%) or 55 to 64 (22%) versus those aged 18 to 24 (13%), 35 to 44 (14%), 45 to 54 (16%), or those 65 and older (10%); and
- Males (20%) versus females (13%).

Respondents who reported using the City's on-street bicycle routes (n=378) were next asked how often they use the bicycle routes. More than one-quarter of the respondents (27%) use the routes two (2) or three (3) times per week, followed by 22% who use the on-street routes once per week. One-fifth of the respondents (20%) reported using them four (4) times per week or more. See Figure 17, below.

Figure 17



The respondent subgroup significantly more likely to use on-street bicycle routes **four (4) times per week or more** included those who agree that they like the on-street bicycle lanes (23%) versus those who disagree that they like this system (11%).

Respondent subgroups significantly more likely to use on-street bicycle routes **two (2) to three (3) times per week** included:

- Those who agree that they like the on-street bicycle routes (29%), and the on-street bicycle lanes (30%) versus those who disagree that they like these systems (15% to 17%); and
- Those aged 45 to 54 (33%) versus those aged 25 to 34 (19%).

The respondent subgroup significantly more likely to use on-street bicycle routes **once per week** included those aged 25 to 34 (30%) or 35 to 44 (31%) versus those aged 55 to 64 (14%).

The respondent subgroup significantly more likely to use on-street bicycle routes **once per month** included those who disagree that they like the on-street bicycle routes (18%) and the on-street bicycle lanes (17%) versus those who agree that they like these systems (9%).

Respondent subgroups significantly more likely to use on-street bicycle routes **less than once per month** included:

- Those who disagree that they like the on-street bicycle routes (10%) and the on-street bicycle lanes (12%) versus those who agree that they like these systems (1% to 2%); and
- Those who do not use the on-street bicycle lanes (16%) versus those who do (2%).

### 3.4 On-Street Bicycle Lanes

Finally, respondents were asked a series of questions about on-street bicycle lanes. The following information was provided to respondents:

*“There are approximately 12.5 kilometres of on-street bike lanes in Red Deer. On-street lanes are dedicated road spaces for cyclists on City streets.”*

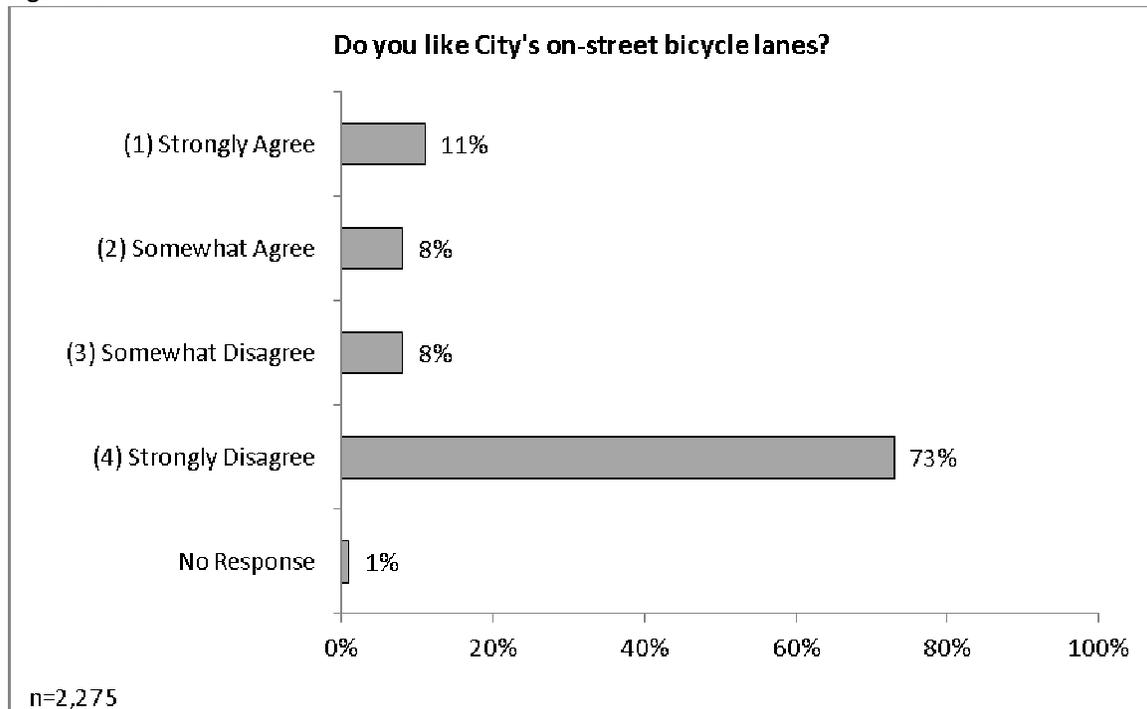
Respondents were also provided with the following image:

Figure 18 – On-Street Bicycle Lane



When asked to indicate their level of agreement with liking the City's on-street bicycle lanes, 18% of the respondents either "somewhat" (8%) or "strongly" (11%) agreed, while 81% either "somewhat" (8%) or "strongly" (73%) disagreed. See Figure 19, below.

Figure 19



Respondent subgroups significantly more likely to agree that they **like the City's on-street bicycle lanes** included:

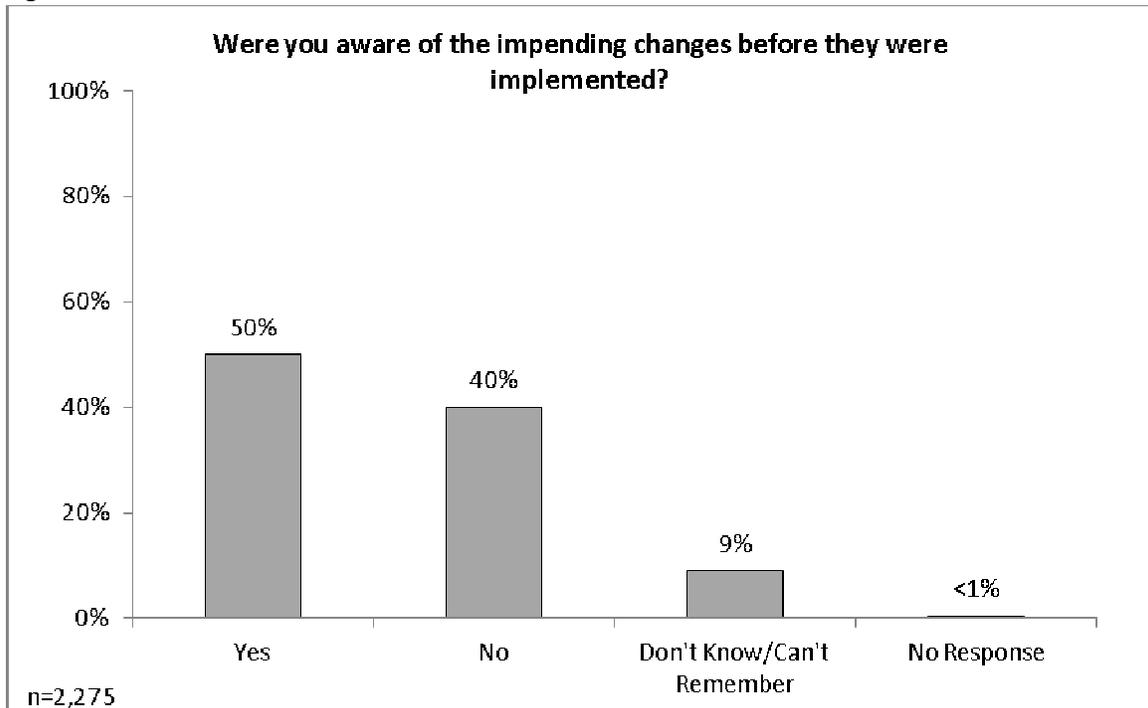
- Those who agree that they like the multi-use network (21%), the recreational trail network (20%), and the on-street bicycle routes (77%) versus those who disagree that they like these systems (1%);
- Those who use the multi-use trail system (22%), the recreational trail system (22%), the on-street bicycle routes (78%), and the on-street bicycle lanes (84%) versus those who do not (4% to 7%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (23%) versus those who were unaware (14%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (25%) versus those who were somewhat or not at all supportive (15%); and
- Those aged 25 to 34 (22%) or 55 to 64 (23%) versus those aged 18 to 24 (13%), 35 to 44 (18%), or 45 to 54 (15%).

Next, respondents were provided with the following information, concerning changes to the on-street cycling network in 2013:

*“A number of changes were made to the on-street cycling network in 2012, including removal of bike lanes on 40<sup>th</sup> Avenue between 39<sup>th</sup> Street and 52<sup>nd</sup> Street, removal of bike lanes on 59<sup>th</sup> Street between Holt Street and 70<sup>th</sup> Street to be replaced with an on-street bike route, and removal of bike lanes on 39<sup>th</sup> Street, east of the intersection of 39<sup>th</sup> Street and 40<sup>th</sup> Avenue, up to 38A Avenue to restore the intersection to the original configuration.”*

Respondents were then asked if they were aware of these impending changes before they were implemented; half of the respondents (50%) indicated that they were aware, while 40% were not. Nine per cent (9%) of the respondents were not sure, or could not remember. See Figure 20, below.

**Figure 20**

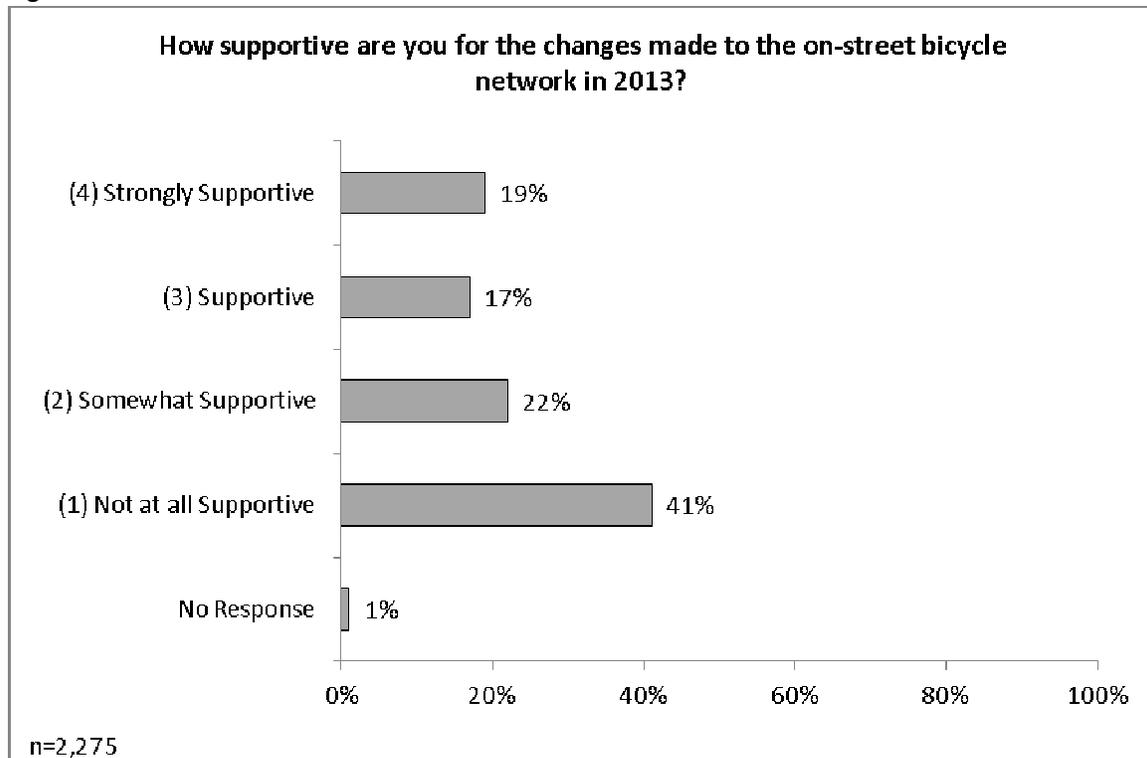


Respondent subgroups significantly more likely to have **been aware of the impending changes before they were implemented** included:

- Those who agree that they like the multi-use network (52%), the recreational trail network (52%), the on-street bicycle routes (60%), and the on-street bicycle lanes (61%) versus those who disagree that they like these systems (25% to 47%);
- Those who use the multi-use trail system (53%), the recreational trail system (53%), the on-street bicycle routes (62%), and the on-street bicycle lanes (62%) versus those who do not (34% to 48%);
- Those who were supportive of the changes made to the on-street cycling network in 2013 (62%) versus those who were somewhat or not at all supportive (43%); and
- Those aged 35 to 44 (51%), 45 to 54 (54%), 55 to 64 (57%), or 65 and older (50%) versus those aged 18 to 24 (38%) or 25 to 34 (42%).

In consideration of the changes made to the on-street bicycle network in 2013, respondents were next asked to consider how supportive they were of those changes. Thirty-six per cent (36%) of the respondents were either “supportive” (17%) or “strongly supportive” (19%), while 63% were either “somewhat” (22%) or “not at all” (41%) supportive. See Figure 21, below.

Figure 21

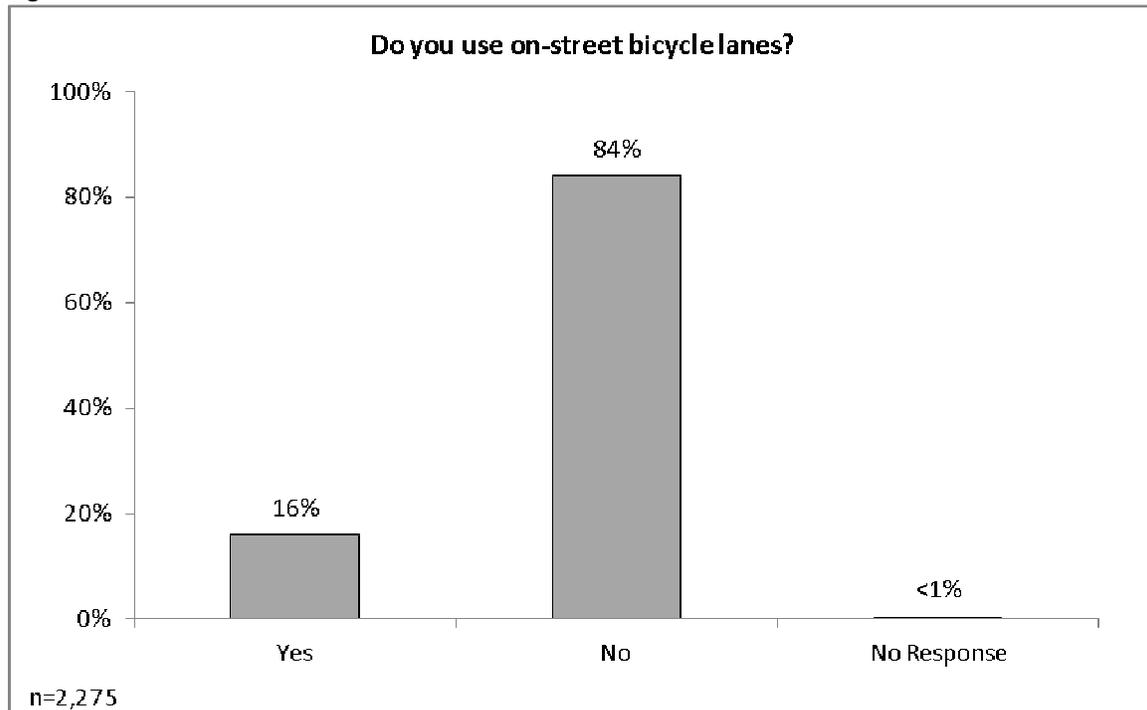


Respondent subgroups significantly more likely to have **been supportive of the changes made to the on-street bicycle network** included:

- Those who agree that they like the multi-use network (39%), the recreational trail network (39%), the on-street bicycle routes (48%), and the on-street bicycle lanes (49%) versus those who disagree that they like these systems (6% to 34%);
- Those who use the multi-use trail system (39%), the recreational trail system (39%), and the on-street bicycle routes (42%) versus those who do not (25% to 35%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (45%) versus those who were unaware (27%); and
- Those aged 45 to 54 (38%), 55 to 64 (44%), or those 65 and older (38%) versus those aged 18 to 24 (30%), 25 to 34 (31%) and 35 to 44 (35%).

When asked if they use the on-street bicycle lanes, 16% of the respondents reported that they do, while 84% do not use them. See Figure 22, below.

Figure 22

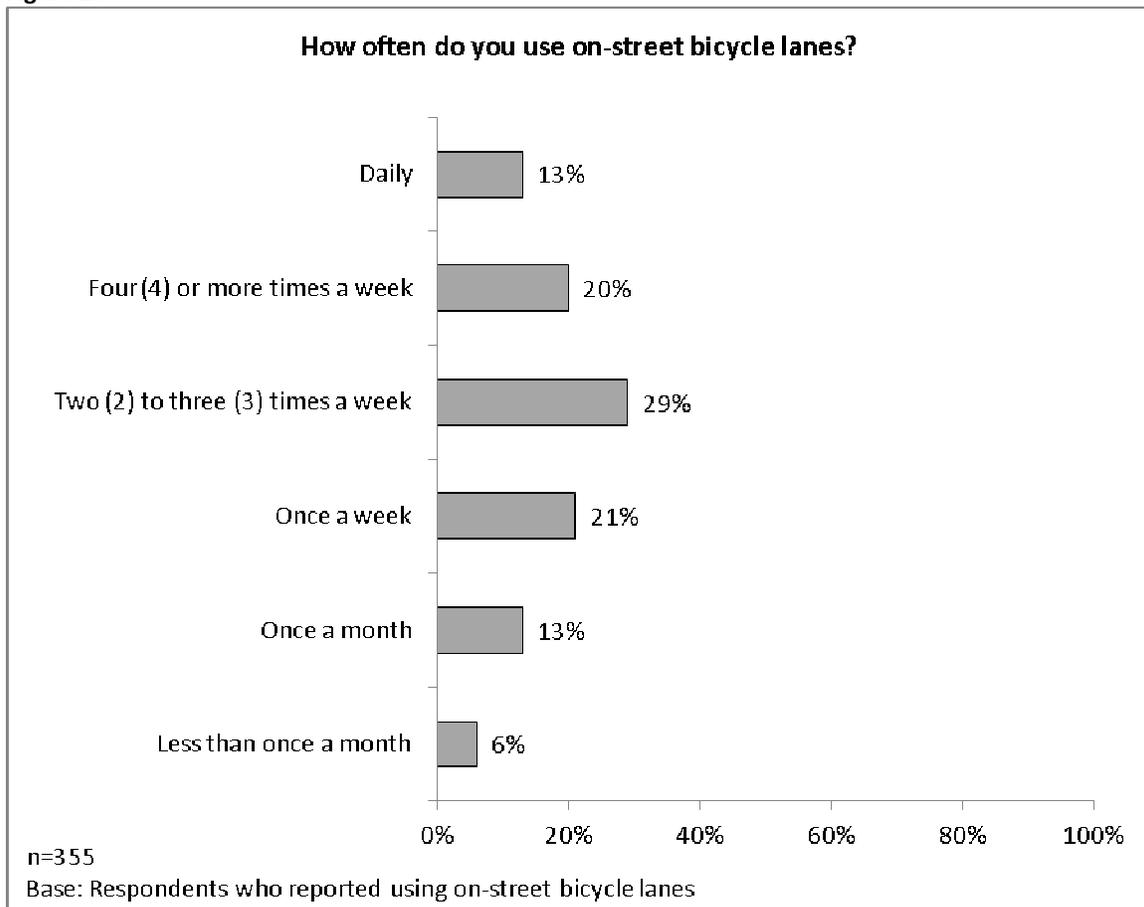


Respondent subgroups significantly more likely to use the **on-street bicycle lanes** included:

- Those who agree that they like the multi-use network (17%), the recreational trail network (17%), the on-street bicycle routes (59%), and the on-street bicycle lanes (72%) versus those who disagree that they like these systems (1% to 3%);
- Those who use the multi-use trail system (20%), the recreation trail system (19%), and the on-street bicycle routes (88%) versus those who do not (1%);
- Those who were aware of the changes made to the on-street cycling network in 2013 (20%) versus those who were unaware (12%);
- Those aged 25 to 34 (20%) or 55 to 64 (21%) versus those aged 18 to 24 (12%), 45 to 54 (13%), or 65 and older (9%); and
- Males (18%) versus females (13%).

Finally, respondents who reported using the on-street bicycle lanes (n=355) were asked how often they use them; more than one-quarter of the respondents reported to using the lanes two (2) or three (3) times per week (29%), followed by 21% who use them once per week. One-fifth of the respondents (20%) indicated that they use the on-street bicycle lanes four (4) times per week or more. See Figure 23, below.

Figure 23



Respondent subgroups significantly more likely to use on-street bicycle lanes **four (4) times per week or more** included:

- Those who agree that they like the on-street bicycle lanes (22%) versus those who disagree that they like this system (7%);
- Those who were somewhat or not at all supportive of the changes made to the on-street cycling network in 2013 (23%) versus those who were supportive (15%); and
- Males (23%) versus females (15%).

Respondent subgroups significantly more likely to use on-street bicycle lanes **two (2) to three (3) times per week** included:

- Those who agree that they like the on-street bicycle routes (31%) versus those who disagree that they like this system (16%); and
- Those aged 45 to 54 (32%) or 55 to 64 (34%) versus those aged 25 to 34 (18%).

The respondent subgroup significantly more likely to use on-street bicycle lanes **once per week** included those aged 25 to 34 (27%) versus those aged 55 to 64 (15%).

The respondent subgroup significantly more likely to use on-street bicycle lanes **once per month** included those who disagree that they like the on-street bicycle routes (21%) and the on-street bicycle lanes (22%) versus those who agree that they like these systems (11%).

Respondent subgroups significantly more likely to use on-street bicycle lanes **less than once per month** included:

- Those who were not aware of the changes made to the on-street cycling network in 2013 (8%) versus those who were aware (3%); and
- Those who disagree that they like the on-street bicycle routes (20%) and the on-street bicycle lanes (20%) versus those who agree that they like these systems (3%).

### 3.5 Respondent Demographics

Table 1, below, provides a demographic profile of the respondents surveyed for the 2013 Cycling Network Research.

**Table 1**

	Per cent of Respondents (n=2,275)
<b>Gender</b>	
Female	52
Male	48
<b>Age</b>	
18 to 24 years old	6
25 to 34 years old	22
35 to 44 years old	19
45 to 54 years old	21
55 to 64 years old	19
65 years of age and older	12
No Response	1
<b>Mean Respondent Age</b>	<b>46.3 years</b>
<b>Area of Residence</b>	
City of Red Deer	96
Other	4

Appendix A  
Survey Instrument

**City of Red Deer**  
**Cycling Network Research**  
**Final Survey Instrument – May 6, 2013**

**Landing Page [City of Red Deer Logo]**

**City of Red Deer - Cycling Network Research**

Banister Research & Consulting Inc. has been retained by the City of Red Deer to administer the 2013 Cycling Network Survey. The purpose of this research is to get feedback from the community about The City's cycling network, as part of the pilot project.

The survey should take between 10 and 12 minutes to complete.

Please note that all your information will be held in strictest confidence by Banister Research. Your results will only be reported in aggregate to eliminate the recognition of your individual responses. For further information regarding confidentiality of information, or if you have any other questions or concerns regarding this survey, please contact Banister Research & Consulting at 1-866-451-4441 or by email at [research@banister.ab.ca](mailto:research@banister.ab.ca).

Thank you in advance for your participation. Your feedback is very important to the successful completion of our research. We ask that each resident only complete the survey. [TRACK SURVEYS BY BROWSER ID]

**All submissions must be completed online by July 31, 2013.**  
[NEXT PAGE]

**DEFINITIONS**

[CONFIRMATION QUESTION]

Are you currently a resident of the City of Red Deer?

1. Yes
2. No : Specify community: \_\_\_\_\_

[NEXT PAGE]

### Multi-use Trails

There are over 100 kilometres of Multi-use trails in The City. They are asphalt or concrete trails that provide residents with good trail access to connect neighbourhoods to existing trails networks, and to important recreational, commercial, and cultural facilities in the city. They can be located next to a roadway such as Taylor Drive, or in the parks system to provide connections through the community. Refer to the picture below.

[INSERT CORRESPONDING GRAPHIC]

1. Do you like the multi-use trail network?
  1. Strongly agree
  2. Somewhat agree
  3. Somewhat disagree
  4. Strongly disagree
  
2. Do you support expanding the multi-use trail network?
  1. Strongly agree
  2. Somewhat agree
  3. Somewhat disagree
  4. Strongly disagree
  
3. Do you use the multi-use trail system?
  1. Yes
  2. No [GO TO Q.6]
  
4. What activities do you use multi-use trails for? [MULTIPLE RESPONSE ALLOWED]
  1. Walking
  2. Running or jogging
  3. Rollerblading
  4. Cycling
  5. Other activities [do not specify]
  
5. How often do you use multi-use trails in the City of Red Deer? [Single Response]
  1. Daily
  2. 4 or more times a week
  3. 2 to 3 times a week
  4. Once a week
  5. Once a month
  6. Less than once a month
  7. Do not cycle on multi-use trails

[NEXT PAGE]

### **Recreation Trails**

There are approximately 100 km of recreation trails in The City. Recreational trails are neighbourhood trails designed to provide links within and between neighbourhoods, to amenities in the community, and to the rest of the Red Deer trail system. They are usually constructed of hard surface materials.

[INSERT CORRESPONDING GRAPHIC]

6. Do you like the recreation trail network?

1. Strongly agree
2. Somewhat agree
3. Somewhat disagree
4. Strongly disagree

7. Do you support expanding the recreation trail network?

1. Strongly agree
2. Somewhat agree
3. Somewhat disagree
4. Strongly disagree

8. Do you use the recreation trail system?

1. Yes
2. No [GO TO Q.11]

9. What activities do you use recreation trails for? [MULTIPLE RESPONSE ALLOWED]

1. Walking
2. Running or jogging
3. Rollerblading
4. Cycling
5. Other activities [do not specify]

10. How often do you cycle on recreational trails in the City of Red Deer? [Single Response]

1. Daily
2. 4 or more times a week
3. 2 to 3 times a week
4. Once a week
5. Once a month
6. Less than once a month
7. Do not cycle on recreational trails

[NEXT PAGE]

### **On-street bike routes**

There are 4 kilometres of on street bike routes in Red Deer. On-street routes are a shared travel lane for both motorists and cyclists, with the road marked to indicate where cyclists should position themselves while sharing the road.

[INSERT CORRESPONDING GRAPHIC]

11. Do you like The City's on street bike routes?

1. Strongly agree
2. Somewhat agree
3. Somewhat disagree
4. Strongly disagree

12. Do you support expanding the on-street bike route network?

1. Strongly agree
2. Somewhat agree
3. Somewhat disagree
4. Strongly disagree

13. Do you use the on street bike routes?

1. Yes
2. No [GO TO Q 15]

14. How often do you use on-street bike routes in the City of Red Deer? [Single Response]

1. Daily
2. 4 or more times a week
3. 2 to 3 times a week
4. Once a week
5. Once a month
6. Less than once a month
7. Do not use on-street bike routes

[NEXT PAGE]

### **On-street bike lanes**

There are 12.5 kilometres of on street bike lanes in Red Deer. On-street lanes are dedicated road space for cyclists on city streets.

[INSERT CORRESPONDING GRAPHIC]

15. Do you like The City's on street bike lanes?

1. Strongly agree
2. Somewhat agree

3. Somewhat disagree
  4. Strongly disagree
16. A number of changes were made to the on street cycling network in 2013 including removal of bike lanes on 40 Avenue between 39 Street and 52 Street, removal of bike lanes on 59 Street between Holt Street and 70 Street to be replaced with an on street bike route, and removal of bike lanes on 39 Street east of the intersection of 39 Street and 40 Avenue up to 38A Avenue to restore the intersection to the original configuration. Were you aware of these impending changes before they were implemented?
1. Yes
  2. No
  3. Don't know/Can't remember
17. Now that these changes have been implemented, please rate your level of support for the changes made to the on street bike network in 2013, where 1 means not at all supportive and 4 means very supportive...?
1. Not at all supportive
  2. Somewhat supportive
  3. Supportive
  4. Strongly supportive

[NEXT PAGE]

18. Do you use on-street bike lanes?
1. Yes [GO TO Q 19]
  2. No [GO TO DE1]
  3. Don't know/Can't remember [GO TO DE1]
19. How often do you use on-street bike lanes?
1. Daily
  2. 4 or more times a week
  3. 2 to 3 times a week
  4. Once a week
  5. Once a month
  6. Less than once a month

**DEMOGRAPHICS**

In order for us to better understand the different views and needs of citizens, the next few questions allow us to analyze the data into sub-groups. Please be assured that nothing will be recorded to link your answers with you or your household.

DE1. First, in what year were you born? [MANDATORY]

\_\_\_\_\_ **RECORD YEAR**

DE2. You are a...[MANDATORY]

1. Male
2. Female

Thank and end survey

**FILE COPY**



**Council Decision – September 16, 2013**

**DATE:** September 19, 2013  
**TO:** Frank Colosimo, Engineering Services Manager  
**FROM:** Frieda McDougall, Legislative Services Manager  
**SUBJECT:** Bike Lanes Update

---

**Reference:**

Engineering Services, dated September 9, 2013.

**Resolution:**

The following resolutions were passed at the Monday, September 16, 2013 Red Deer City Council meeting:

Resolved that Council of The City of Red Deer, having considered the report from Engineering Services, dated September 9, 2013 re: Commuter Bike Pilot, hereby agrees:

1. To accept the Commuter Bike Pilot Report, dated September 9, 2013 for information.
2. That standards and policies for bicycle infrastructure be considered in conjunction with existing plans and the proposed Transportation and Trails Master Plans; and
3. That the current system of bike infrastructure remains in place pending further review by Council in conjunction with future transportation planning.

Resolved that Council of The City of Red Deer, having considered the report from Engineering Services, dated September 9, 2013 re: Commuter Bike Pilot, hereby agrees to amend item 3 by adding the following words:

“...with a high priority placed on traffic and bicycle flow in the area of 39 Street east of 40 Avenue.”

Council Decision – September 16, 2013  
Bike Lanes Update  
Page 2

**Report back to Council:** No



Frieda McDougall  
Legislative Services Manager

c: Director of Development Services  
Transportation Engineer, M. Williston

**FILE COPY****REDDEERADVOCATE.com** **PRINT THIS**

## Council passes on lanes

By Crystal Rhyno - Red Deer Advocate

Published: **September 16, 2013 9:22 PM**

The next Red Deer city council will have its say on the controversial bike lanes.

City council voted 7-2 to keep the existing lanes pending a further review by the next council with future planning documents and to consider standards and policies for bicycle infrastructure with the proposed Transportation and Trail Master Plans next year.

Transportation engineer Michael Williston told council that the city reached its three objectives of expanding Red Deer's on-street bike facilities; creating better cycling connections throughout out the city and creating and testing various forms of on-street bicycle facilities. Williston said the city learned from the experience and the changes were implemented in response.

"Safety had greatly improved for cyclists," said Williston. "To my knowledge over the past two years, there have been no accidents related to the bike pilot."

City staff will develop a detailed evaluation report on the pilot. Findings from the pilot will be used in future planning documents.

"We definitely got bang for our buck," said Williston. "For the \$800,000 that was approved for this to get 20 km plus or minus infrastructure you couldn't get that doing anything else. You couldn't expand a roadway a kilometre for that type of price."

Calling the Commuter Bike Pilot a disaster, Coun. Chris Stephan voted against the motion. He said the city should admit its mistake, remove the lanes and move on.

Coun. Tara Veer said this council initiated and heard from the public on the public so she could not support deferring the decision making to a future council.

"I think this council needed to accept responsibility and deal with it and land with it where ever it landed," said Veer. "I think ultimately it needed to be this council deal with manner. The public was informed it was a two-year pilot. Council now owes our public the courtesy of

going over what worked and what didn't work."

Coun. Paul Harris said the pilot has completed in his mind and there may be further changes or improvements in the future.

"I would hate us at this point to throw away everything we have created and the changes we have made at this point and time," said Harris. "To me that would be a waste of money that we put forward so far. It would be irresponsible to suggest the structure that we have now with the changes has no value."

The lanes on 39th Street were given priority for the review as part of the resolution.

Several councillors said they have heard concerns from the community about the congestion and safety on this road.

Coun. Frank Wong unsuccessfully tried to strike the lanes from the network but council ultimately decided to make it a priority during the next review.

Williston said the city looked at the intersection and the number of people who were delayed or not getting through on the first traffic light was about two to three per cent.

"This is not a significant amount," said Williston. "It made it slightly worse but not to a degree where we would be concerned about."

In other council news:

| The City of Red Deer will join the second phase of the Alberta Mid-Sized Cities Benchmarking Project. Last year several Alberta municipalities applied for a regional collaboration grant with the goal to establish a set of benchmarks that they could use to measure and compare services. Ten service areas of measure have been developed and another five will be developed. By participating the city will be able to provide its input and expertise in refining the measures for the first 10 areas and help in the development of the final five. The estimated contribution is \$10,000 for each participating municipality.

| Bremner Avenue may soon boast a new workout facility. City council approved the use of a fitness centre at 2840 Bremner Avenue, in the building occupied by the Big 105.5 radio station and the Wawanesa Insurance office.

| City council gave first reading to a Land Use Bylaw amendment that would allow the conversion of units in the Travelodge hotel (2807 50th Street) into one-bedroom multiple

family residential units. This sets the stage for a public meeting on Sept. 30 for the proposal.

Terms of reference for the city's audit committee were adopted by council but not without some concerns. Council voted 6-3 to adopt the new terms with Councillors Buck Buchanan, Chris Stephan and Frank Wong opposed. The new terms give clarity on the purpose, membership, roles, and composition of the committee.

Debate turned heated around the question of adding a public member with financial expertise to the committee. The previous audit committee recommended considering appointing a public member to the committee.

Coun. Cindy Jefferies said the new terms improve the transparency and openness of the audit committee. She said the city's financial statements are public documents. Jefferies said it was not an easy decision going against the recommendation from the previous committee but there was a lot of work and discussion made into the decision.

"It's not about being secretive," said Jefferies. "It's about council taking ownership of its role in governance with the audit committee."

Jefferies said in reviewing public statements and looking after the financial health of the organization, it made sense to have a public member there.

"But when we look at best practices in audit committees, we recognize that council actually needs to take a step above where we currently are and go on beyond meeting the minimum requirement," she said. "When we do that it doesn't make much sense to have an external member."

Stephan, a member of the audit committee that made the recommendation, said the city needs objective eyes on its finances.

Buchanan said the city's financial documents are very complex and he is not convinced council would gain the expertise internally or externally to make decisions.

Among the terms, council will choose an external independent auditor as opposed to administration naming one. Council also opted into the provincial Whistleblower Protection Act.

crhyno@reddeeradvocate.com

**Find this article at:**

[http://www.reddeeradvocate.com/news/Council\\_passes\\_on\\_lanes\\_\\_224014911.html](http://www.reddeeradvocate.com/news/Council_passes_on_lanes__224014911.html)

Check the box to include the list of links referenced in the article.

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Date: September 13, 2013

To: Mayor, City Council, Traffic Planners and City Administration.

#### Bike Lane Controversy – City of Red Deer

I have read and hear constantly the pros and cons of bike lanes on our city streets. It seems that some tend to vent their frustrations and anger on City Council and City Administration thru the media in some cases. It's pretty cheesy in my opinion not to address any concern you have thru the media rather than taking, in my humble opinion the correct course, deal directly with the City who implemented the bike lanes.

It appears that there is a lot more bashing and negative feedback than positive feedback about the usefulness of dedicated bike lanes. I have yet to see a proposal in the media or communicated through the City of a resolution to the problem, which is dividing citizens and creating an air of animosity between those who support this and those who do not.

We need to seek a solution, not pulling in different directions or beating each other up verbally with animosity and differing views. We have to respect differing views and opinions and move on to obtain a solution. Bashing one another only makes you a part of the problem when we should all be working collectively together to seek that solution.

Almost every large centre in Alberta and some smaller centres have the controversial bike lanes. I am more familiar with Calgary's bike lanes. The problem here is that it is like comparing apples to oranges with over 1 million people to near 100,000 in our city. There is also a lot of controversy in that centre. Yes, we all know we can only safely use them for about 7 months and the case can be made to keep them or get rid of them depending on where your support and alliance lies.

I am a cyclist and a person who walks a lot. Many of my family members and friends are also cyclists, joggers and walk within this city. The bike lanes are not used by those close to me for the simple reason they create a false sense of security and I personally would not recommend to my family members to utilize these lanes to get anywhere in the city. The sidewalks and paved pathways provided by the City are the safest and most sensible way to travel the city by bicycle, walking or jogging. There is less distractions as well it is much safer for children, especially if no responsible person is present to provide supervision. Pedestrians, joggers and cyclists tend to be more cautious, courteous and aware of their surroundings when sharing the sidewalk and pathways. This City has excellent pathways for pedestrians, joggers and cyclists.

Here is my point about dedicated bike lanes.

- a) They create a false sense of security for cyclists who are less cautious and seem unaware of vehicle movement behind them and vehicles or cyclists making turns to exit to side streets.
- b) No one in their right mind would take the chance of having their children or grandchildren travel these lanes without parental or sibling supervision present. It's a simple fact of life that there are just too many distractions by motorists and cyclists when travelling the roads in this day and age. Examples: iPods playing music with ear plugs, texting, phone calls, eating and drinking while in motion, fixing hair and make-up, reading books and papers, impaired by alcohol and drugs, just to name a few. I see it daily and the distracted driving law although good, shows little effect on the mind set of most motorists and cyclists. They are willing to take the chance of being ticketed. The law is ineffective and is not preventing what it was intended to prevent and only a minority are supportive or willing to work with it.
- c) Drivers of vehicles have to be licensed/insured and over the age of 16 to drive a vehicle legally in this province and city.



- d) Vehicle drivers and cyclists must obey the same rules of the road by laws of the province and municipality when utilizing streets, lanes or highways.
- e) We are not a big city with corporate offices downtown or large commercial businesses where there would be a large volume of cyclists using the bike lanes for work, such as in Calgary. Most parents who work downtown or in commercial areas where cycling would be beneficial, require a vehicle in many cases to pick up children, run errands, shopping etc. after work. It would only benefit a single person or a parent who has a caregiver at home to supervise their children. To cycle downtown to get to recreational facilities or shop is much safer by using the sidewalks and pathways.

This is my proposal, which is legal, provides a safe environment and a more viable solution to appease vehicle drivers and cyclists who must share the road:

- a) You must be of the legal age of 16 years to operate a bicycle on any street or highway within the City without direct supervision by a licensed and insured cyclist.
- b) You must possess a license plate affixed to the bicycle (one time issue much the same as a trailer plate) for your bicycle that you are operating on any city street, lane or highway. The city to determine the fee for the bicycle plate. This has been tried before and would work again.
- c) You must possess insurance coverage to operate a bicycle on any city street or highway. Cyclists must assume the same risks and liability as a motorist for any accident or property damage they are directly or indirectly involved in while operating a bicycle on a street or highway within the city. Insurance companies are willing to cover this in most cases.
- d) No person under the age of 16 may travel any city street or highway on a bicycle unless the bicycle is properly licensed and insured and is accompanied and under the direct supervision of a person over the age of 16 who is licensed and insured to operate a bicycle on any street or highway within the city.
- e) A cyclist whether operating a bicycle on a street, lane, highway, sidewalk or pathway within the city that allows bicycle use, must have an audible bell or horn to alert others of their presence. You must also have a fixed light with sufficient power to navigate any street, lane, highway, sidewalk or pathway in the city that allows you to see 100 yards in front of you and a red reflective light on the rear of the bicycle. You must wear a helmet while operating the bicycle.
- f) When operating a bicycle after sunset and before sunrise, you must wear a reflective vest that will show your presence to the front and rear when operating the bicycle on any street, lane or highway within the city.
- g) Bicycle lanes can be completely eliminated. Cyclists and motorists will share the road and all will have to obey the rules of the road by provincial and municipal law.
- h) Appropriate signage cautioning motorists and cyclists that they are sharing the road should be permanently posted by the city in convenient locations.
- i) You do not require a bicycle license plate or insurance to operate a bicycle on any city sidewalk or pathway designated for pedestrians, joggers and cyclists.
- j) Appropriate signage cautioning users of these sidewalks and pathways that they are sharing these sidewalks and pathways should be permanently posted by the city in convenient locations.
- k) The City should consider making asphalt sidewalks when replacing old worn concrete sidewalks or when constructing new sidewalks. Asphalt is more durable and easily repaired after frost heaves compared to concrete and that is a fact that can be corroborated with any contractor in this business.

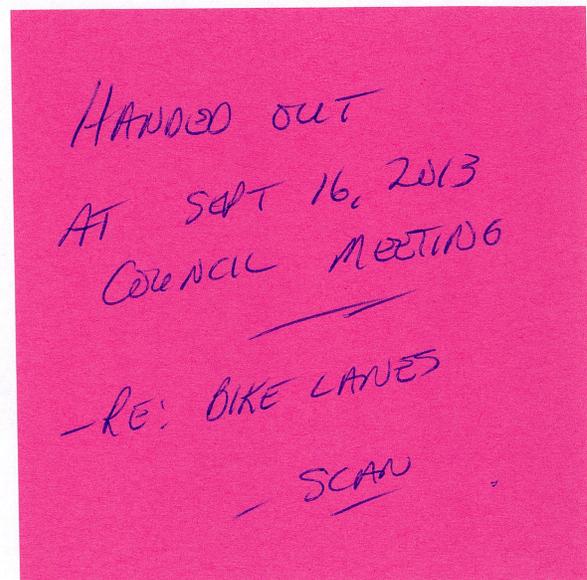


This is workable for traffic enforcement and traffic planners with the city to ensure we can travel our streets, lanes, highways, sidewalks and pathways in a safe, harmonious, courteous and legal manner showing no favouritism to either motorists or cyclists.

When cyclists are predominately on the roads from April to October, the city should communicate thru the media and their website an awareness campaign for cyclists and motorists.

Let us all seek and plan for a solution rather than complain and point fingers. Communication is the key element to resolving this dilemma. I would personally like to see the City take a leadership role and make a model for other cities and towns to follow when establishing that model. Obviously bike lanes are not and will not be a viable solution for any city or town as it alienates the population and creates favouritism and animosity. I am not a judgemental person and feel nothing gets accomplished when the state of mind-set is dividing the citizens into camps of those who favour them and those who do not. You just cannot take the stance that as the Mayor and councillors representing taxpayers by making a decision and thinking those opposed will just have to get used to it. That is wrong when there are other viable solutions that treat all citizens in a fair and impartial manner.

Yours truly,  
Dennis Richardson



HANDED OUT  
AT SEPT 16, 2013  
COUNCIL MEETING  
- RE: BIKE LANES  
- SCAN



**Christine Kenzie**

---

**Subject:** FW: Re decision on bike lane pilot project Monday

HANDLED OUT  
AT SEPT 16<sup>TH</sup>  
COUNCIL MEETING  
- RE BIKE LANES.

-----Original Message-----

From: Morris Flewwelling  
Sent: September 16, 2013 11:02 AM  
To: 'Gregimac'  
Cc: Frieda McDougall; City Councillors  
Subject: RE: Re decision on bike lane pilot project Monday

Thanks, Greg. Appreciate your message. Morris

-----Original Message-----

From: Gregimac [<mailto:greg.neiman.blog@gmail.com>]  
Sent: September 14, 2013 8:37 PM  
To: Dianne Wyntjes; Frank Wong; Lynne Mulder; Buck Buchanan; Chris Stephan; Tara Veer; Cindy Jefferies; Paul Harris; Morris Flewwelling  
Subject: Re decision on bike lane pilot project Monday

To our Mayor and City Councillors,

I have just been informed that Council will be reviewing the final report on the bike lane project and deciding on recommendations from administration on the report a week early. I have made a quick first reading of the report myself and can see that majority public opinion (at least that expressed in consultations) is against expanding bike lanes or share-the-road options in Red Deer. I find this unfortunate, but I believe opinions can change with time.

I will leave you with a few short points to consider, on your deliberations:

- Cyclists have a legal right to ride on the streets anywhere, not just on bike lanes or routes, but all of the streets. This is the law.
- Though people say they see very few cyclists, we know that a strong core group of cyclists who ride to work regularly exists, and that this core group grows every year, with or without the support of council.
- Though there have been no (or very few) collisions reported between cars and bikes during the pilot project, the safety of cyclists is a Council responsibility, and there is no minimum number of cyclists needed for their safety to be a concern for council.
- The way forward is to find a way for this growing group of people who have a legal right to all our streets, to exercise their legal right in a way that is safe, efficient and which contributes to a tolerant, happy and healthy city.

I recognize that this whole process has been difficult for Council and city staff. I wish progress could be a happier exercise, but I do applaud Council's courage to take this on and see the pilot through.

Greg Neiman  
president RDABC

[greg.neiman.blog@gmail.com](mailto:greg.neiman.blog@gmail.com)



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**Subject:** FW: Re decision on bike lane pilot project Monday

-----Original Message-----

From: Morris Flewwelling  
Sent: September 16, 2013 11:02 AM  
To: 'Gregimac'  
Cc: Frieda McDougall; City Councillors  
Subject: RE: Re decision on bike lane pilot project Monday

Thanks, Greg. Appreciate your message. Morris

-----Original Message-----

From: Gregimac |  
Sent: September 14, 2013 8:37 PM  
To: Dianne Wyntjes; Frank Wong; Lynne Mulder; Buck Buchanan; Chris Stephan; Tara Veer; Cindy Jefferies; Paul Harris; Morris Flewwelling  
Subject: Re decision on bike lane pilot project Monday

To our Mayor and City Councillors,

I have just been informed that Council will be reviewing the final report on the bike lane project and deciding on recommendations from administration on the report a week early. I have made a quick first reading of the report myself and can see that majority public opinion (at least that expressed in consultations) is against expanding bike lanes or share-the-road options in Red Deer. I find this unfortunate, but I believe opinions can change with time.

I will leave you with a few short points to consider, on your deliberations:

- Cyclists have a legal right to ride on the streets anywhere, not just on bike lanes or routes, but all of the streets. This is the law.
- Though people say they see very few cyclists, we know that a strong core group of cyclists who ride to work regularly exists, and that this core group grows every year, with or without the support of council.
- Though there have been no (or very few) collisions reported between cars and bikes during the pilot project, the safety of cyclists is a Council responsibility, and there is no minimum number of cyclists needed for their safety to be a concern for council.
- The way forward is to find a way for this growing group of people who have a legal right to all our streets, to exercise their legal right in a way that is safe, efficient and which contributes to a tolerant, happy and healthy city.

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Greg Neiman  
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