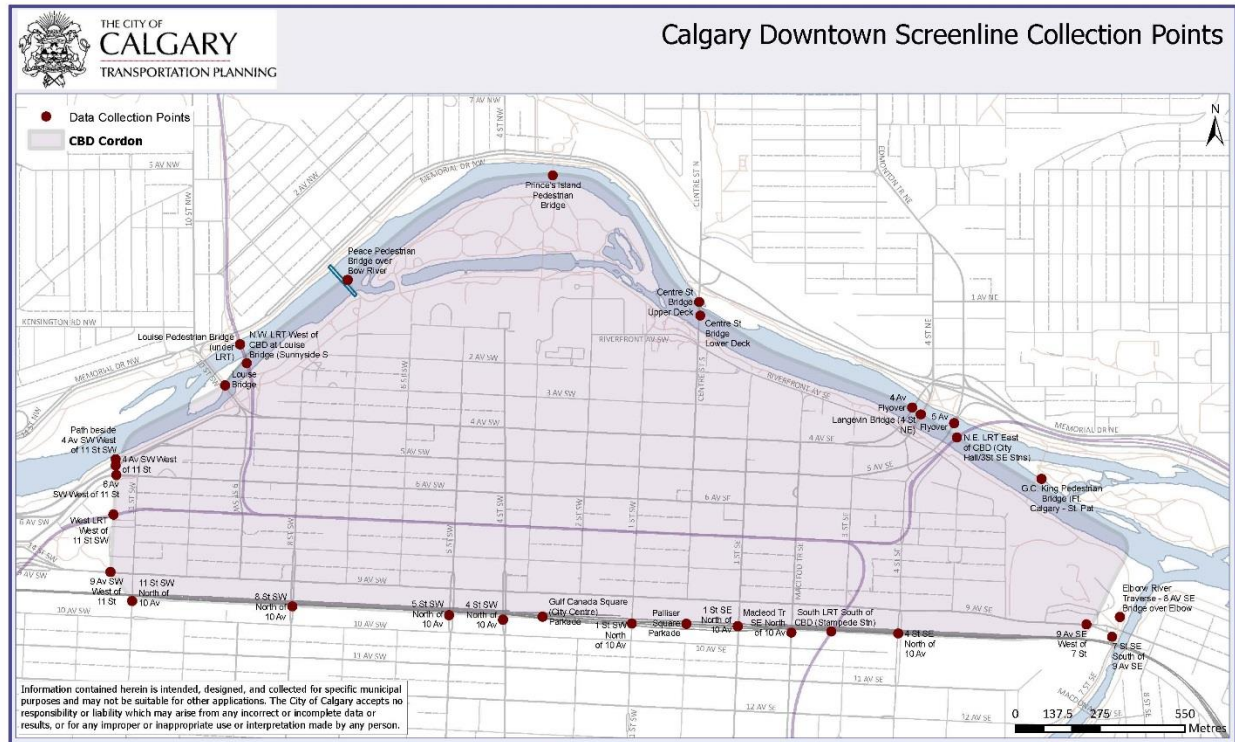


2017 Central Business District (CBD) Cordon Count Results



Every year in May, Transportation Data conducts the Central Business District (CBD) cordon count. The cordon count is performed at 31 locations around the CBD over a three-week time period, collecting data on how people travel into and out of downtown Calgary. The CBD cordon circles the downtown with the Bow River to the north and the railway tracks to the south and from 11 Street in the west to the Elbow River in the east.

Methodology

The data collection and locations has varied throughout the years for this project, however, it has been more consistent since 2012.

One to four data collectors count each location per eight hour shift, so one to four locations are counted per day. Data collectors are positioned at each cordon crossing location for the study duration of 6:00 to 22:00. They count every single person entering or exiting the downtown and how they were travelling; whether on foot, by bicycle, on a C-Train or bus, as a passenger in a car or as the driver of car.

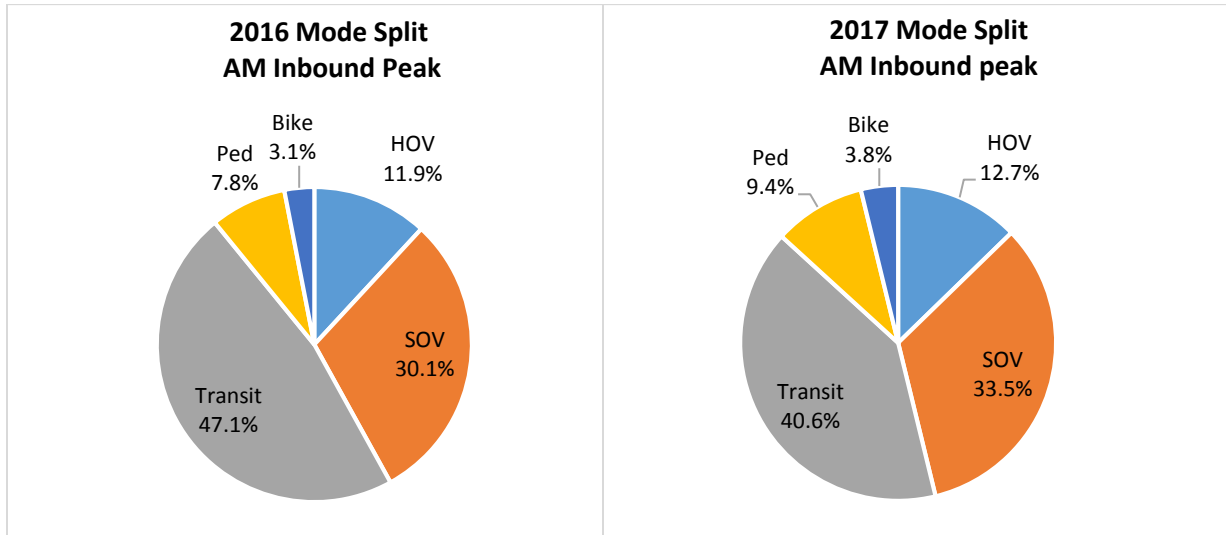
As each location is counted on only one day it may not be appropriate to compare one year to the next at any given location, as weather impacts the number of pedestrians and cyclists. As well as many other factors like construction could alter the data. However, as it takes several weeks to perform the cordon count, the impact of weather and other factors is averaged out for the entire cordon. This study allows The City to get an idea of the downtown travel activity.

The results presented below are shown for morning peak hour inbound trips and 16-hour total inbound and outbound trips (page 2).

Results

There is a change in mode transportation preferences in the AM peak this year. Fewer people are taking transit and are instead, travelling by car, on foot or by bike. There is a slight increase in High Occupancy Vehicles, however, the greater increase is in the Single Occupancy Vehicles. There is also an increase of pedestrians and cyclists going into the downtown core in the AM peak compared to 2016. This might be due to favourable weather and increased use of the relatively new cycle tracks downtown. (Fig.1) This trend can also be seen, to a lesser extent, from the total inbound and total outbound 16 hour modal split.

Figure: 1



For most of the last 11 years, the highest percentage of Calgarians have been using transit as their mode of transportation inbound during the AM peak period. In 2008, there was a substantial increase in transit ridership but in 2017 this ridership decreased and dipped below the percentage of people driving into the downtown core. 2017 has also shown the lowest number of inbound vehicles into the downtown cordon in the AM peak within the last 10 years. (Fig. 2) Figure 3 shows a peak in AM inbound person trips in 2013, with a total of 64,000 trips entering the CBD. However, this number decreased by 18,000 trips by 2016 and another 8,000 trips by 2017. Meaning a 28% decrease from 2013 to 2017.

Figure: 2

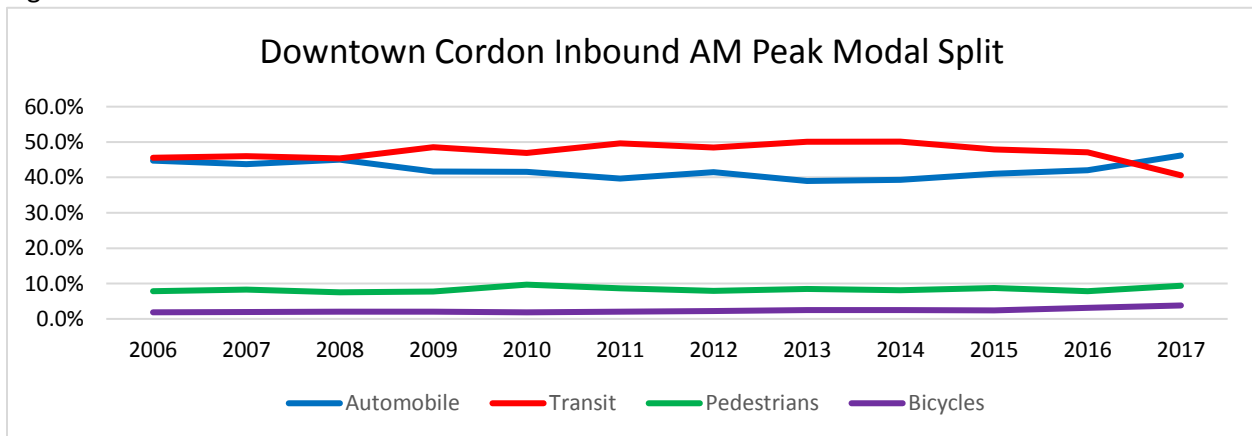
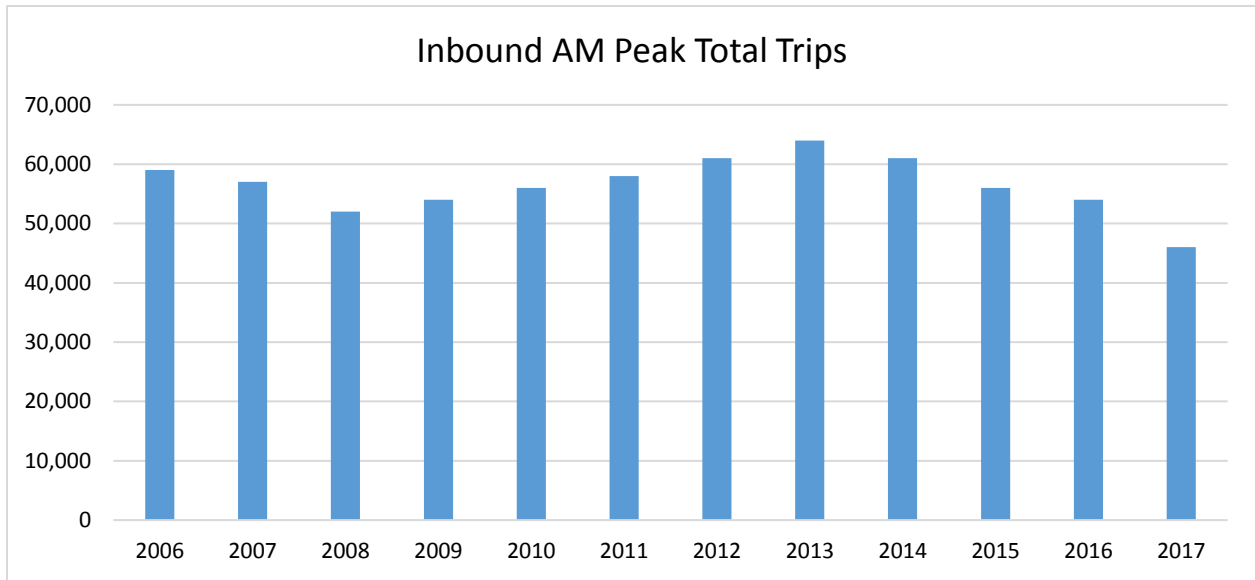


Figure: 3



Transit has the highest number of inbound and outbound passengers south of the CBD (just east of City Hall station) on the LRT. The highest number of pedestrians going inbound and outbound over the 16 hour period can be seen at 8 ST SW North of 10 AV. The Peace Bridge had the highest number of inbound cyclists and the pathway beside 4 AV SW West of 11 ST SW had the highest number of outbound cyclists over the 16 hour study. The inbound AM peak highest occupancy locations were the same as the 16 hour inbound locations except for pedestrians, which had the highest number of pedestrians at 1 ST SW North of 10 AV during the AM Peak period. (Table 1 and Figure 4).

Figure 4:

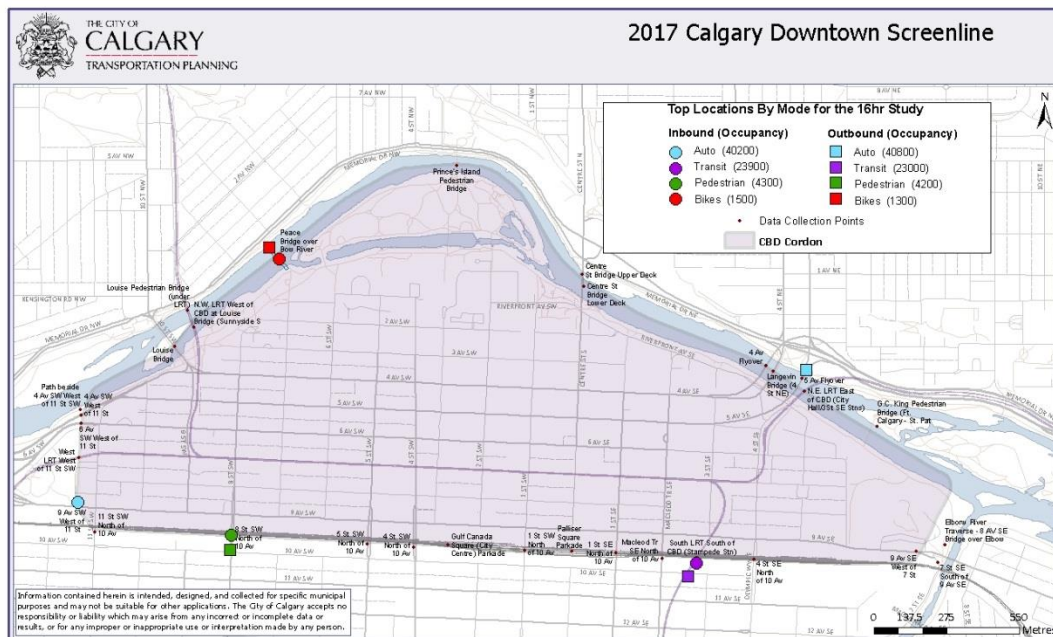


Table 1: 2017 CBD Inbound AM Peak

Mode	Location	Total Occupancy
Auto	9 Av SW West of 11 St	5275
Transit	South LRT South of CBD (East of City Hall Stn)	4703
Pedestrian	1 St SW North of 10 Av	586
Bikes	Peace Pedestrian Bridge over Bow River	382

Conclusion and Key messages

Some of the big changes this year could have been due to the economic downturn seen in the last year. This includes the drastic change in total volume for the morning peak inbound, down by 28% from 64,000 to 46,000 over four years with 8,000 fewer trips in the last year alone. Fewer Calgarians were using transit to commute to the downtown core and instead were using their vehicles. There was also an increase in walking and cycling this year, which could be due to favourable weather and the relatively new cycle tracks downtown.