

Vision and Context Workshop

June 24, 2015

For more info visit
www.calgary.ca/17avestudy

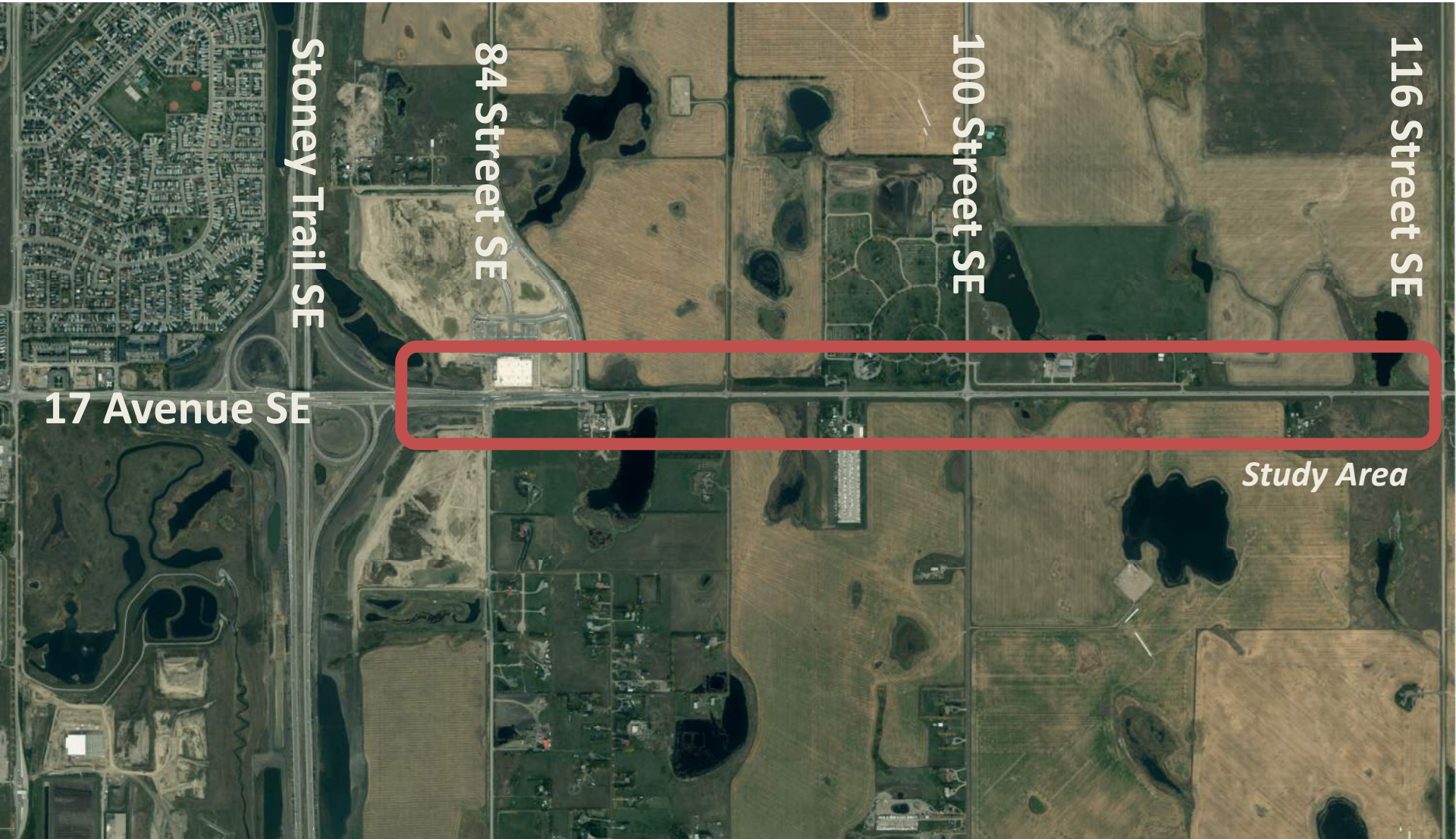
Outline

- Introductions
- Overview of project process, context, and goals
- Q&A
- Visioning activity
- Next steps

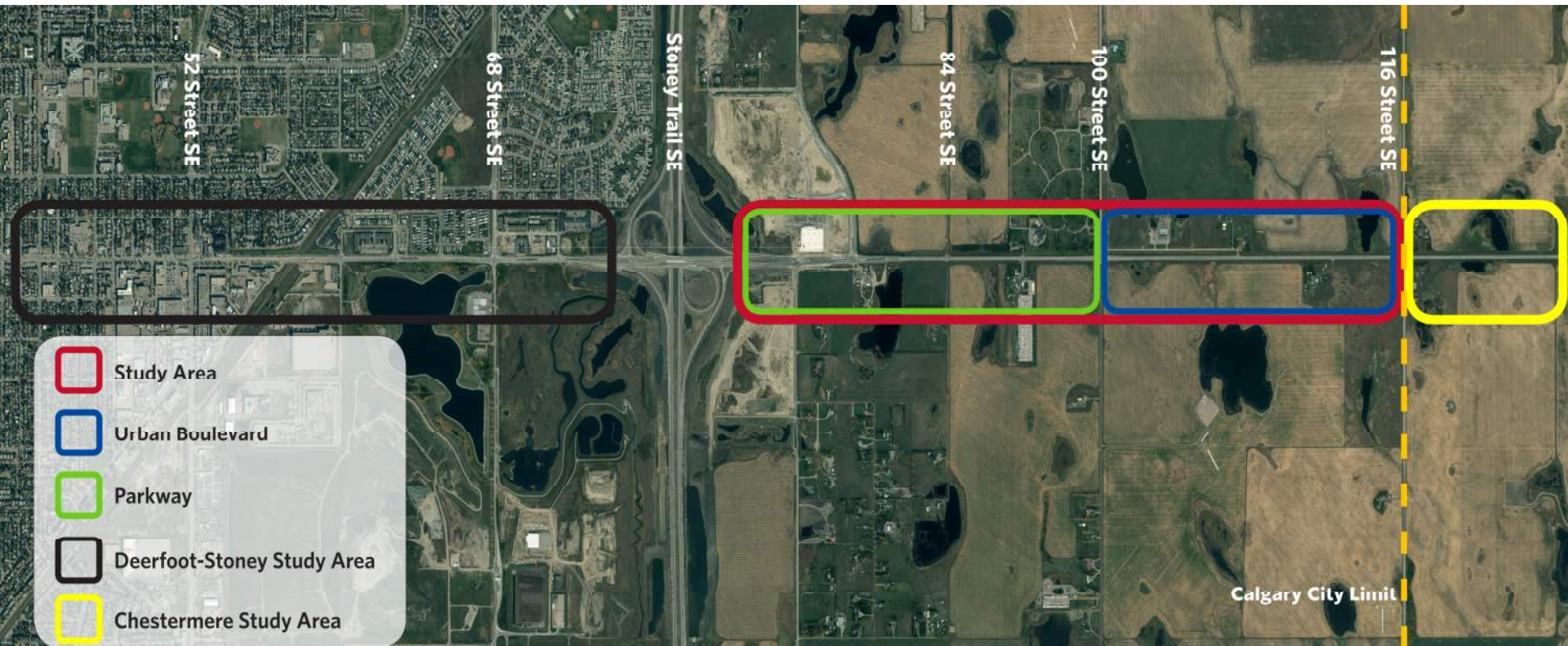
Today's Objective

- Introduce the project to you
- Share the engagement program and timeline
- Hear your thoughts

Map of Study Area



- Calgary Transportation Plan identifies 17 Avenue SE as:
 - A Primary Transit Network link
 - A Primary Cycling Network link
 - Complete Streets Parkway from Stoney Trail to 100 St SE
 - Complete Streets Urban Boulevard from 100 St SE to East City Limit



Existing Situation

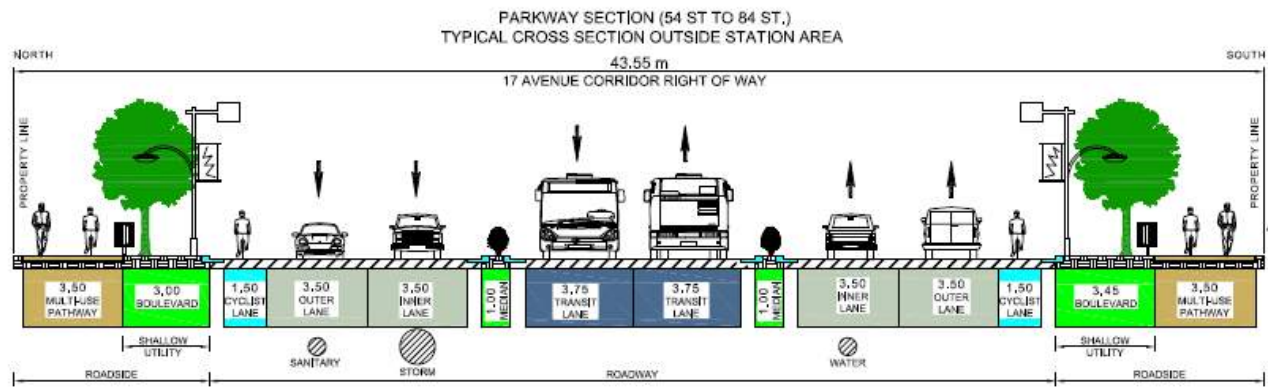
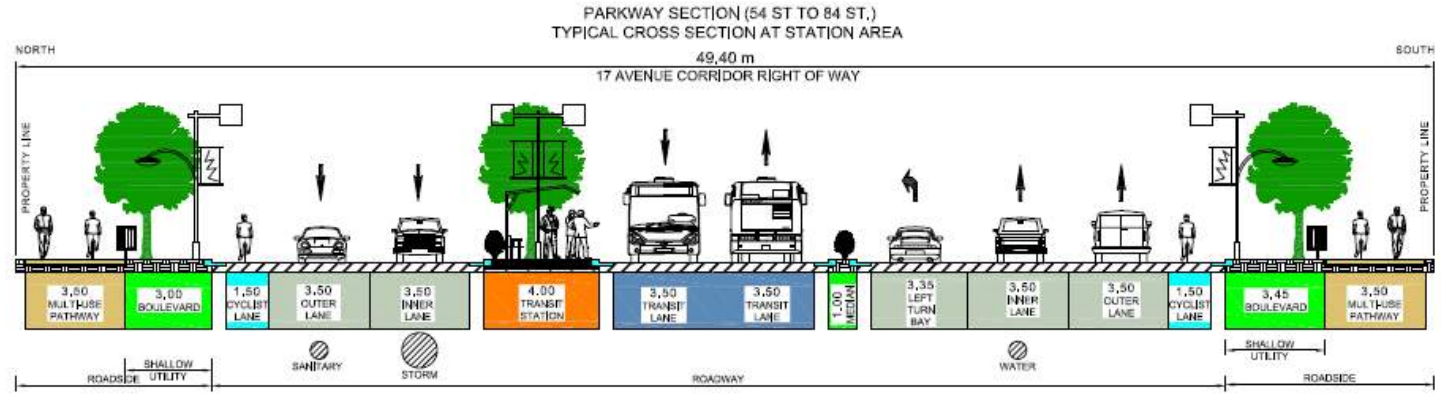
- Existing 2-lane rural cross-section



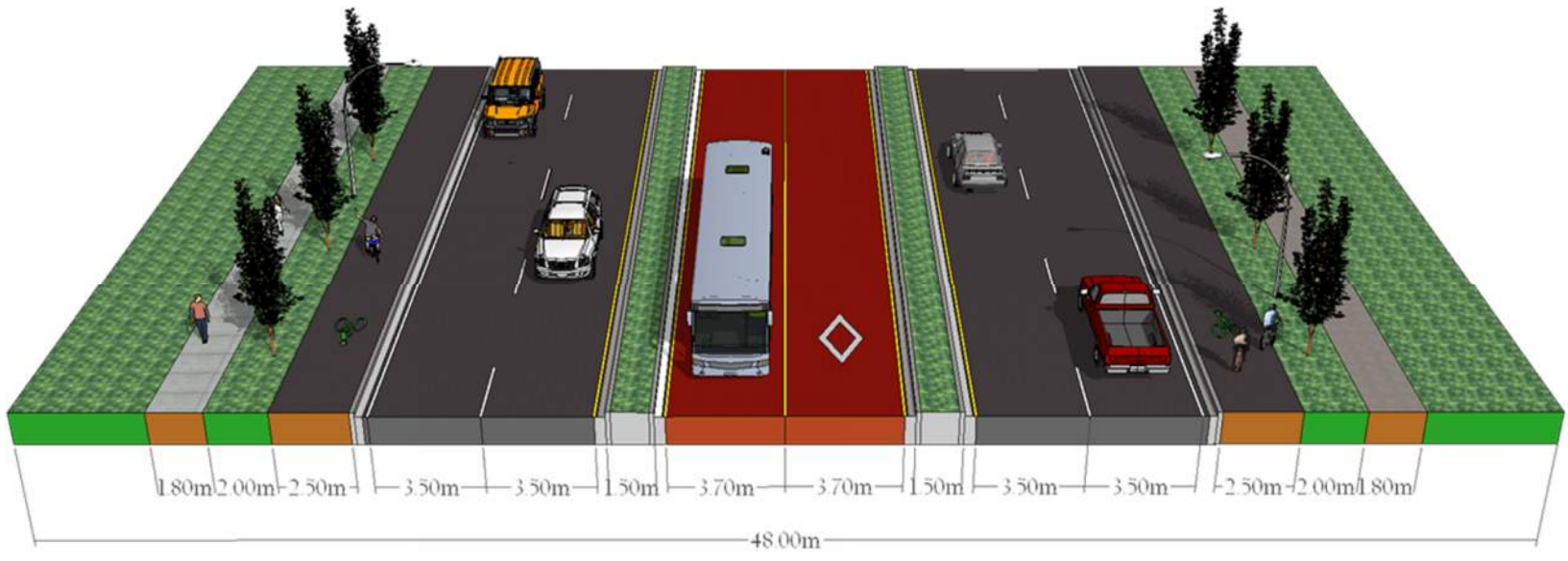
Why are we doing this study?

17 Avenue SE Deerfoot to Stoney	17 Avenue SE Stoney to City Limit	Chestermere Boulevard
<p>Alignment with the 17 Avenue SE Transportation Planning Study (2011)</p> <ul style="list-style-type: none"> • Currently in design phases for the 17 Avenue SE Transitway • Includes median transit lanes, 2 vehicle lanes in each direction, wider sidewalks, and cycling facilities. 	<p>The study will help determine what this section of 17 Avenue SE needs to look like to bridge the transportation requirements identified in the other plans on either side.</p> <p>It also needs to support the land uses identified in the Belvedere Area Structure Plan.</p>	<p>Alignment with the Chestermere Boulevard Corridor Plan (2014)</p> <ul style="list-style-type: none"> • Includes median transit lanes, 2 vehicle lanes in each direction, raised cycle tracks, and sidewalks on both sides.

17 Avenue SE Deerfoot to Stoney



Chestermere Boulevard Corridor Plan



Project Outcome

- Vision of the corridor
A “Complete Street” that accommodates all transportation modes (walking, cycling, transit, driving, goods movement)
- Interim concept plans at short, medium, and long-term implementation

Project Process



Engagement Process



Project updates available at calgary.ca/17AveStudy

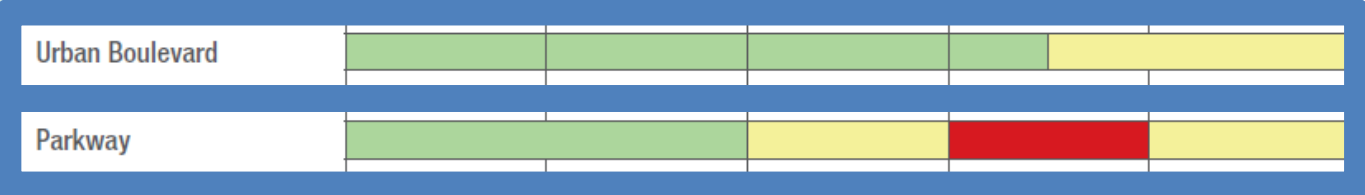
17 Avenue SE Will be a Complete Street

- *“Complete streets aim to increase the **attractiveness, convenience and safety** of all modes of transportation by creating a new selection of **multi-modal streets that emphasize walking, cycling and transit**, incorporate elements of green infrastructure and function in the context of surrounding land uses.”* (Calgary Transportation Plan)
- Street types are contained within 4 families of streets
- 17 Avenue SE is classified as a Liveable Street
- It will accommodate all transportation modes, with an emphasis on infrastructure for walking, cycling and transit

TRANSPORTATION MODES

CTP CLASSIFICATION		Walking	Cycling	Transit	Goods	Autos*	EXAMPLES	
Skeletal	Skeletal Road	[Red]		[Yellow]	[Green]		Glenmore Tr. S.W.	
Arterial	Arterial Street	[Yellow]						
	Industrial Arterial	[Yellow]						
	Local Arterial	[Green]	[Yellow]	[Green]	[Yellow]			
Liveable	Urban Boulevard	[Green]	[Green]	[Green]	[Green]	[Yellow]	49th St. N.W.	
	Parkway	[Green]	[Green]	[Yellow]	[Red]	[Yellow]	University Dr. N.W.	
	Neighborhood Boulevard	[Green]	[Green]	[Yellow]	[Red]	[Red]	Garrison Gt. S.W.	
Local	Primary Collector	[Green]	[Green]	[Green]	[Yellow]	[Red]	Fifth Ave. N.W.	
	Activity Center Street	[Green]	[Green]	[Green]	[Red]	[Yellow]	33rd Ave. S.W.	
	Collector	[Green]	[Green]	[Yellow]	[Red]	[Yellow]	24th Ave. N.W.	
	Industrial Street	[Green]	[Yellow]	[Green]	[Yellow]	[Green]	[Yellow]	53rd Ave. S.E.
	Residential Street	[Green]	[Green]	[Red]	[Red]	[Yellow]	Kensington Cl. N.W.	
	Lanes (Alleys)	[Yellow]	[Yellow]	[Red]	[Red]	[Green]		

This table shows how The City prioritizes different transportation modes on different street types.



* Includes light commercial vehicles, recycling/waste vehicles, etc.
 * Emergency services, fire trucks to be accommodated on all street classifications.

- Accommodated with high standards
- Accommodated with variable standards
- Not required, or poor performance is acceptable

Source: Complete Streets Guide

Example of Parkway – University Dr. NW



Parkways focus on pedestrian and cyclist movements but accommodate all modes of transportation.

Example of Urban Boulevard – 49 St. NW

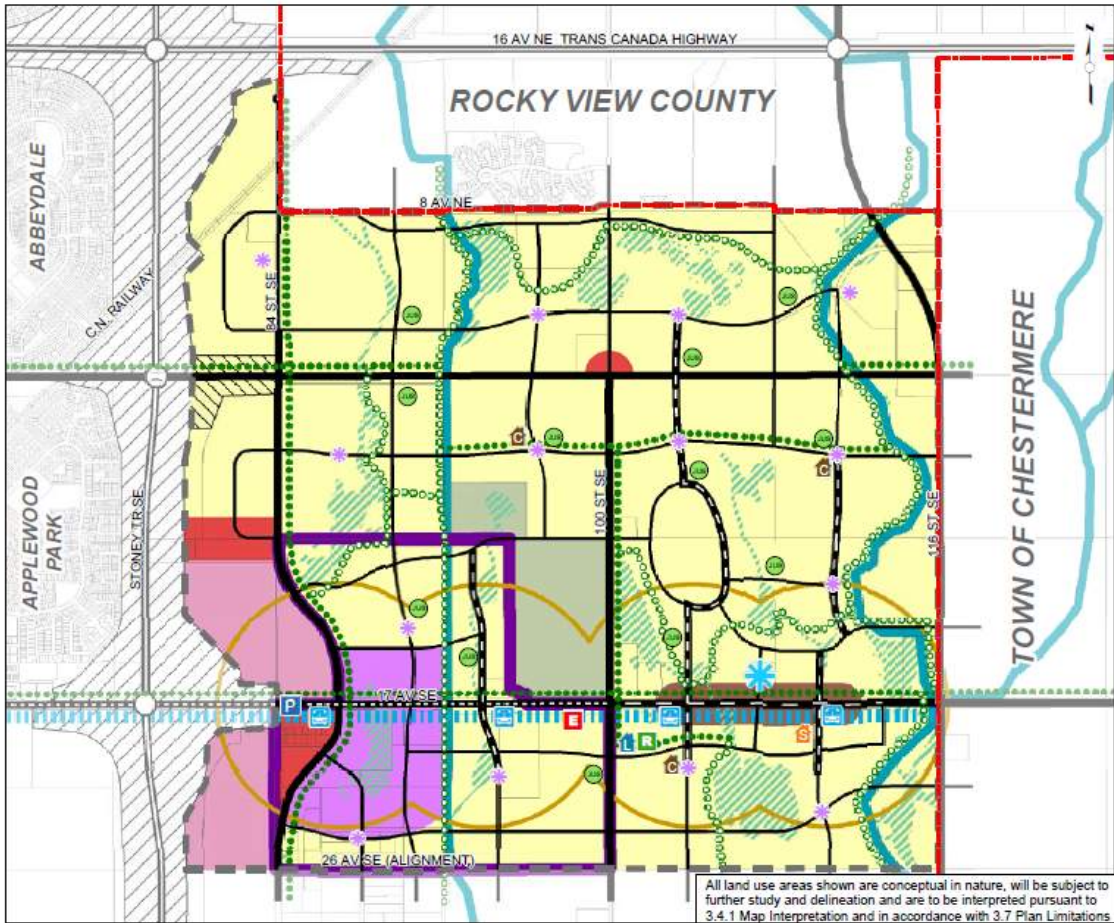


Urban Boulevards give highest priority to walking, cycling and transit but accommodate vehicle traffic.

Land Use Context

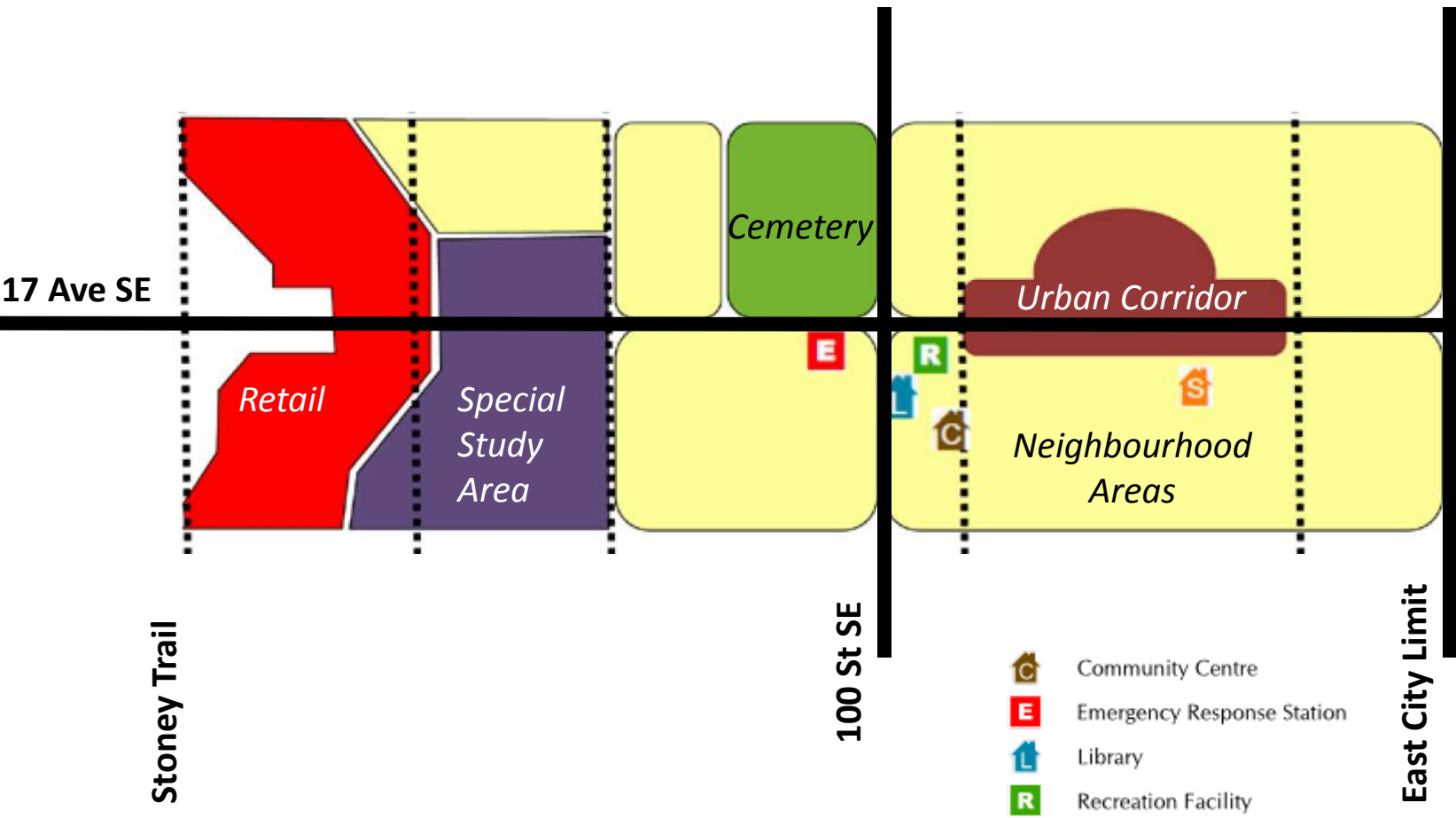
- Existing land is mostly undeveloped greenfield (some existing businesses and residences)
- *Belvedere Area Structure Plan (approved 2013)*, this provides policy guidance on how the area will be developed
- Future development currently restricted until funding for municipal infrastructure is in place **(unaffected by this project)**

Belvedere Area Structure Plan (ASP) Land Use



The ASP illustrates how the community will be developed. 17 Avenue SE needs to complement the plan.

Belvedere Area Structure Plan (ASP)



What does this mean for 17 Avenue SE?

- We need to identify...
 - Ultimate corridor concept and interim staging plans
 - Right-of-way
 - Number of traffic lanes
 - Bus Rapid Transit transitway and stations (potential future Light Rail Transit)
 - Pedestrian facilities (sidewalks, crosswalks, lights, etc)
 - Cycling facilities (lanes, separation from cars, etc)
 - Consideration of goods movement
 - Property access
 - Public realm

Questions?

**What is
important
to you?**



What is important to you?



- Generate a list of important factors
 - Needs and constraints?
 - What would you like to see?
 - What's **most** important?
 - Other comments?
- Small group discussion, then report back to everyone

What is important to you?



- Topics on the table
 - Number of traffic lanes
 - Number of street intersections/community connection/pedestrian crossings
 - Transit station location modifications from the Belvedere Area Structure Plan
 - Transit station design
 - Sidewalk widths and facilities for pedestrians
 - Public space opportunities (space for patios, benches, quality street lights, art etc.)
 - On-street parking
 - Property access
 - Trees and vegetation
- Topics off the table
 - Land use and development plans (approved Belvedere Area Structure Plan)
 - Completed studies in Chestermere and 17 Avenue SE Deerfoot to Stoney section
 - Calgary Transit routes, types of buses
 - User safety
 - The road classifications (Parkway, and Urban Boulevard)
 - Includes bike lanes, and dedicated transit lanes

What are the top 5 factors?



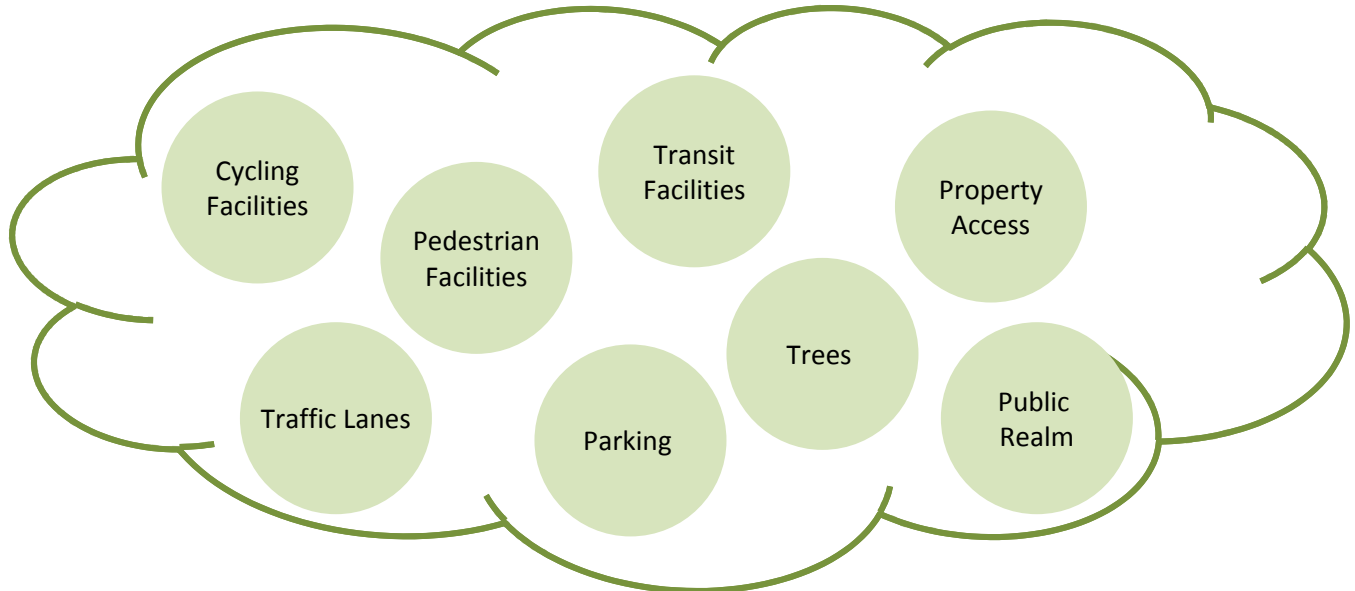
Next Steps

- Incorporate input from today
- Develop vision for the corridor
- Develop draft evaluation criteria
- Develop corridor concepts
- **Options Development Workshop** (stay tuned!)

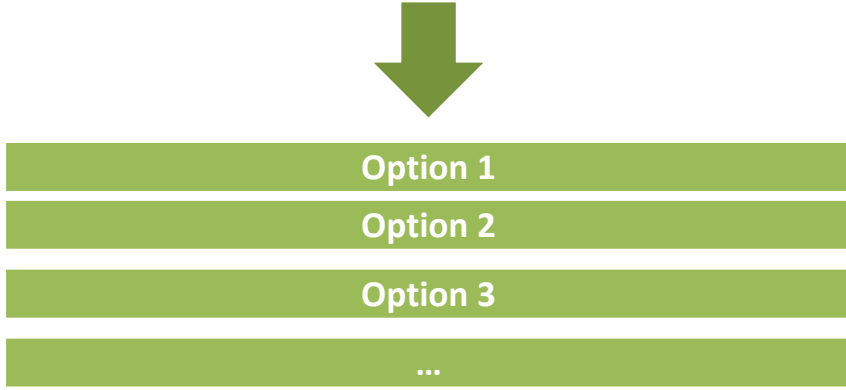


Options Development Workshop

**Concept
Components**



**Corridor
Options**



Thank You!

Contact Us

- **Jeffrey Xu, P.Eng.**
City of Calgary, Network Planning
Project Manager
Jeffrey.Xu@calgary.ca
- **Ian MacLeod, P.Eng.**
HDR
Consultant Project Manager
Ian.Macleod@hdrinc.com

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