

Vision and context workshop

Wednesday, June 24, 2015 6 p.m. – 8 p.m.

Prince of Peace Church & School

The City of Calgary is conducting a transportation corridor planning study for 17 Avenue S.E., between Stoney Trail and the east City Limit (116 Street S.E.). The study will result in a staged concept plan (short-, medium- and long-term) for all transportation modes (walking, cycling, taking transit and driving). Adjacent landowners and immediately impacted interest groups were invited to attend a vision and context workshop where attendees heard a brief presentation by the project team (see attached).

DISCUSSION

The following notes summarize the discussion during and after the presentation.

Q. = questions asked **A.** = answer given **FD.** = further discussion **C.** = comment

Comments/Questions

Q. Will the speed be different on the parkway and urban boulevard?

A. The decision will be made in the design phase. This study will need to tie into the corridors to the west and east and bridge these developments.

Q. Is the grassy median between the eastbound and westbound lanes for future transit?

A. Yes, though transit may not be built right away, this section will be reserved for future transit.

Q. Will the Cobblestone service road be impacted?

A. It will depend on the land use, it may not be affected.

Q. Will 17 Avenue S.E. be two lanes in each direction for the whole length?

A. Yes, even in the narrowest section it will be two lanes.

Q. Will there be pedestrian overpasses for the Bus Rapid Transit (BRT)?

A. Traffic will be slower and pedestrian crosswalks will be implemented. Transportation design best practices discourage having pedestrians use an overpass to get to the BRT. The challenge will be balancing enough crosswalks for pedestrians and still moving vehicles through consistently.

Q. Was a traffic impact assessment done? Are four lanes enough for commuters and locals?

A. We are in the process of gathering traffic data and doing traffic modeling to determine anticipated needs.

FD. The traffic seems to have quadrupled in the 13 years we have been here.

FD. It may not continue to increase at that rate. The BRT will help alleviate vehicle travel.

Comments/Questions

Q. Is there a formula for the number of traffic signals? What are the strategies for moving the traffic elsewhere?

A. The urban boulevard can be compared to downtown, with frequent signalized intersections and crosswalks. On an urban boulevard, pedestrians, cyclists and transit have priority over vehicular traffic, and some congestion for vehicular traffic is acceptable.

Q. With little development happening until the utility infrastructure is put in place, when is this plan expected to be implemented?

A. The corridor study won't affect when the utility servicing infrastructure will be implemented. That will depend on agreements between land owners and The City. Implementing the recommendations from the corridor study will depend on funding and need.

Q. Is upgrading 17 Avenue S.E. a priority? What is the expected schedule?

A. Light Rail Transit (LRT) isn't expected for 40-50 years. The BRT and bike lanes could be within 20-30 years. The space for the BRT may not be built or used for 10+ years. The road widening will occur prior to the BRT. What might occur is that when The City is developing 17 Avenue S.E. to the west, we may decide to continue the bikeway and pedestrian facilities to our corridor.

Q. When will the other two corridors be developed? Will the west or the east be first?

A. Due to the BRT, the corridor will be developed starting from the city centre.

Q. Will the Chestermere corridor be an urban boulevard or parkway?

A. It will be an urban boulevard on the city side and a parkway closer to the golf course. The Waterbridge community will match with the city as an urban boulevard.

Q. Where will the intersections be?

A. The Area Structure Plan (ASP) has outlined the major intersections. This study addresses the intersections.

Q. When will the intersection locations be determined? Will the stakeholders have a say?

A. The main intersections will be determined by this study, which will be complete in early 2016. There will be some opportunity for input into the intersection locations, but all intersection spacing will be within The City's intersection spacing guidelines.

Q. How long will it be before the utility infrastructure is in place (water, sewer, etc.)?

A. Currently our main concern is drainage as the [Shepard Regional Drainage Corridor](#) has not yet been extended to this area. We do not know when it will be constructed.

Q. Does the water line currently go to Chestermere?

A. Yes, Chestermere is serviced by City water.

Q. How will this corridor plan incorporate drainage?

Comments/Questions

A. The roads will overlay the drainage. There is one regional drainage facility that will convey water north-south across the corridor.

Q. Was this road the old Highway 1A? Is this still the province's responsibility?

A. Yes this was the Highway 1A, but it was included in the 2007 annexation and is now The City's responsibility.

Q. Will there be parking facilities at the BRT/LRT station?

A. A park and ride facility will be considered. We try to discourage riders from driving to the LRT. However, 84 Street S.E. by Stoney Trail has a park and ride near the Walmart.

FD. The Chestermere Boulevard plan incorporates a park and ride. The intent is to integrate parking with the commercial development. Retailers are supportive as parking near or in the commercial areas also drives more foot traffic to their stores.

Q. Could the private sector pick up the traffic that would later use the BRT?

A. There are operating shuttle services in Langdon and Chestermere.

Q. What is proposed for on-street parking?

A. An urban boulevard typically incorporates on-street parking. There is no on-street parking on a parkway.

PRIORITIES

Participants were asked to share their knowledge about the area, identify issues and discuss ideas about what factors will make the study recommendations successful.

Comments/Questions

Pedestrian and cyclist facilities

C. Youth in the area are active

C. Cyclists like to bike outside of the city

C. Could use the Western Irrigation District canal for recreational cycling facilities

C. It would be nice to have multi-use pathways that loop in the area as opposed to a linear trail

C. There is high demand for cycling facilities. There are between three and four cyclists an hour travelling to/from Walmart, crossing Stoney Trail, crossing 100 Street S.E. and riding to Chestermere

C. There is a lot of foot traffic coming from Prince of Peace south to Cobblestone Home & Garden Centre or heading west to Walmart

C. There is an immediate need for safer cycling and pedestrian facilities

C. A lot of people are walking and cycling across Stoney Trail to access East Hills and Walmart

Comments/Questions

Q. What is the timing for cycling and pedestrian facilities to provide access to East Hills, particularly from Chestermere?

A. There is on-street cycling on the overpass at Stoney Trail at Memorial Drive S.E.

C. Overpasses could be softened with trees and vegetation, this can be more gradual and separate from traffic (walking/cycling paths)

C. Would like a pleasant walking experience, perhaps with wider sidewalks

C. There needs to be movement of both people and goods

C. Barriers should be placed between buses and vehicles so riders feel safe waiting for the bus

Congestion

C. Will four lanes be enough to accommodate the anticipated volumes?

C. At rush hour the traffic is queued

C. Traffic calming needs to be implemented immediately

C. Narrower lanes will slow traffic

Traffic Signals

C. Change the traffic signal timing for pedestrians to have more time to cross, balance this with vehicular traffic to minimize congestion

A. A pedestrian refuge may be introduced in the centre of the roadway at intersections with high pedestrian volumes.

Truck traffic/goods movement

Q. Is it possible to decrease the volume of truck traffic by reducing the hours trucks are permitted to use this road?

A. We can look into it. Goods movement is low priority for Parkways, but a mid-range priority for the Urban Boulevard as the corridor is a local and regional destination.

FD. There are a lot of sea containers travelling to and from the CN modal yard.

Aesthetics/urban character

C. Landscape maintenance is required

C. Property values may be increased by this development

C. Central lighting that carries across the road and transitway is required

C. Aesthetics like trees and vegetation could be considered

C. There is a lack of free space between 32 Street S.E. and 68 Street S.E.

C. More natural elements could be incorporated in the parkway including rain water catchment

Comments/Questions

C. Incorporate seating areas in the design

Speed limit

Q. The speed limit should be reduced right away for safety. Is there something that can be done in the meantime? 100 Street S.E. is currently 80 km/h with no dividers. It should be 60 - 70km/hr.

A. Urban Boulevards and Parkways typically have lower speed limits than arterial streets. Project staging may allow some speed limiting design elements to be introduced before other street improvements, but this is subject to the study work.

Noise

C. Noise will likely be a concern with the number of residences planned around the urban boulevard

C. Trees and businesses along the corridor will reduce this noise

A. Travel speed will likely be 60 km/hr or less, particularly along the Urban Boulevard section. The intersection spacing will also be shorter along that section and there is a possibility of curb extensions at some intersections. Traffic noise should not be a concern.

For further information about the study please contact:

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For updates and to provide input on the corridor study visit calgary.ca/17AveStudy.

Disclaimer: The above meeting notes constitute the author's understanding of the meeting. Please report any discrepancies to the author, Katie Ritchie of Russell Public Relations (katie@russellpr.ca), within seven calendar days of receiving the meeting notes.