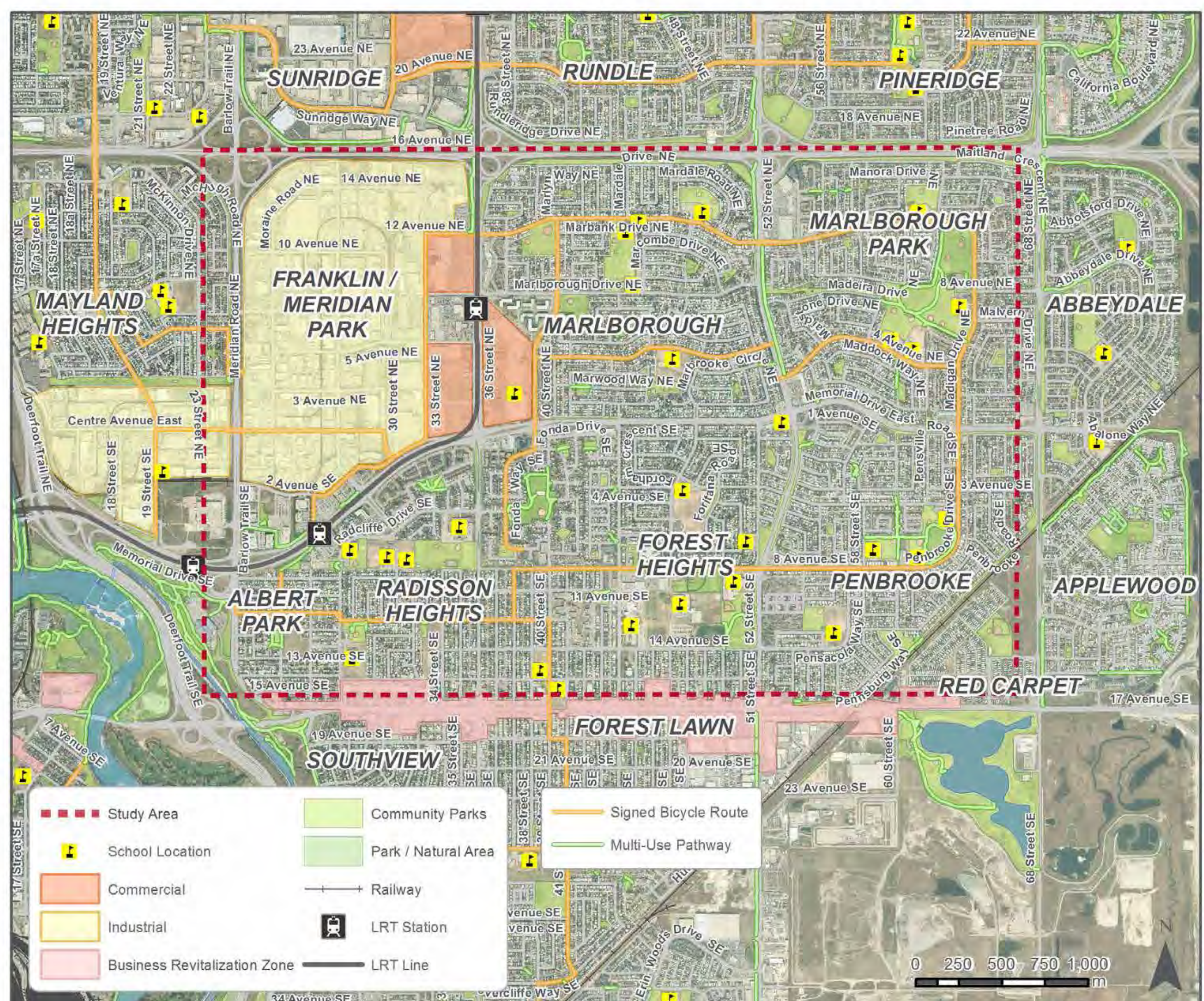


# Welcome to the East Central Bikeways Open House

Thank you for coming!

Please come in and have a look at the information boards. The project team will be happy to answer your questions.

Feedback forms are available here and at [calgary.ca/bikeprojects](http://calgary.ca/bikeprojects) until April 21, 2016.



Study Area

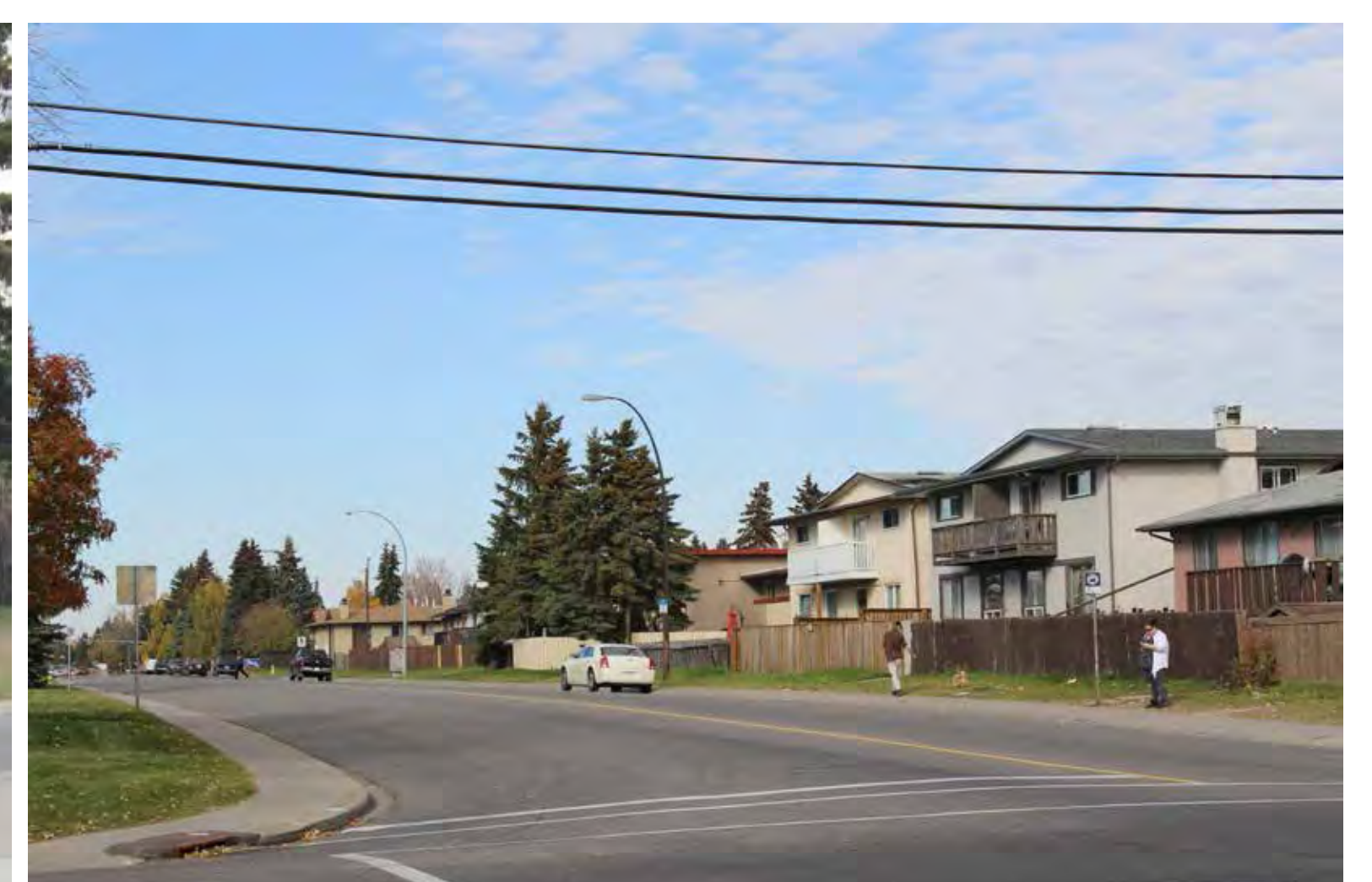


# What is the purpose of today's open house?

The City of Calgary is planning a bikeway network in East Central Calgary. Shared lanes on quieter streets and bicycle lanes on busier streets are proposed on several routes to create this network. Pedestrian improvements have also been identified.

Funding is limited and the cost of the proposed improvements varies. Some routes will be implemented in 2017 and the others will be implemented as funding becomes available.

Your feedback will be used to refine and finalize the recommendations, and prioritize which routes should be implemented first.





# Why has this area been identified for improvements?

This project will improve how people travel within East Central Calgary to make walking, biking, taking transit and driving safer and more predictable.

In addition to the existing signed bicycle routes, new shared lanes on quieter streets and bicycle lanes on busier streets are proposed on several routes to improve bicycle connectivity within neighbourhoods, to the Bow River Pathway and to City Centre.

Intersection improvements are also proposed to improve safety for all road users.

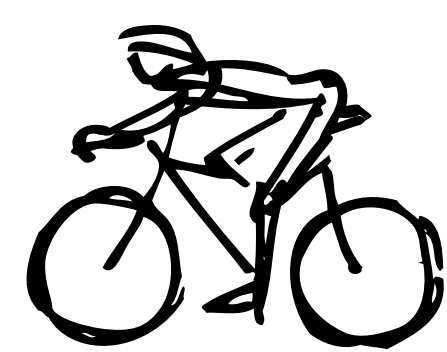
## The City aims to improve Calgary overall by:

- Planning for growth
- Providing and connecting transportation choices
- Creating vibrant, healthy communities
- Improving safety for all road users



Studies have shown there are four types of cyclists:

Design bicycle facilities for all ages and abilities



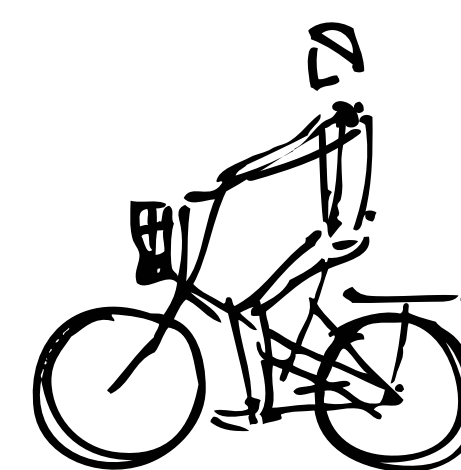
**FEARLESS**

- Fearless cyclists
- Cycling is strong part of their identity
  - Generally undeterred by motor vehicles
  - Will consider cycling even in the absence of any visible bike facility



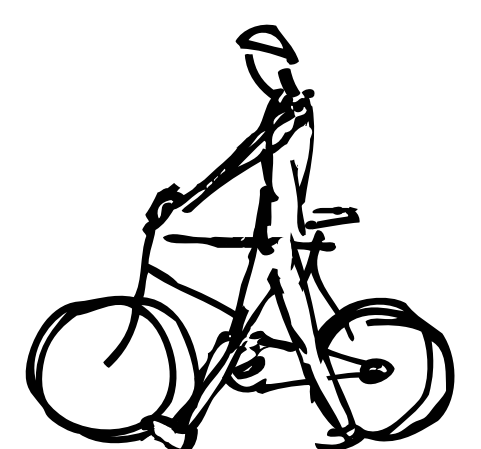
**CONFIDENT**

- Confident cyclists
- Cycling is a part of their identity
  - Slightly or moderately comfortable sharing the road with motor vehicles
  - Will consider cycling if the route is mostly on a bike facility



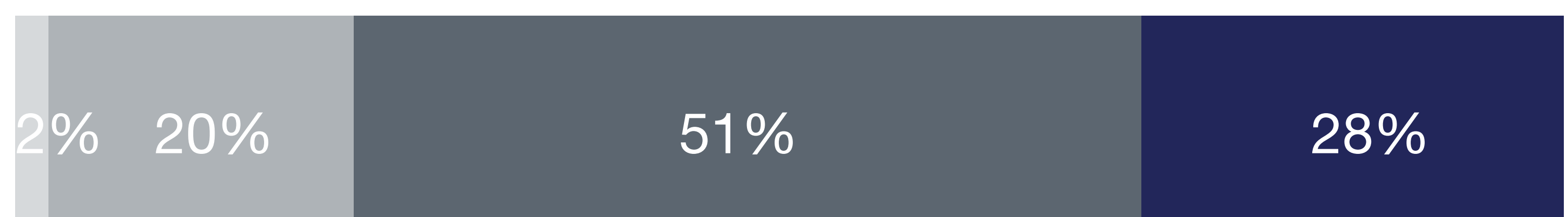
**INTERESTED**

- Interested cyclists
- Do not identify as a cyclist
  - Not comfortable sharing the road with motor vehicles without a visible bike facility
  - Interested in cycling if the route is on a bike facility



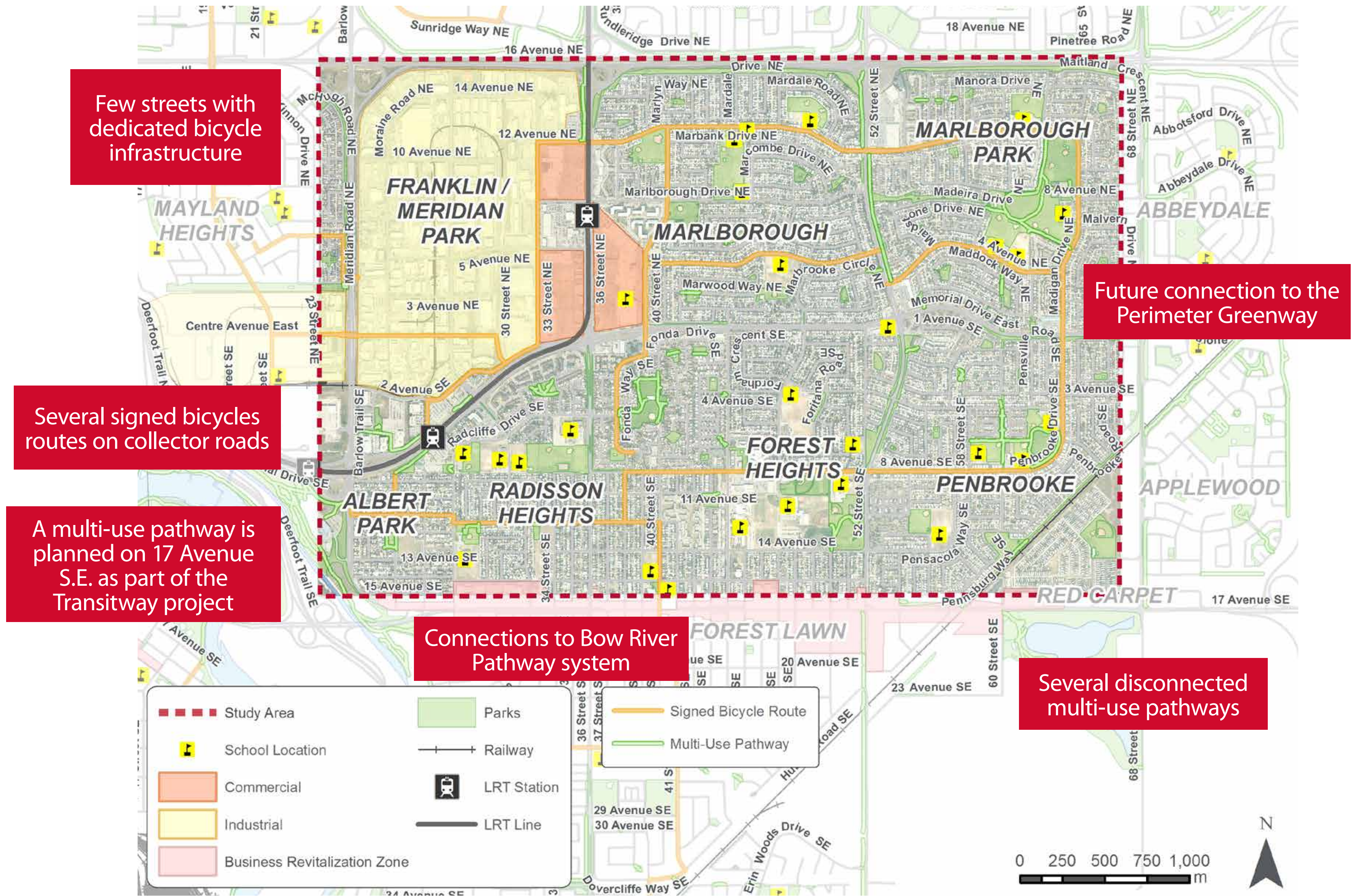
**RELUCTANT**

- Reluctant cyclists
- Do not identify as a cyclist
  - Not comfortable sharing the road with motor vehicles without a visible bike facility
  - Not interested in cycling



# Existing Conditions

People who bicycle:



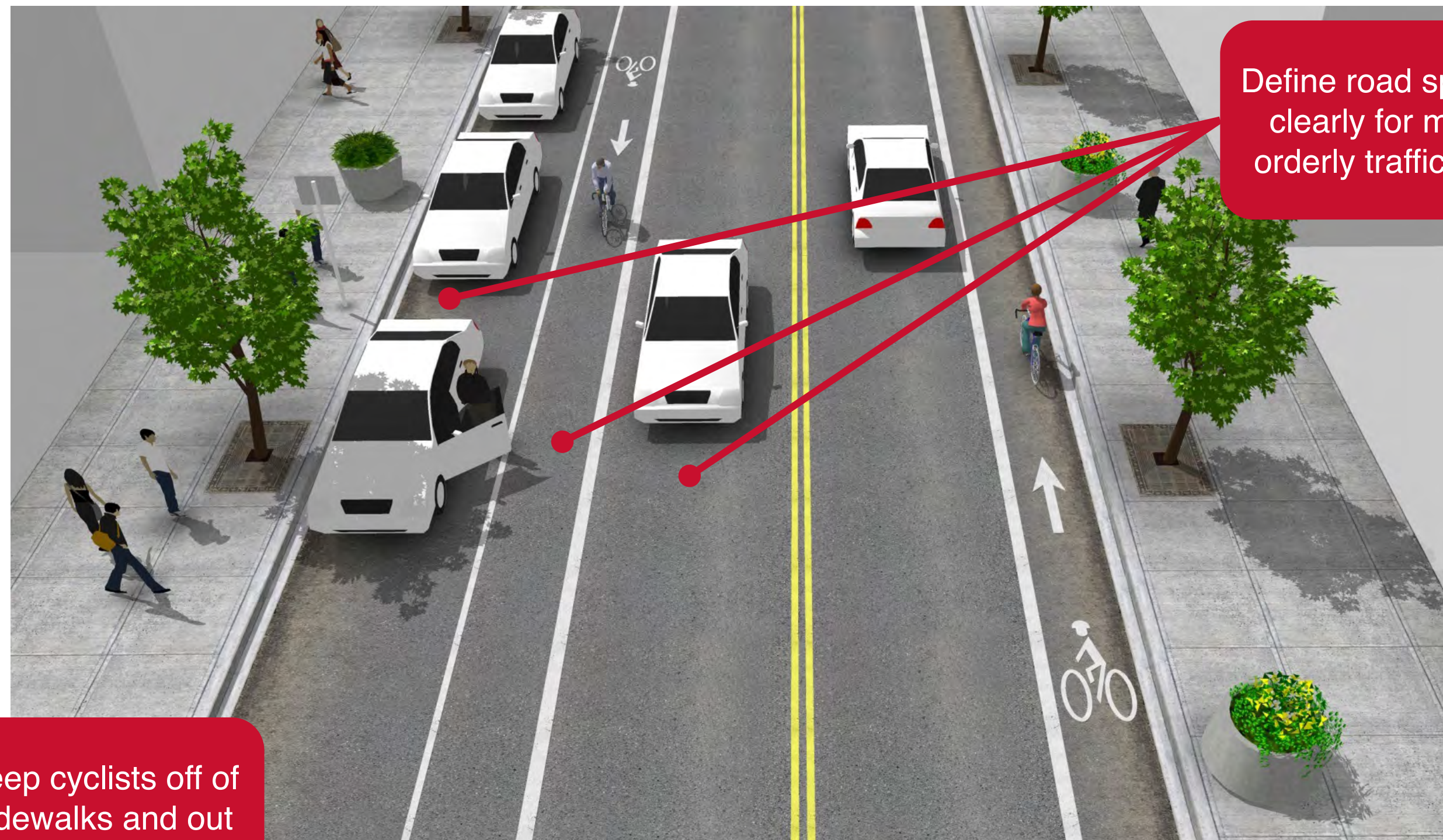
# Complete streets benefit everyone

## What are they?

- A street design that considers the needs of all road users, including age, physical ability and income level

## How do they benefit all road users?

- Provide need-based transportation options
- Create liveable neighbourhood streets that encourage people to travel by walking, cycling and taking transit



Define road spaces clearly for more orderly traffic flow

Keep cyclists off of sidewalks and out of travel lanes

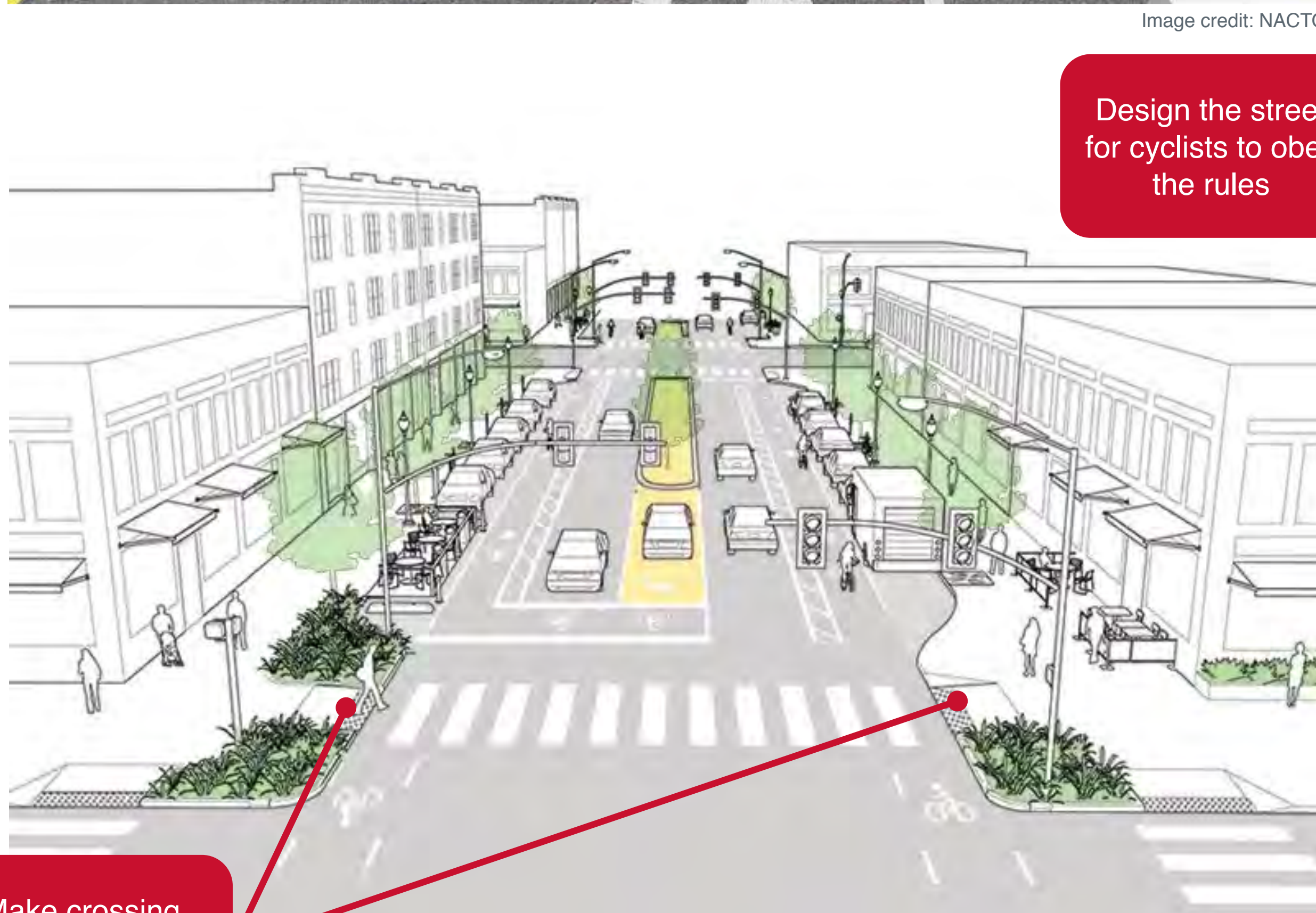
Image credit: NACTO



Design streets for safer traveling speeds

Increase space between bicycles and cars

Image credit: NACTO



Design the street for cyclists to obey the rules

Make crossing pedestrians more visible to drivers

Image credit: NACTO



# Public Engagement

## STAKEHOLDERS

The public engagement process focuses on consulting a broad range of stakeholders. The following stakeholders were invited to provide input in all phases of the study:

### INTEREST GROUPS / ORGANIZATIONS

Alberta Health Services  
 Alberta Motor Association  
 Alberta Motor Transport Association  
 Alberta Trail Net  
 Bike Calgary  
 Calgary Area Outdoor Council  
 Calgary Parks Foundation  
 Calgary Sport Council  
 CCGFIG (Governance, Finance, & Infrastructure Group)  
 Elbow Valley Cycle Club  
 Federal Express Canada LTD. (Fed Ex)  
 Federation of Calgary Communities  
 Institute of Transportation Engineers (ITE)  
 Livery Transport Services office  
 Outdoor Council of Canada  
 Open Streets Calgary  
 Purolator  
 Sustainable Calgary Society  
 Taxi Limousine Advisory Committee (TLAC)  
 United Parcel Service (UPS)  
 Urban Development Institute

### COMMUNITY CONTACTS

Area Community Associations (Abbeydale, Applewood Park, Albert Park - Raddison Heights, Marlborough, Marlborough Park, Forest Heights, Forest Lawn, Penbrooke Meadows)  
 Area Schools  
 Area Businesses  
 Area Institutions

### GOVERNMENT

City of Calgary, Ward 10: Councillor Andre Chabot  
 Member of Parliament: Hon. Deepak Obhrai  
 Member of Legislative Assembly: Hon. Moe Amery, Calgary-East  
 Calgary Catholic School District Trustee, Ward 10: Cheryl Low  
 Calgary Board of Education Trustee, Ward 10: Pamela King

### SCHOOL TRANSPORTATION REPRESENTATIVES

First Student  
 Southland Transportation Ltd.  
 Calgary Catholic School Board  
 Calgary Public School Board

### THE CITY OF CALGARY & CIVIC PARTNERS

Planning and Development  
 Parks  
 Transportation Planning  
 Calgary Fire Department  
 Emergency Medical Services (EMS)  
 Advisory Committee on Accessibility (ACA)  
 Calgary Police Services (CPS)  
 Calgary Parking Authority (CPA)  
 Mayor's Office  
 Calgary Transit  
 Calgary Transit Customer Advisory Group  
 Calgary Transit Access  
 Safer Calgary



## What we heard at Stakeholder Meeting #1



- **9 attendees and 6 feedback forms** collected
- **Quieter streets preferred over busier streets for bikeways**
- **44 Street S.E. and Marlborough Way preferred for busy streets**
- **Marlborough Drive and 8 Avenue S.E. preferred for quiet streets**
- **Overall support for the project goals**



# Public Engagement

## What we heard at Public Open House #1

JUNE 10, 2015



### PUBLIC OPEN HOUSE

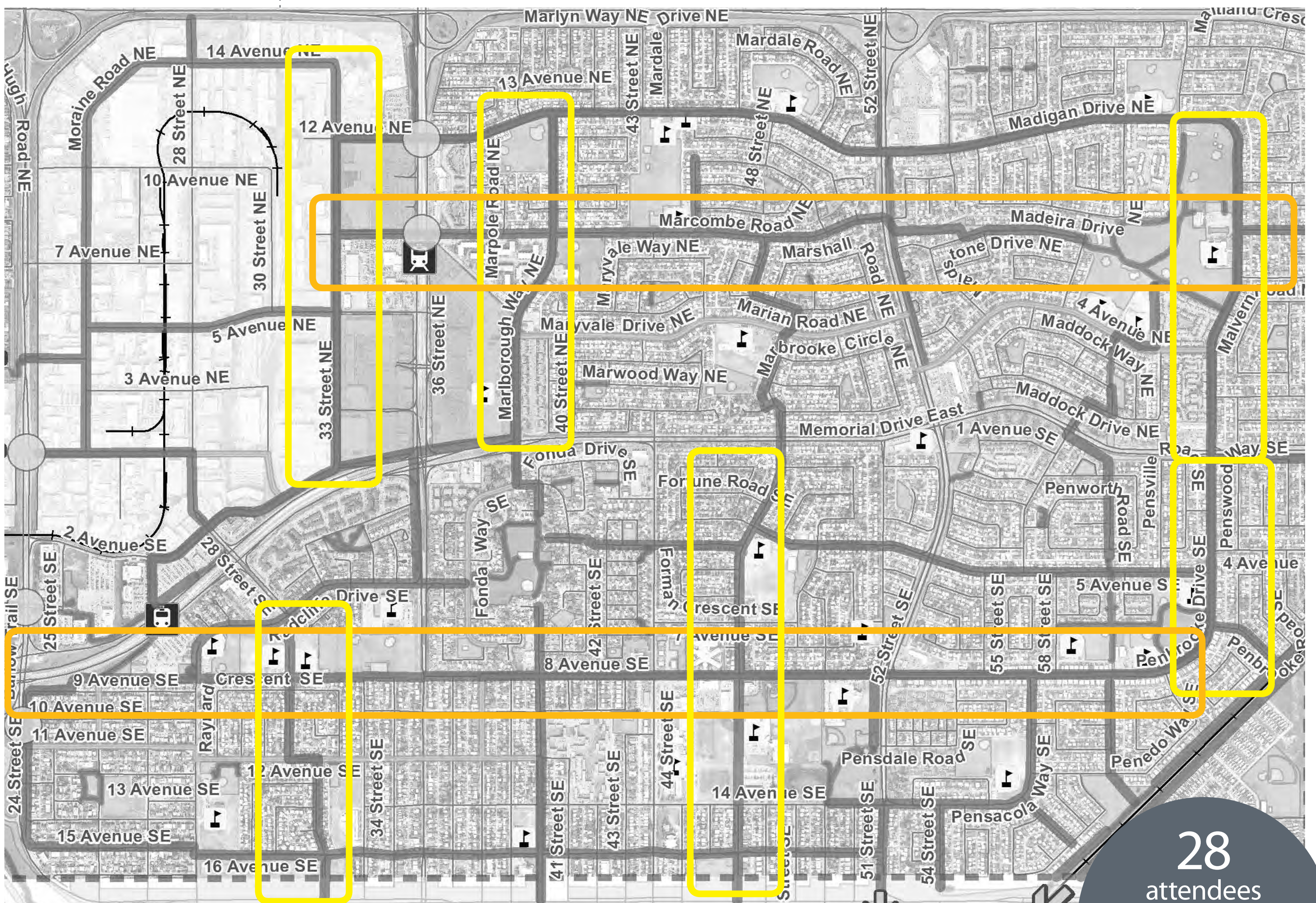
- Gather public input on several preliminary routes

JUNE 11-19, 2015



### ONLINE FEEDBACK

- Gather public input on several preliminary routes



28 attendees  
56 feedback forms

Preferred North-South Options

Preferred East-West Options





# Public Engagement

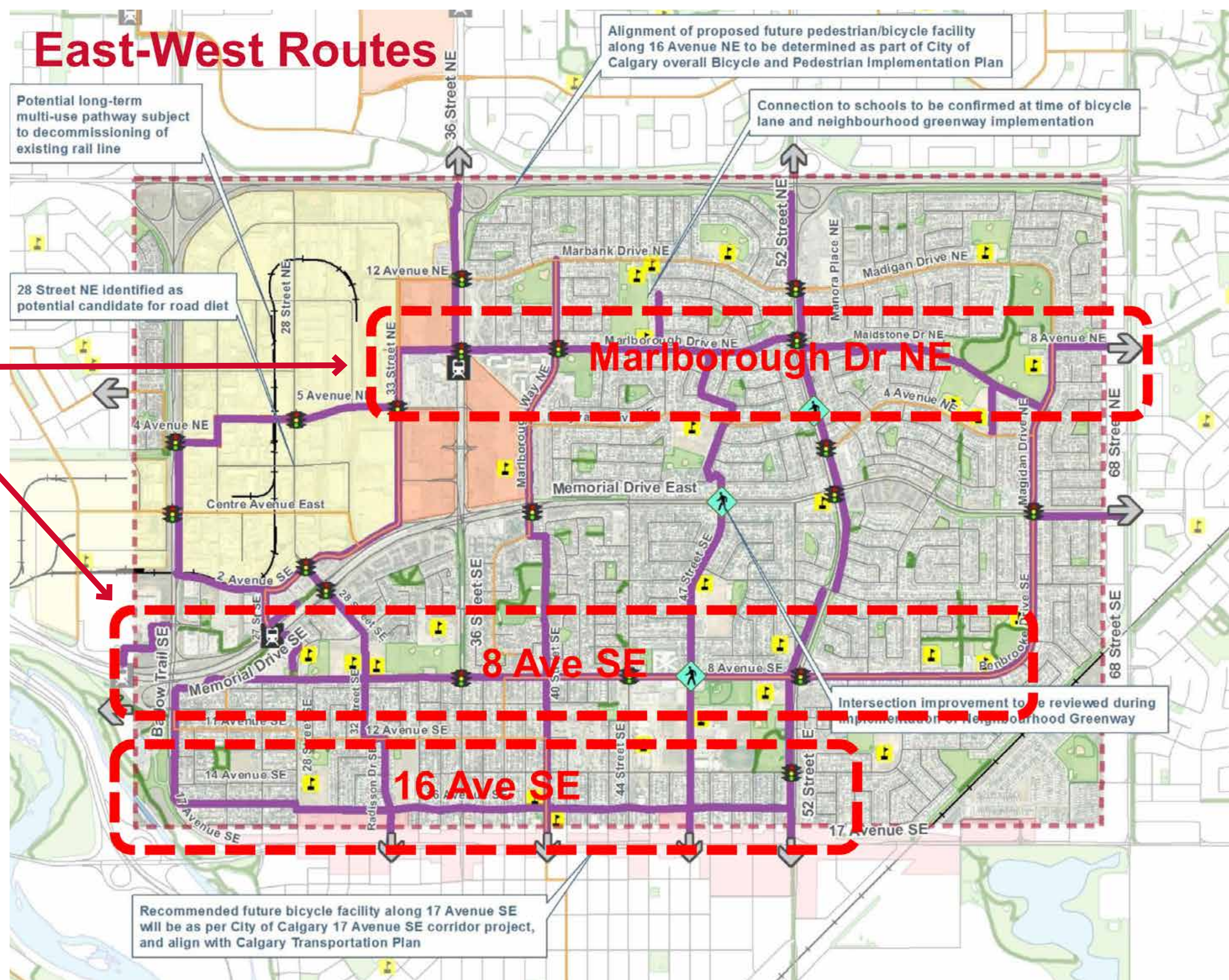
## What we heard at Stakeholder Meeting #2

SEPTEMBER 23, 2015



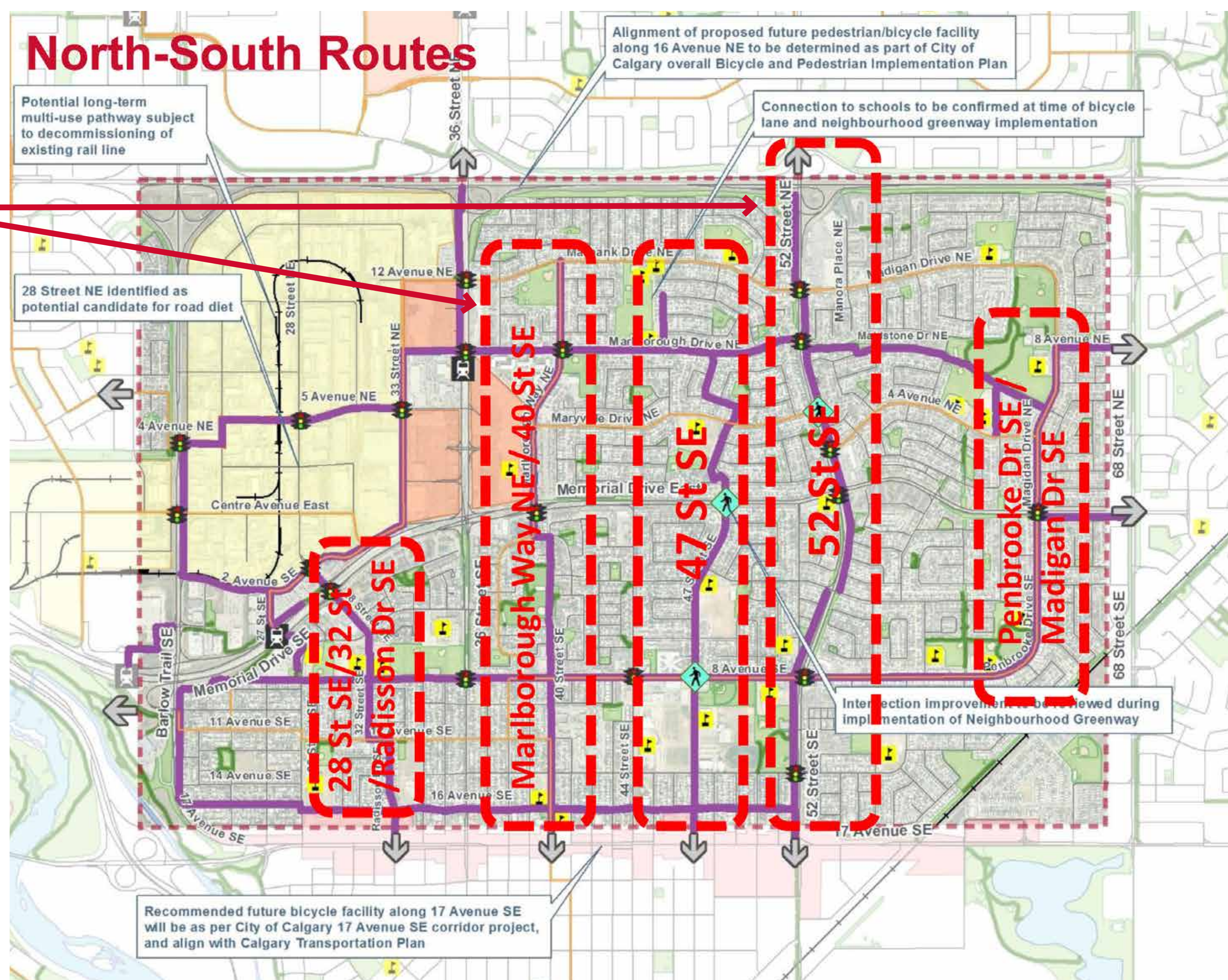
### STAKEHOLDER MEETING #2

- Discuss public input & identify priority routes
- Identify other potential improvements



PRIORITY ROUTES IDENTIFIED BY PARTICIPANTS

5 attendees  
10 feedback forms



PRIORITY ROUTES IDENTIFIED BY PARTICIPANTS

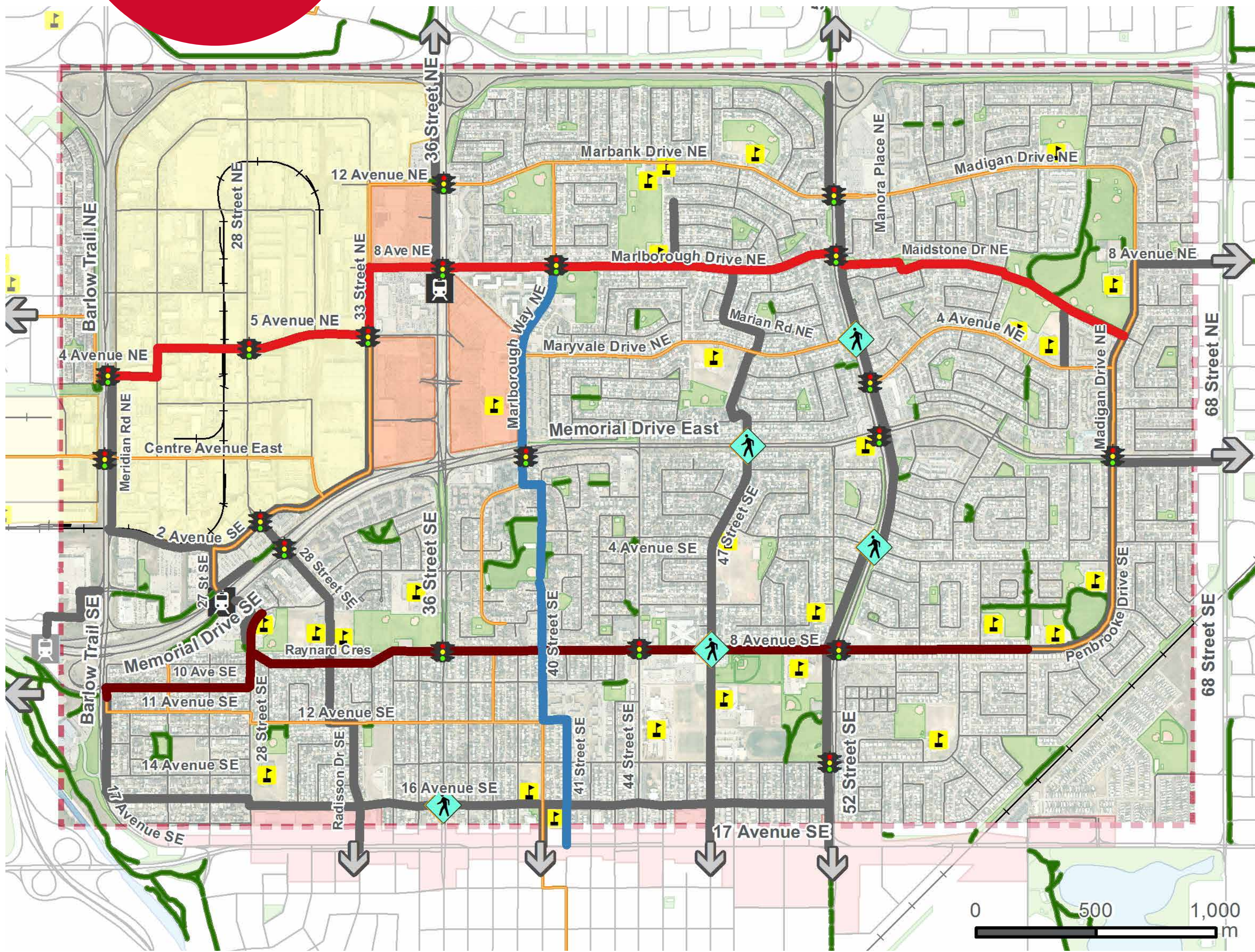


# Short-term Recommended Bikeway Network

Public input, technical analysis and cost were all considerations in selecting the recommended bikeway network. A combination of shared lanes on quieter streets, designated bicycle lanes on busier streets, and existing multi-use pathways are proposed for the network.

Funding is limited and the cost of the proposed improvements varies. Some routes will be implemented in 2017 and the others will be implemented as funding becomes available.

**Which routes should be implemented first?**  
Please place dots on the routes that you think should be implemented first.

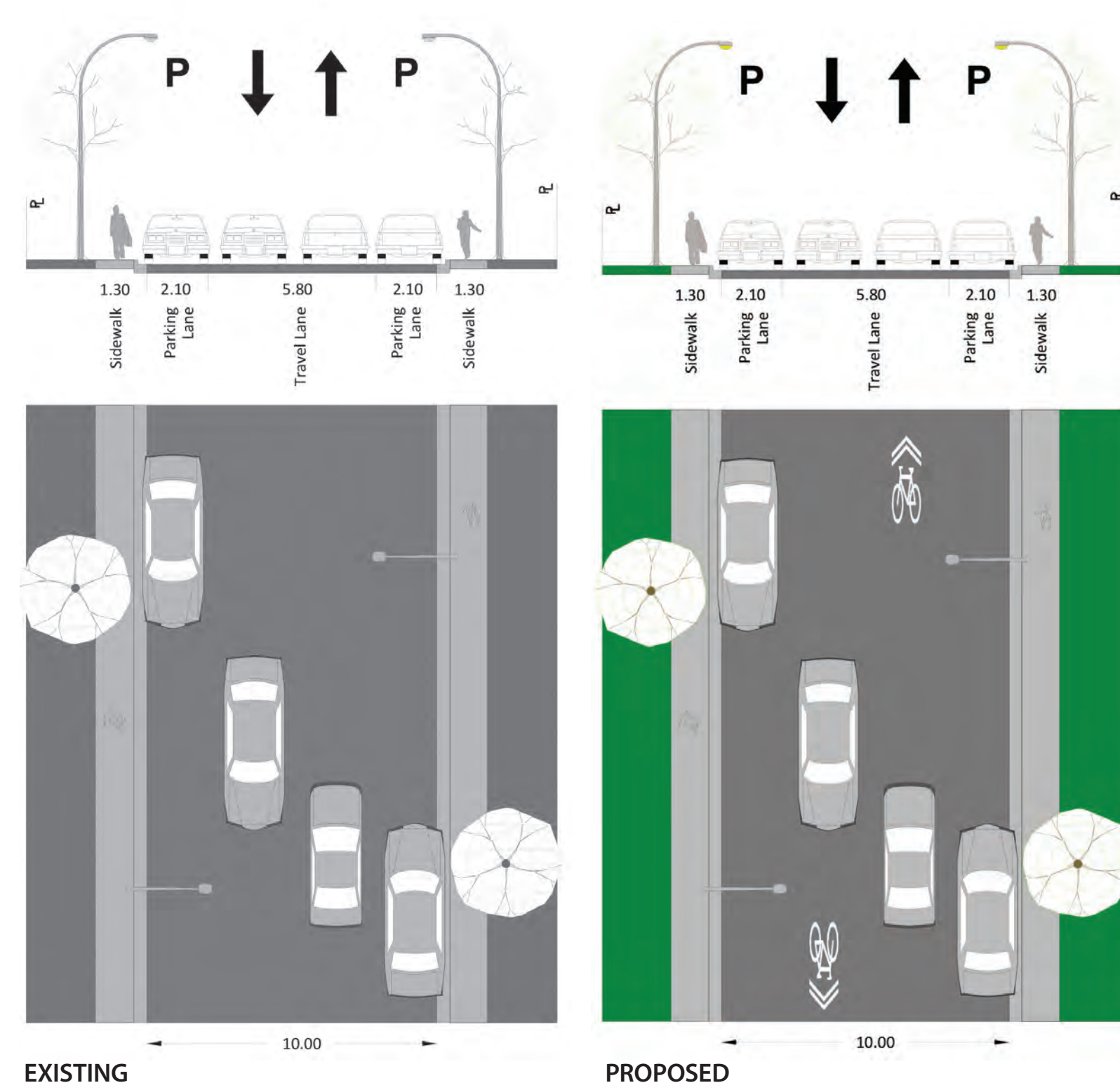


- Proposed Network**
- East-West Route 1
  - East-West Route 2
  - North-South Route
  - Long-Term Corridors
  - Existing Signed Bicycle Route
  - Existing Pathway
  - Existing Signalized Intersection
  - Pedestrian Corridors / Flashers
  - Regional Connections
  - Study Area
  - LRT Station
  - School
  - Commercial
  - Industrial
  - Business Revitalization Zone
  - Parks
  - Railway

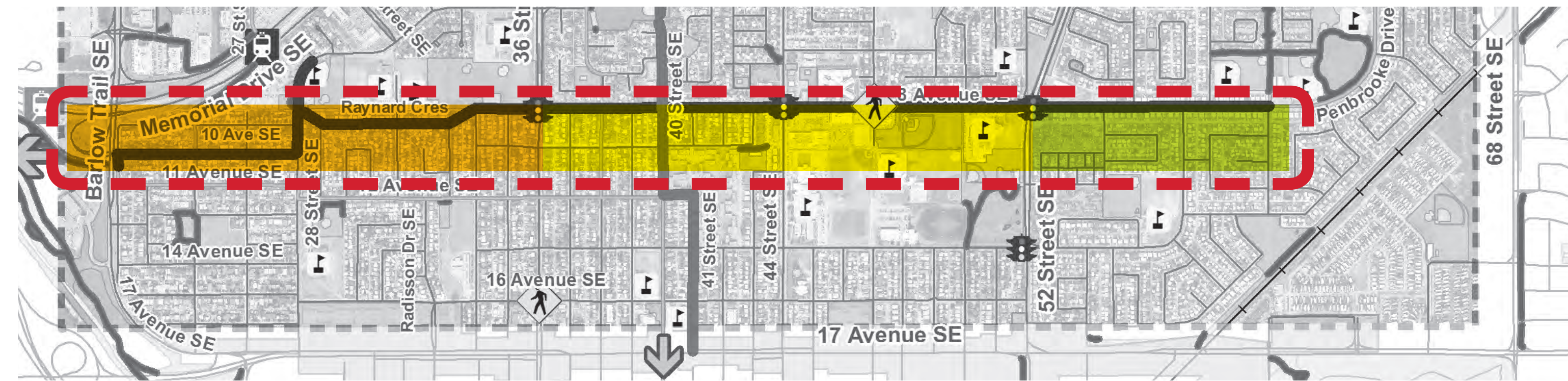




Do you have ideas about how to improve this connection?  
Use a sticky to make suggestions.



## 8 Avenue S.E. / 10 Avenue S.E.



### Barlow Trail to 36 Street S.E.

- Quiet street shared lanes on 10 Avenue S.E. (Barlow Trail to 28 Street S.E.)
- Parking removal on west side of 28 Street S.E. (10 Avenue S.E. to lane) to connect to Franklin LRT station
- Upgrades to existing Neighbourhood Walkway connections to Raynard Crescent S.E.
- Proposed pavement upgrades on lane accesses
- Paved alley and multi-use pathway on 8 Street S.E. (34 Street S.E. to 36 Street S.E.)

Connection between 28 Street S.E. and 34 Street S.E.

Please place a dot on the option you prefer

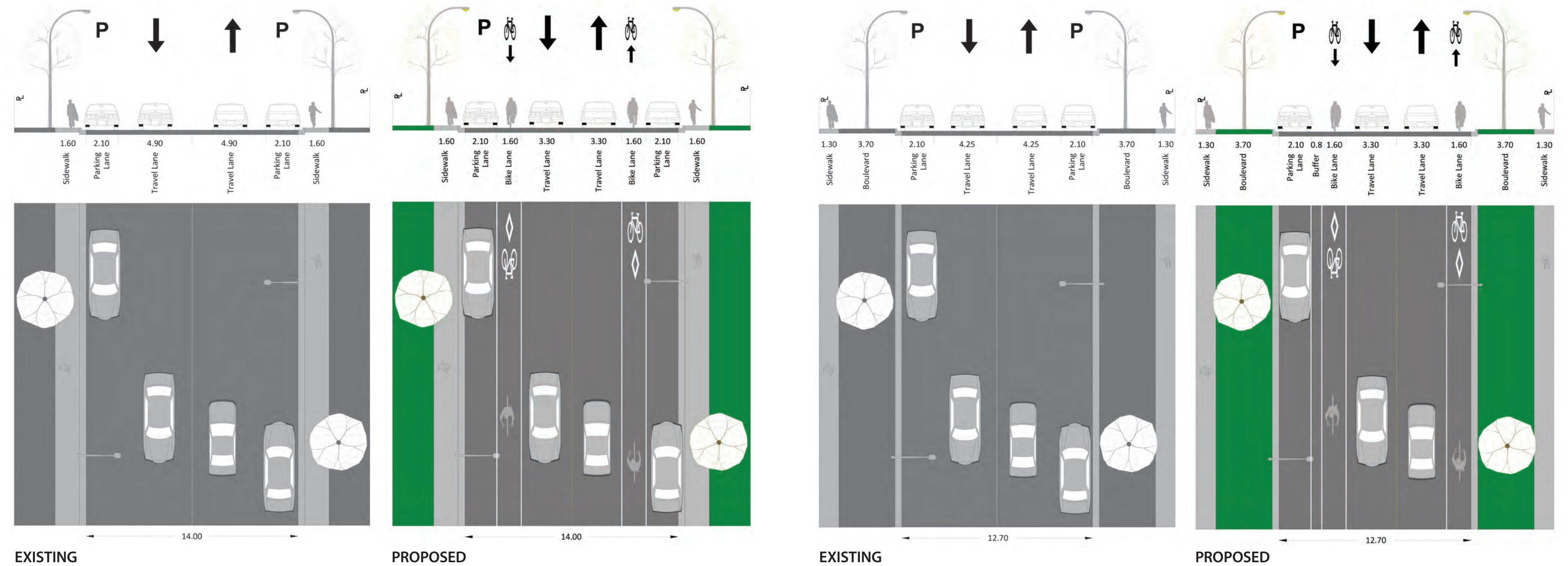


#### Option 1:

- Paved alleyway north of Raynard Crescent S.E.
- More direct route
- No existing lighting
- Higher cost — requires paving along existing alleyway

#### Option 2:

- Engineered walkways and neighbourhood greenways on Raynard Crescent S.E.
- Less direct connection via neighbourhood walkways
- Lower cost — uses existing paved local street



### 36 Street S.E. to 52 Street S.E.

- Parking maintained on both sides of street
- Traffic calming by narrowing travel lanes

### 52 Street S.E. to Penbrooke Drive S.E.

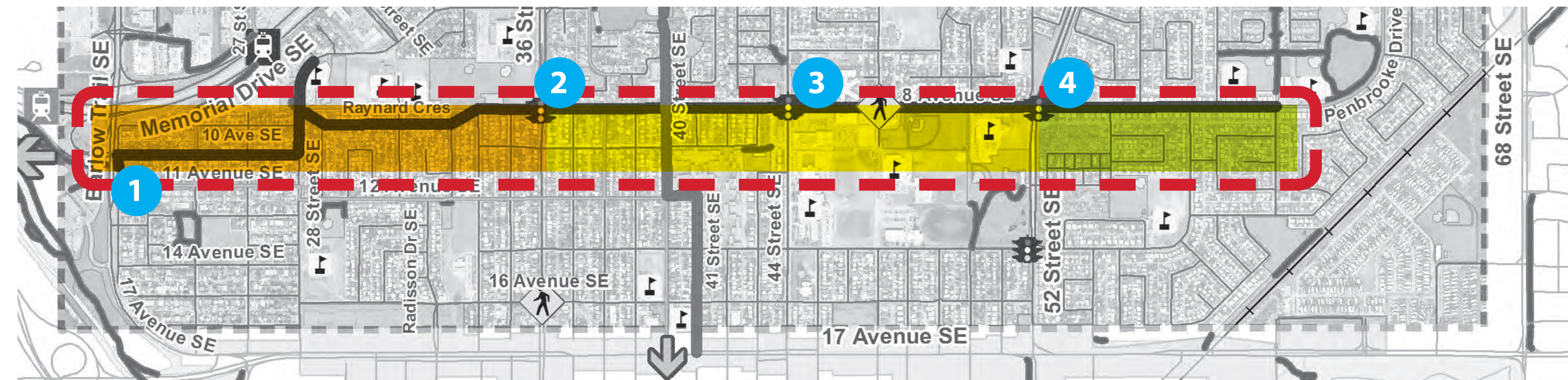
- Parking removed on one side of street
- Traffic calming by narrowing travel lanes



## 8 Avenue S.E. / 10 Avenue S.E.

Do you have ideas about how to improve these proposed intersection changes?

Use a sticky to make suggestions.



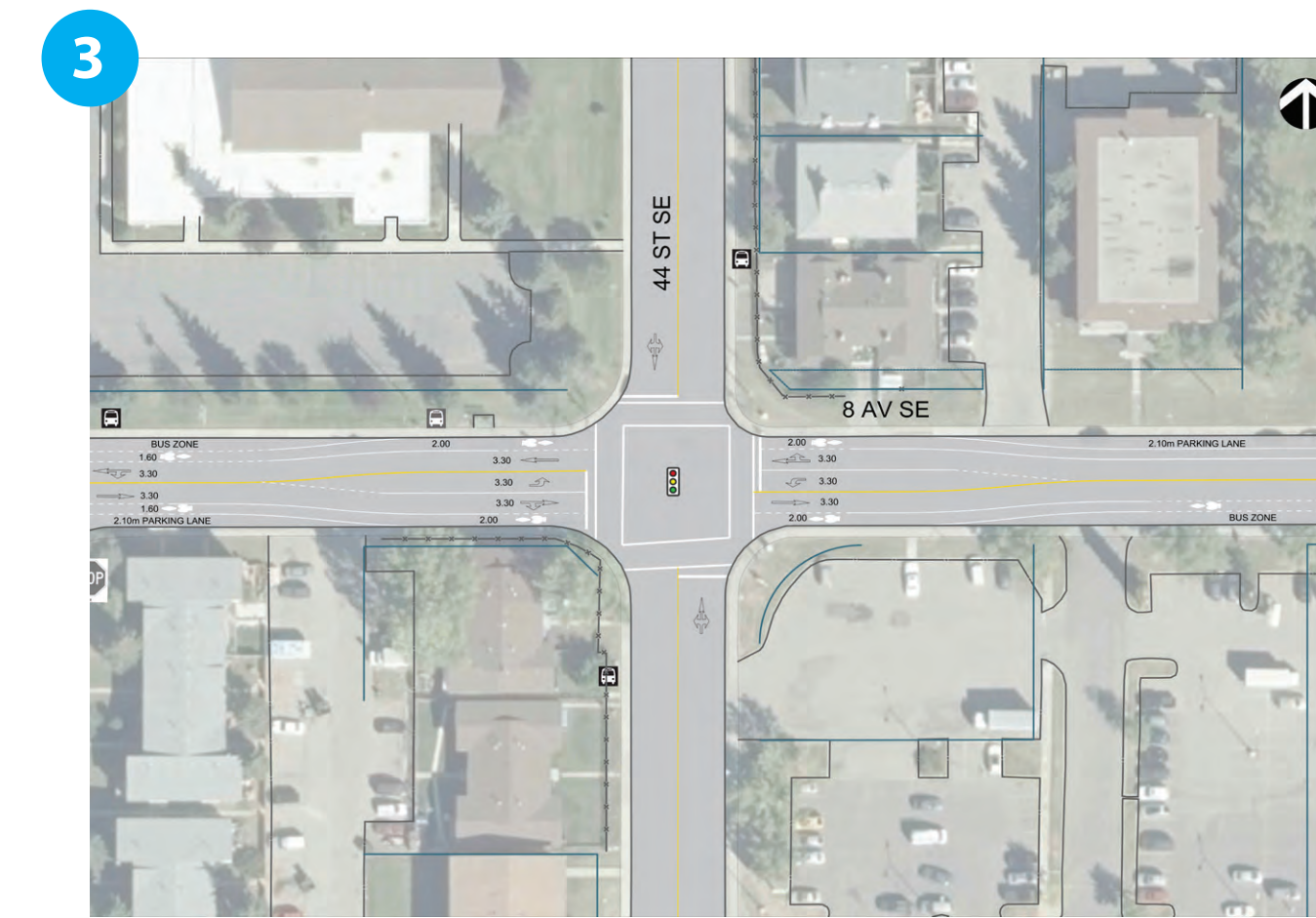
### 10 Avenue S.E. / Barlow Trail S.E.

- Important connection to Bow River Pathway system
- New curb ramp improvements for pedestrian and bicycle accessibility
- Upgrade existing crosswalk to multi-use crosswalk



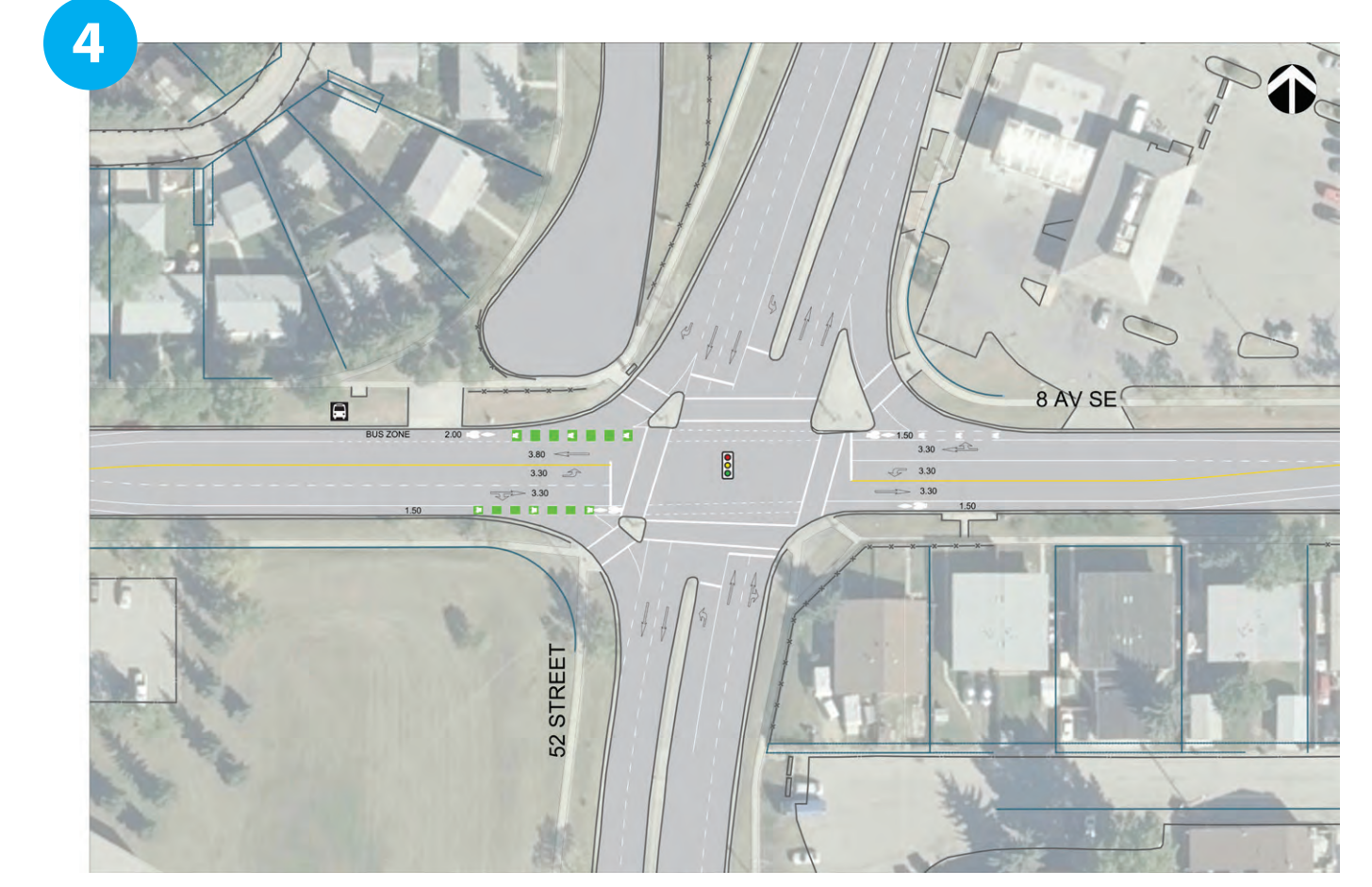
### 8 Avenue S.E. / 36 Street S.E.

- New off-street pathway connections on west side of intersection
- Add green conflict zone markings through intersection
- Westbound through bicycle lane
- No change to vehicle lanes or traffic operations



### 8 Avenue S.E. / 44 Street S.E.

- Install dedicated eastbound and westbound left turn lanes to improve traffic operations



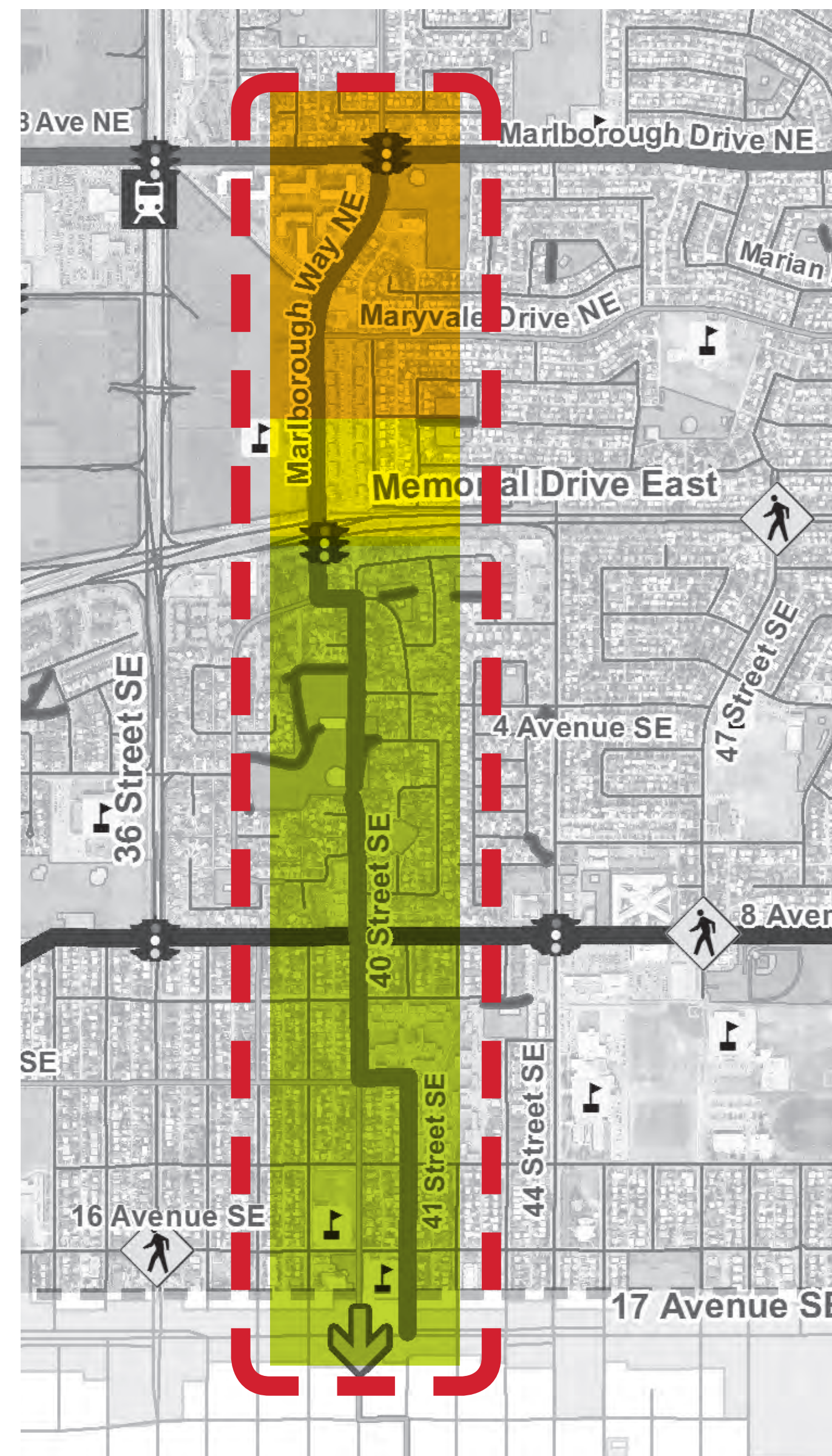
### 8 Avenue S.E. / 52 Street S.E.

- Add green conflict zone markings through channelized turn lanes



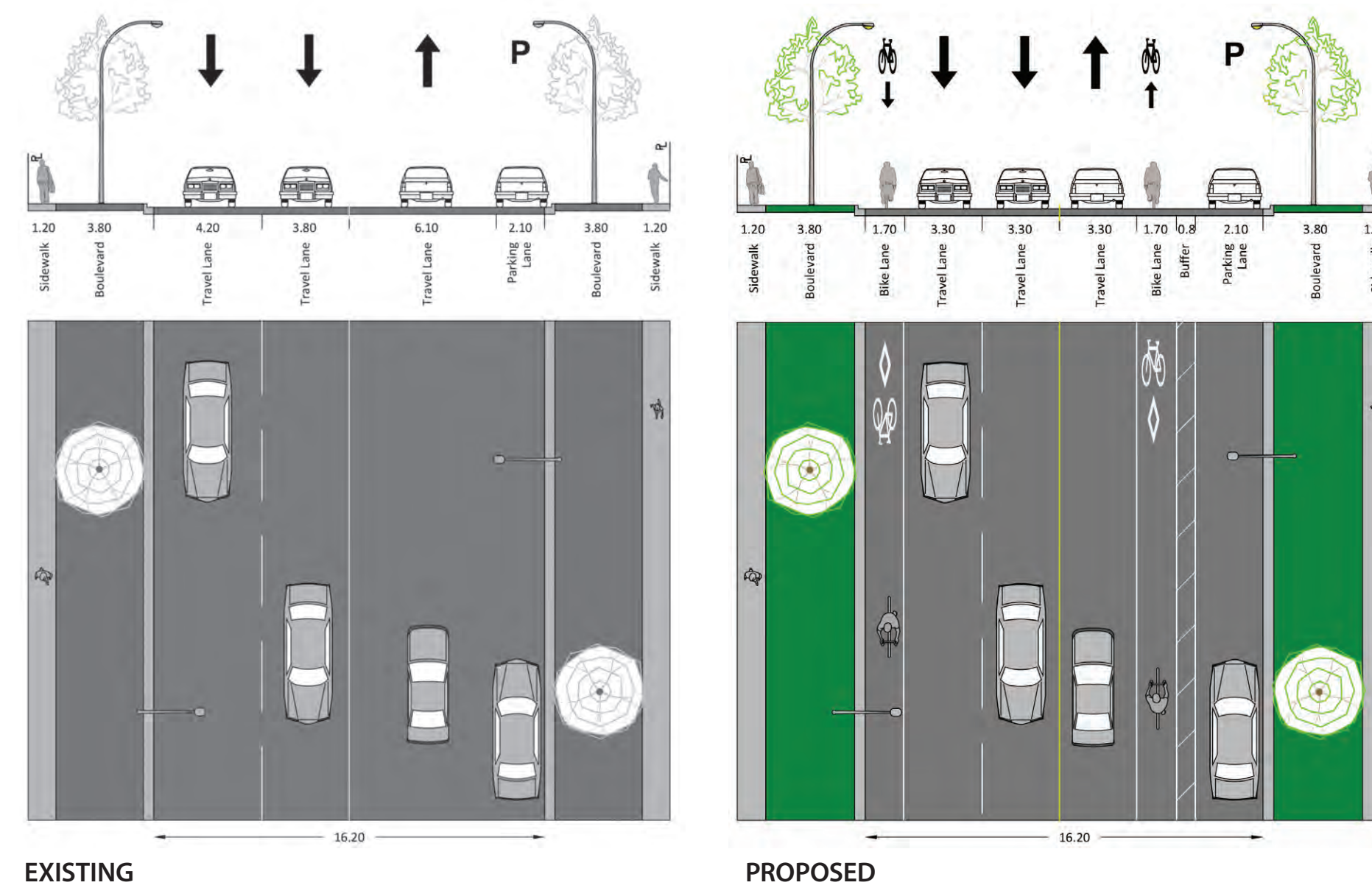
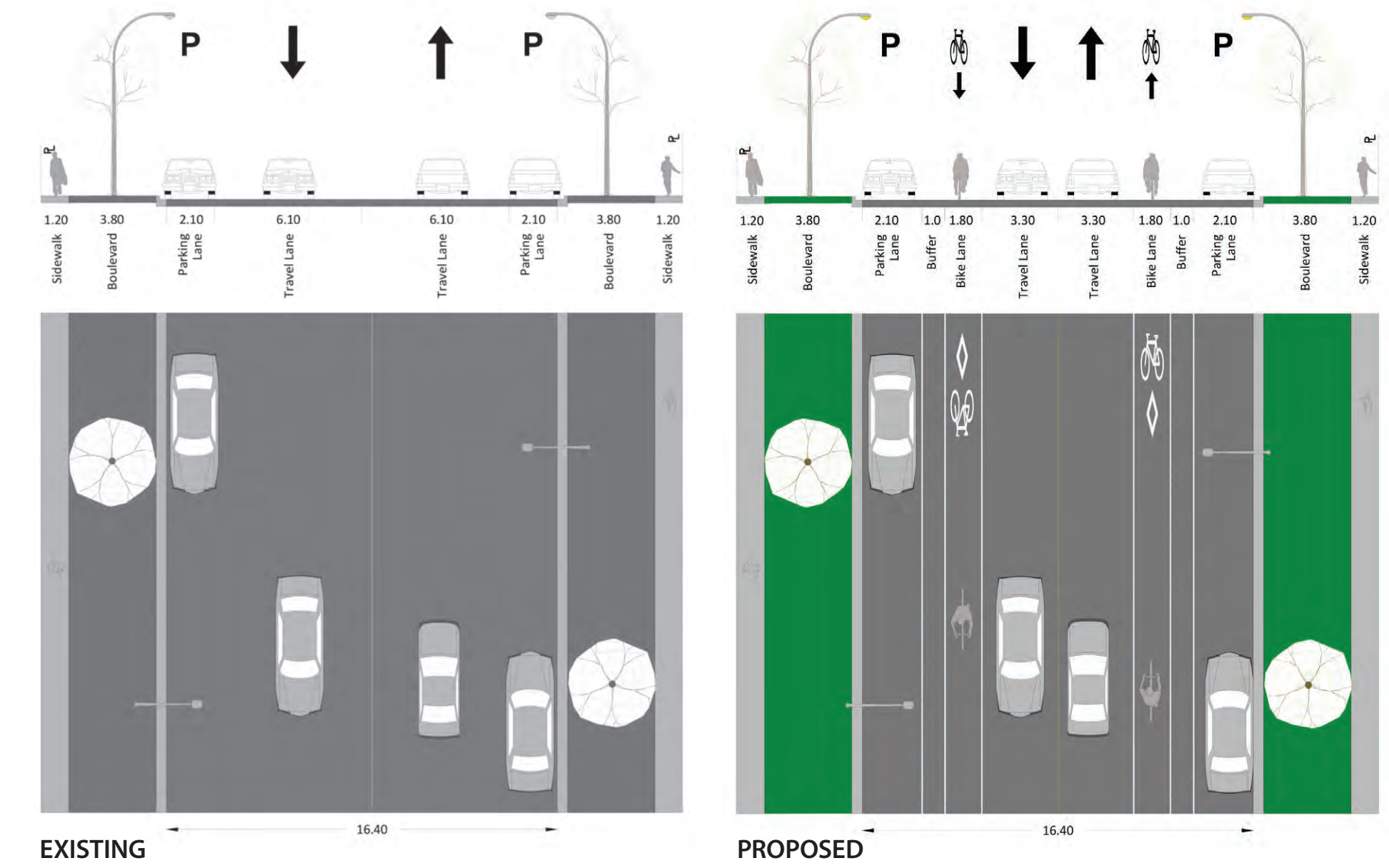
# Marlborough Way N.E. / 40 Street S.E.

Do you have ideas about how to improve this connection?  
Use a sticky to make suggestions.



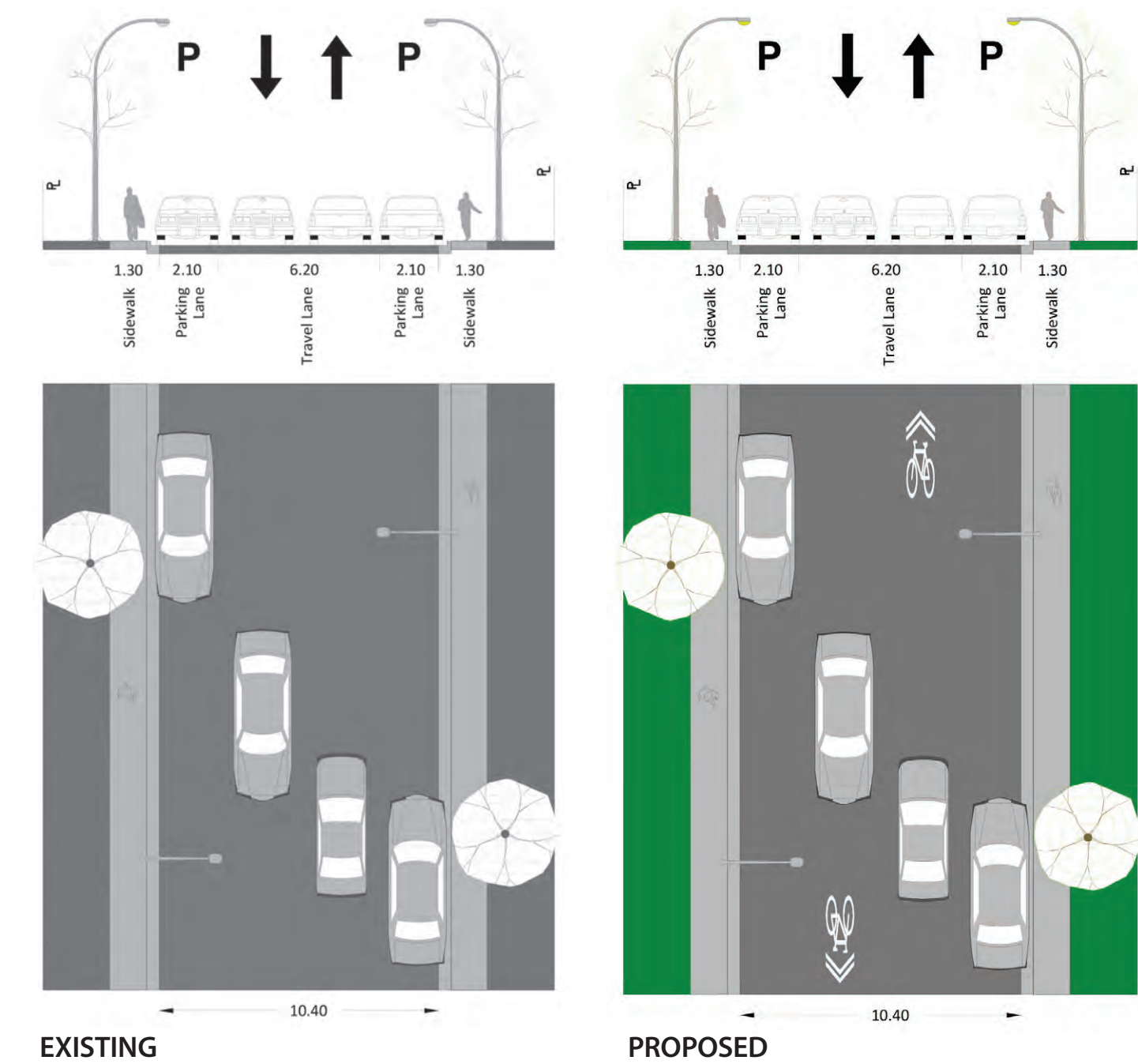
## Marlborough Drive N.E. to north of mall entrance

- Bicycle lanes on both sides of street
- Parking maintained on both sides of street
- Traffic calming by narrowing travel lanes



## South of mall entrance to Memorial Drive / 39 Street S.E.

- Bicycle lanes on both sides of street
- Parking maintained on east side of street
- Two southbound travel lanes maintained
- Traffic calming by narrowing travel lanes



## Memorial Drive / 39 Street S.E. to 17 Avenue S.E.

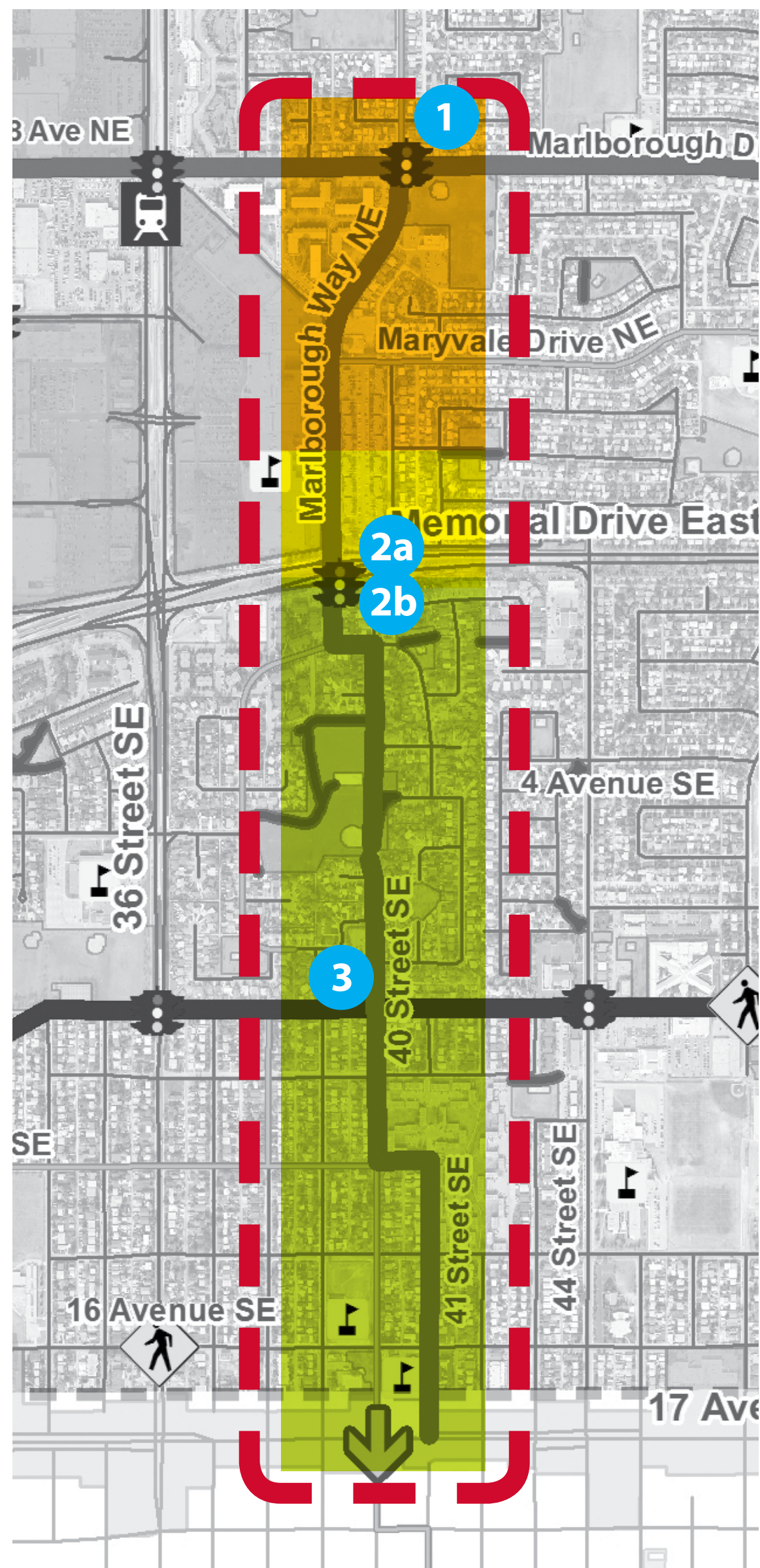
- Quiet street shared lanes on Fonda Way and Fonda Close S.E.
- Existing off-street pathways through Fonda Park
- Quiet street shared lanes on 40 Street S.E., 12 Avenue S.E. and 41 Street S.E.



# Marlborough Way N.E. / 40 Street S.E.

Do you have ideas about how to improve these proposed intersection changes?

Use a sticky to make suggestions.



Which option do you prefer?

Place a dot on the option you like most.



## Marlborough Way N.E. / Marlborough Drive N.E.

- Install dedicated northbound left turn lanes to improve traffic operations
- Install dedicated eastbound and westbound left turn lanes to improve traffic operations



## Marlborough Way N.E. / Memorial Drive

- Option 2A: Provide off-street pathway and multi-use crossing for southbound bicycle users
- Option 2B: Provide on-street bicycle lanes through intersection



## 8 Avenue S.E. / 40 Street S.E.

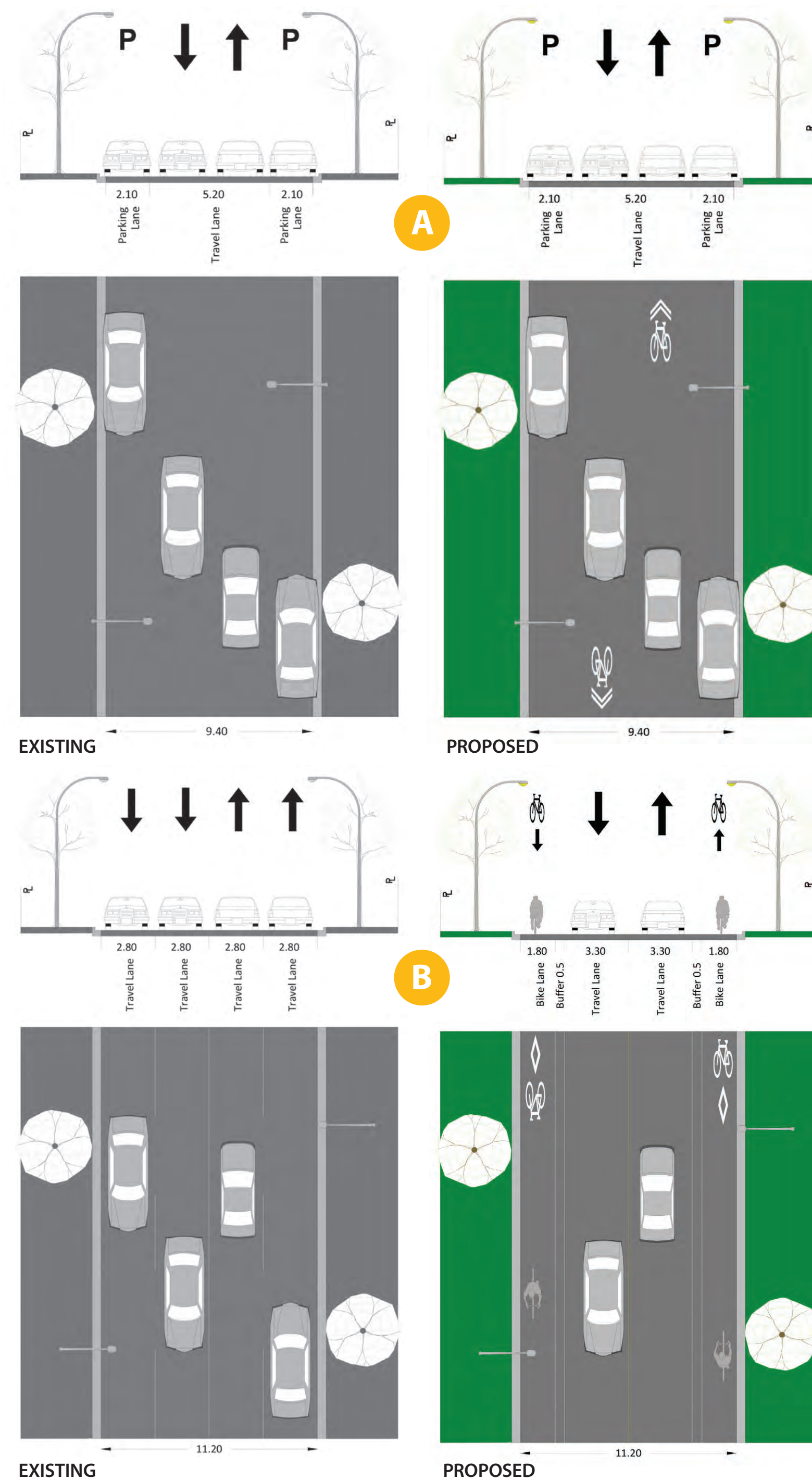
- Install median islands and at existing crosswalk to provide pedestrian refuge and traffic calming. Bus stop relocation required.
- Install Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian visibility.





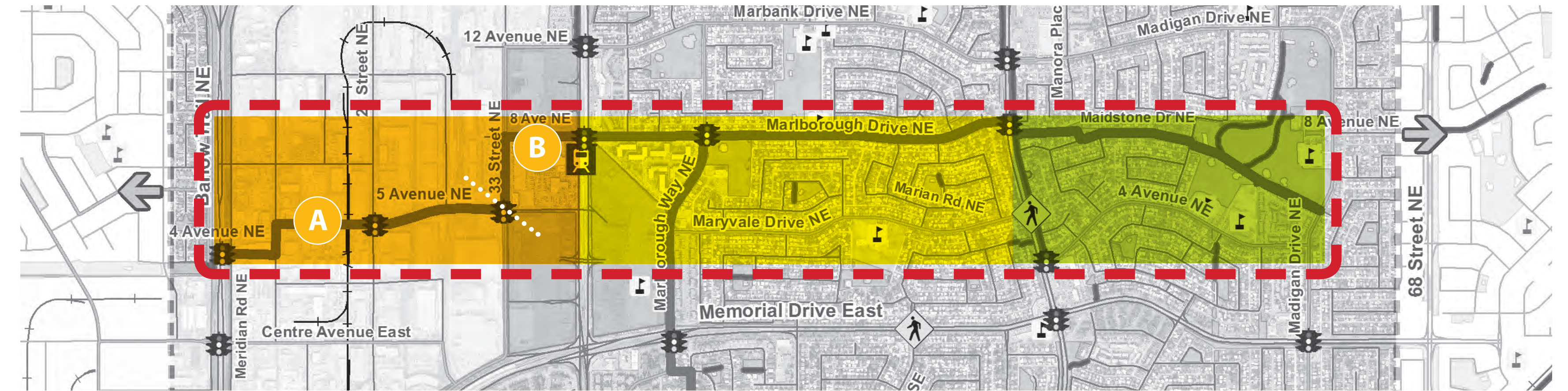
# Marlborough Drive N.E. / Maidstone Drive N.E.

Do you have ideas about how to improve this connection?  
Use a sticky to make suggestions.



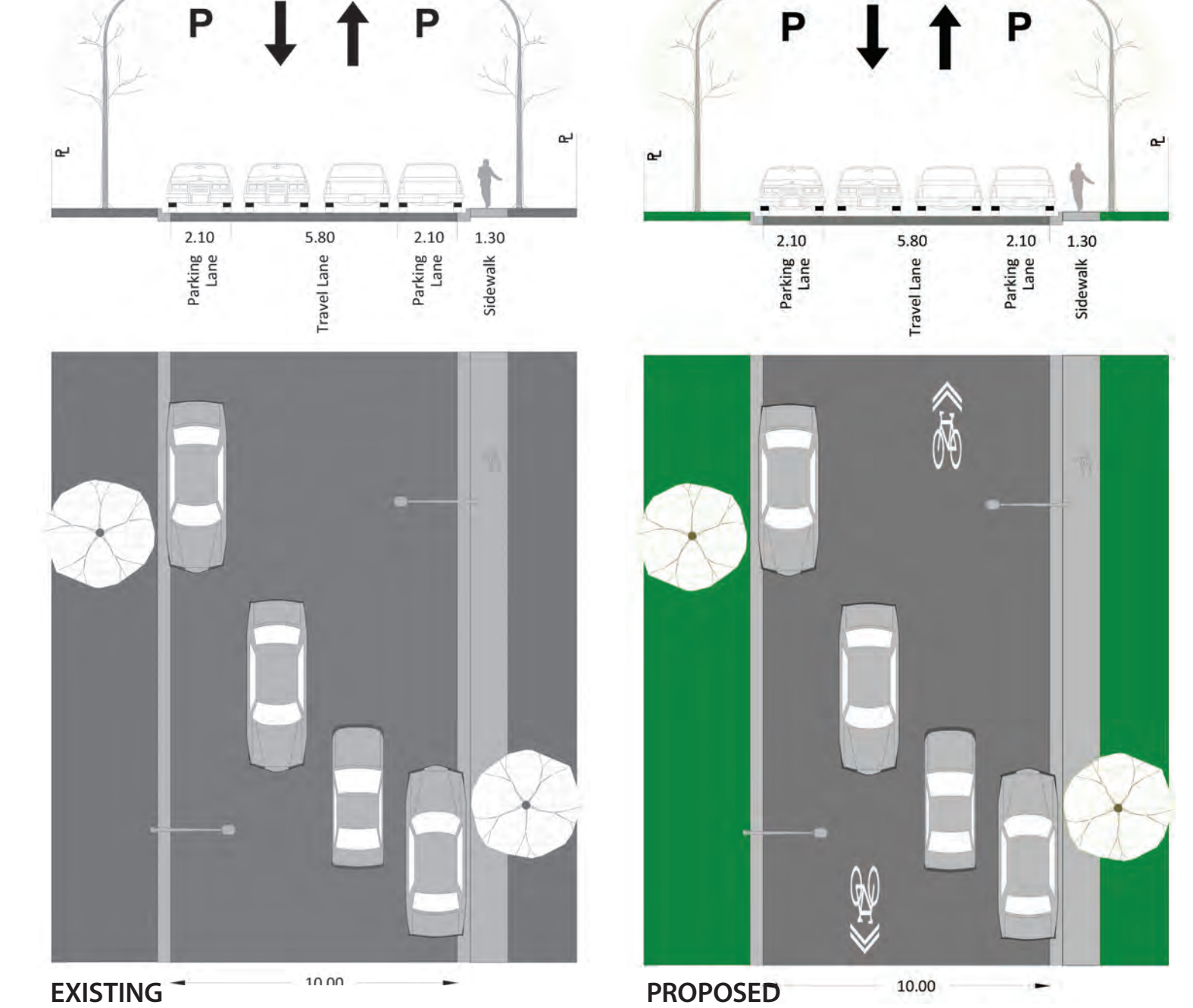
## Barlow Trail to 36 Street N.E.

- Bicycle lanes on 8 Avenue N.E. and 33 Street N.E. where traffic volumes are higher
- SShared use lanes on 4 Avenue N.E. and 5 Avenue N.E. where traffic volumes are lower



## 36 Street N.E. to 52 Street N.E.

- Parking removed on one side of street
- Traffic calming by narrowing travel lanes



## 52 Street N.E. to Big Marlborough Park

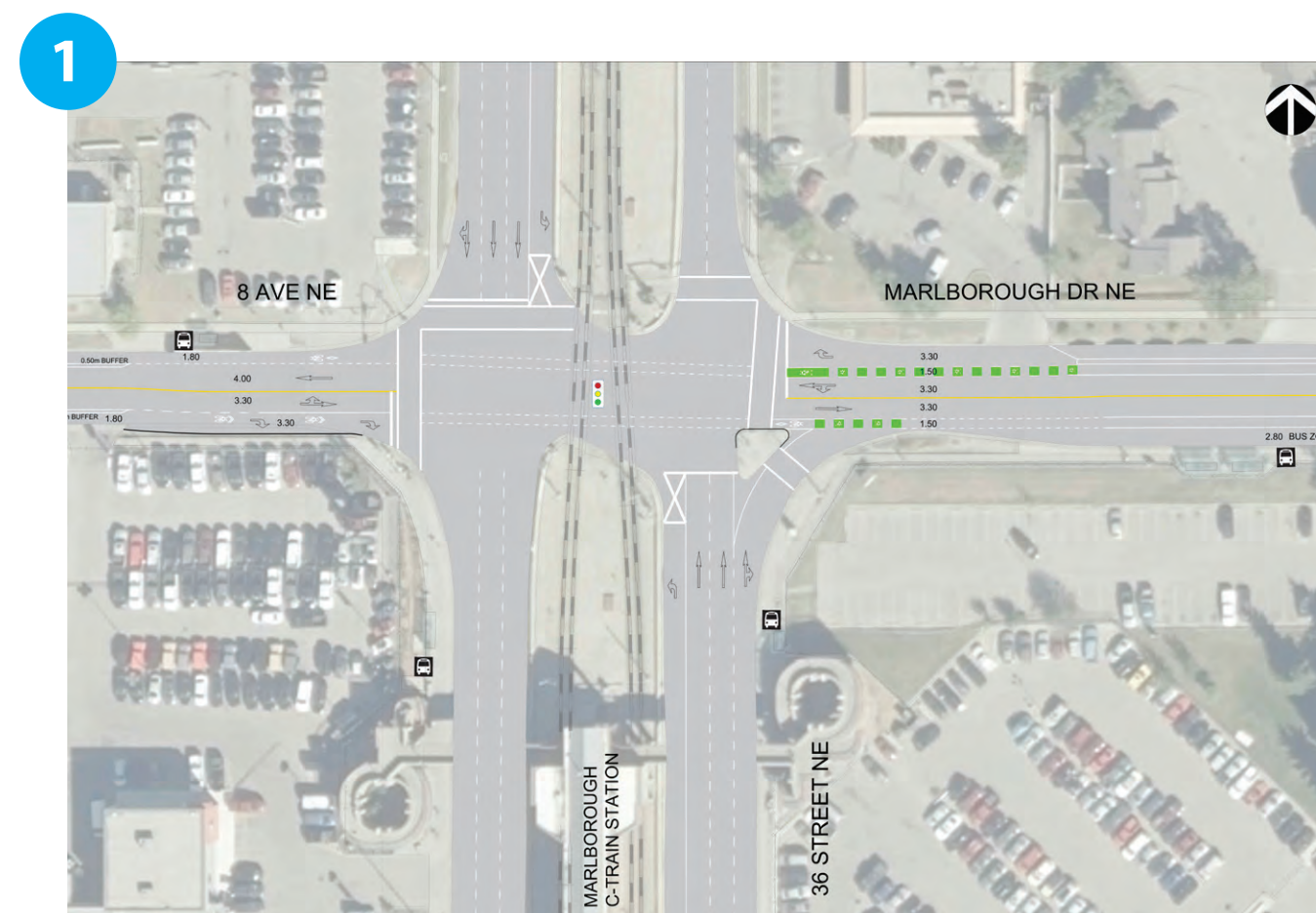
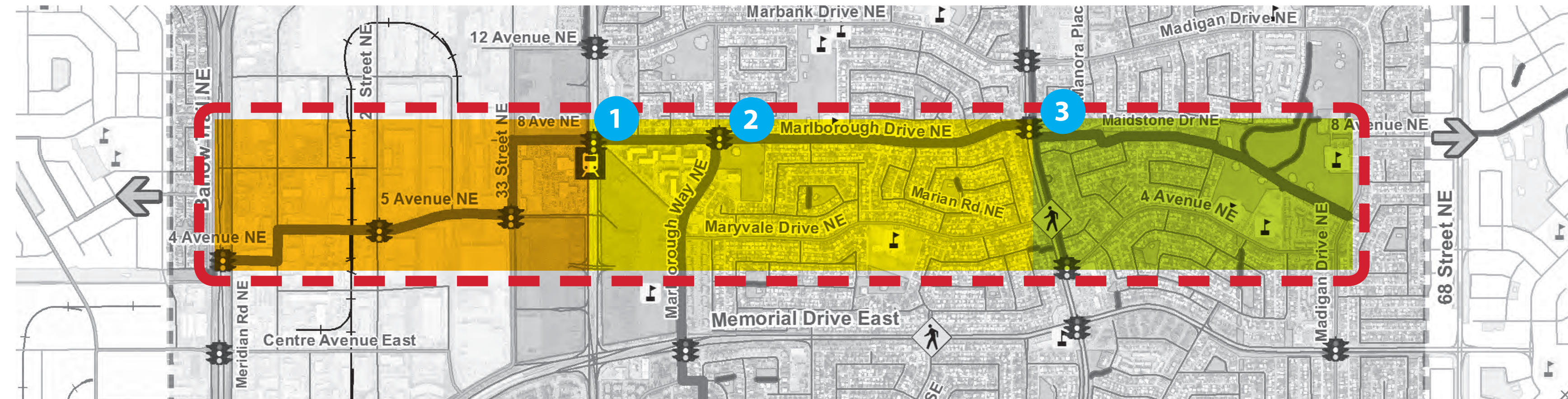
- Off-street pathway on 52 Street N.E. between Marlborough Drive N.E. and Maidstone Drive N.E.
- Quiet street shared lanes on Maidstone Drive N.E.
- Existing off-street pathways through Big Marlborough Park



# Marlborough Drive N.E. / Maidstone Drive N.E.

Do you have ideas about how to improve these proposed intersection changes?

Use a sticky to make suggestions.



## Marlborough Drive N.E. / 8 Avenue N.E. / 36 Street N.E.

### West Approach:

- Bicycle lanes on 8 Avenue N.E.
- Install eastbound combined right-turn lane

### East Approach:

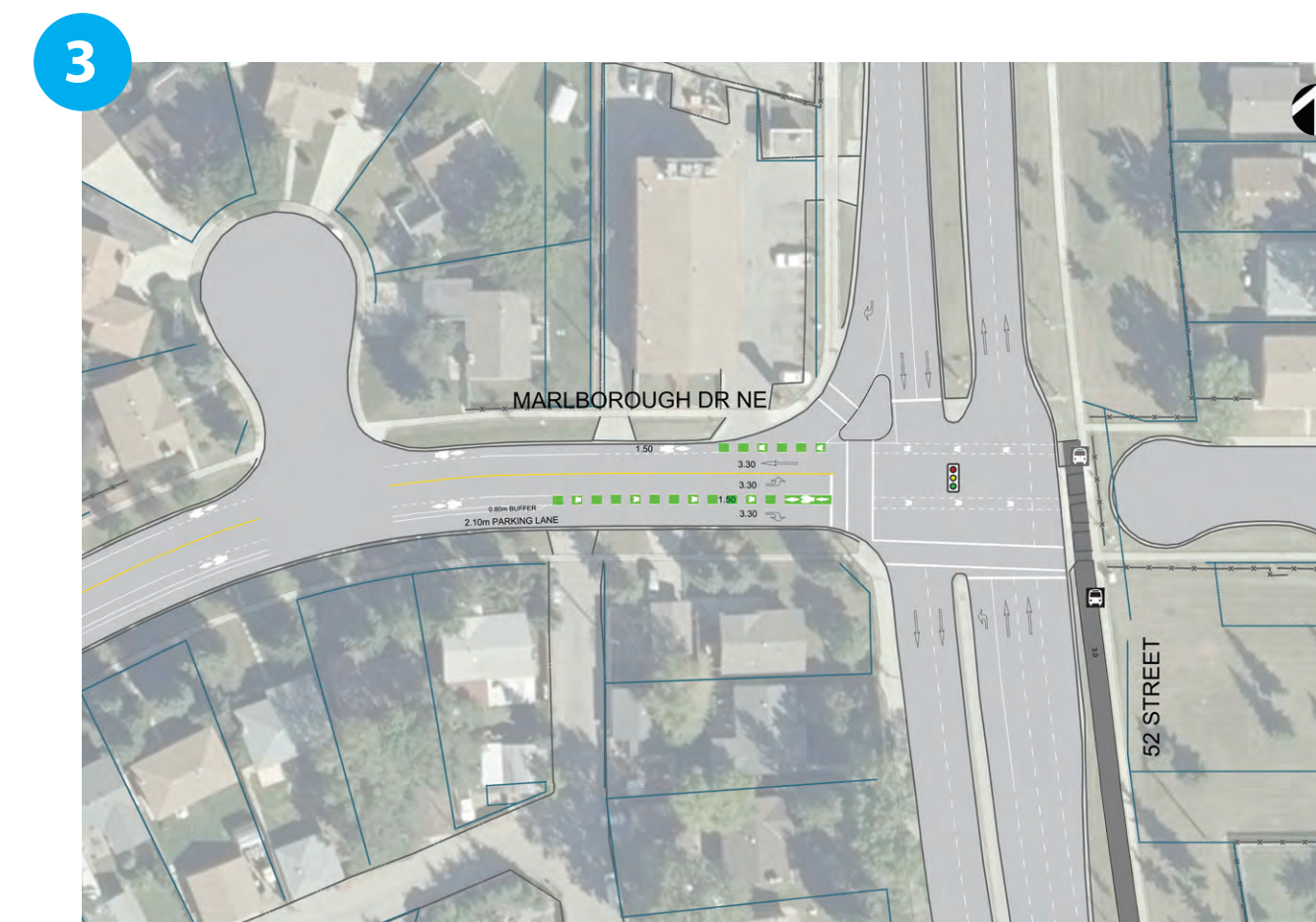
- Bicycle lanes on Marlborough Drive N.E.
- Westbound dedicated right-turn lane
- Install green conflict markings

*\*preliminary concept, subject to further confirmation based on the 36 Street signal optimization project*



## Marlborough Way N.E. / Marlborough Drive N.E.

- See above (for both corridors...we can include in both, or only put here since there are fewer intersections)
- Install dedicated eastbound and westbound left turn lanes to improve traffic operations

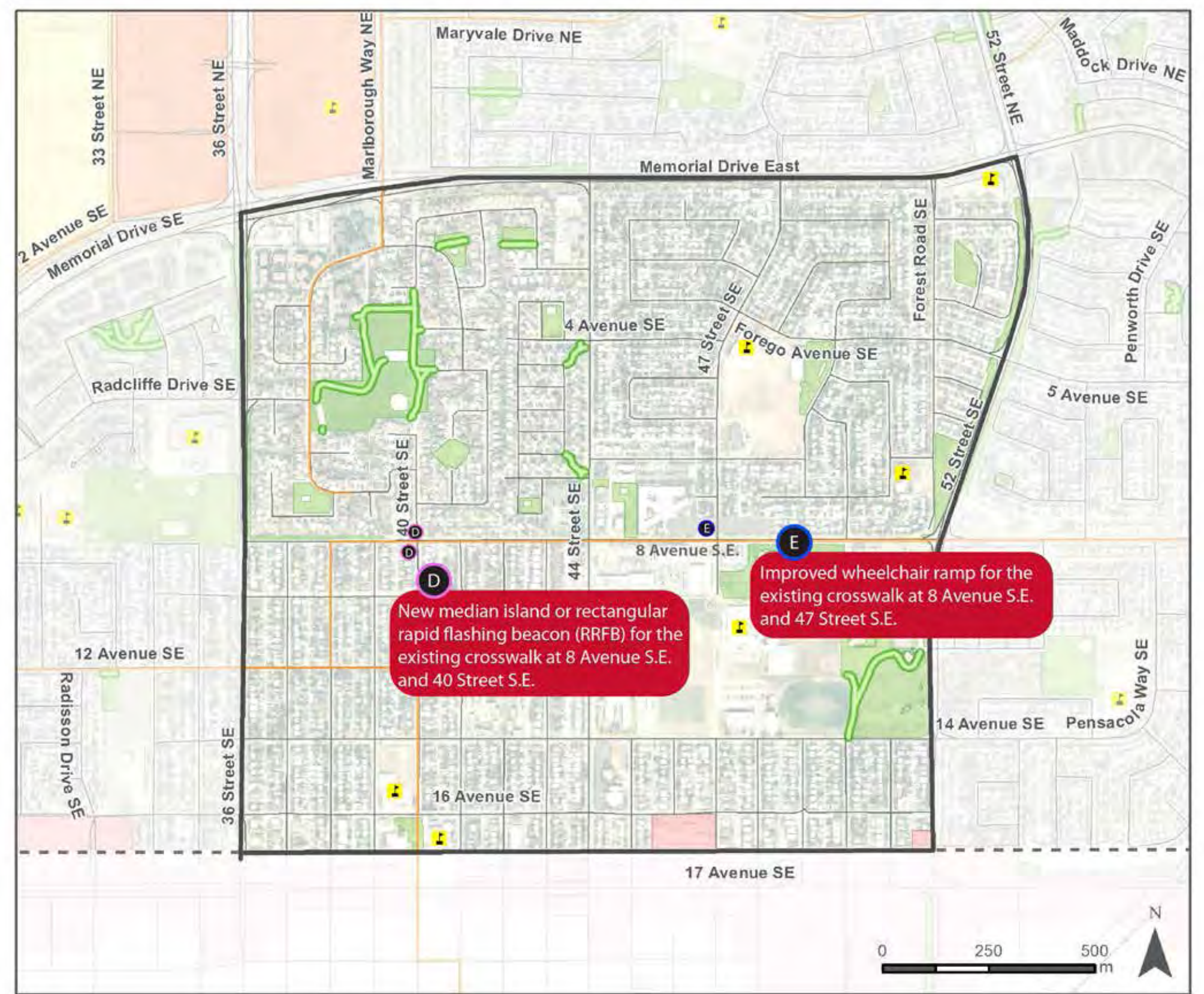


## Marlborough Drive N.E. / 52 Street N.E.

- Install dedicated eastbound left turn and right turn lanes to improve traffic operations
- Install green conflict zone markings
- Add proposed channelized island for southbound right turns to delineate space and reduce pedestrian crossing distance
- Add pathway connection on east side of intersection

# Pedestrian Improvements

The City is evaluating different options in the study area to improve pedestrian crossings and accessibility. Please have a look at the six possibilities illustrated on the map and place a dot on the ones most important to you.



Pedestrian corridor



Wheelchair ramp



Rectangular rapid flashing beacon

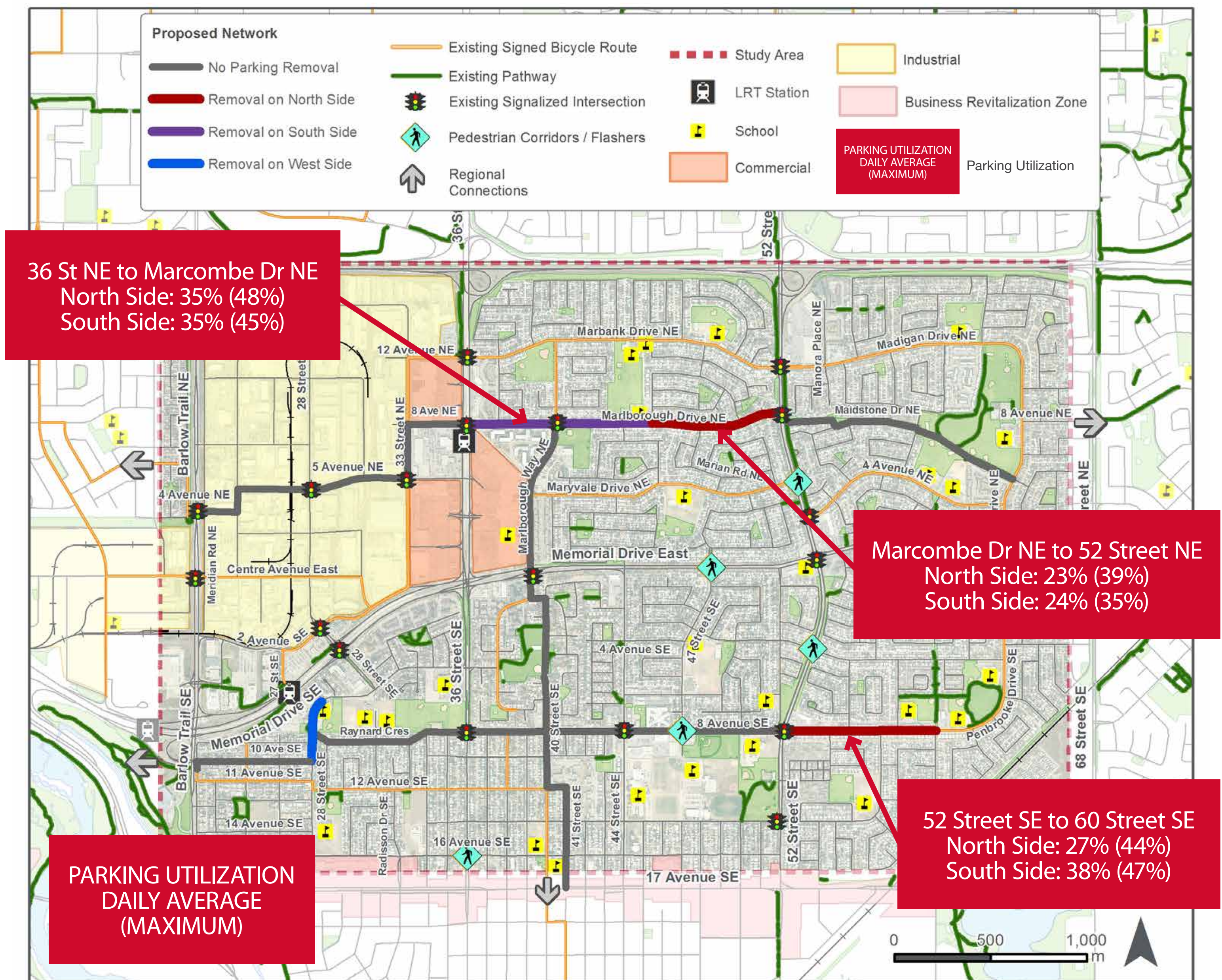


# Parking Changes

The proposed bicycle network has been designed to minimize impacts on on-street parking. The study team reviewed existing parking supply and conducted a parking utilization study.

If these routes are prioritized, some on-street parking would need to be removed.

Do you have concerns about the parking changes or ideas about how we could mitigate parking losses? Please use a sticky to provide your comments.



# Thank you for coming!

We appreciate your comments.

Please visit [calgary.ca/bikeprojects](http://calgary.ca/bikeprojects) to sign up for email updates and fill out an online feedback form before **April 21, 2016**.

## Next steps

