



Options Evaluation Open House

17 Ave. S.E. Corridor Study – Stoney Trail to East City Limit





Guiding Principles

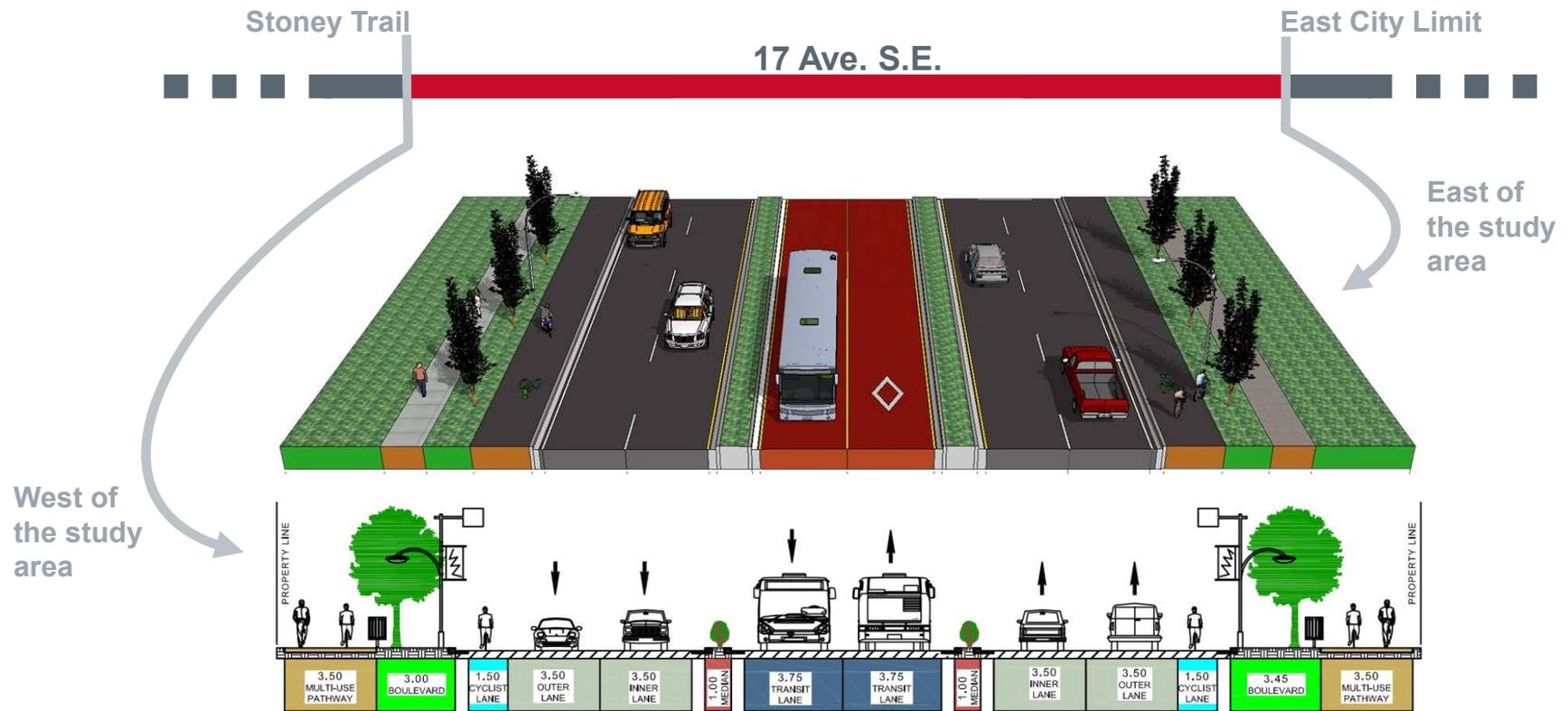
Thirteen (13) guiding principles have been used to develop the evaluation framework and make design decisions

They were developed based on:

- Stakeholder input from the first workshop and online feedback
- Background policies and documents
 - Belvedere Area Structure Plan
 - Role in the transportation network (Primary Transit Network, Primary Cycling Network)
 - Complete Streets Guidelines
- Best practices for planning Liveable Streets – bringing international learnings to Calgary

Guiding Principle #1 - Continuity

Provide continuity along the corridor by designing a cross-section that is compatible with the future plans east and west of the study area.





Guiding Principle #2 - Balance

Balance the needs of the local community while recognizing the corridor as a destination and an important connection between Calgary and Chestermere.

Guiding Principle #3 – Complete Street

Distribute the available space **within the right-of-way** according to the priorities for each transportation mode (walking, cycling, taking transit, and driving) in the Complete Street Guidelines. *(Urban Boulevards prioritize pedestrians, cyclists and transit vehicles above private vehicles. Parkways also focus on accommodating pedestrians and cyclists but also emphasize integration with adjacent natural areas.)*



Guiding Principle #4 - Context Sensitive

Provide transportation solutions that are responsive to the future land use and integrate with each of the five “character zones” identified in the Belvedere Area Structure Plan.

Character Zones:



**Retail
Transition**



**Office
Employment**



**Regional
Facility
Central**



**Community
Activity
Centre**



**Eastern
Gateway to Calgary**

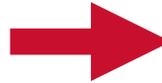
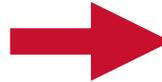
Guiding Principle #5 - Connectivity

Provide easy access between communities for all transportation modes (walking, cycling, taking transit and driving) and reduce crossing distances for people who walk, bike or take transit, when possible.



Guiding Principle #6 - Adaptable

Develop a plan that can be implemented as adjacent land is developed and can adapt when Bus Rapid Transit (BRT) changes to Light Rail Transit (LRT).



Guiding Principle #7 – Quality Pedestrian Environment

Provide a safe, comfortable, and accessible pedestrian environment for people of all ages and abilities.

Guiding Principle #8 – Quality Bike Facilities

Design facilities that encourage cycling by safely accommodating direct connections and recognizing the corridor’s role in the Primary Cycling Network.



Guiding Principle #9 – Sidewalk/Public Realm & Green Space

Provide an environment that supports social interaction and accommodates street furniture, such as benches, trash containers and public art.





Guiding Principle #10 – Prioritize Transit

Prioritize the quality and accessibility of Bus Rapid Transit (BRT) over other vehicles and accommodate possible long-term conversion to Light Rail Transit (LRT).

Guiding Principle #11 - Vehicle Capacity

Recognize that people who walk, cycle or take transit are given higher priority than people who drive, while maintaining satisfactory traffic flow.



Guiding Principle #12 - Vehicle Parking

Provide a strategic supply of parking to support retail and commercial activity in the Urban Boulevard section of the corridor, recognizing some of the space next to the curb will be used to achieve other guiding principles, such as curb extensions at intersections, mid-block crossings or transit stations to reduce crossing distances for people who walk, bike or take transit.

Guiding Principle #13 - Goods Movement

Recognize that the corridor is not part of The City's Goods Movement Network and goods movement is a lower priority, while maintaining access for commercial vehicles to service local businesses.



Options Development

Using stakeholder feedback and the guiding principles the project team has developed three options for the corridor:

- Option 1 – Buffered Bike Lane
- Option 2 – Cycle Track
- Option 3 – Raised Cycle Track

These options have been broken down between Stoney Trail and 100 Street S.E. as a parkway, and between 100 Street S.E. and the East City Limit (116 Street S.E.) as an urban boulevard.

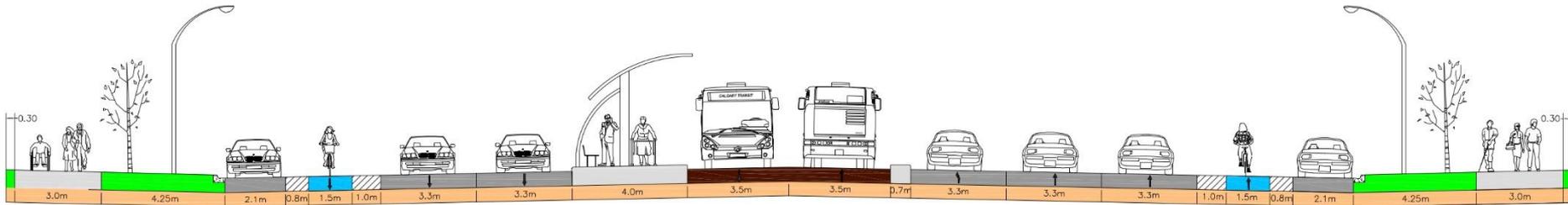


Option 1 – Buffered Bike Lane (Urban Boulevard)

Buffered bike lane with parking between 100 Street S.E. and 116 Street S.E.



Option 1 – Buffered Bike Lane (Urban Boulevard)



OPTION 1 URBAN BOULEVARD TYPICAL CROSS SECTION 54.1m

Advantages

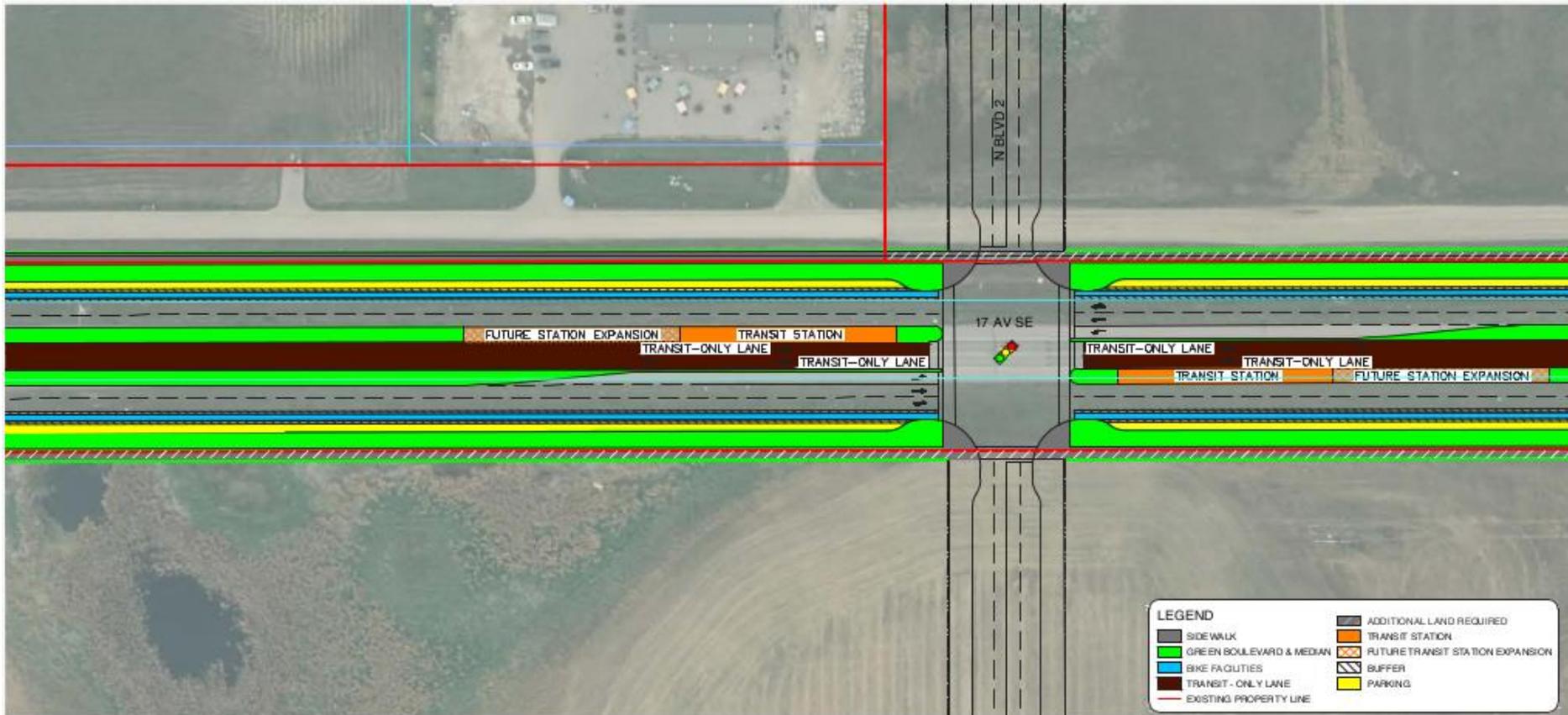
- Designated bike lane
- Buffer between people who bike and people who drive
- Less width than other bike facilities
- On-street parking is accessible from the sidewalk

Disadvantages

- Crossing distance is increased for people who walk and/or bike
- With on street parking, Vehicles can enter the lane and create conflicts with people who bike



Option 1 – Buffered Bike Lane (Urban Boulevard)

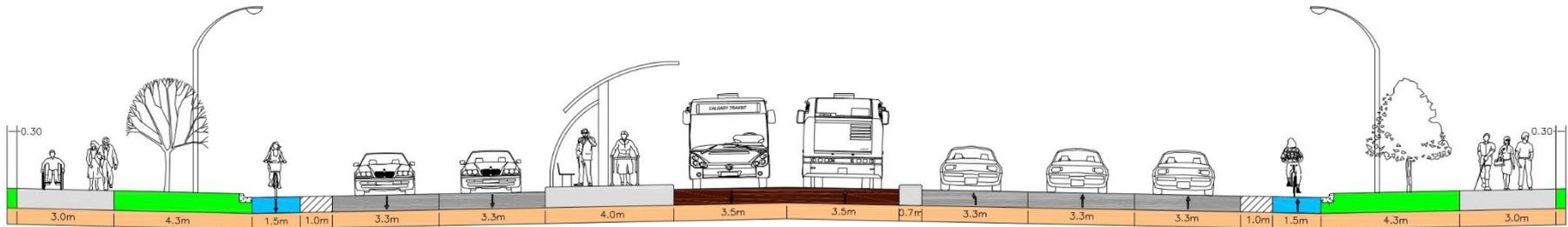


Option 1 – Buffered Bike Lane (Parkway)

Buffered bike lane between Stoney Trail and 100 Street S.E.



Option 1 – Buffered Bike Lane (Parkway)



OPTION 1 PARKWAY TYPICAL CROSS SECTION 48.4m

Advantages

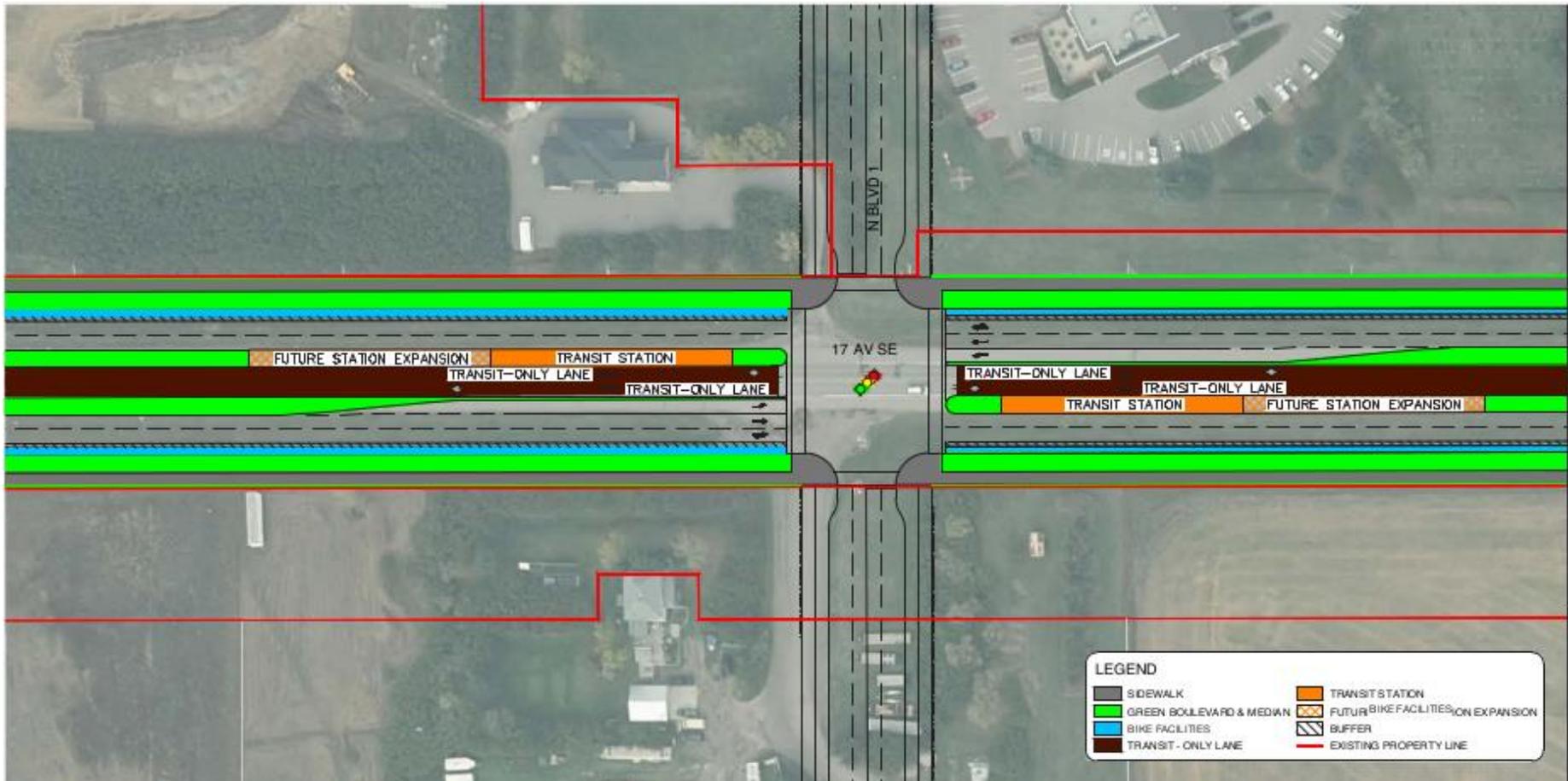
- Designated bike lane
- Buffer between people who bike and people who drive
- Less width than other bike facilities
- On-street parking is accessible from the sidewalk

Disadvantages

- Crossing distance is increased for people who walk and/or bike
- With on street parking, Vehicles can enter the lane and create conflicts with people who bike



Option 1 – Buffered Bike Lane (Parkway)

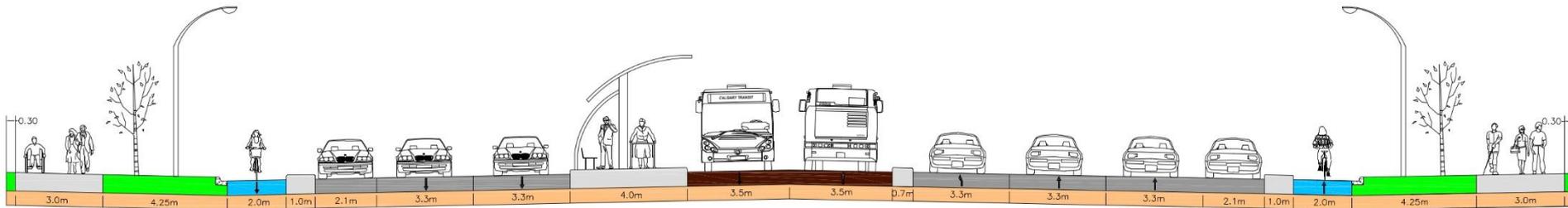


Option 2 – Cycle Track (Urban Boulevard)

Cycle track with parking between 100 Street S.E. and 116 Street S.E.



Option 2 – Cycle Track (Urban Boulevard)



OPTION 2 URBAN BOULEVARD TYPICAL CROSS SECTION 53.5m

Advantages

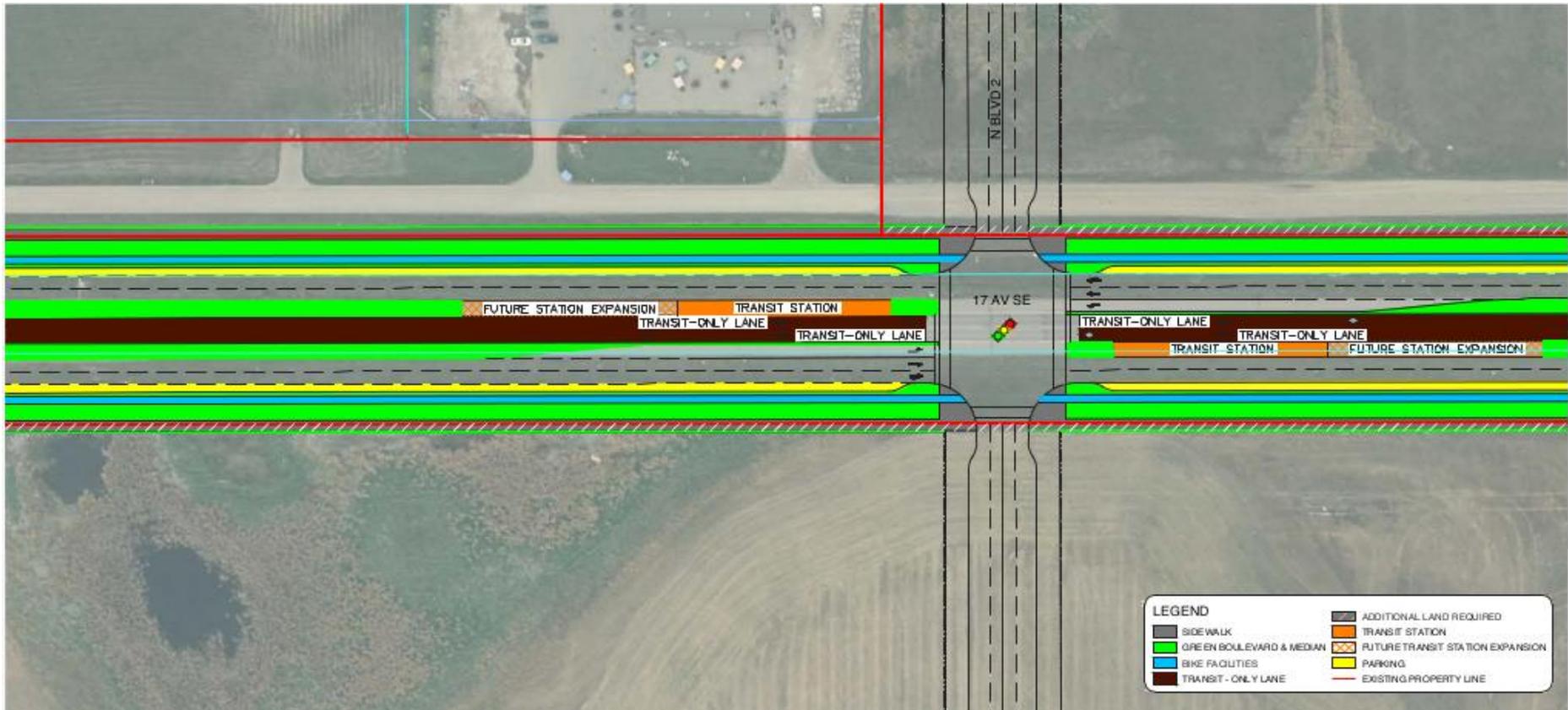
- Designated bike lane
- Physical barrier between people who bike and people who drive
- Attractive to people of all experience levels who bike, due to increased safety
- Vehicles cannot enter

Disadvantages

- Requires more street width
- People who walk must cross the cycle track to access parked vehicles
- Barriers require maintenance (concrete or other)
- Difficult snow clearing due to barriers



Option 2 – Cycle Track (Urban Boulevard)

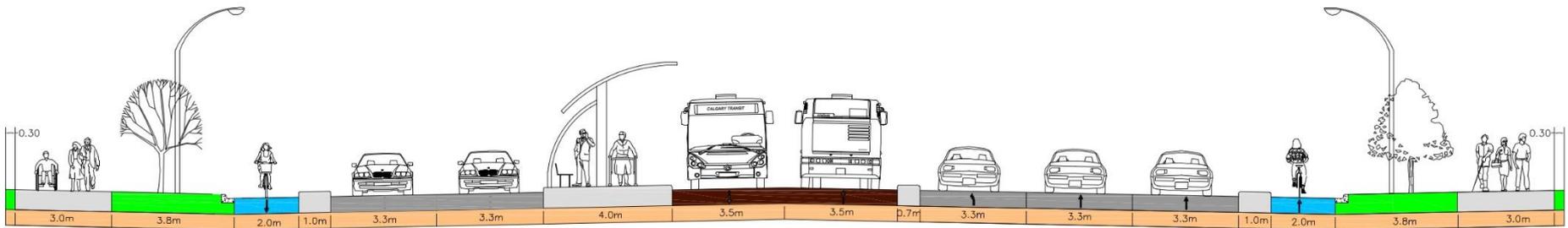


Option 2 – Cycle Track (Parkway)

Cycle track between Stoney Trail and 100 Street S.E.



Option 2 – Cycle Track (Parkway)



OPTION 2 PARKWAY TYPICAL CROSS SECTION 48.4m

Advantages

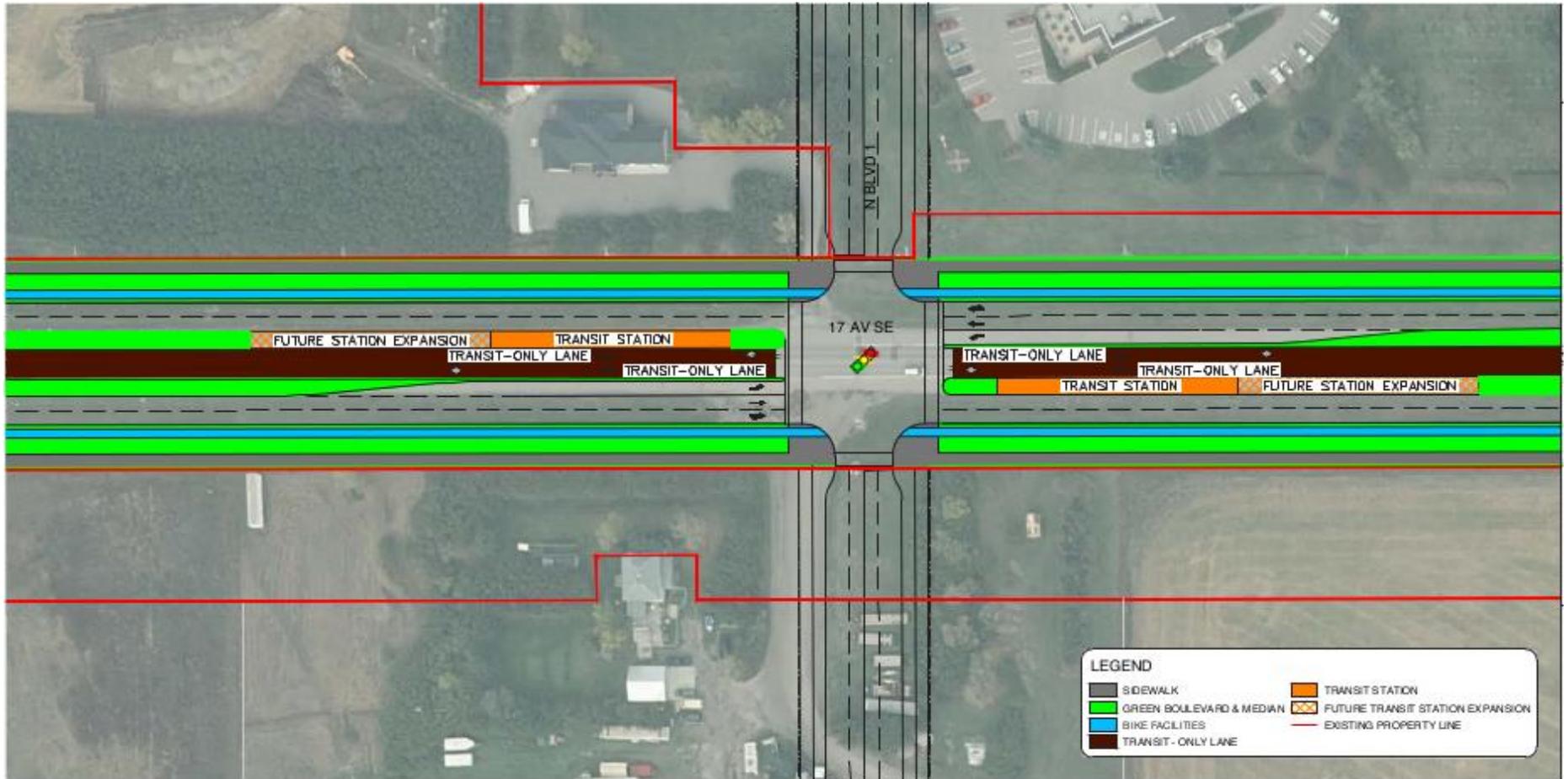
- Designated bike lane
- Physical barrier between people who bike and people who drive
- Attractive to people of all experience levels who bike, due to increased safety
- Vehicles cannot enter

Disadvantages

- Requires more street width
- People who walk must cross the cycle track to access parked vehicles
- Barriers require maintenance (concrete or other)
- Difficult snow clearing due to barriers



Option 2 – Cycle Track (Parkway)

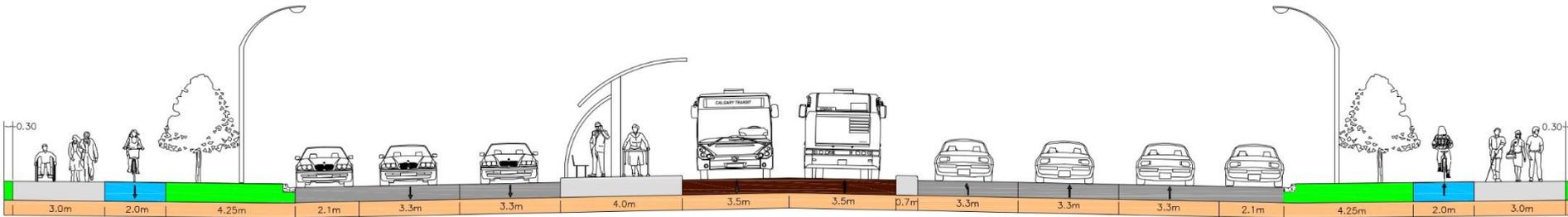


Option 3 – Raised Cycle Track (Urban Boulevard)

Raised cycle track with parking between 100 Street S.E. and 116 Street S.E.



Option 3 – Raised Cycle Track (Urban Boulevard)



OPTION 3 URBAN BOULEVARD TYPICAL CROSS SECTION 51.5m

Advantages

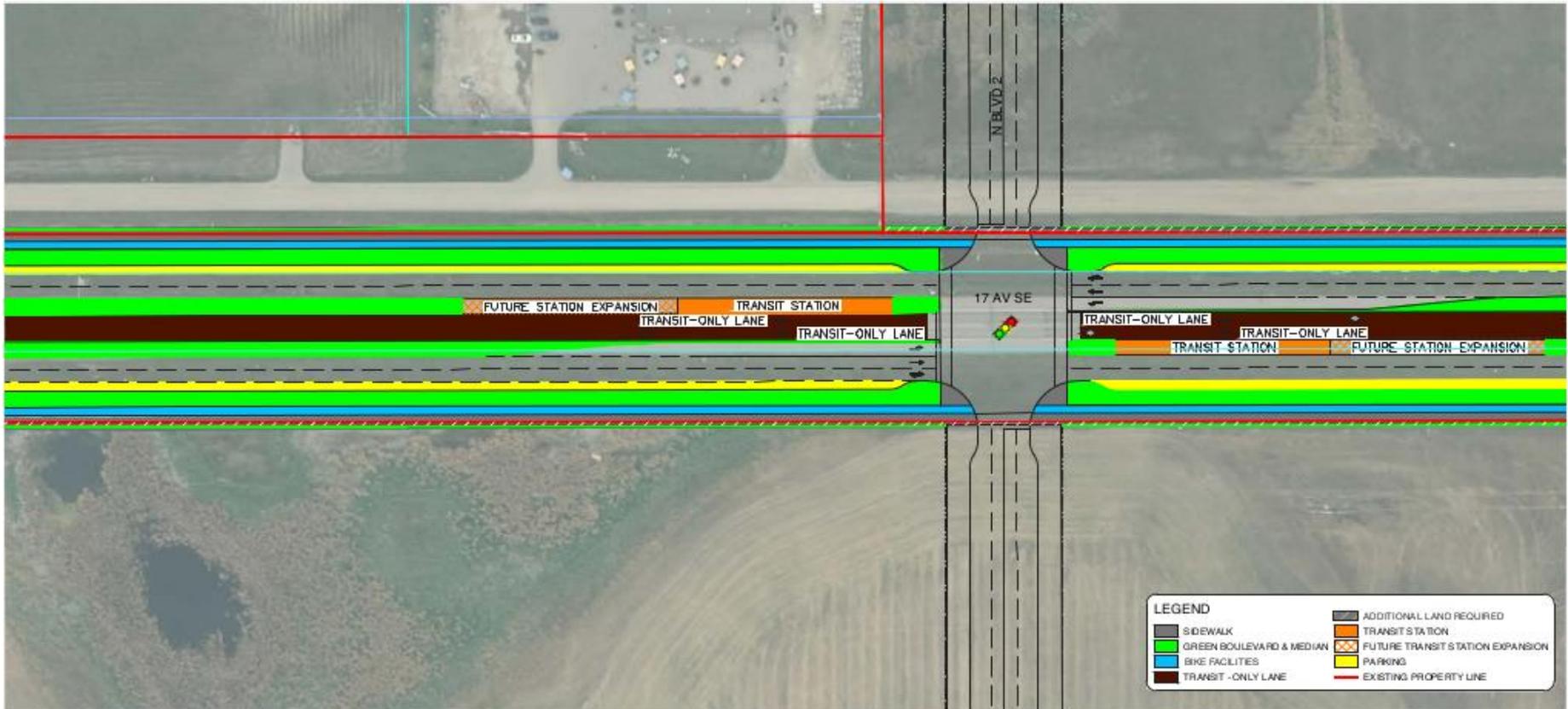
- Designated bike lane
- Physical barrier between people who bike and people who drive
- Attractive to people of all experience levels who bike, due to increased safety
- Shortest crossing distance for people who walk and bike
- Less width than other bike facilities
- Integrated with land use and sidewalk / public realm

Disadvantages

- Potential conflicts with people who walk using the cycle track



Option 3 – Raised Cycle Track (Urban Boulevard)

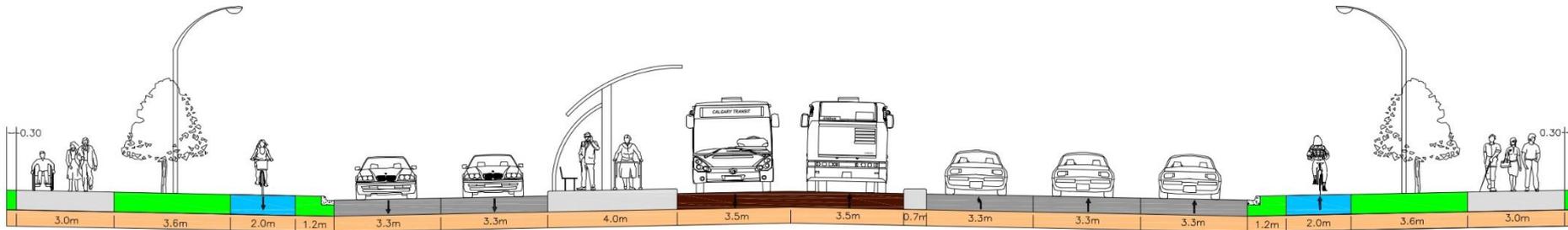


Option 3 – Raised Cycle Track (Parkway)

Raised cycle track between Stoney Trail and 100 Street S.E.



Option 3 – Raised Cycle Track (Parkway)



OPTION 3 PARKWAY TYPICAL CROSS SECTION 48.4m

Advantages

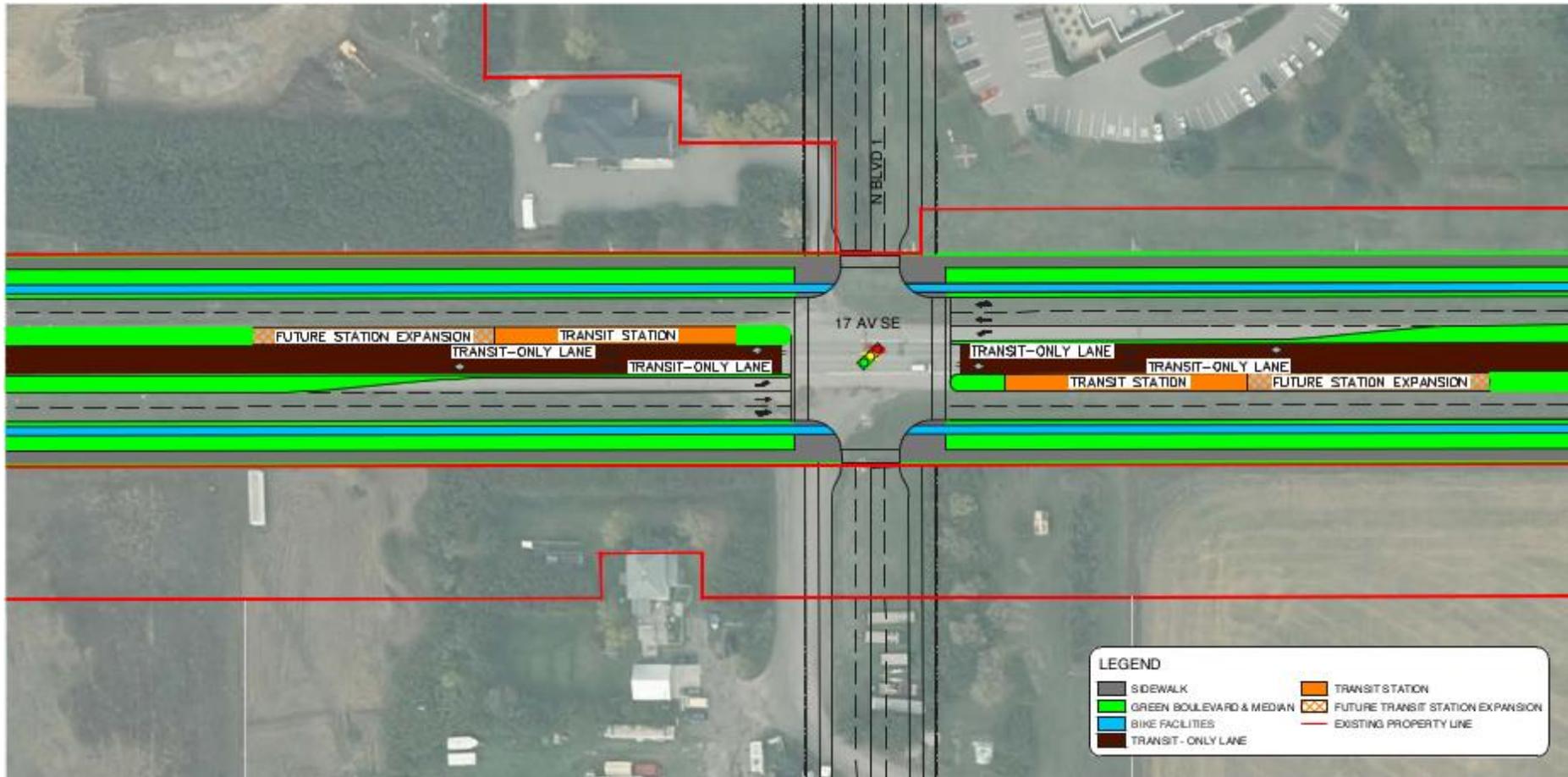
- Designated bike lane
- Physical barrier between people who bike and people who drive
- Attractive to people of all experience levels who bike, due to increased safety
- Shortest crossing distance for people who walk and bike
- Less width than other bike facilities
- Integrated with land use and sidewalk / public realm

Disadvantages

- Potential conflicts with people who walk using the cycle track



Option 3 – Raised Cycle Track (Parkway)





Thank you for your interest!

- Visit www.calgary.ca/17avestudy for more information or to provide your feedback online until February 12, 2016