

# Testing a Basic Bike Network in the Center City

*Collecting data -- and making bicycling safer -- as an interim deliverable of One Center City*

## WHY A BASIC BIKE NETWORK?

Bicycling downtown is currently not safe. Though there are select corridors with protected bike facilities, these corridors are not connected, and therefore not suitable for riders of all ages and abilities. A simple set of connected and safe bike facilities would provide a *network* that is intuitive to use, and make bicycling downtown more inclusive to new, beginner and intermediate commuters; as well as business patrons and residents.

This proposal includes a “pilot” network of inexpensive paint/post bicycle facilities in the Center City that would help test corridors for feasibility for a final Center City plan.

## WHY NOW?

### One Center City

Though the OCC process will eventually produce a comprehensive multi-modal plan for downtown, people need safe places to bike as soon as possible. An interim basic bike network would make a sensible early deliverable for OCC to make bicycling safer while finalized plans are formed.

### Data collection

A pilot network would allow the City to “test” bike facilities, collect data, and make evidence-based decisions about the final OCC plan.

### Bike share re-launch

In order for the bike share re-launch to be a success, users need to feel safe biking downtown. Implementing a basic bike network before or in coordination with bike share re-launch will set the new system up for success.



## CASE STUDIES

Calgary offers the best example of quickly implementing a basic bike network, setting realistic target metrics and collecting pre- and post data during an [18-month pilot](#).

Major takeaways include:

- Bike mode share doubled in three months
- Improved safety along the most dangerous routes
- Increased diversity of ridership, including women and children
- Declines in illegal bicycle behavior
- Little to no delays for SOV traffic

[Edmonton](#) is now following its approach, with [other cities following closely behind](#). While other cities have demonstrated that building a pilot connected network is a successful model, Seattle’s plan coupled with the comprehensive multimodal OCC process would truly make it a transportation leader amongst our peer cities.