17 Avenue S.E. Corridor Study

Options Evaluation Input Summary

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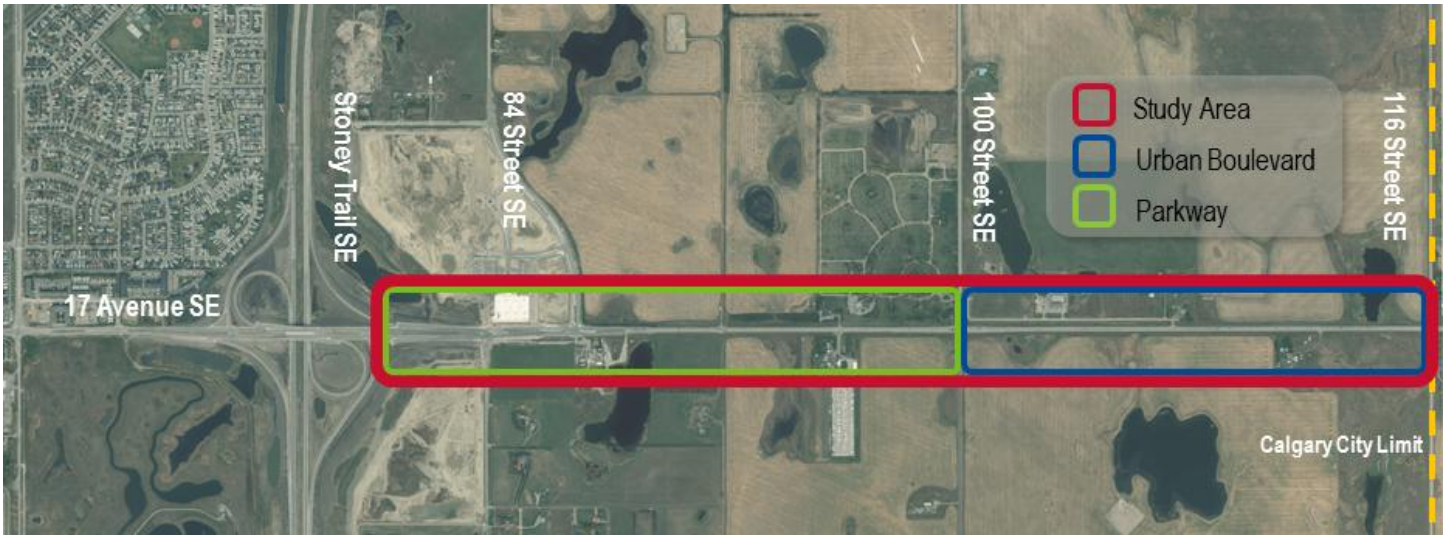
PROJECT OVERVIEW

17 Avenue S.E. provides an important regional connection between Calgary and Chestermere. It is also identified in the Calgary Transportation Plan as part of the Primary Transit and Primary Cycling Networks. The study is being completed in two sections. The first section, from Deerfoot Trail to Stoney Trail, was completed in 2011. Today we are conducting the study between Stoney Trail and the east city limit (116 Street S.E.).



ENGAGEMENT OVERVIEW

The engagement process focuses on consulting a broad range of stakeholders, including adjacent landowners, nearby community associations, government representatives and interest groups representing various modes of transportation (walking, cycling, driving or taking transit).

In June 2015, The City hosted a Vision and Context workshop. The input from stakeholders during this first phase helped the project team prioritize and define important factors and guiding principles for the study.

In October 2015, The City hosted an Options Development workshop to gather feedback on:

- Type and location of bike facilities
- On-street parking
- Width of sidewalk and green space

The project team also developed several preliminary options for discussion, and stakeholders were asked which option they preferred and why.

OPTIONS EVALUATION ENGAGEMENT OPPORTUNITIES

Public input from the previous engagement was used to develop three options for the study area. Participants could provide feedback at an open house, online, by calling 311 or by commenting on the study's web page.

The open house was held on January 28, 2016, at the East Hills Walmart from 4 – 8 p.m. This location was selected to raise awareness among road users in the undeveloped study area who might not otherwise participate in the engagement process. Stakeholders and landowners were invited. Over one hundred people spoke with the project team at the event, including:

- Area residents
- Area business owners and employees
- Road users
- Ward 10 Councillor Chabot

Participants viewed information boards including the three options for the study area.

At the open house we collected 25 feedback forms, 92 people provided feedback online, and 3 provided input through 311, for a total of 117 forms. The majority of people who participated online did not attend the open house (93%).

Attendees viewing the option boards and discussing preferences with project team members.

What we asked

During the Vision and Context and Options Development phases of the study, it was determined that several roadway elements were fixed and not up for discussion. Factors influencing those decisions were road classification, future land use, physical constraints and continuity with planned improvements east and west of the study area.

By the Options Evaluation phase, it was known that the study area would have:

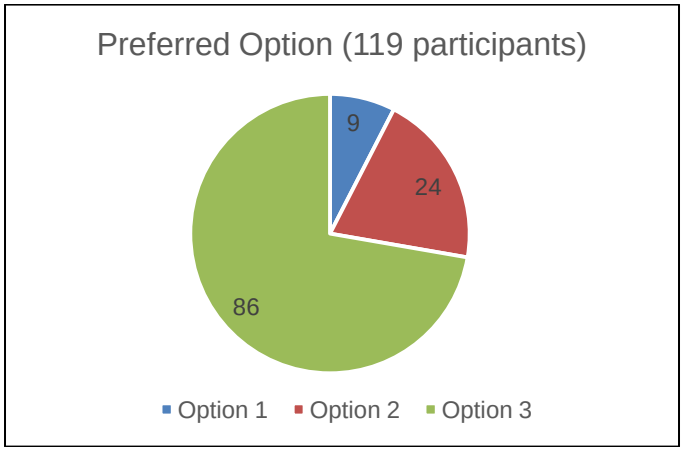
- Two-vehicle lanes in each direction
- Median (middle) Transitway
- On-street parking from 100 Street to 116 Street S.E., and no on-street parking from Stoney Trail to 100 Street S.E.
- Cycling and transit facilities as part of primary Transit and Primary Cycling Networks

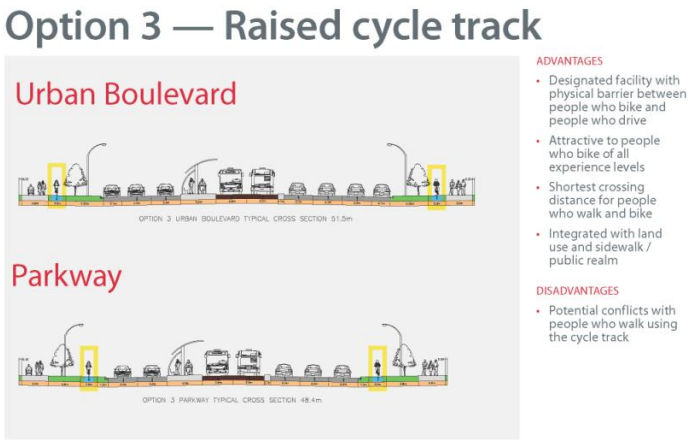
Taking these factors into account, participants were asked to provide feedback on three proposed bicycle facilities. Specifically, participants were asked to provide their input on which option they preferred, why and how that option could be improved.

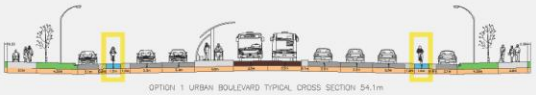
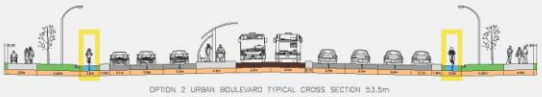
Although the reasons that only the cycling facilities differed in each option were explained on the information boards and in the feedback forms, there were still a few questions about why the other elements of the roadway were not up for discussion. There is another study happening on 17 Avenue S.E. west of this study area to develop a transitway; this may have caused some confusion.

What we heard

When asked which cycling facility they preferred, the majority of participants preferred a raised cycle track.





Options	Number of responses	***Why do you prefer this option?***
Option 1 — Buffered bike lane Urban Boulevard  OPTION 1 URBAN BOULEVARD TYPICAL CROSS SECTION 54.1m Parkway  OPTION 1 PARKWAY TYPICAL CROSS SECTION 48.4m ADVANTAGES • Designated facility with a buffer between people who bike and people who drive • On-street parking is accessible from the sidewalk DISADVANTAGES • Requires a wider street and increases the crossing distance for people who walk and bike • Potential conflicts with cars crossing the bike lane to use on-street parking	9	Participants who preferred option one mostly stated this was due to the low cost (3).
Option 2 — Cycle track Urban Boulevard  OPTION 2 URBAN BOULEVARD TYPICAL CROSS SECTION 53.5m Parkway  OPTION 2 PARKWAY TYPICAL CROSS SECTION 48.4m ADVANTAGES • Designated facility with physical barrier between people who bike and people who drive • Attractive to people who bike of all experience levels • Vehicles cannot enter DISADVANTAGES • Requires a wider street and increases the crossing distance for people who walk and bike • Potential conflicts with people who walk crossing the cycle track to get to on-street parking • Barriers require maintenance (concrete or other) • Difficult snow clearing due to barriers	24	Participants who preferred option two mentioned: • Safety (7) • Separation from vehicles (6)
Option 3 — Raised cycle track Urban Boulevard  OPTION 3 URBAN BOULEVARD TYPICAL CROSS SECTION 51.5m Parkway  OPTION 3 PARKWAY TYPICAL CROSS SECTION 48.4m ADVANTAGES • Designated facility with physical barrier between people who bike and people who drive • Attractive to people who bike of all experience levels • Shortest crossing distance for people who walk and bike • Integrated with land use and sidewalk / public realm DISADVANTAGES • Potential conflicts with people who walk using the cycle track	86	Participants who preferred option three said it was: • Safe for all users (28) • Separated from vehicles (17) • Easier to maintain (10) • A shorter crossing distance (8) • Less disruptive to other activities (6)

NEXT STEPS

The preferred option will be selected using public input and the evaluation framework below.

Evaluation Framework

Category	Considerations
Pedestrian Environment and Public Realm	• Width of sidewalk and street crossing distance • Opportunities for social activity within the corridor and integration with natural features
Cycling Facilities	• Width and degree of physical protection from vehicles
Transit Integration	• Community connectivity to support ridership
Vehicle and Parking Accommodation	• On-street parking helps businesses & helps to slow traffic • No parking can provide more space for walking/cycling, or it can reduce the street crossing distance • Create transportation infrastructure to accommodate continuous traffic flow
Goods Movement	• Allow opportunities/spaces for loading and unloading trucks
Cost	• Construction and maintenance cost estimates
Social/Environmental	• Wetland and construction impacts

FEEDBACK FORM QUESTIONS AND RESPONSES

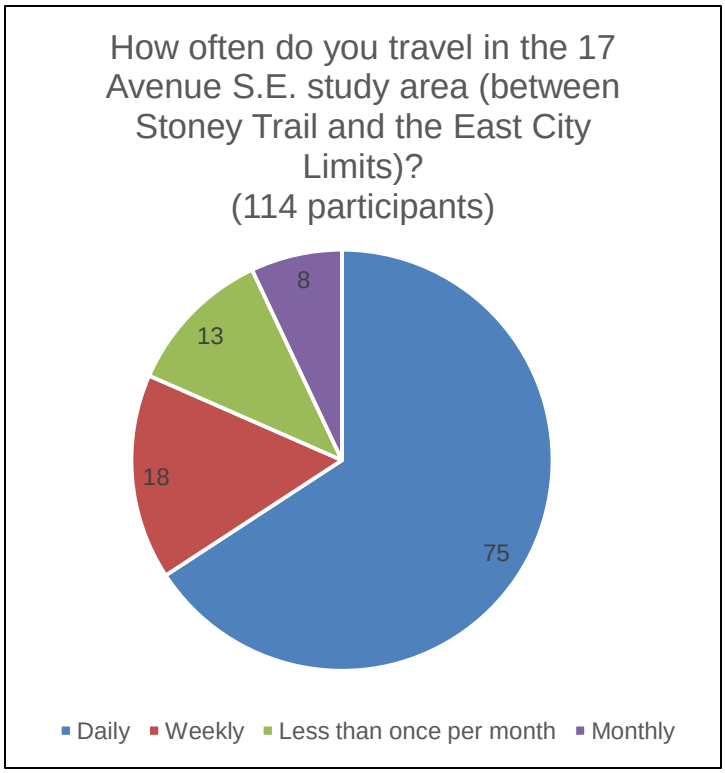
The public input from the open house, 311 and online feedback forms is summarized in the sections that follow. *This summary is not a representative sample of the population, it reflects the input from voluntary participants.*

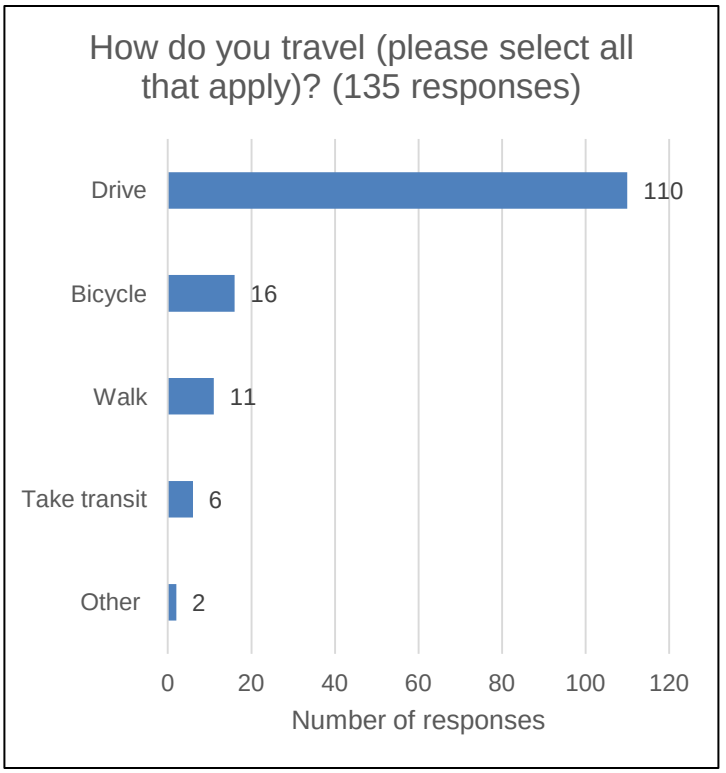
Proposed options

We need your feedback on the type of cycling facility for 17 Avenue S.E. in the future. Please have a look at the highlighted cycling facilities and tell us what you think.

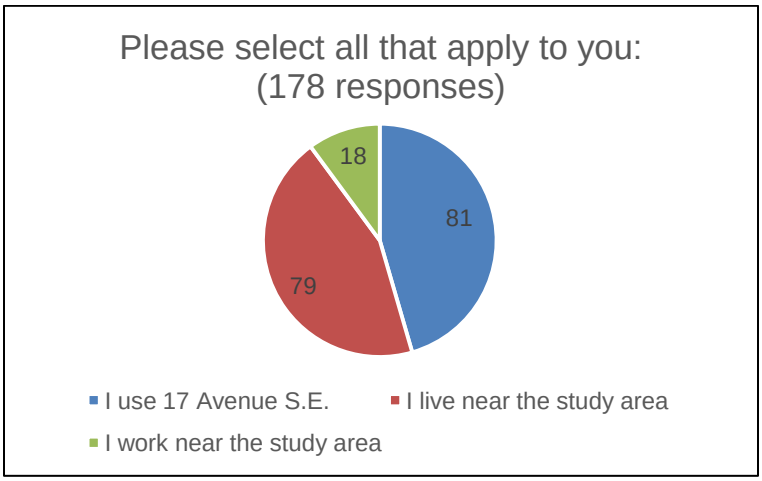
What would you change to improve this option?		
Option 1	Option 2	Option 3
• Nothing (1)	• A two-way cycle track on one side of the road (2) • Occasional breaks in the dividers so users could make left turns (2)	• Keeping the separate pathway for bikes and pedestrians, as it is in the parkway section, throughout the corridor (6) • No changes to the option described (6) • Displaying proper signage indicating which mode of transport are permitted on each trail (4)

Road Use & Community

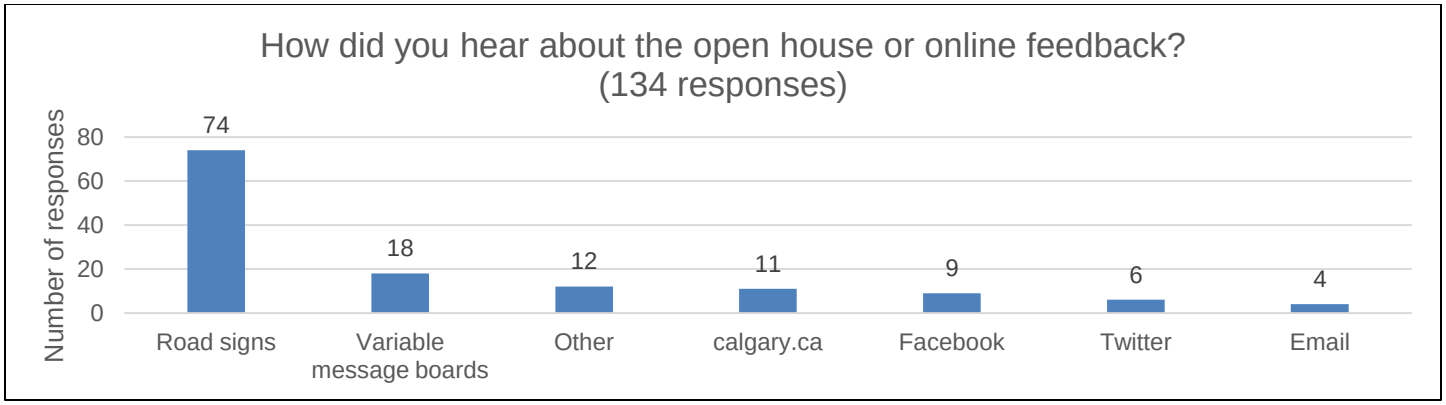




Nearly all participants travel in the study area daily by vehicle.



Sixty-nine percent (81 participants) use 17 Avenue S.E. and sixty-eight (79 participants) live near the study area.

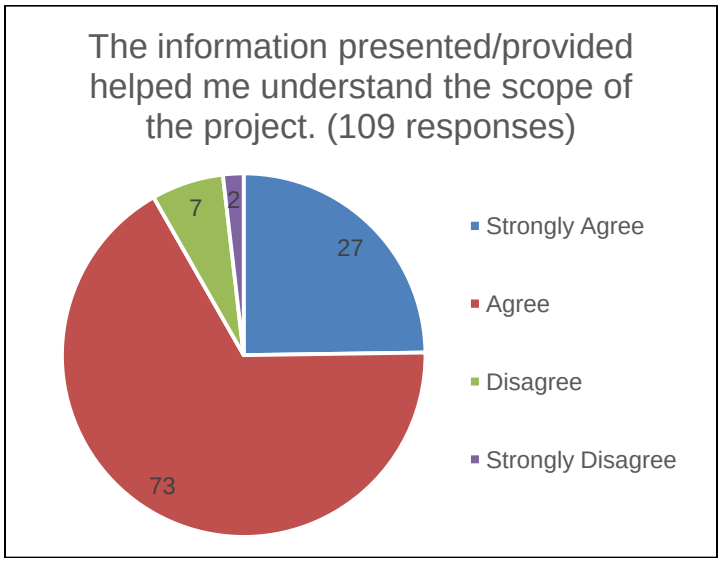


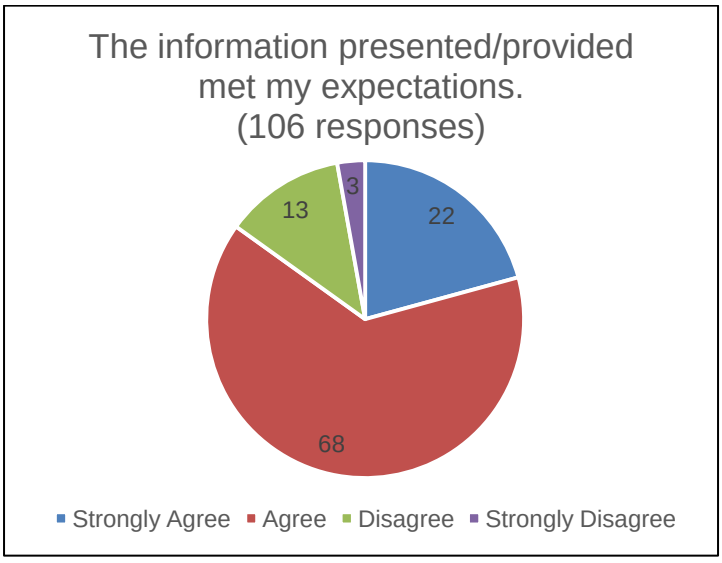
The majority of participants heard about the open house and online feedback from the road signs and variable message boards.

Information Evaluation

Participants were asked to evaluate the open house and information provided to improve future engagement events. Online participants were also asked if they attended the open house hosted January 28, 2016.

Please circle your level of agreement with the following statements:





Of those who filled out a feedback form, 92 percent (100 participants) *agreed* or *strongly agreed* the information presented/provided helped them understand the scope of the project. Eighty five percent (90 participants) *agreed* or *strongly agreed* the information presented/provided met their expectations.

Did you attend the January 28, 2016 open house?	Number of responses
Yes	6
No	84

Is there other information that would have been valuable?

Participants would have liked further information about:

- Detailed designs of the area and options (8)
- Construction schedules (7)
- Better communication in relation to the event and project (7)
- Proposed transit routes and information (5)
- A summary of impacts to the area (4)

Verbatim Comments

Why do you prefer this option?

Verbatim comments for Option 1
Cost of implementation.
I like the idea of wider lanes for vehicles. Already catering to pedestrians and bikers. Parking is more important than bike lanes for the success of local businesses.
It seems safer for bikers.
Easiest and least costly to implement.
Lower cost, provides visible 'permission' for bikes to be on the road without being an extraordinarily built-up change to the current road set up. Also, cycle tracks train bikes & cars to coexist on the road, whereas divided cycle tracks do not. At all.
Verbatim comments for Option 2
Bike lane is fine.
Safer for pedestrians and cyclist.
Combines safety of cyclists with flexibility of future road use. Eg. If technology makes bicycles less popular or even obsolete, that section of the road could be repurposed.
Does not impact surrounding areas too significantly.
Barrier will arect vehicles and cyclists.
Separation from both pedestrians and vehicles.
Separation between cars and pedestrians.
It feels safer for cyclists and pedestrians.
Bikes should be separate from cars.
Out of the way of drivers it seems. However, there should be a priority for drivers - not cyclists in this area. Not many people will be cycling from Chestermere to Calgary at all.

The only way I would ever cycle is if I'm physically separated from pedestrians and cars, otherwise too unsafe! Especially in a situation with 5-7 lanes of car travel/parking.
Appears to be a cleaner flow of all flowing traffic in either lane for this busy traffic artery.
Cyclists can access the road easier.
Seems to integrate the cyclists with the road in the best manner, while also maximizing their safety.
Parkway.
Cycle infrastructure that seems to provide a good balance of for beginner and commuter cyclists.
Provides the most appealing option for cyclists when thinking about safety, comfort, easier connections and a facility for all ages. Also more in line with complete streets. The raised cycle track should only be an option if it is at a different grade then the sidewalk so that cyclists and peds don't have to worry about mixing...safer at different grade then sidewalk. Also harder to connect from on street to off street facility. Cycle Track is best facility especially considering heavy and large vehicle traffic is. Many people want to bike on this street with so many destinations. Parking also provides another buffer with cycle tracks. Worth expanding street to allow for safer, more accessible and logical bicycle facility. Buffered bike lane would do nothing for perceived safety or actual safety especially with vehicle volumes, and multi-use pathway is also not preferred as large volume of pedestrian traffic around this area. If cycling is meant to be a reliable and feasible option should be the best facility The City can provide. If doing this work, best to do it right then what is easiest or cheapest...will not be worked on again for a long time. Please put cycle tracks in!
Separated from other modes of transportation to decrease pedestrian-cyclist and cyclist-automobile conflicts. It is also the most comfortable options for cyclists of all capabilities.
Most reduces conflicts between people using various modes. While Option 3 achieves all of the same safety objectives, it is not familiar to people in the Calgary area who are used to sidewalks being for walking only, or multi-use pathways that combine bikeways with sidewalks.
Verbatim comments for Option 3
Less difficult with snow clearing.
The cyclists are separated from the pedestrians and raised the traffic.
Bikes are away from moving vehicles and looks better.
I think it is much safer this way.
Seems to have the least disadvantages as compared to option 2. Having that barrier between drivers and cyclists is key.
More secure for the people, looks like a park, like space for people to walk.
Safer for bikers.
More safe.
Bikes should be separate from cars.
A raised cycle track sounds great IF the side streets (the ones running perpendicular to the cycle track) also have a raised section where the cycle track crosses them. If it's a typical rough transition from the curb/sidewalk to the pavement then back up to curb/sidewalk level then I would much prefer an on road cycle track with concrete barrier for separation. I am definitely against the buffered bike lane. Too many cars treat painted bike lanes as if they don't exist.

Safety of cyclist.
I think is the smarter option, not only looks beautiful but also is safer for people riding bikes.
The right amount of separation between cyclists (people who bike) and vehicles. Best of the three options that were provided. There were no options for on-street parking, or pedestrian (people who walk) facilities, or options for an asymmetrical cross-section (i.e. wider sidewalk on one side, due to denser land use).
Sounds the safest way for everybody.
Less disadvantages than option two, which I am also keen on. Option one is the weakest as bikers are at increased risk of getting 'doored' or hit by a moving car.
Separation from cars gives an easier going and comfortable ride and is more family friendly.
Provides dedicated space for bikes and pedestrians while keeping bikes away from cars.
Because 17th Avenue is a very busy pedestrian street I always see people almost get hit and I think this option would shorten the distance to cross 17th Avenue Southeast.
Proven safety and ability to attract a broader spectrum of users and integrates better with the public realm. They are less likely to collect runoff and snow and are easier to maintain. They also can be configured at intersections to provide protected intersections and ultimately be the foundation for a larger area network.
It keeps the bikes off the road.
I hate the idea of less snow clearing ability provided on the roadway via Option 2. Plus Option 1 increases the crossing distance for pedestrians. Therefore, Option 3 is the lesser of all evils being proposed.
I like that cyclists have a safe, dedicated space and won't interfere that much with moving traffic or on-street parking. I also like that snow removal would be easier.
It is much like Memorial Dr. minus the middle bus lane.
Less costly, less maintenance required, conflicts between people and cycles less likely to cause serious injury than conflict between auto and cycles.
Safer for all foot and bike traffic, easier snow clearing.
Safer for kids, and for bikers not being closer to traffic and crossing lanes.
Currently living in Chestermere and we feel completely isolated. We absolutely love option 3 with the raised cycle track keeping cyclists safe and away from the vehicles. We are a family of 6 with four kids under the age of 10 and I believe that we could really benefit from this option. My children's safety is of utmost importance and this option would allow us to travel to the East Hills shopping area safely.
I like the physical separation between drivers and cyclists; and shortest crossing distance for walkers.
Safety of vehicle vs bike riders.
Safety.
Fewer disadvantages.
Barrier between people who bike and people who drive.

Cars won't interfere with cyclists and there is a separate area for pedestrians. Still able to clear snow in winter.
Raised cycle track!! Finally doing something right rather than half assed! Keep it up! Make sure to pay attention to intersections. This is by far and away a more enjoyable and safe riding experience. ALL users appreciate these the most, especially car users.
I imagine it uses the least space - do want to give cyclists access - but not at the expense of using up all the land in the area.
17ave SE does have some bicycle traffic but the motorist community is largely inexperienced with sharing the road with bicycles. As well, Option 3 makes for a series of shorter distances for slower pedestrians or those with reduced mobility.
Most division.
Less disruption to traffic.
Parkway. Separates cyclists from pedestrians with plant life.
Looks like the safest option for cyclists since this corridor could be a very active area for cycling. Also better for pedestrians with the shortest crossing distance. There's also lower apparent maintenance (compared to having physical barriers) and likely better snow removal access.
Option 3 seems like the best option - it is safer and allows people to access on street parking more easily. However, knowing the cost of each option is important before making a final decision.
Ease of travel by car, bikes and pedestrians are not stopping or impeding traffic flow.
Cars/Trucks never mix well with bicycles. Safer for bikes and pedestrians to be in the same space.
Most advantages and least disadvantages.
Fewer disadvantages - keeping cyclists away from vehicle traffic is safest - does not interfere in vehicle traffic in any way.
Seems like the best option as it will have less interference and not require wider streets.
Safer.
I prefer no cycle track.
Few disadvantages.
Least amount of disadvantages. No risk of cars having to cross cycle tracks to park, safety.
Urban Boulevard - provides for safest Cycling Zone division from Vehicular Traffic Zone, best unobstructed street cleaning, and best pedestrian traffic flow for commercial access. Parkway - see below.
Least amount of disadvantages.
Bikes won't be on the roads, there aren't any barriers so snow clearing is good, still good for people walking.
Conflicts between bikes and pedestrians are generally minor and the risk of serious injury is lower when contrasted with a bike vs. car incident. Keeping bikes away from vehicles is the key and that's why Option 3 looks the best to me.

Nicer than just a line, when biking on roads with cars higher speed limits or at high commuting times. It’s annoying as a cyclist when cars drive slow right behind you or stop in your lane on the shoulder. Cycle track is better than option 1, but as also a car driver I feel like they seem to limit the function of road for cars (no shoulder, or area to go if an accident occurs). Also it results in a ton of sign on the road (example 5 St) which is confusing as driver. Option 3 as a cyclist is nice because it requires less attention. Also it "feels" safer so i think more people would use it (children or new riders). The area of along the river in Calgary near east village works nice with this setup.
It is stupid to increase the distance to cross the street which will increase the time allotted to pedestrians, as that will slow thru traffic.
Appears to be a good compromise for all users on the street with less maintenance.
I don't see many people using the cycle optioning.
Bike are off the road.
Option 3 keeps pedestrians and cyclists as far away from traffic as possible. Safety!
Vehicles not crossing bike path to park. Lower maintenance. Shorter crossing distance.
There is a physical barrier between people who bike and people who drive. No potential conflict with cars crossing the bike lane to use on street parking.
Shorter cross distance and the cycle track is separate from the roadway.
It keeps the street vehicular traffic contained with no obstacles with bikes and easier to remove debris for street cleaning.
There are so many pedestrians and it would be better if it was raised.

What would you change to improve this option?

Verbatim comments for Option 1
Nothing.
Verbatim comments for Option 2
Nil.
Done quicker.
Delineating pillars are too close for parked car doors to open.
Regarding the above, if the bicycle lanes were both on one side of the street as a two-way bicycle traffic lane that section of road could be converted to another traffic lane (vehicle) if it was needed more than a bicycle route.
Provide servicing up to 100 Street.
Nothing yet.
LRT should be done from the beginning.
Remove 1 car lane to reduce distance of pedestrians to cross the intersection.

Ensure intersections are well marked and bicycle boxes allow for movements across intersections. Is parking required or necessary on both sides? If parking is gotten rid of, then would not need to expand road for cycle tracks, or at least as wide. Don't most businesses have very very large parking lots along the street? Would advise flexible delineators for cycle tracks, in case cyclists want to merge into traffic to make vehicular left turn. Cycle Track is really the only option that makes sense and would work on this corridor.
I would work on heavy design mitigations such as protected intersections to reduce the disadvantage of having a greater crossing distance for people who walk. Protected intersections eliminate conflicts by design and provide ease of use and safety for all modes.
Ensure buildings open to the street and that there is actually a reason for people to walk, cycle or take public transit down this road.
I am wondering how transit users will access the platforms in the middle of the street... perhaps it would be best to place to the transit one side on the road and the cyclists on the opposite site with their respective lanes travelling in both directions.
n/a.
Fewer lanes for cars. Ensure periodic breaks in the boulevard for bicyclists to leave cycle track and access retail. Ensure there is a design solution to allow for local bus stops in the curb lane. Contact Calgary Transit for more information.
Verbatim comments for Option 3
Put the tree between the cyclists and the pedestrians on the urban boulevard.
More lighting and cross walks.
Nothing.
Increase commercial presence.
LRT should be done from the beginning.
None I can think of right now.
Have the cycle path only on 1 side of the road but have the cycle path go both directions.
Nothing.
Ensure the cycle/walking path is wide to accommodate both.
Keep bike traffic off of 17 Ave.
1. Ensure cyclists cannot access pedestrian sidewalks as cycling throughways ("bike paths"). 2. Parkway - exchange for Option #1 to provide a) curb as a physical cycling/pedestrian barrier, b) possible curbside bus-stops, where bus routes utilize the curbside/parking lane, for better pedestrian/passenger access.
Potential walking/jogging lane.
I would reconsider the centre bus lanes and look at HOV lanes instead. Public transit has always suffered in Calgary typically due to very poor planning and management. I don't see that changing anytime soon so rather than change something that is 30 years old and too established to change, we should consider working with the culture that has been created.

No comment.
Separation of walking and cycling pathways.
The Parkway option is best since it also separates pedestrians from cyclists. Consider overhead crosswalks over 17 Ave. A cyclist lane could be incorporated.
I would like to see this continue to the city limits. 17th Ave east of 84 St gets a lot of traffic and could greatly benefit from being two lanes in either direction.
Removing on street parking should keep width of this route to a minimum.
At usual high volume pedestrian crosswalks, the overhead flashing signs should be available. If this new extension ends up anything like the current 17th Avenue - it's difficult to see pedestrians in the dark (mornings and evenings in the winter) so the flashing overhead lights make pedestrian crossings safer.
Bike traffic 2 ways, but on the same side.
Same number of lanes in each direction.
It depends on how you're handling intersections!
Can't think of anything.
Nothing in the physical design but, as a senior walker, I'd like to see a speed limit set on the cycle path that is continually enforced. I'm hard of hearing so having cyclists ring a bell as a warning will not be helpful to me.
I wouldn't change anything but if I had the choice between the Urban Blvd. and the Parkway in option 3, I would select the Parkway, hands down. The Parkway keeps cyclists and pedestrians clear of each other.
Perhaps add a light barrier between pedestrian and cycle lanes. The kind that has a single cable strung through posts. Also, it'd be a large capital expenditure, but wiring under the cycle lane/sidewalk could be heated using solar energy collectors on the posts, thus reducing ongoing costs for snow maintenance later.
Parkway does not change, we are deciding upon the urban boulevard.
In the parkway area, place the cycle track close to the road to minimize cyclist pedestrian conflicts. In the urban boulevard, ensure there is enough space between the parked cars and cycle track to open standard size vehicles. Also signage for cyclists to yield to pedestrians would be good.
Nothing.
Aside from transit issues, 17 Avenue S.E. CLEARLY needs to be widened with greater traffic enforcement (i.e. people making left-hand turns across a solid yellow line). However, the specific issues I see with Option 3 is the conflict between pedestrians and cyclists. Having lived in this neighborhood since 2003, I can advise that cyclists (in this area of the city) have NO respect for pedestrians or the laws.
I would allocate more of the boulevard toward the cycling facility and move toward 3.0 metre lanes. 3.0 metre lanes are proven to be safer and in the case where transit has a dedicated facility and there is low emphasis on goods movement there is no reason to not provide a knowingly safer lane width.
Why are the bikes closer to the cars in the parkway portion? Why not make it the same as the urban Blvd?
I would make the urban Boulevard and Parkway options the same either the pedestrian walkway is shared or there is a division by a green space.

Ensure the sidewalk is sufficiently wide to accommodate two way pedestrian and cycle traffic as well as clear labeling either on the sidewalk, or with posted signs which clearly indicate which side cyclists should be located, and who yields to whom.
Ensure that the cycle track is all at the same level and there are no rough transitions where the side streets intersect it.
More identification of Cycle path verses walking paths.
Add signs to let people know cycle track is not for pedestrians.
Why is the roadway so wide? If 17 Ave is supposed to be a "livable" street, why is the cross-section 48-51 m wide? This is a huge barrier for pedestrians (people who walk) crossing the road. Transitway stations can be placed / staggered from the turn lanes to reduce width. Why does the cycle track shift from being beside the pedestrian path to beside the roadway for the parkway segment? There will likely be fewer pedestrians on the parkway segment, thereby reducing potential conflicts. Improving the cycling environment (better separation from cars) is the higher priority. Does there need to be dedicated parking lanes on both sides of the urban boulevard? What about considering off-peak parking only?
Only one bike lane on one side of the street, reduces initial expense and maintenance.
Maybe just include a buffer of plants to separate the bikes from pedestrians.
It may be better for the bicycles to be on a different road entirely because of the traffic along this road. I think that 16th Ave or one street over would make more sense.

Is there other information that would have been valuable?

Verbatim comments
Don't call it a study session on the road sign call it a community survey or something. I thought it was for school or something.
Timeline schedule.
When will it be done?
Proposed transit route.
More design/planning.
Don’t forget accessibility ramps etc.
An interim plan to improve traffic for the next 10 years.
Timeline - other than 10-30 years. More information on how this project can be sped up. 84 St needs to move now and twinning can't wait another year and certainly not 10.
Where is an overhead map of proposed lanes, land use, and changes?
Costs, length of time to complete project, impact to residents and business, what are you doing to lessen the impact to the users of the road during construction.
Information about Calgary Transit!

Mail out to residents of Chestermere. (I am happy there was a sign board)
We weren't previously aware of the area's development plans, even though we live in the immediate area. We actually reside in Chateau Estates (84 St./16 Ave. N.E.) with limited access as it is, and would appreciate a forewarning of access impact/road closures/rerouting as developments proceed.
Updated transit information. What we currently have is not acceptable for anyone!
When they might re pave that section between stony trail and Chestermere.
A video of the idea/planning/flow would have been a good touch to this presentation and help communicate the ideas forward to all affected.
More than 1 open house.
Projected timelines - solutions to minimize the commuter traffic during construction - this is a heavily used corridor and construction is highly disruptive.
More details with respect to possible traffic light placement. Right now, 17 Avenue between the Walmart to 68 Street is a "gong show" for having lights placed close together with no apparent synchronization. I hope any placement/timing will be better thought out than the ridiculousness that is in place currently: there are 7 lights within a 3KM range and I find I get stopped at every. Single one. In both directions. Nasty.
I would have liked to see the plans for interchanges/intersections, traffic lights, speed limits, etc. As a commuter it would be good to know how my commute might eventually change.
Proposed time tables for ultimate and staged build out. What improvements are to be done first?
Mail notice a little earlier to give more time to review and interpret the plans.
How intersections will be handled.
None at this time.
The road signs don't give you any idea what the survey is about.
What is the extent of retail and other businesses? Is there any available plan to see for East hills?
Specific accommodations (if any) being made for senior or handicapped citizens.
Yes! Other than seeing a road sign regarding this study, I had no idea any of this was in the works. Perhaps clearer navigation on the city of Calgary's website directing you to this information/survey could be more helpful as well.
Links to anything going on on the more western section of 17Ave SE. (Stoney Trail - Deerfoot.)
When would the next open house be?
I think we should keep the changes to 17th AVE SE simpler. having 2 lanes in each direction with bus/transit turn in for stops similar to what was done on Centre Street N.
Additional information on the land use around the road.
Status re: implementation and construction, including implementation and construction of whatever approach was identified (BRT etc.) for the area between Deerfoot & Stoney, for proper context for this study. Also - are there any improvements outlined for bike connectivity across Deerfoot / canal / Bow River connecting the Bow River Pathway and the Canal pathway / 26 St SE pathway better.

I haven't seen any information....
There should be a larger focus on intersections given that the cross section was largely decided by the Calgary Transportation Plan / Complete Streets guide. Under Complete Streets, the intersections become less of a place decided on by traffic engineering, and more of a place decided on by broader principles. All the desired cross-sectional elements in the world will not matter much if it's necessary to constantly cross 8+ lanes of traffic / transit and wait 100 seconds for a ped signal.
What will the impacts of this development be on the other Calgary/Chestermere commuter routes? (i.e. for drivers)
What are the proposed light rail transit options?
Budget for the various projects, including both construction as well as maintenance -implementation dates.
The plans seem to indicate cutting off the left hand turn access into my own establishment. The business has been here since 1979 and cutting off that access point to it could be detrimental. I would appreciate a call back from someone in the planning department on this. My number is (#) thank you.
More details on the raised cycle track. I don't believe we have any of these in Calgary right now so I'm not exactly sure how the intersections would work.
Explanation and options send by mail to all area residents, I did not receive any.
Was this a bikeway project or a corridor study? Were these the only cross sections that were considered? What was considered for the other modes?
Type of intended development, industrial, professional, retail?

ADDITIONAL FEEDBACK

Additional feedback was collected from 311 callers, emails to the project team and comments on the project web page.

I am writing to you to provide comments on the 17th Avenue SE Corridor Study and was hoping you could pass them on to the project team as well as take them under advisement in terms of any applicability to other bikeway and corridor developments/redevelopments. Though we did not send any representatives to the January 28th, 2016 open house we have reviewed the Open House Boards and the Preliminary Options Boards; We believe that it is important to include bicycle accommodations in roadway designs and that bicyclists are best accommodated through well-planned bicycle-specific infrastructure. We also believe that bicycle infrastructure should be sensitive to roadway context and offer the most potential attraction for the widest demographic of user, specifically offering greater degrees of physical separation as roadway traffic volume and speed increase. With respect to the concepts for the 17th Avenue SE corridor, we are pleased to see that the project team has considered bicycle-specific infrastructure as opposed to the more "traditional" type of mixed-use boulevard pathways historically employed in Calgary as "bicycle infrastructure". In particular, we are pleased to see that two of these concepts, the "cycle track concept" (Option 2) and the "raised cycle track concept" (Option 3) provide a higher degree of separation that is arguably better-tailored to encourage daily cycling through the greater comfort of dedicated space and the decreased exposure to traffic, roadway noise, debris and pollutants. We encourage project staff to focus on either of these two options as preferable. In terms of specific comments with respect to the two cycle track options;

The cycle track concept (Option 2) above, appears to show more logical separation between cyclists and pedestrian space in both the Urban Boulevard (left) and Parkway (right) portions of the corridor, allowing for easier bicycle travel and minimizing conflict between user groups and possibly offering greater attraction to through-going cyclists as well as destination cyclists.

In contrast, the raised cycle track concept (Option 3) above, though mitigating issues with curb access for motorists, appears to detract from pedestrian space both in terms of mixing in cycling and narrowing (or bisecting) the pedestrian realm in the Urban Boulevard portion (left), potentially leading to user group conflict as well as offsetting some of the utility of the bicycle infrastructure for through-going cyclists. A simple solution might be merely to relocate the raised cycle track into the same position as in Option 2.

With any separated bicycle infrastructure, intersection treatments will be an essential consideration, both in terms of safety, due to the necessity for motorists to turn across the cycle track, and in terms of efficiency, where cyclists often must make dual-stage turns. A number of jurisdictions in North America have recently begun deploying protected intersections as a means to safely and efficiently promote cycle travel. Given that 17th Avenue SE is a greenfield corridor redevelopment and that both cycle track concepts are one-way, it may be possible to consider options for protected intersections here.

The following example is Figure 4.87 from Ontario's draft Book 18 Bicycle Facilities Manual (May, 2013) and shows an option for carrying one-way cycle tracks through an intersection, along with robust pedestrian crossing facilities.

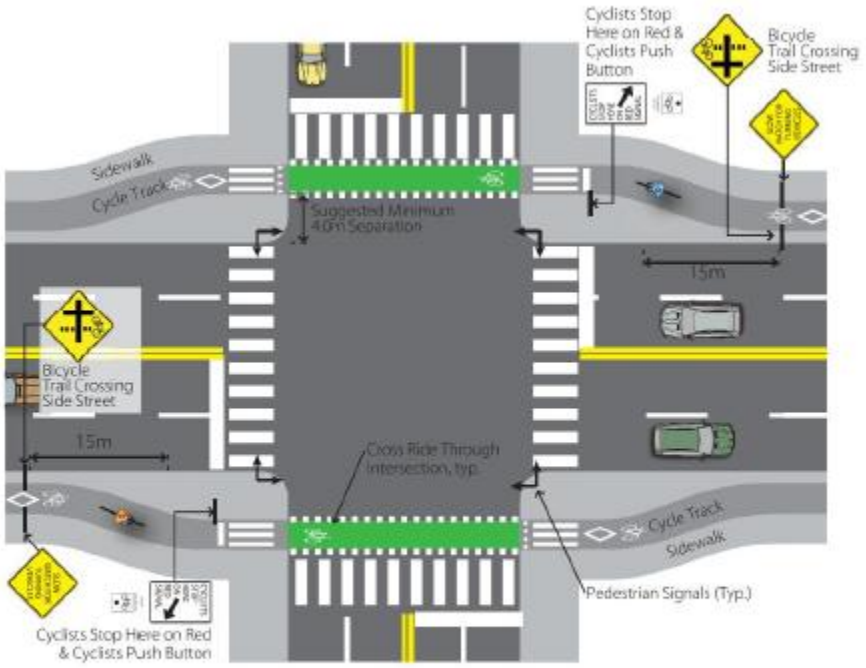


Figure 4.87 – Cycle Track Carried Through an Intersection

(Directional arrows should be applied within the cycle track)

Source: MMM/ALTA, 2013

The following photo is of a new protect intersection in Salt Lake City at 300 South (also known as Broadway) and 200 West (from http://www.peopleforbikes.org/blog/entry/and-then-there-were-two-salt-lake-citys-protected-intersection-opens).

Photo and rendering: Salt Lake City.

In addition and not depicted in the renderings, pedestrian and bicycle-scale lighting will be essential in terms of enhancing safety and promoting a comfortable environment, both between intersections and particularly at

intersections, where motorists must be able to clearly see cyclists. The typical Calgary approach to roadway-scale lighting is not sufficient in meeting the needs of non-motorized users, especially given that cyclists may require 24-hour a day access to the bicycle infrastructure.

Note that we did not spend any significant time addressing the buffered bicycle lane concept (Option 1). While buffered bicycle lanes are an improvement over no bicycle lanes, we feel that the proximity to moving traffic and the crossing of the bike lane by motorists entering/exiting parking spaces in the Urban Boulevard area could severely limit the option's attractiveness, especially when coupled with the roadway being a major four-lane, plus transit, corridor. In winter, roadway debris, such as ice, snow and gravel, may also impact the utility of the buffered bike lanes, whereas cycle tracks may be free from such encroachment.

In closing, we just want to reiterate that we feel the two cycle track concepts presented, Options 2 and 3, are a significant step forward compared to the more traditional accommodation of cyclists on shared-use pedestrian-centric boulevard pathways that have historically been employed for bicycle travel in Calgary. Again, we identify the cycle track options as preferable, but flag the need to resolve concerns about pedestrian-bicyclist conflict due to the location of the cycle track in Urban Boulevard section for the raised cycle track concept (Option 3).

Please do not hesitate to contact us if you have any questions.

Ideas for the corridor include:

- Instead of LRT, do a trolley like San Francisco (up to 9th Ave in Inglewood). More slower paced making it about the ride instead of the destination.
- If you do have to do an LRT, make it look different than the rest of the city's LRT.
- Create places to sit in the boulevard, have a wider pedestrian space.
- Provide planters along the roadway and have an annual them between the planters. E.g. one strong colour in all the planters along the corridor that changes from year to year (yellow, red, blue, purple)
- Include beautification in the plans such as clocks, nice lighting.
- Provide large sculptures in open spaces, possibly be art students.
- Non-generic, more interesting, less conservative, more fun.

I will be so excited to see sidewalks finished on BOTH sides of the train tracks!

PROMOTIONS

The open house and online feedback were advertised using the following tactics:

- Four road signs along 17 Avenue S.E. and in adjacent communities from Jan. 15-Feb. 12, 2016
- A notice on the engage! Calendar and portal on calgary.ca
- The project webpage
- Email invites were sent to 68 stakeholders on January 5, 2016. This group was also emailed a link to complete the online feedback form after the open house
- 19 posters were distributed to stores and institutions in the study area and adjacent communities
- 61 handouts were given to stores and institutions in the study area and adjacent communities to encourage participating online
- @CityofCalgary posted two tweets that were retweeted 48 times; @yyctransport tweeted five times, which were retweeted by City of Calgary and 28 other groups or individuals
- The City of Calgary Facebook post received 19 likes and five shares
- Six letters were sent to adjacent landowners

City of Calgary tweet

Road sign

Handouts at Bob Bahan Pool

Poster at Eliston Park