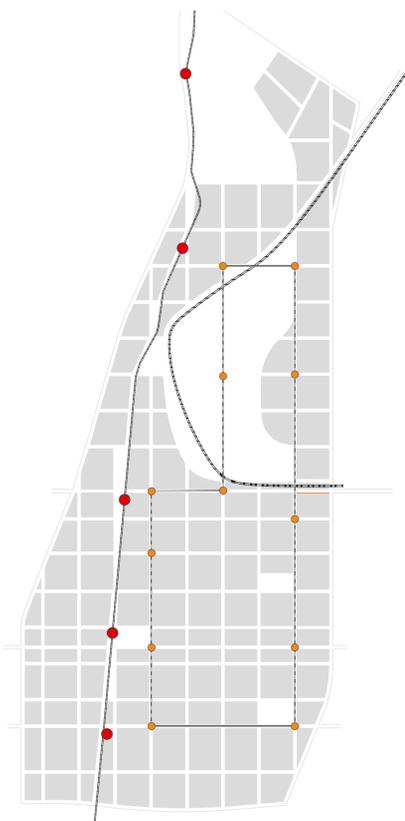


MANCHESTER DISTRICT

Post Carbon Infrastructure Mobility: Bikesharing

The redesign of Manchester District aims for the implementing of post-carbon infrastructure. This includes not only the redesign of the street grid, with a new 200m block design, central park and E-W pedestrian street.

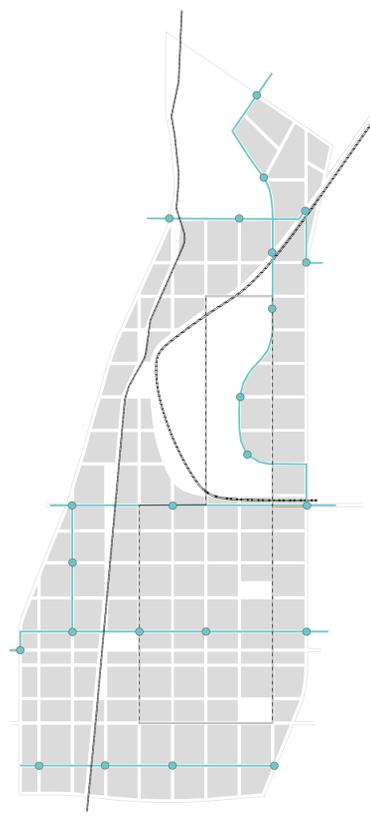
These new urban features also require alternative modes of transportation that work synergically. This is made possible by rerouting existing bus lines in a more efficient way, adding LRT stations, a streetcar loop and a bikeshare system that work together to make MCHD a pilot for better mobility in Calgary.



- LRT
- Streetcar
- CP Rail
- LRT Stop
- Streetcar Stop

LRT line/stops and Streetcar loop/stops.

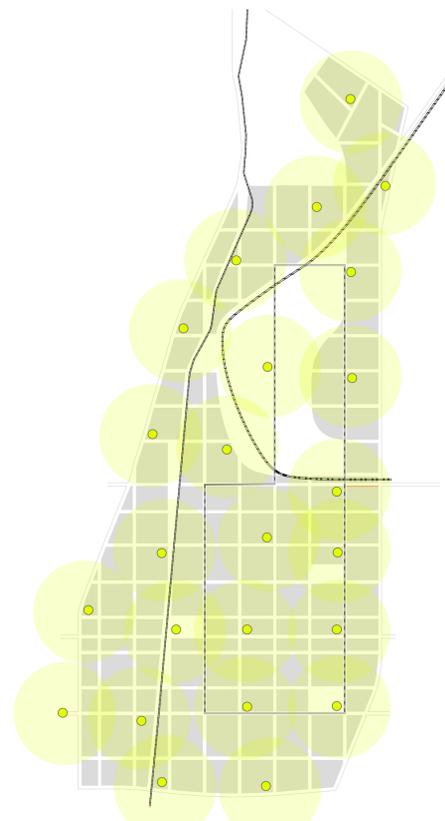
LRT Station at 50th, 58th, 68th Ave.
Streetcar Loop with stops at intersections.



- LRT Stop

Bus lines & stops.

Buses running E-W
Lines entering through community access points.
Buses complement other transportation modes.

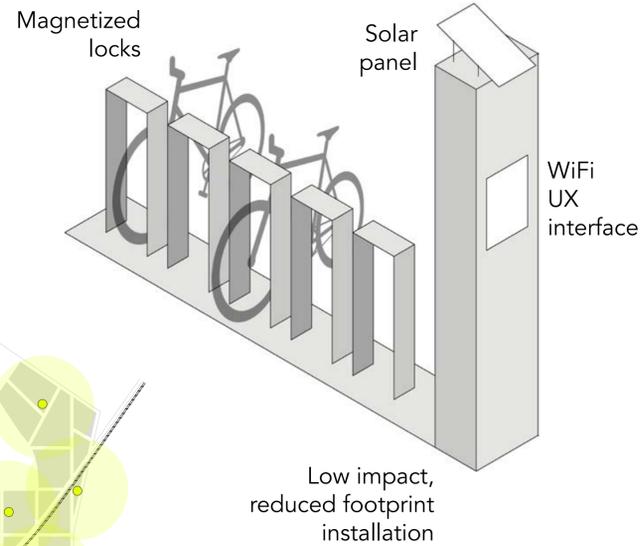


- Bikeshare Dock
- Dock Service Radius (600m)

Bikeshare docks and service area.

4G Bikesharing Network
Transport Agency operated.
600m bike dock service radius
First mile/last mile mode.
Overlap with relevant areas/nodes.

Anatomy of a Bikeshare Dock



Paris
2017
Semi-Private
285K Users



New York City
2013
Private (Lyft)
130K Users (2017)



Mexico City
2012
Public-Private
330K Users



Montreal
2009
Public-Private
40K Users