

East Central Bikeways

External Stakeholder Meeting #1

May 13, 2015

6:30 – 7:00pm: *Drop-In*

7:00 – 8:30pm: *Presentation and Discussion*



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Agenda

1. Introductions
2. Project Overview & Public Engagement Process
3. Bikeway Network Planning
4. Existing Conditions, Issues and Opportunities
5. Discussion
6. Next Steps



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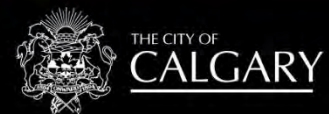


Purpose of Tonight's Meeting

- Describe why we are doing this project
- Outline communications & engagement program
- Listen to your input
- Identify and understand issues and concerns
- Talk about next steps



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Why are we doing this project?

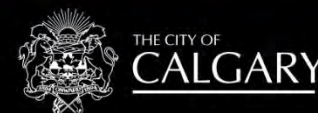
Improving Calgary overall by:

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



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Community Engagement



External Stakeholder Meeting



Public Open House



External Stakeholder Meeting



Ongoing Communications



Construction Updates



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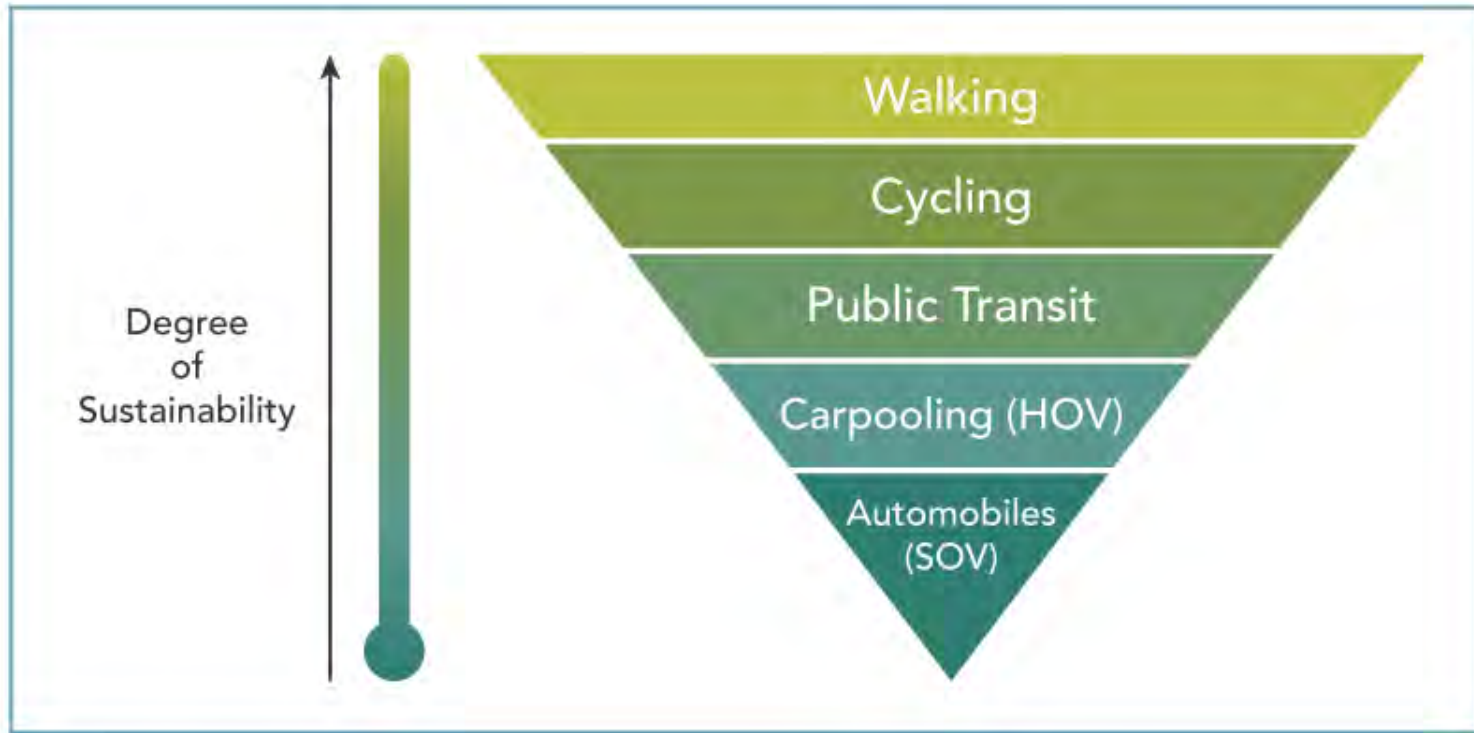


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Process



Calgary Transportation Plan Street Hierarchy



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What are complete streets?

- A street design that considers the needs of all road users including ages, physical abilities and income level
- Provides needs-based transportation option for all users
- Creates livable, neighbourhood streets to encourage people to travel by walking, cycling and transit



Benefits of Complete Streets

Complete Streets

Provides healthy transportation options

Allows the economy to grow

Protects and improves our environment

Supports vibrant, walkable neighborhoods

Improves safety and comfort



Designing for Mode Integration

- Define road spaces for more orderly traffic flow
- Keep cyclists off sidewalks and out of travel lanes
- Provide buffers between motorists and pedestrians
- Lower traffic speeds
- Make crossing pedestrians more visible to drivers
- Increase clear space between parked cars and moving vehicles
- Encourage cyclists to obey traffic rules

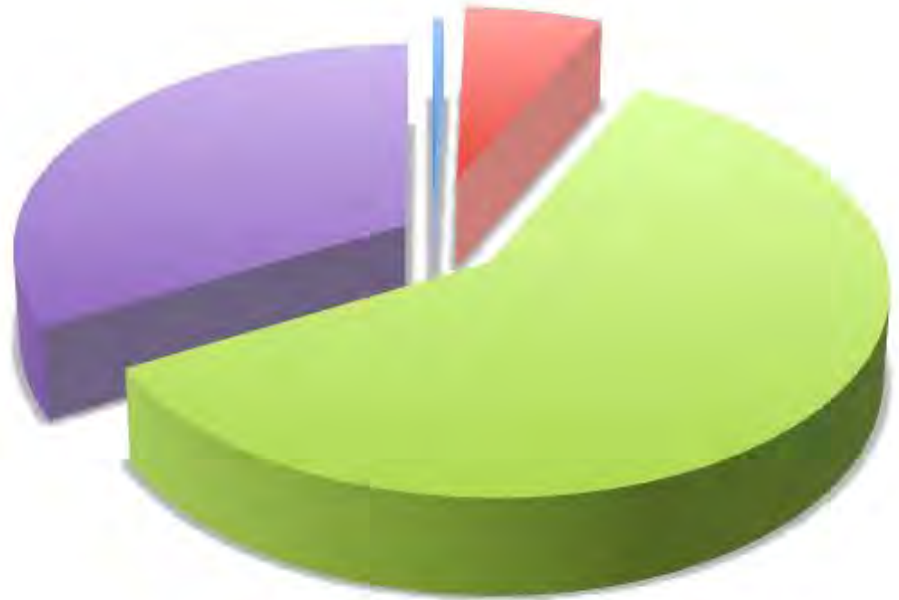


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Bikeway Network Planning

- Types of cyclists
- Considerations for who facilities are being designed for



■ Strong and Fearless

■ Enthusied and Confident

■ Interested but Concerned

■ No Way, No How



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Road Characteristics and Facility Selection

More Comfortable

Less Comfortable

Multi-Use Pathways

Cycle Track

Local Street Bikeway

Bicycle Lane

Shared Use Lane

Shoulder Bikeway



Off-Street

Arterial Roads

Local Roads

Arterial & Collector Roads

Arterial & Collector Roads

Rural Roads



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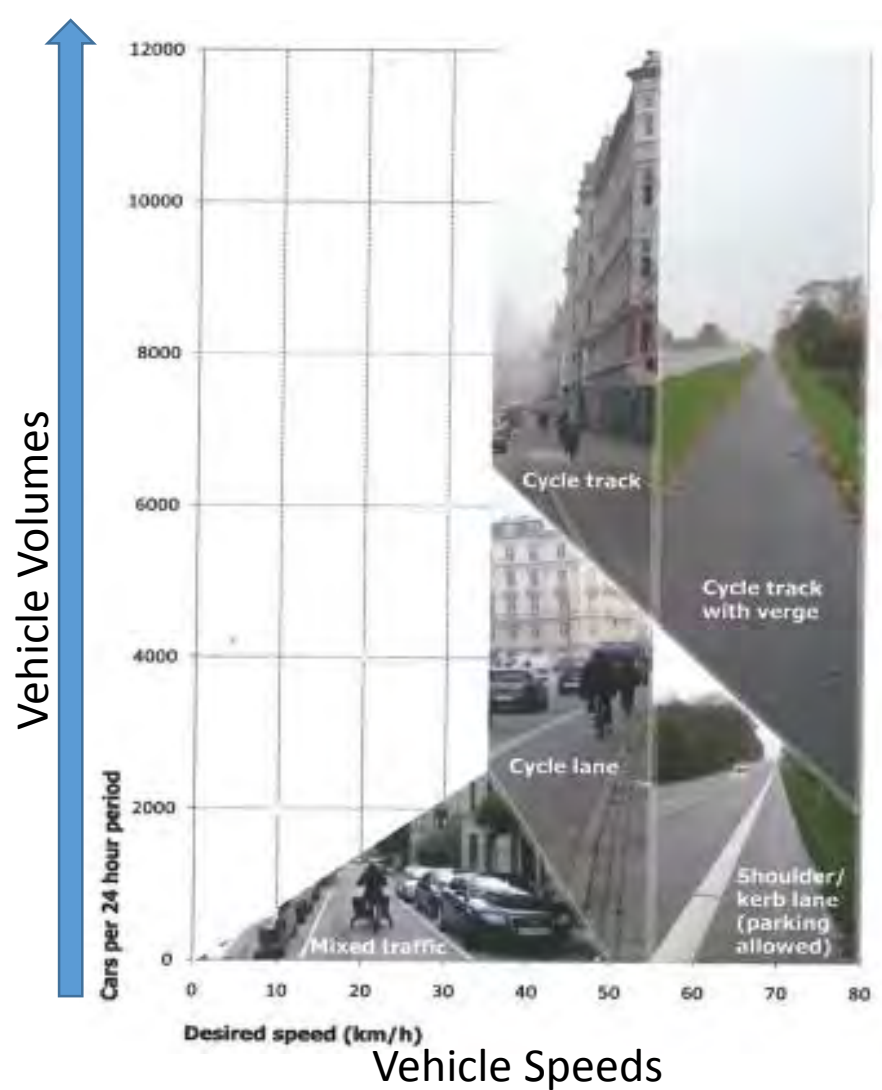
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Route Preference and Safety



Bikeway Facility Selection

- Quiet streets with lower traffic volumes and speeds can be shared between
- As traffic volumes and speeds increase, separated facilities are required



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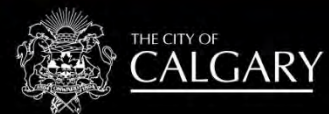


Quiet Streets

- + Low motor vehicle speeds and volumes
- + Shared between bicycles and vehicles
- + Alternative to arterial roads
- + Comfortable for cyclists of all ages and abilities
- Less direct routes
- May not provide access to destinations
- Difficult to cross busy streets
- Less access to transit



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Quiet Streets

- Lower cost
- Not separated
- Treatments include:
 - Signage
 - Pavement markings
 - Intersections
 - Traffic calming
 - Traffic diversion



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Busy Streets

- + More direct
- + Direct access to destinations
- + Better access to transit
- Higher vehicle volumes
- Faster moving vehicles
- Often requires greater levels of separation to be comfortable
- Can be more expensive
- Can have impacts on parking, vehicle travel, transit



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Busy Streets

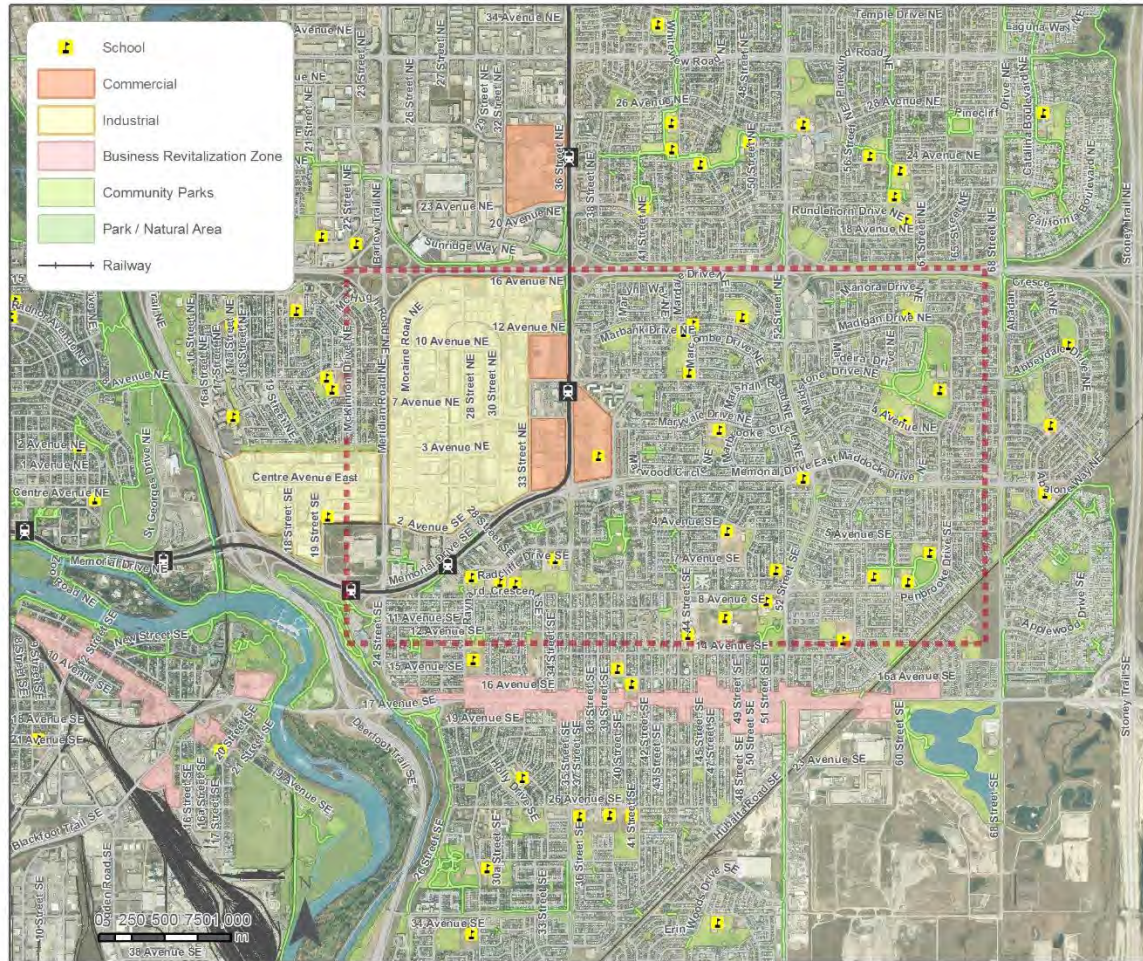


- Bicycle lanes
 - Designated lane for cyclists
 - Potential conflict with doors opening
- Buffered Bicycle Lanes
 - Painted buffer between cyclists and moving vehicles and/or parked car
- Protected Bicycle Lanes
 - Physically separated through a variety of treatments
- Intersection treatments
 - Bicycle boxes
 - Bicycle priority
 - Conflict markings



Study Area

- Several neighbourhoods
 - Meridian, Franklin, Marlborough, Albert Park/Radisson Heights, Forest Heights, Marlborough Park, Penbrooke Meadows
- Primarily single family residential
- Commercial and Industrial west of 36 St and north of Memorial Dr
- LRT Stations: Barlow Franklin and Marlborough



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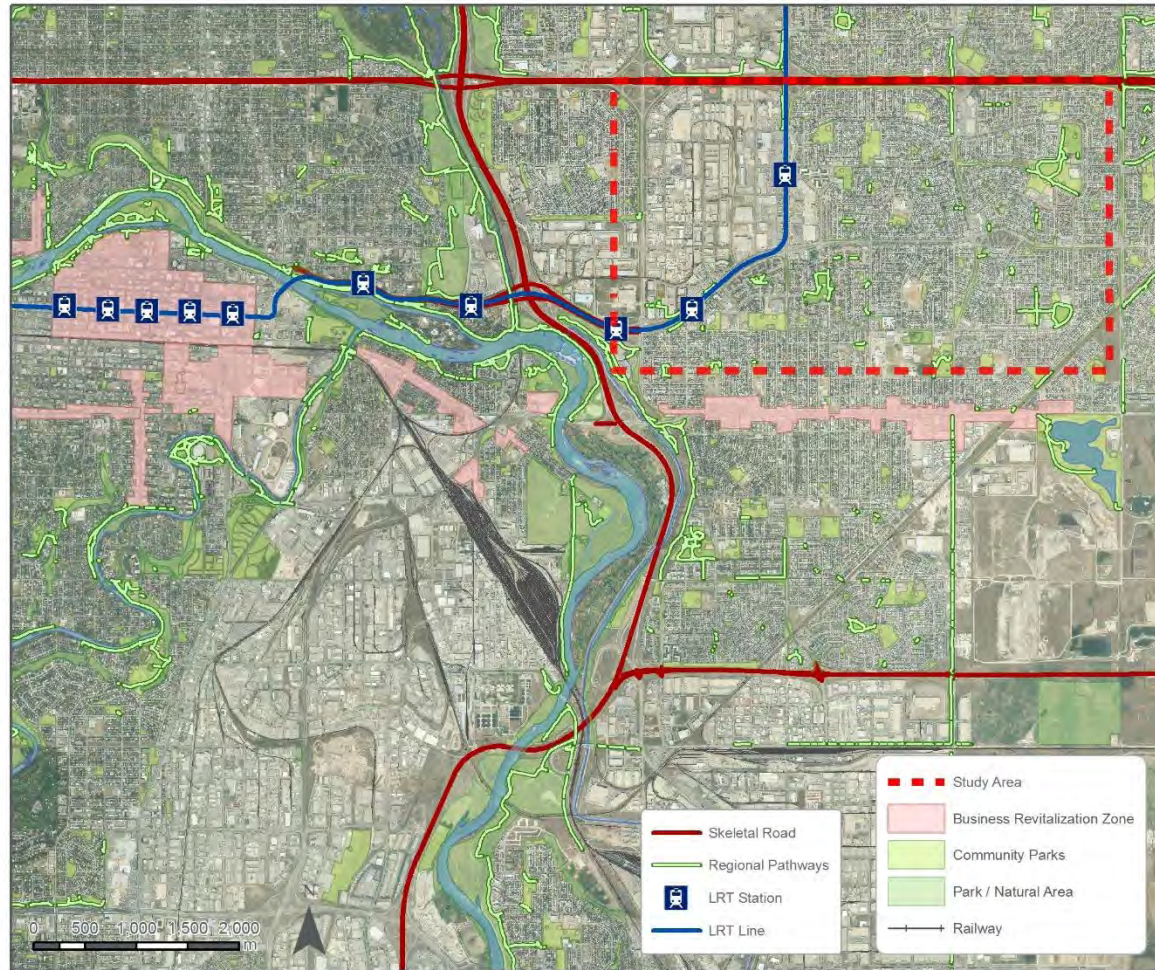
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Regional Context

- East of City Centre
- LRT Line
- Skeletal Roads
 - Deerfoot Trail
 - 16 Ave



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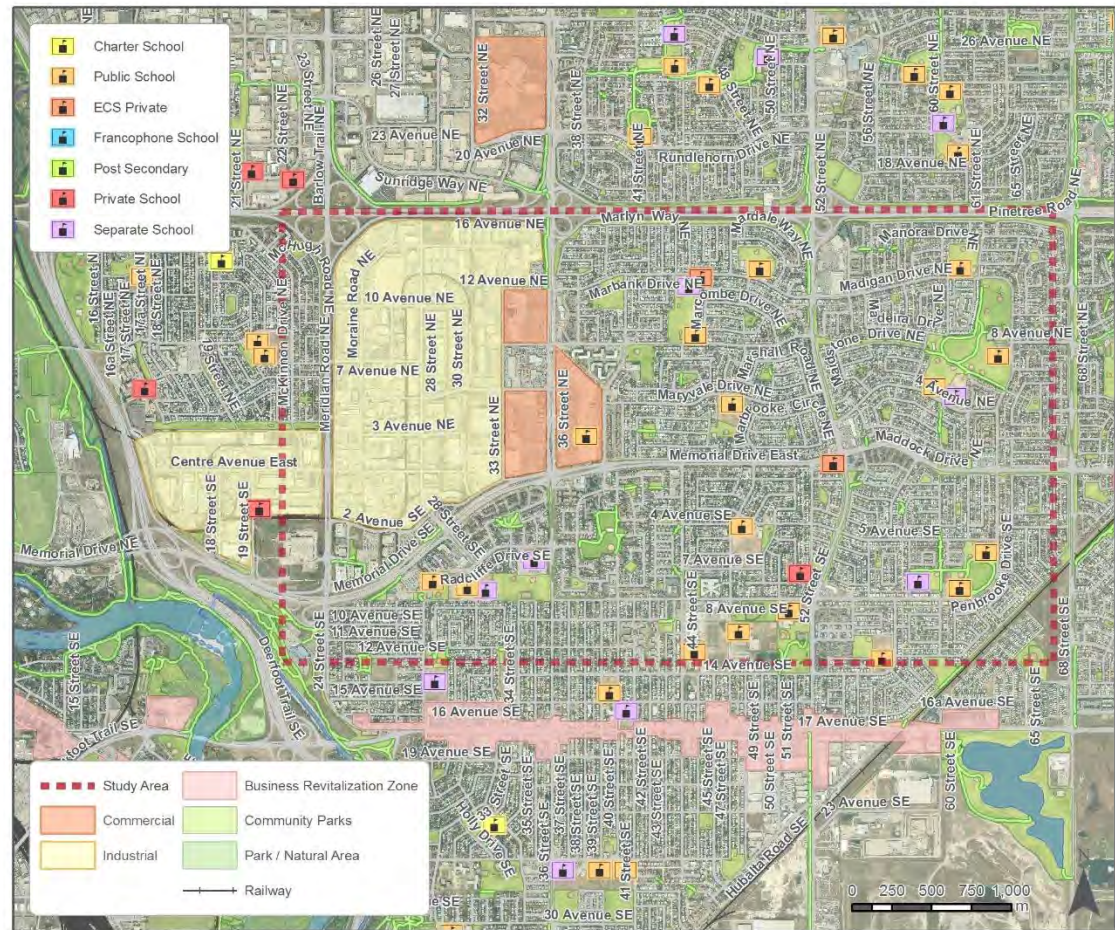
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Land Uses

- Primarily single family residential
- Commercial and Industrial west of 36 St and north of Memorial Dr
- Several local parks, and variety of schools



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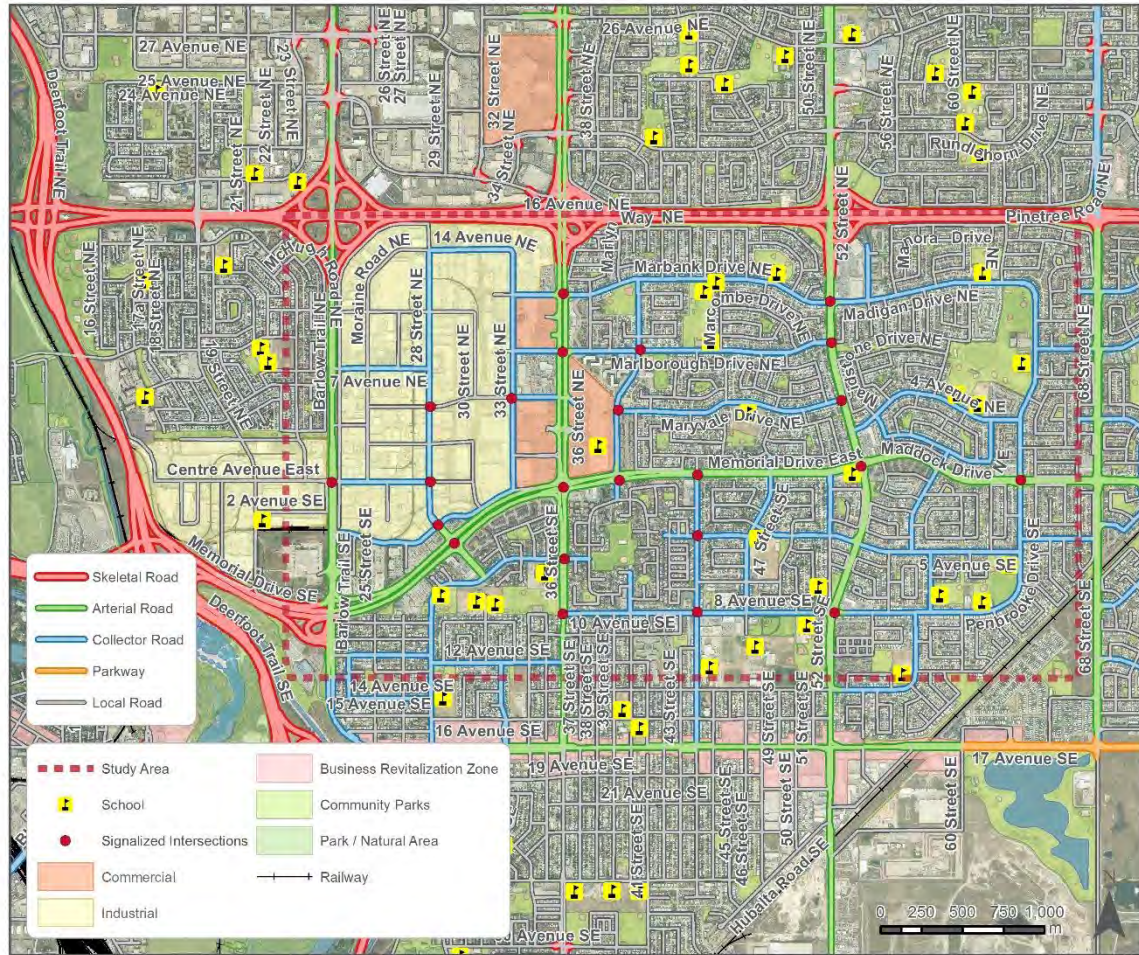
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Road Network

- Arterials:
 - Memorial Drive
 - Barlow Trail
 - 36 Street
 - 52 Street
- Primary Collectors
 - Marbank Dr / Madigan Dr
 - Marlborough Dr
 - 8 Avenue
 - Marlborough Way
 - 44 Street
 - Radcliffe Dr / 28 Street



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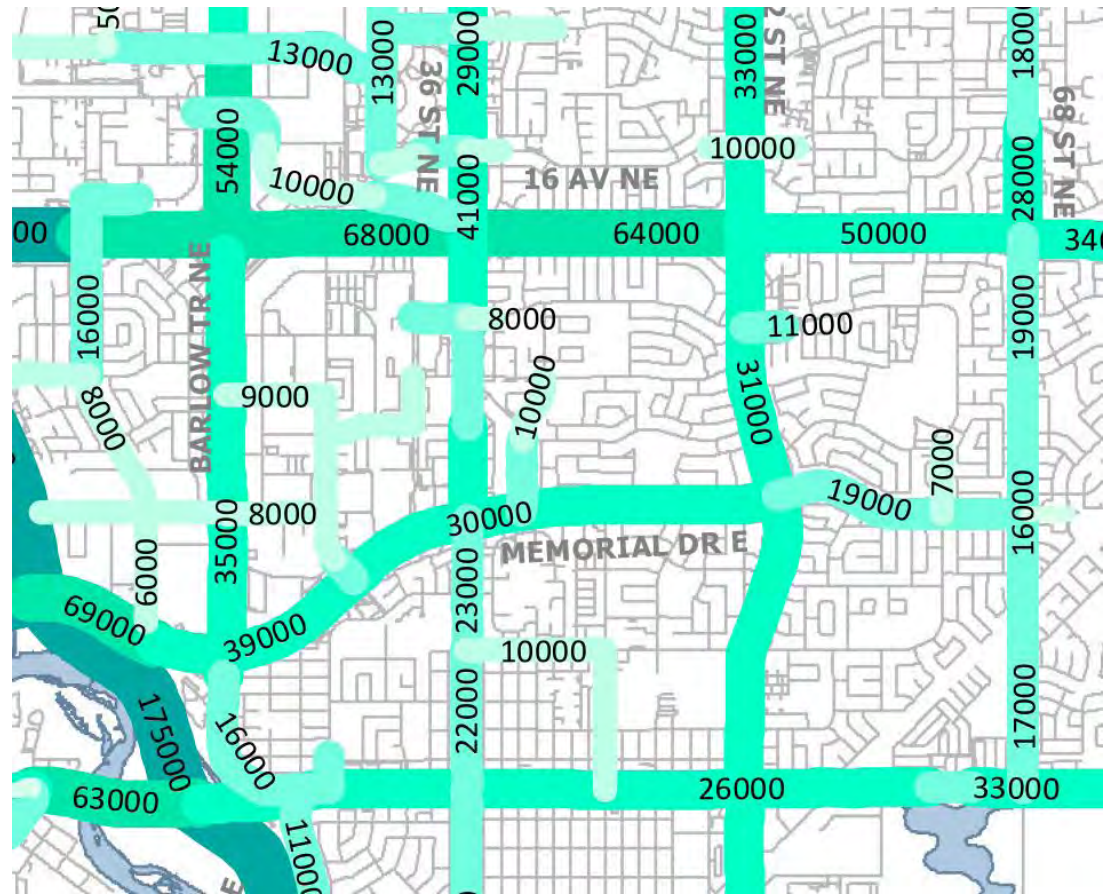
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Traffic Volumes

- Average Daily Traffic Volumes
 - Memorial Drive: 19,000 to 39,000
 - Barlow Trail: 35,000
 - 36 Street: 23,000
 - 52 Street: 31,000



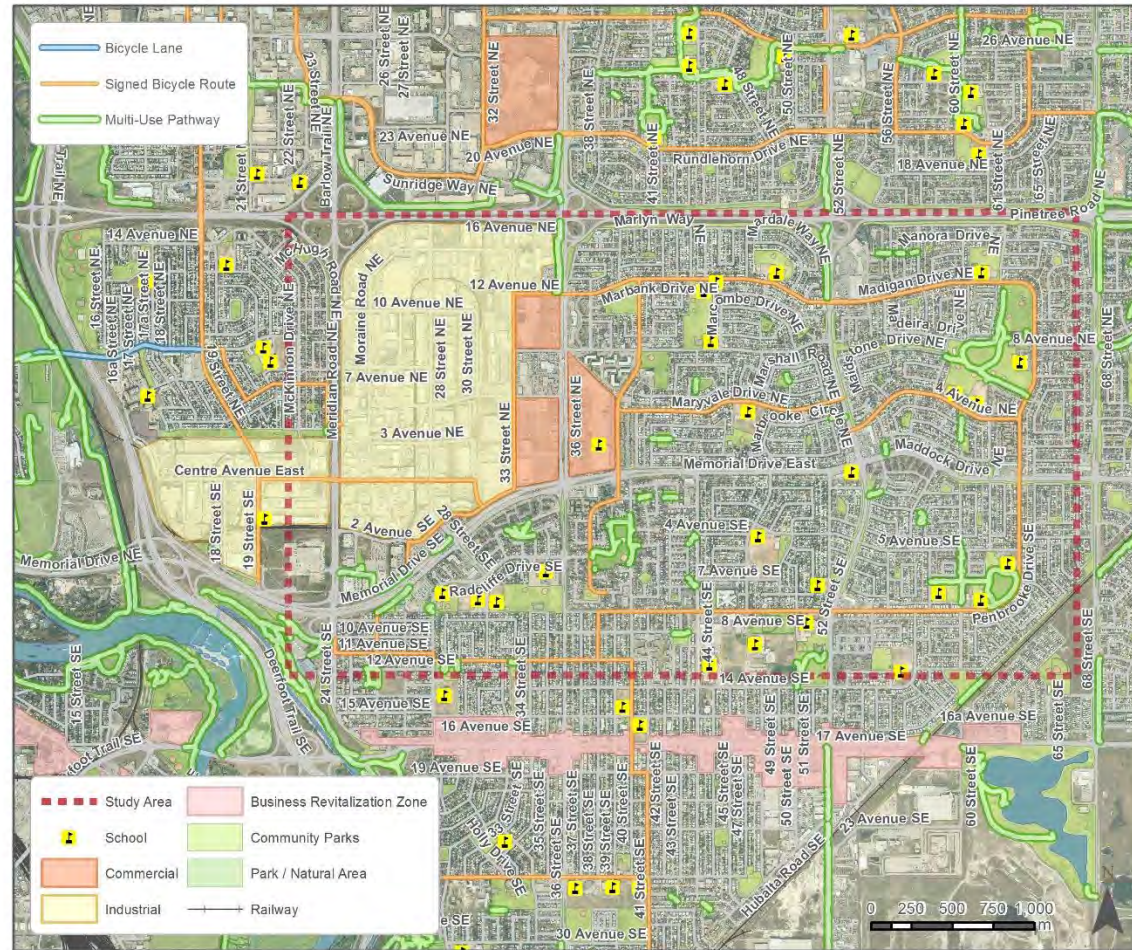
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Bicycle Network

- Limited routes with physical infrastructure
- Several signed bicycle routes on collector roads (~19 km total)
- Several multi-use pathways at parks
- Connections to Bow River Pathway system along the southwest
- Perimeter Greenway(future connection)



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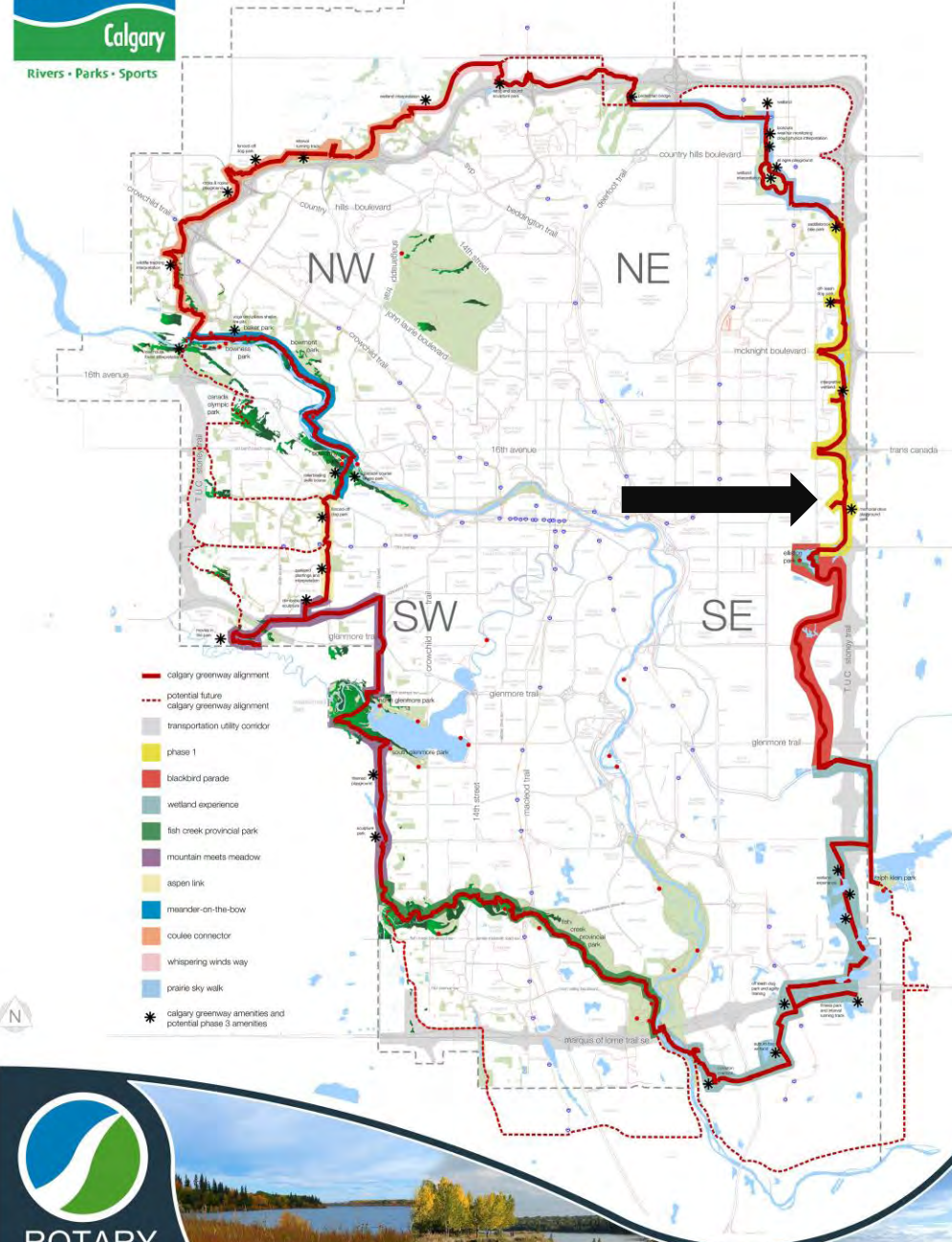


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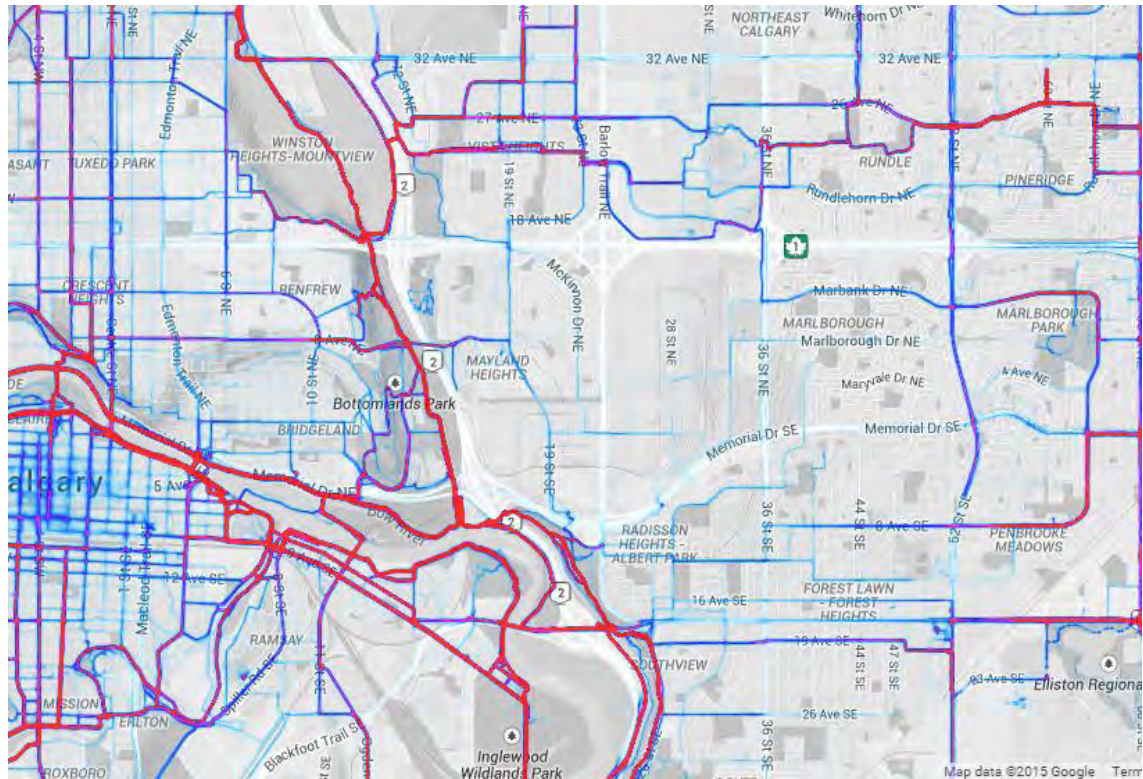
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Bicycle Network

Strava shows relatively low existing bicycle use

- Signed bike routes on Magidan Dr, Penbrooke Dr, and 8 Ave
- 52 Street



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Bicycle Network

Calgary Pathway & Bikeway Implementation Plan (2001)

- Proposed on-street routes on Marlborough Way and 4 Ave (Implemented as signed bicycle routes)
- Proposed Bike lanes / Wide curb lanes on 36 St, Memorial Dr, and 52 St



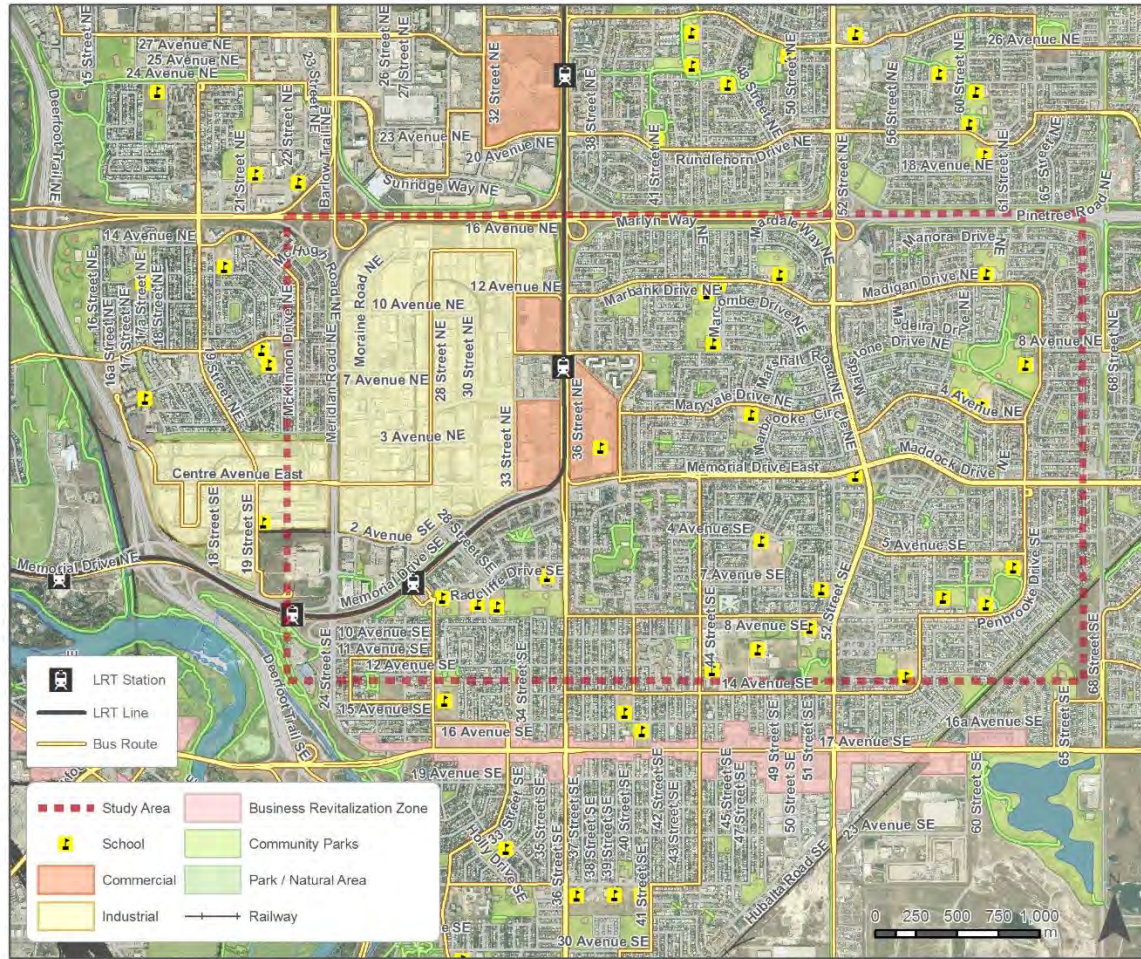
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Transit Network

- Barlow, Franklin and Marborough LRT Stations
- Over 12 bus routes serve the study area



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Busy Street

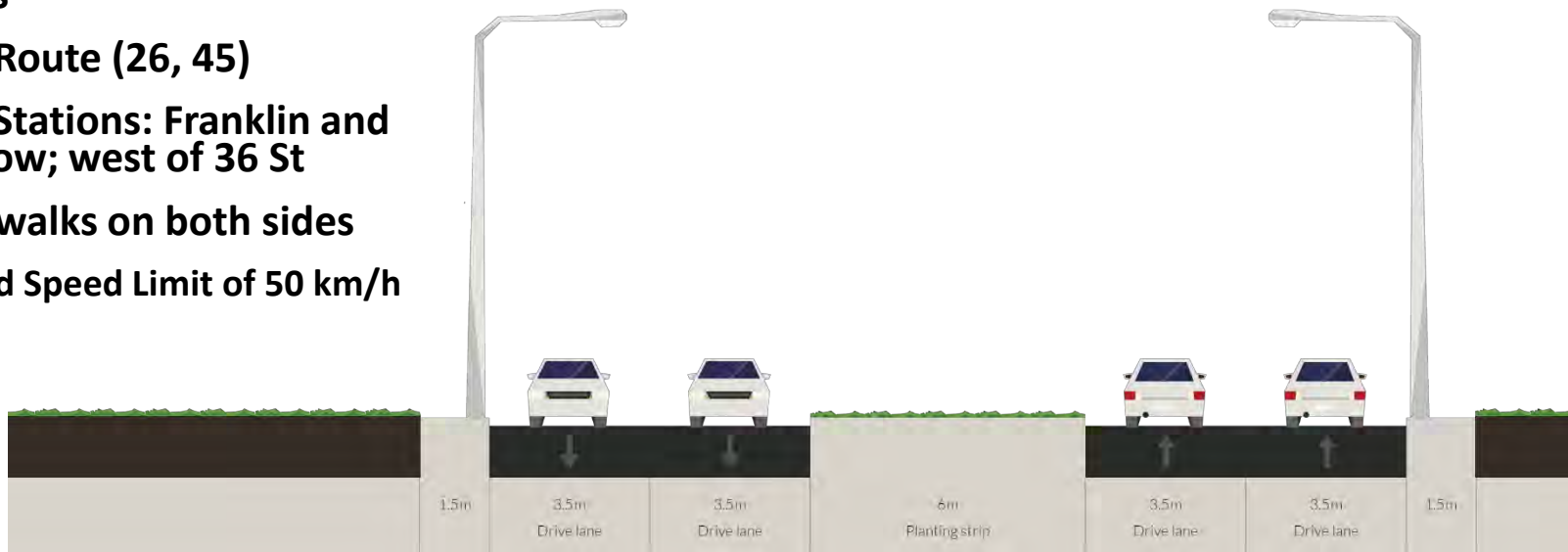
Physical Characteristics

1) Memorial Drive

- 4-lane divided Arterial
- 19,000 to 30,000 Vehicles per day
- Typ. Pavement width: ~ 20 to 25m
- On-street parking between 44 St and 52 St on both sides
- Bus Route (26, 45)
- LRT Stations: Franklin and Barlow; west of 36 St
- Sidewalks on both sides
- Posted Speed Limit of 50 km/h



Memorial Drive



Physical Characteristics

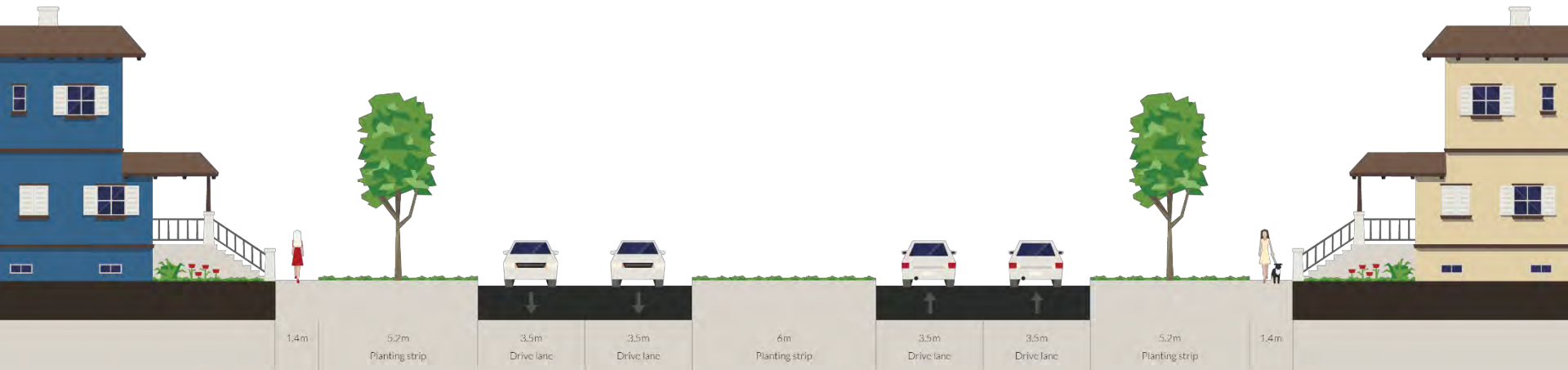
2) 36 Street SE – South of Memorial Dr

- 4-lane divided Arterial
- 23,000 Vehicles per day
- Typ. Pavement width: ~ 20m
- No on-street parking
- Bus Routes (23, 45, 49, 51, 57, 66)
- Buffered sidewalks on both sides

Busy Street



36 Street (South of Memorial Dr)



Physical Characteristics

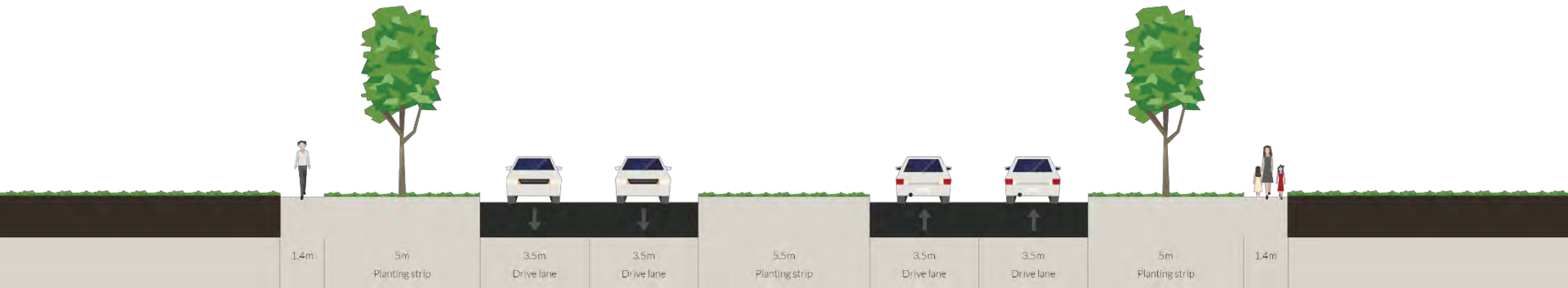
3) 52 Street

- 4-lane divided Arterial
- 31,000 Vehicles per day
- Typ. Pavement width: ~ 20m
- No on-street parking
- Bus Routes (72, 73, 176)
- Buffered sidewalks on both sides

Busy Street



52 Street NE

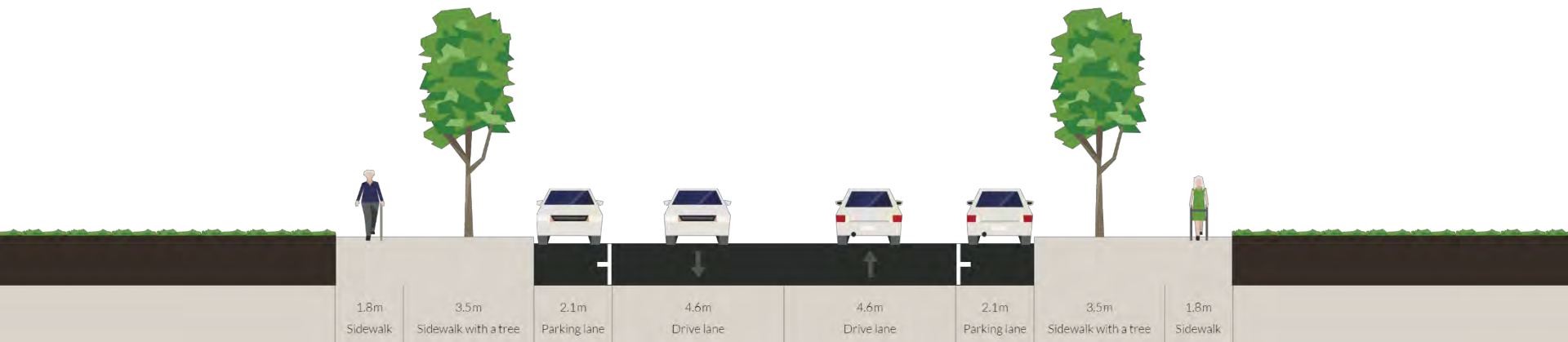


Physical Characteristics

4) Marlborough Way

- 2-lane Street
- Lower vehicle volumes
- On-street parking on both sides
- Typ. Pavement width: ~ 13.5 m
- Transit stops west of Marlborough Way
- Buffered sidewalks on both sides

Quieter Street



Physical Characteristics

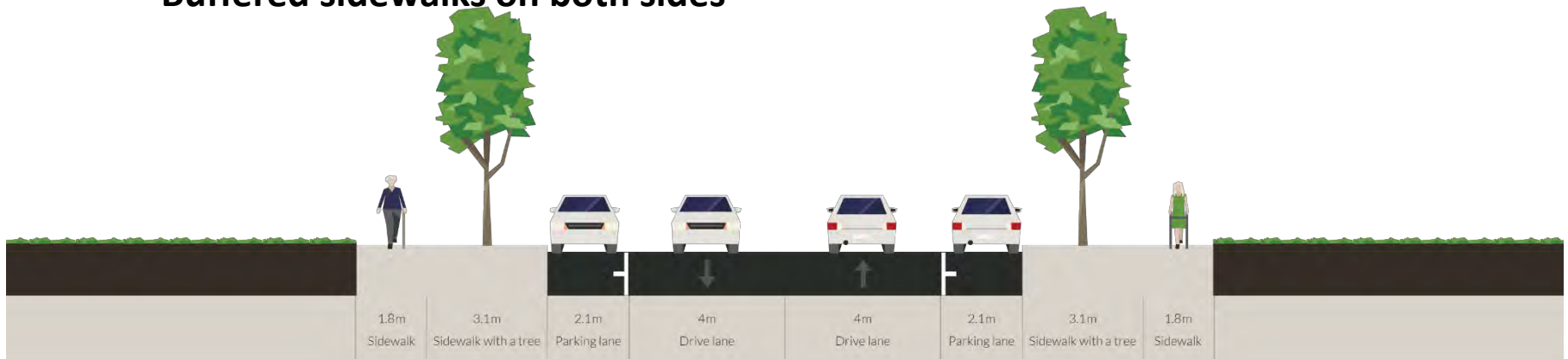
5) Madigan Drive

- 2-Way Street
- No Centre Line
- Low vehicle volumes
- On-street parking on both sides
- Typ. Pavement width: ~ 12.5 m
- Bus Routes (49 & 42)
- Buffered sidewalks on both sides

Quieter Street



Madigan Drive



Physical Characteristics

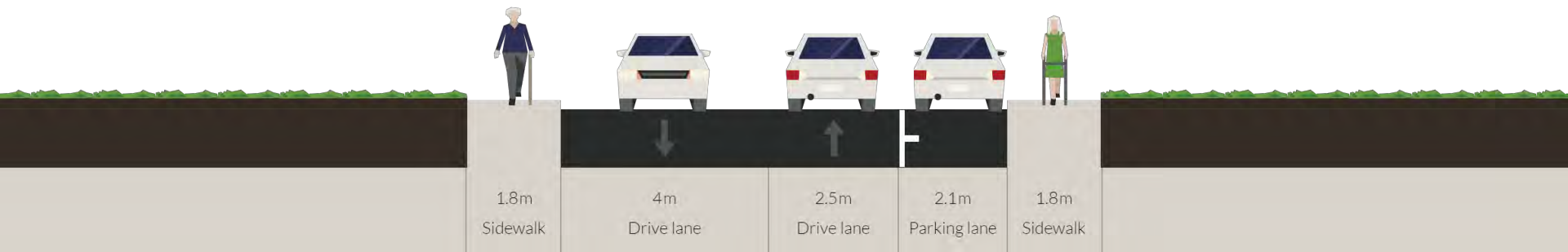
6) Forego Drive

- 2-Way Street
- No Centre Line
- Neighbourhood Street
- On-street parking on both sides
- Typ. Pavement width: ~ 12.2 m
- Sidewalks on both sides

Quieter Street



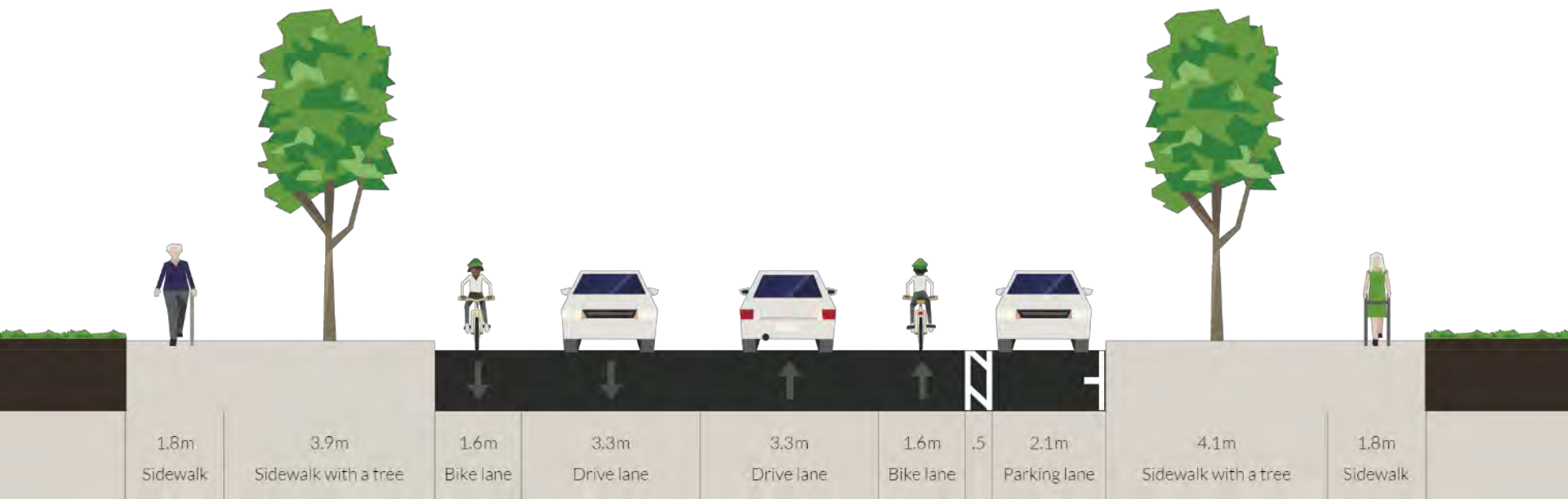
Forego Avenue



Potential Cross Sections

Typical Collector Roads (approx. 12.5m):

- Painted Bike Lanes
- Reduced width for Vehicle Travel Lanes
- Retain Parking on one-side
- Painted buffer(s)



Challenges & Opportunities

CHALLENGES

- Few existing bicycle facilities in this area
- Mix of industrial and commercial land uses between 36 Street N.E. and Deerfoot Trail
- In residential area, homes front a large portion of the network
- Existing on-street parking on many streets
- Crossing LRT tracks at 36 Street N.E.

OPPORTUNITIES

- Existing bicycle facilities on 8 Avenue N.E. connect across Deerfoot Trail to the Nose Creek pathway system
- Existing bicycle/pedestrian crossings of Deerfoot Trail and Memorial Drive
- Intermodal connectivity to NE LRT stations (Franklin and Marlborough Stations)
- Traffic Calming
- Alternative transportation choices to schools (safe routes to school)



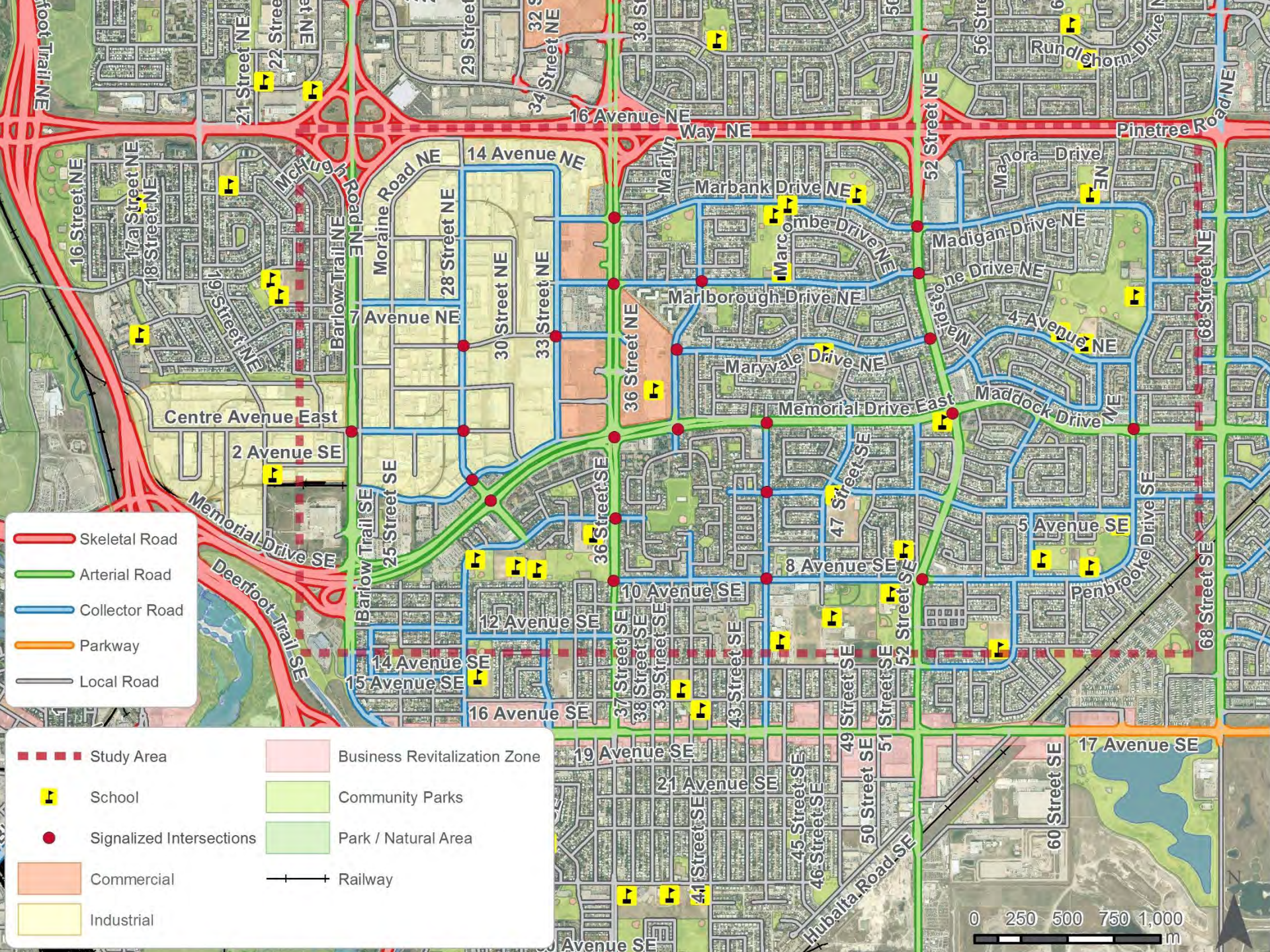
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What do you think?

1. Where do you travel most ***within*** East Central and ***outside*** East Central?
2. How do you travel most ***within*** East Central and ***outside*** East Central?
3. Would you prefer bikeways on **quiet streets** or **busy streets**? Which ones? Why?
4. What type of **bicycle facility** would make you and your family bike more?



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- Skeletal Road
- Arterial Road
- Collector Road
- Parkway
- Local Road

- Study Area
- School
- Signalized Intersections
- Commercial
- Industrial
- Business Revitalization Zone
- Community Parks
- Park / Natural Area
- Railway



Thank You!

Please let us know if you have any questions.



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