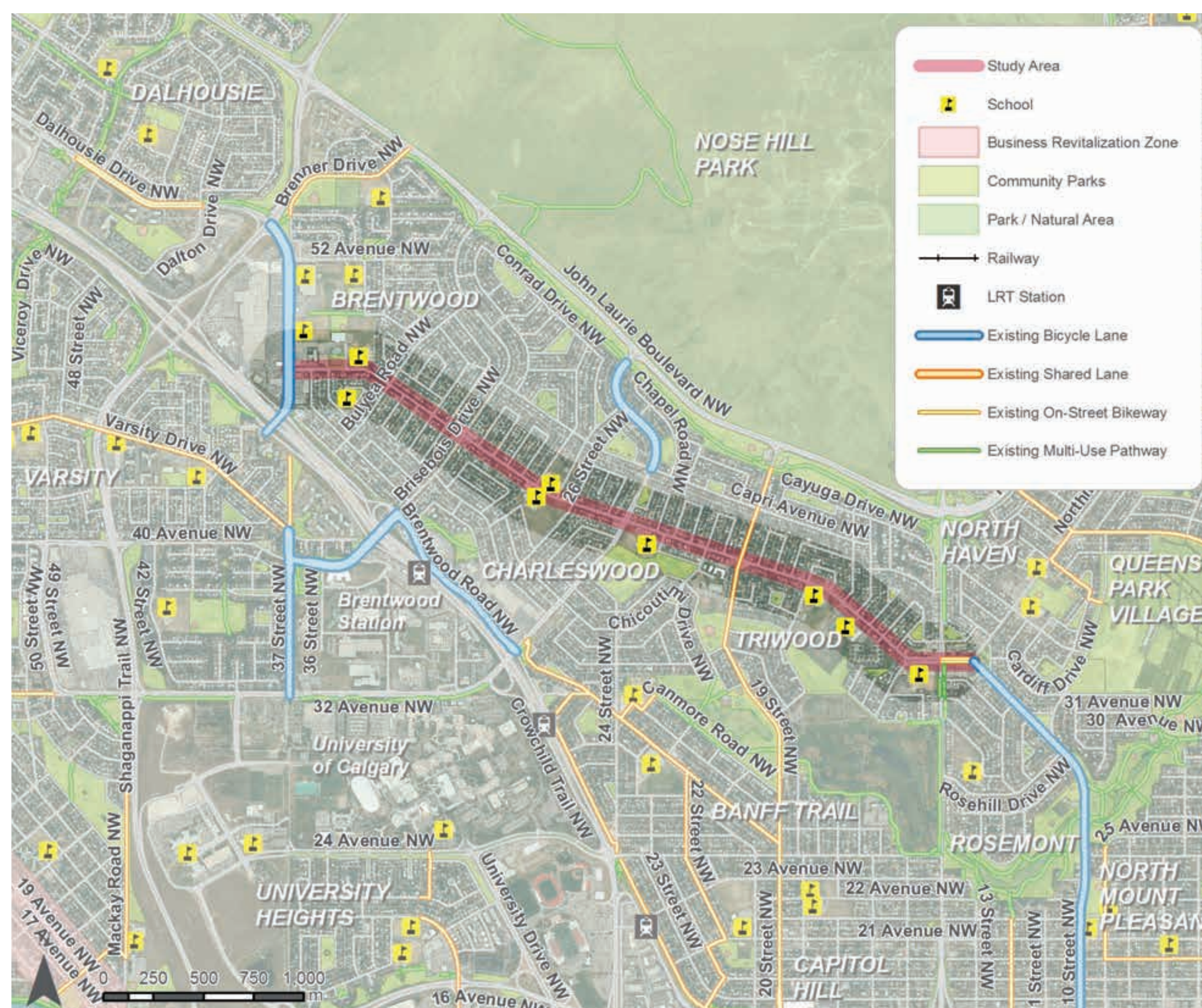


Welcome to the Northmount Drive N.W. Bikeway open house

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.

After you review the information tell us what you think. Feedback forms are available here and at calgary.ca/bikeprojects until Feb. 24, 2016.

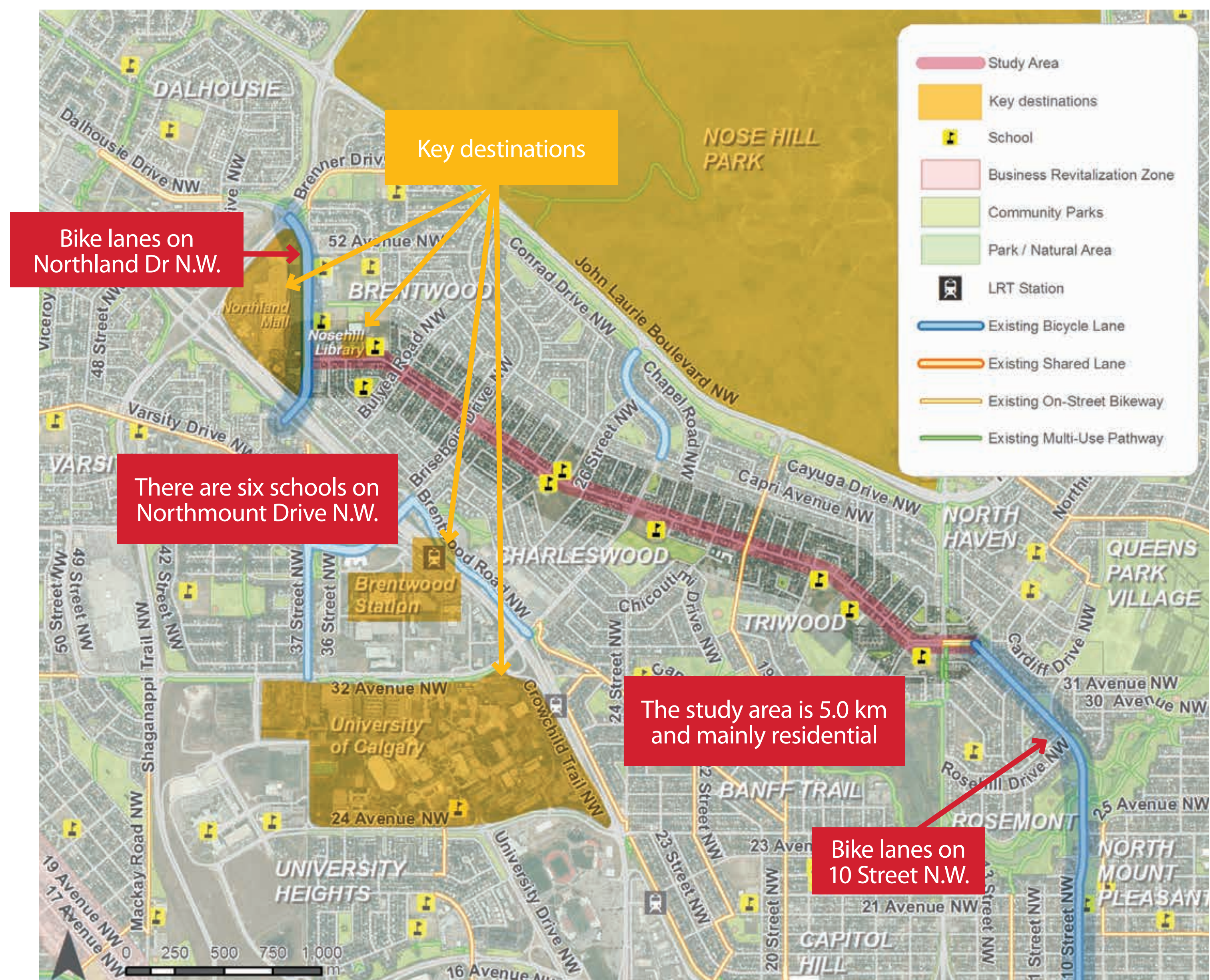


Study area

This project will assess and recommend a proposed street design to accommodate people who bicycle on Northmount Drive N.W., between Northland Drive N.W. and 24 Avenue N.W.

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



What is the purpose of today's open house?

The City is planning a bikeway on Northmount Drive N.W. and needs your input.

The **benefits** of creating a complete street for all road users **include improving safety and access, and contributing to healthy, vibrant communities**. We also know there will be **challenges**, like **pick-up and drop-off** at schools and **changes to on-street parking**.

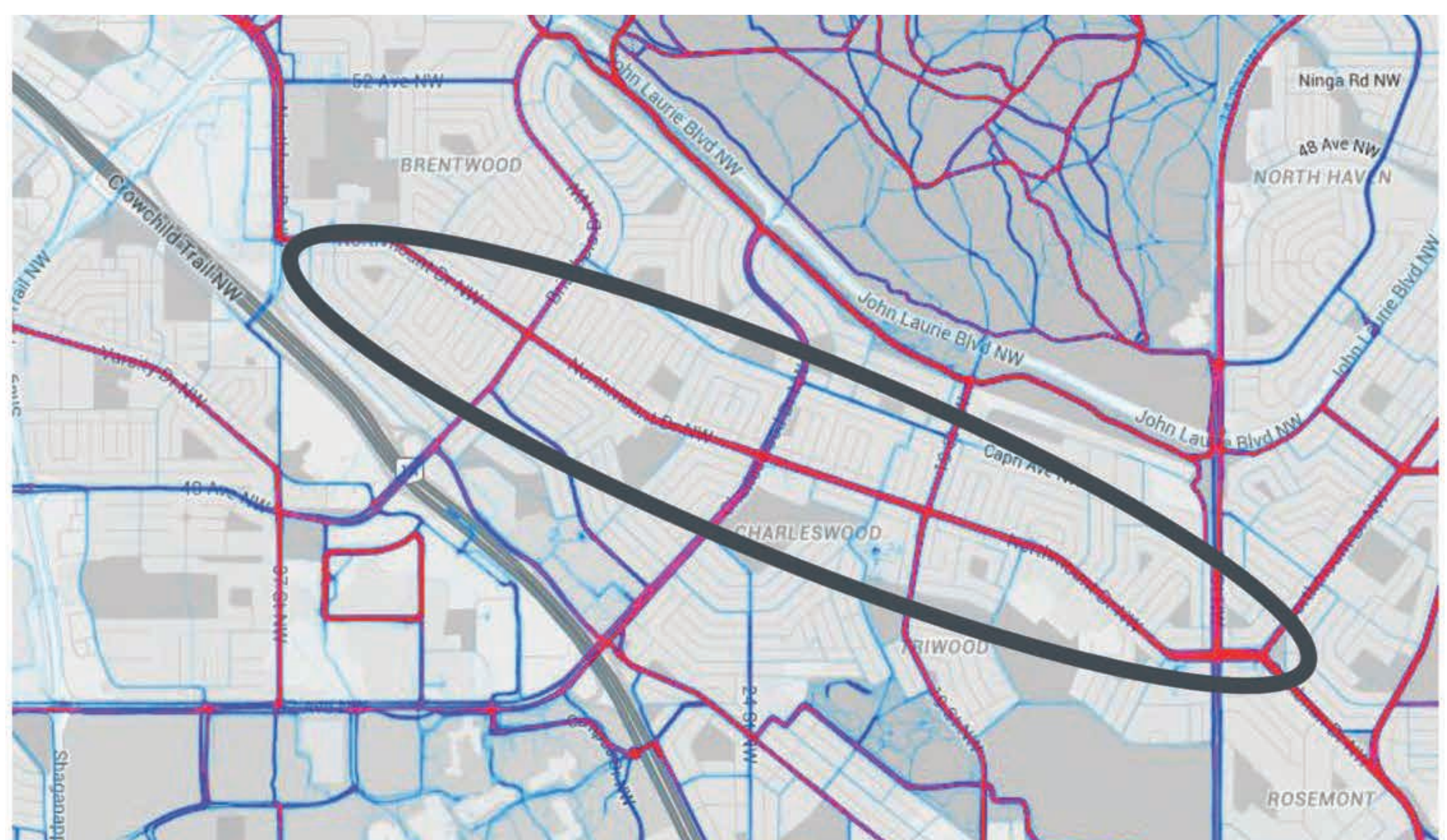
No concepts have been developed for Northmount Drive N.W. Your feedback will be used to develop preliminary options for improving the road design, including improvements for pedestrians and traffic flow. Provide your input to help us identify what's working and shouldn't change, understand concerns and mitigate issues.



Why has Northmount Drive N.W. been identified for a bikeway?

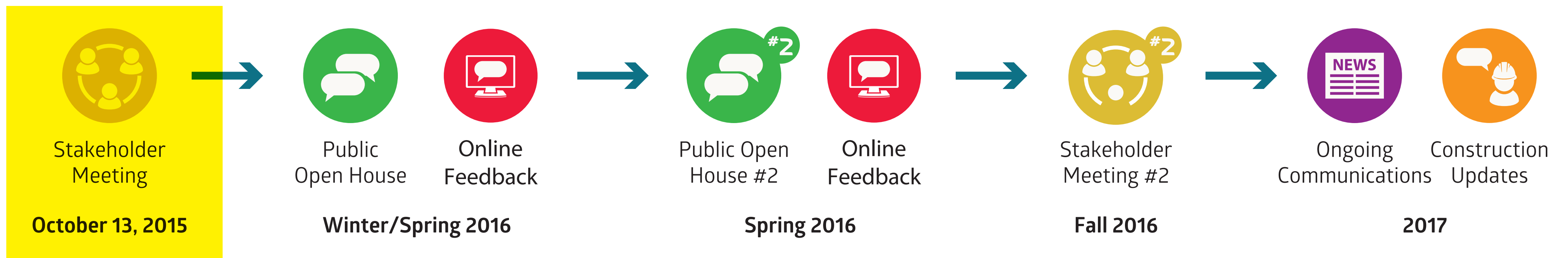
- **Completes a gap in the bicycle network** between Northland Drive N.W. and 10 Street N.W. and provides the **most direct route** between existing bicycle facilities for commuters
- Follows a strong **desire line** currently used by people on bicycles as understood through Strava cycling data
- Provides **direct access** for people who bicycle **to businesses, schools and transit**
- Intersections with signals provide **safe crossings** at busy intersections
- Proposed route is identified in the 2001 **Council-approved Pathway and Bikeway Plan** as a recommended bicycle lane
- To support the **growing number of people bicycling** in the northwest
- To provide a bikeway that is **safe and comfortable** for all ages and abilities

Heat map showing cyclist usage based on Strava data. The red lines indicate high cyclist activity (darker lines mean more users) and the blue lines represent few to no people who bicycle. This image is from strava.com.





Public Engagement



Stakeholder Meeting #1

- Tuesday, October 13, 2015 at the Triwood Community Association
- **24 attendees**, including **adjacent residents** and representatives from **local Community Associations, Bike Calgary, Calgary Board of Education, University of Calgary, area schools and businesses**
- Meeting attendees heard a presentation and formed smaller groups to discuss the study area and identify concerns and possible solutions with the project team
- After the meeting, a **link to the online feedback form was sent to more than 160 stakeholders**; an additional five forms were completed online for a total of 21



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
 Calgarians for Cycle Tracks
 Calgary Pathway & Bike Advisory 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)
 TransCanada Trail
 United Postal Services (UPS)
 Urban Development Institute

INTERNAL STAKEHOLDERS

Calgary Transit
 Calgary Parking Authority (CPA)
 Fire
 Emergency Medical Services
 Advisory Committee on Accessibility
 Network Planning
 Access Calgary, Coordinator Field Services
 Safer Calgary
 Animal & Bylaw Services
 Mayor's Office

COMMUNITY CONTACTS

Area Community Associations (Brentwood, Cambrian Heights, Triwood, Dalhousie, Varsity and Rosemont)
 Area Schools (Collingwood School, St. Francis High School, St. Margaret School, Senator P. Burns School, Brentwood School, Captain John Palliser School and Saint Jean Breb)

PARENT COUNCIL REPRESENTATIVES

Calgary Association of Parent and School Councils
 Parent Council contact from the Calgary Catholic School Board

GOVERNMENT

City of Calgary, Ward 7: Druh Farrell
 Member of Parliament: Calgary-Nose Hill
 Member of Legislative Assembly: Calgary-Foothills
 Member of Legislative Assembly: Calgary-North West
 Calgary Catholic School District Trustee, Ward 7:
 Margaret Belcourt
 Calgary Board of Education Trustee, Ward 7: Trina Hurdman

SCHOOL TRANSPORTATION REPRESENTATIVES

First Student
 Southland Transportation Ltd.

SCHOOL BOARD TRANSPORTATION REPRESENTATIVES

Calgary Catholic School Board
 Calgary Public School Board

AREA INSTITUTIONS

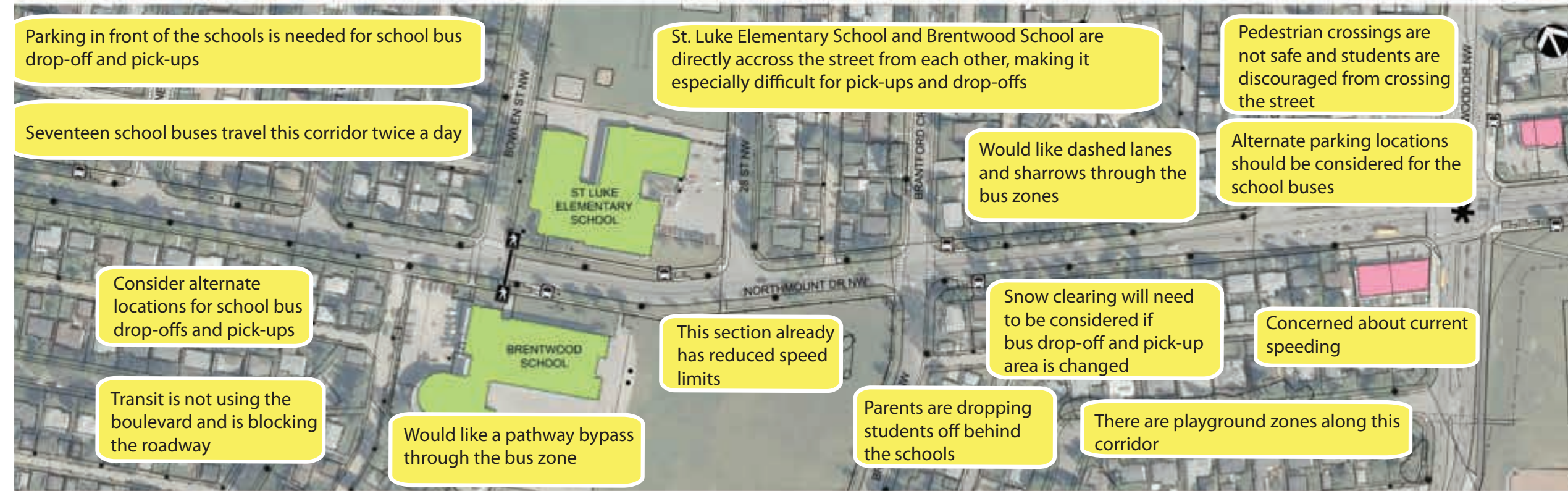
Churches
 Libraries
 University of Calgary student bike group
 Seniors' housing
 Recreation facilities

AREA GROUPS

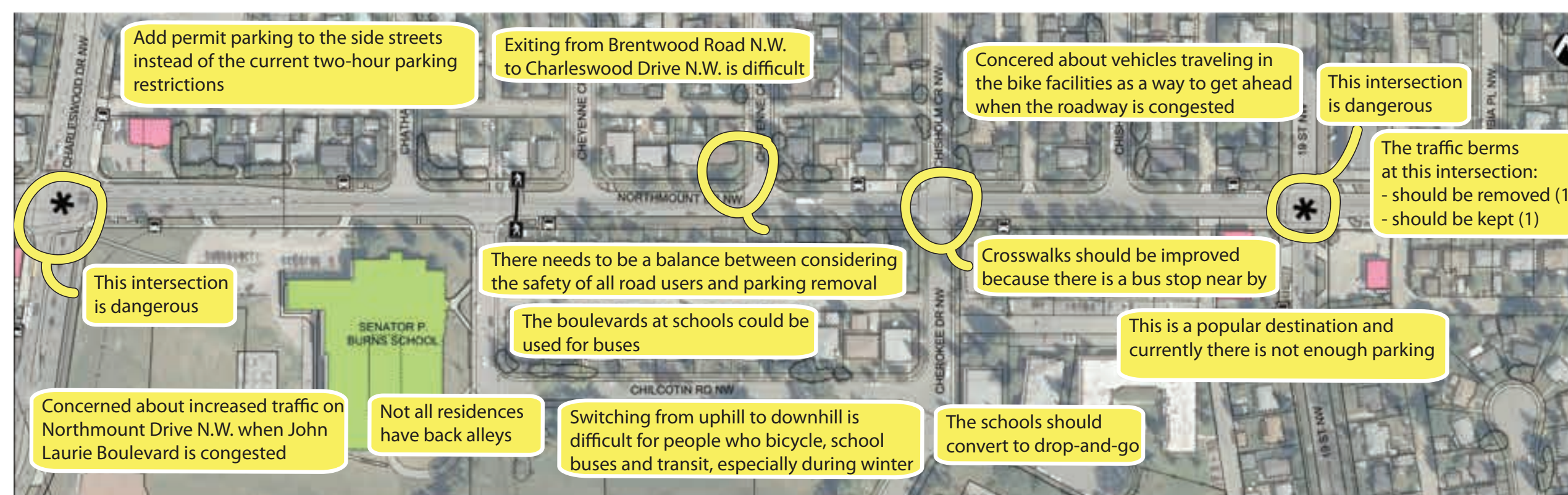
Brentwood Community +55 Group
 Triwood Tri-Lighters
 McMan Calgary & Area
 SHAPE
 University of Calgary
 Senior Citizen Homes
 Recreation facilities

What we heard

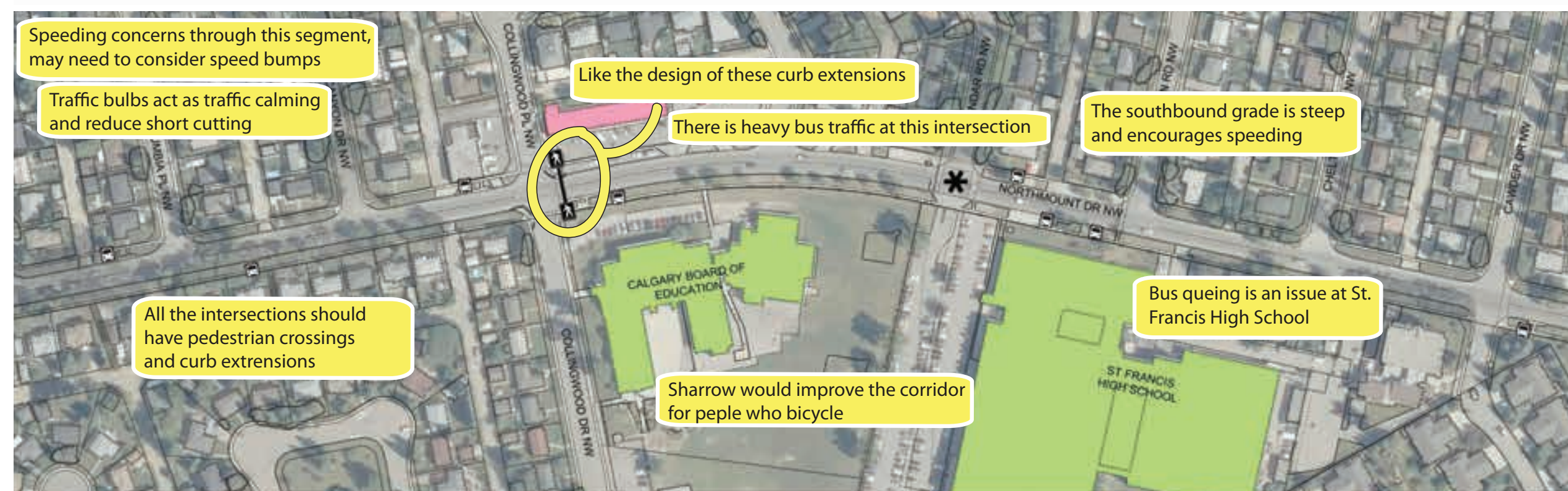
Bennett Crescent N.W. to Charleswood Drive N.W.



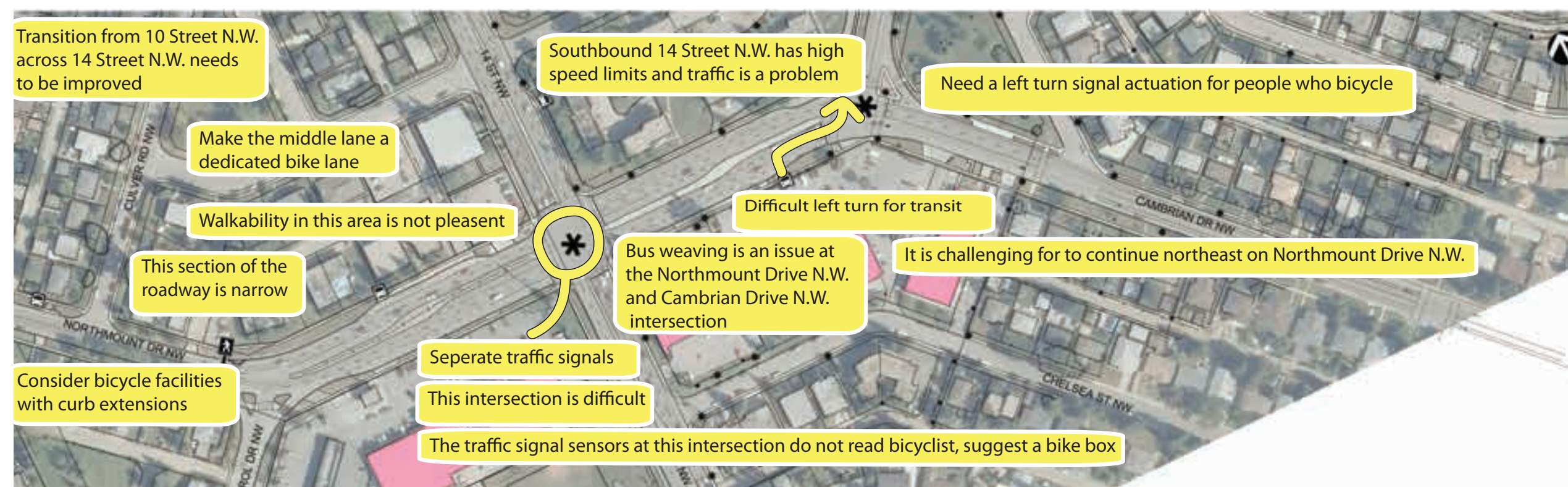
Charleswood Drive N.W. to Columbia Place N.W.



Columbia Place N.W. to Cawder Drive N.W.



Culver Road N.W. to Cambrian Drive N.W.



Northland Drive N.W. to Bulyea Road N.W.



Bulyea Road N.W. to Bennett Crescent N.W.

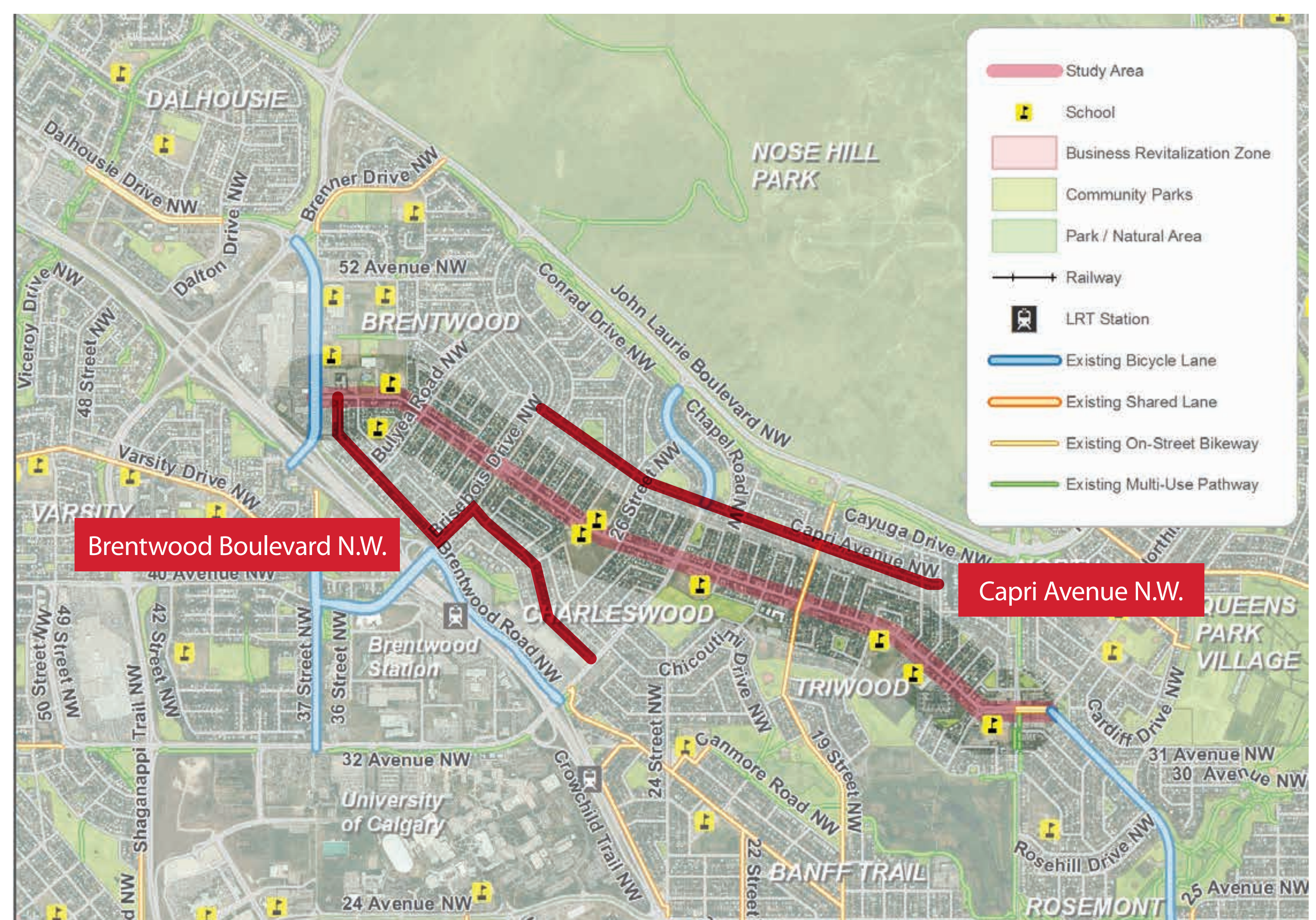


Have other streets been considered?

Alternate streets have been considered but did not provide the same benefits as Northmount Drive N.W.

Alternative routes **do not** provide:

- **Direct and continuous connections** to other bikeways on Northland Drive N.W. and Cambrian Drive N.W./10 Street N.W.
- A **central location** to serve the communities between Crowchild Trail and John Laurie Boulevard
- **Priority 1 snow clearance**. All Priority 1 routes are completely plowed, sanded and salted by the end of the first 24-hours after the snow has stopped.
- Existing traffic signals which provide **the fastest, most efficient route and facilitate safer crossings**, particularly at large intersections like 14 Street N.W.



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 option for all users
- Create liveable neighbourhood streets that encourage people to travel by walking, cycling and taking transit

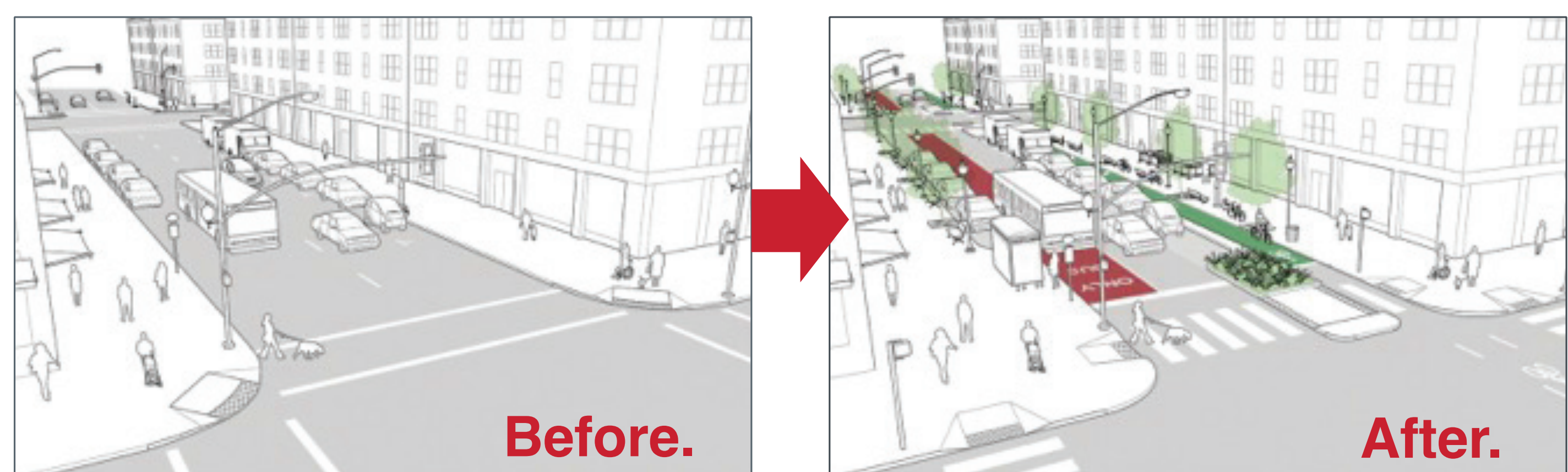


Image credits: NACTO

Clearly define road spaces for more orderly traffic flow.

Educate and encourage all road users to share the road pedestrians

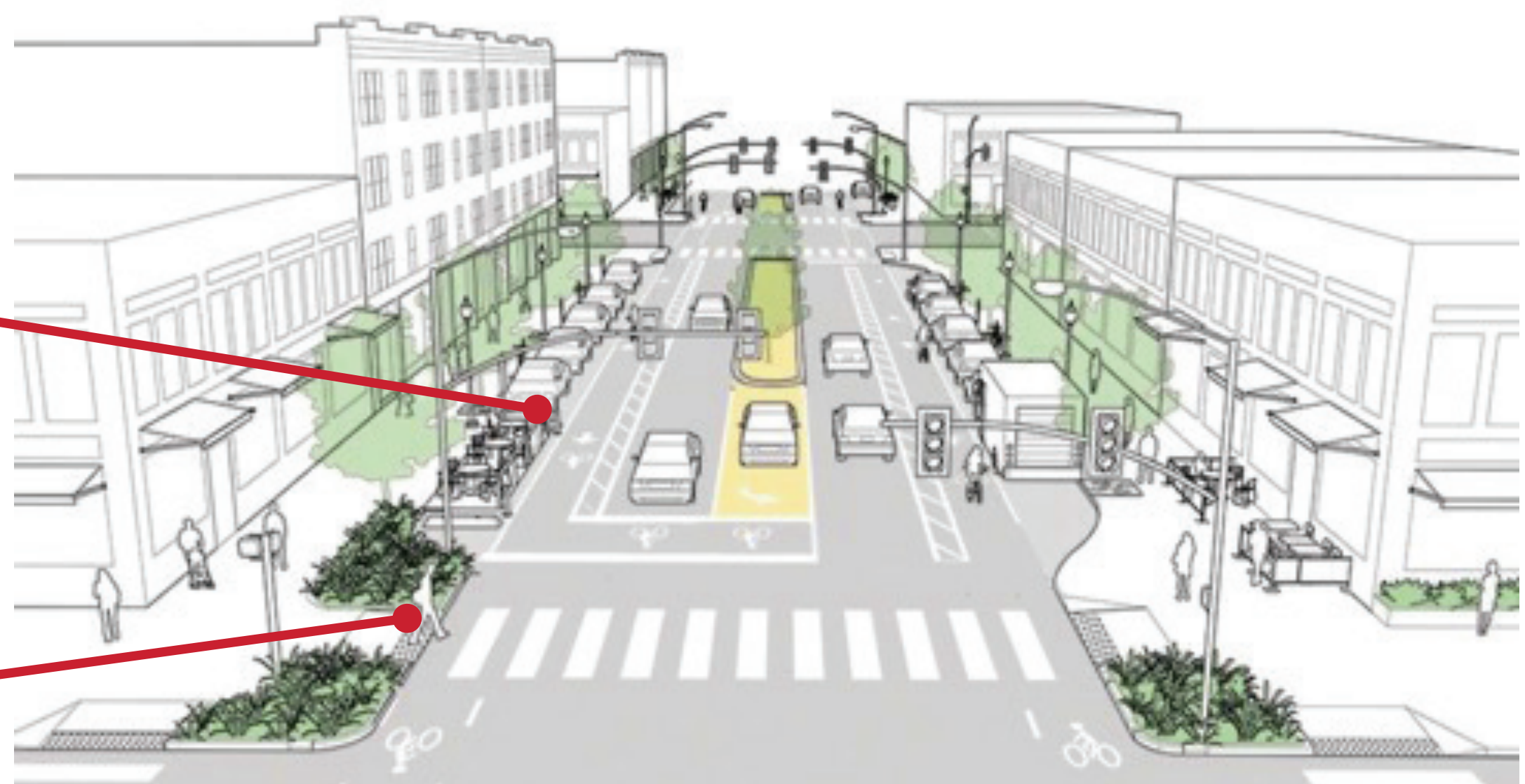
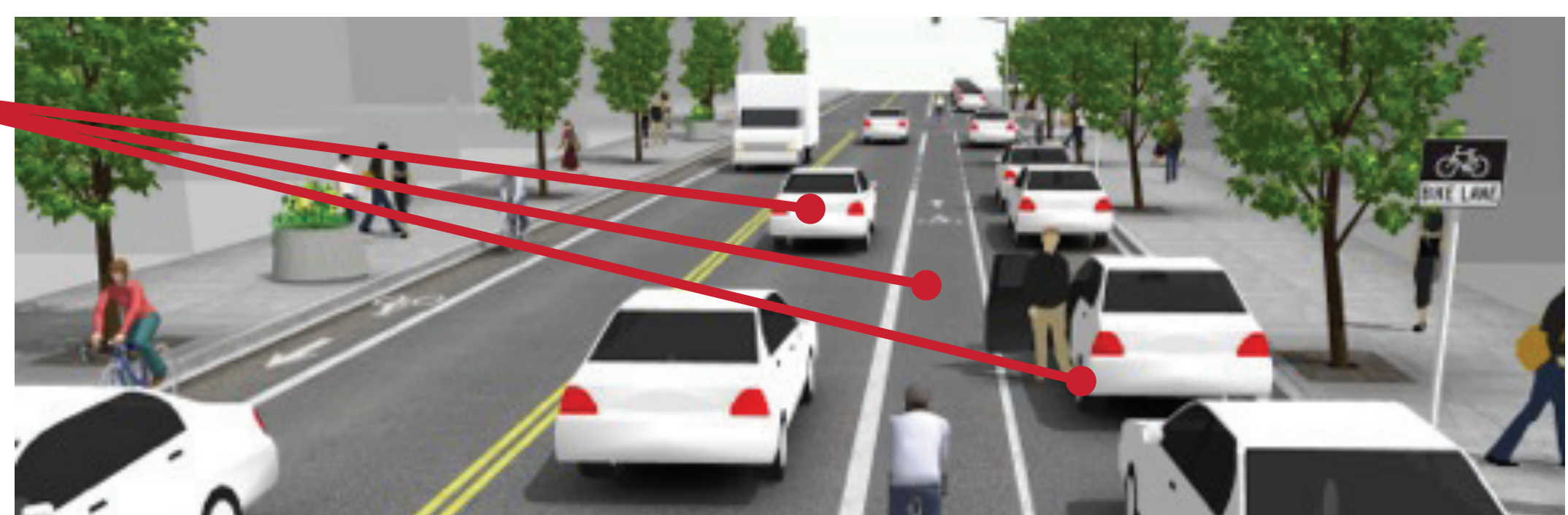
Provide buffers between motorists and pedestrians

Lower traffic speeds

Increase space between parked cars and moving vehicles

Keep cyclists off of sidewalks and out of travel lanes

Make crossing pedestrians more visible to drivers



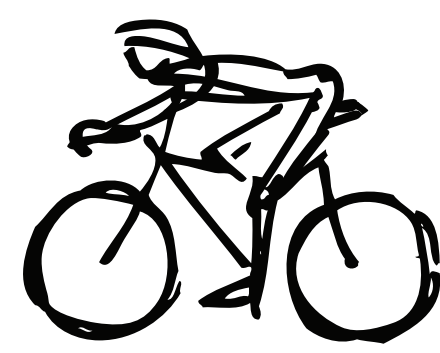
Bikeway network planning

People who bicycle on Northmount Drive N.W. today ride in unsafe conditions in the narrow space between moving cars and parked cars.

In winter, people who bicycle must “take a lane” and ride in front of motorists.



Without bike facilities, Northmount Drive N.W. only appeals to “fearless” cyclists. This project aims to make the corridor more comfortable for people who bicycle that are “confident” and “interested”.



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

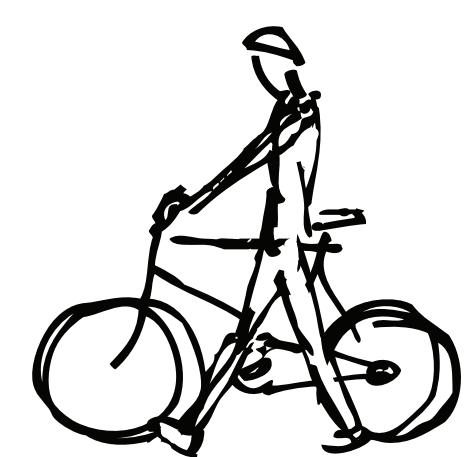
- Cycling is a part of their identity
- Slightly or moderately comfortable sharing the road with motor vehicles
- Will consider cycling if the route is mostly on a bike facility



INTERESTED

Interested cyclists

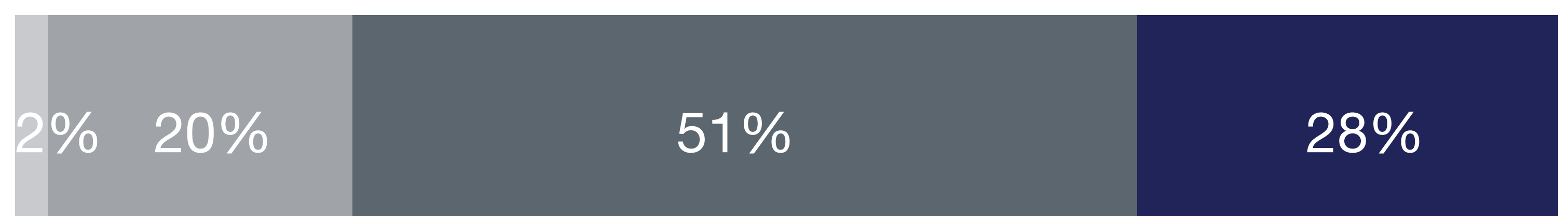
- Do not identify as a cyclist
- Not comfortable sharing the road with motor vehicles without a visible bike facility
- Interested in cycling if the route is on a bike facility



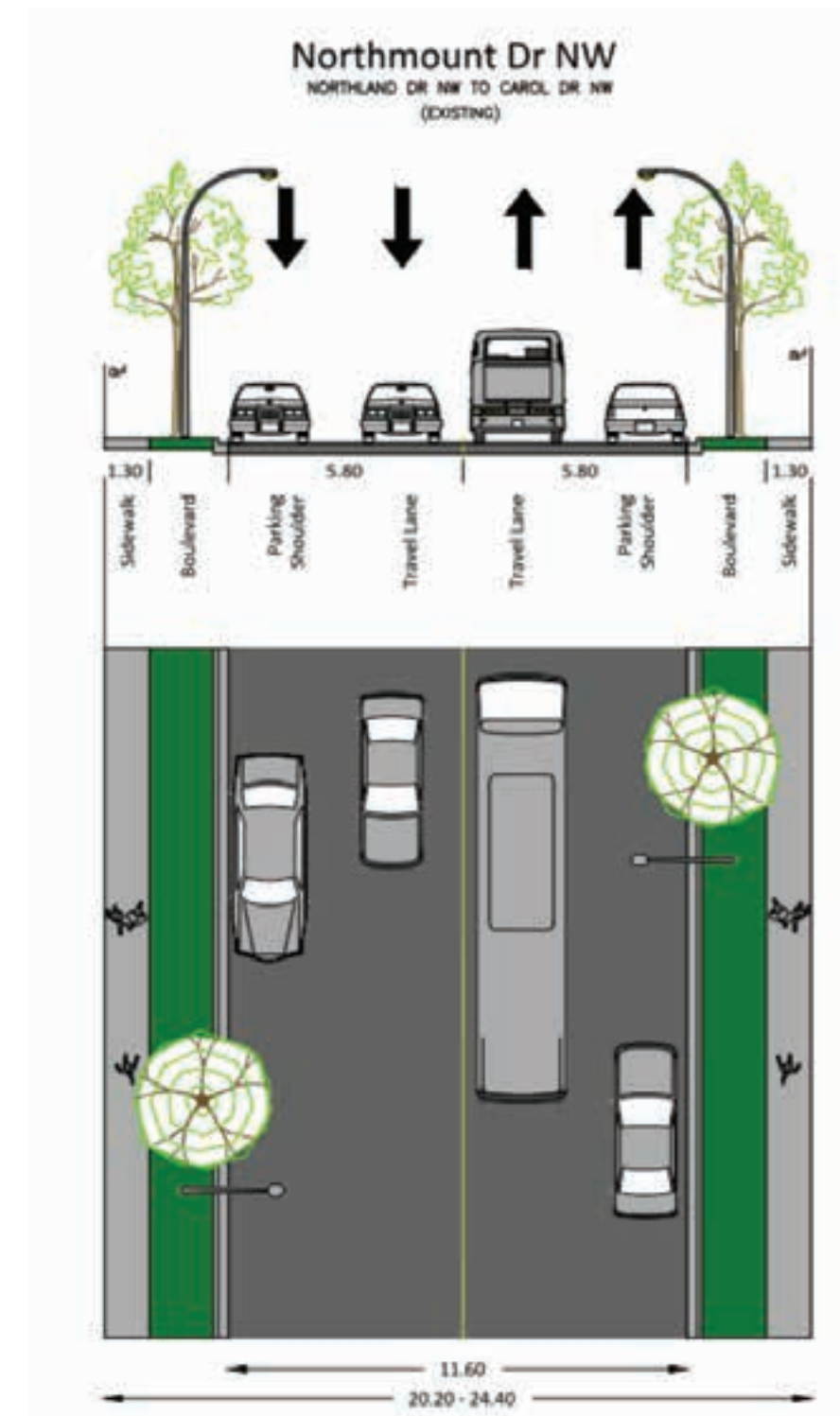
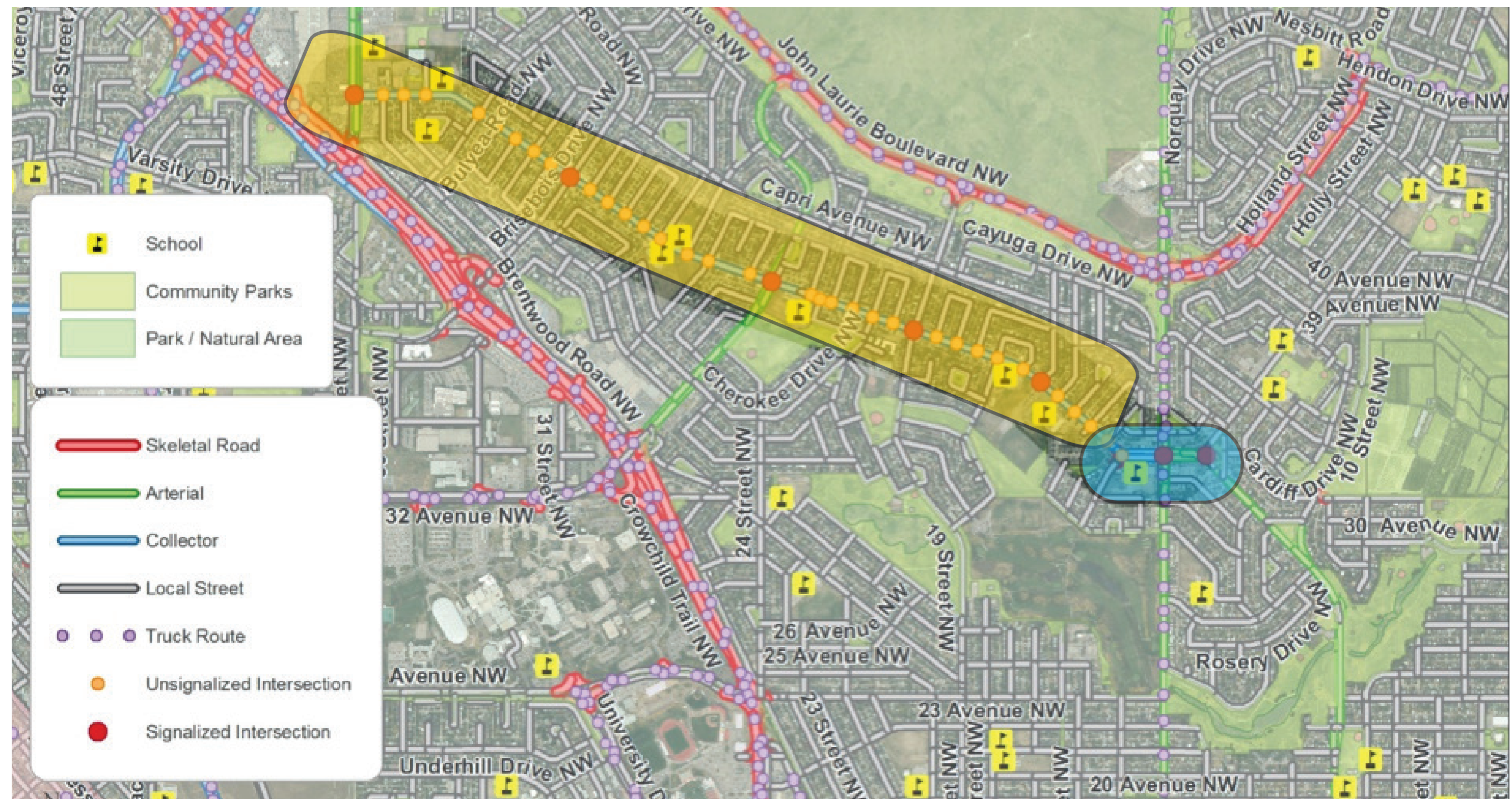
RELUCTANT

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

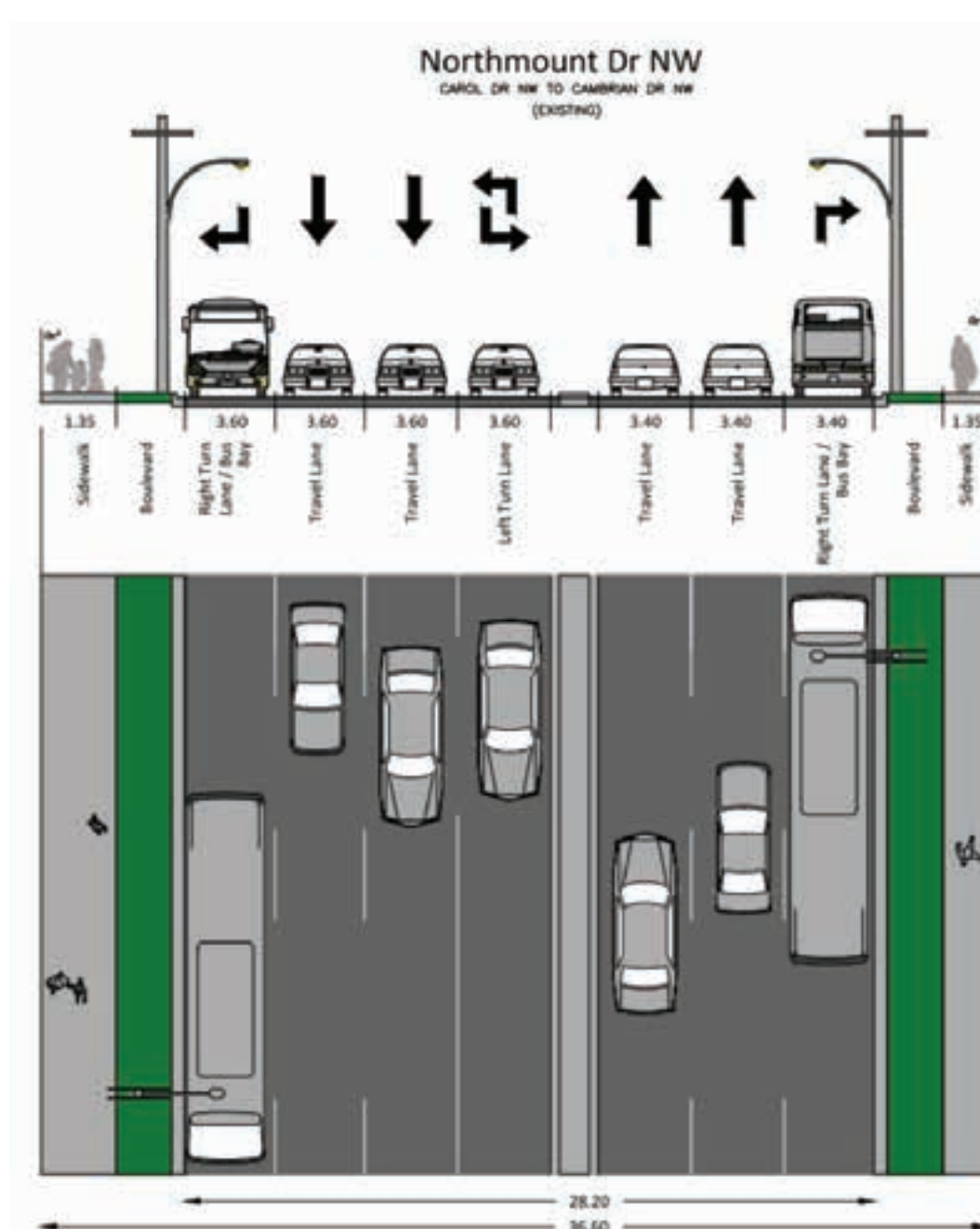


Existing Conditions



Northland Drive N.W. to Carol Drive N.W.:

- *Collector road
- 11.6m road width
- One lane in each direction with on-street parking
- Transit route



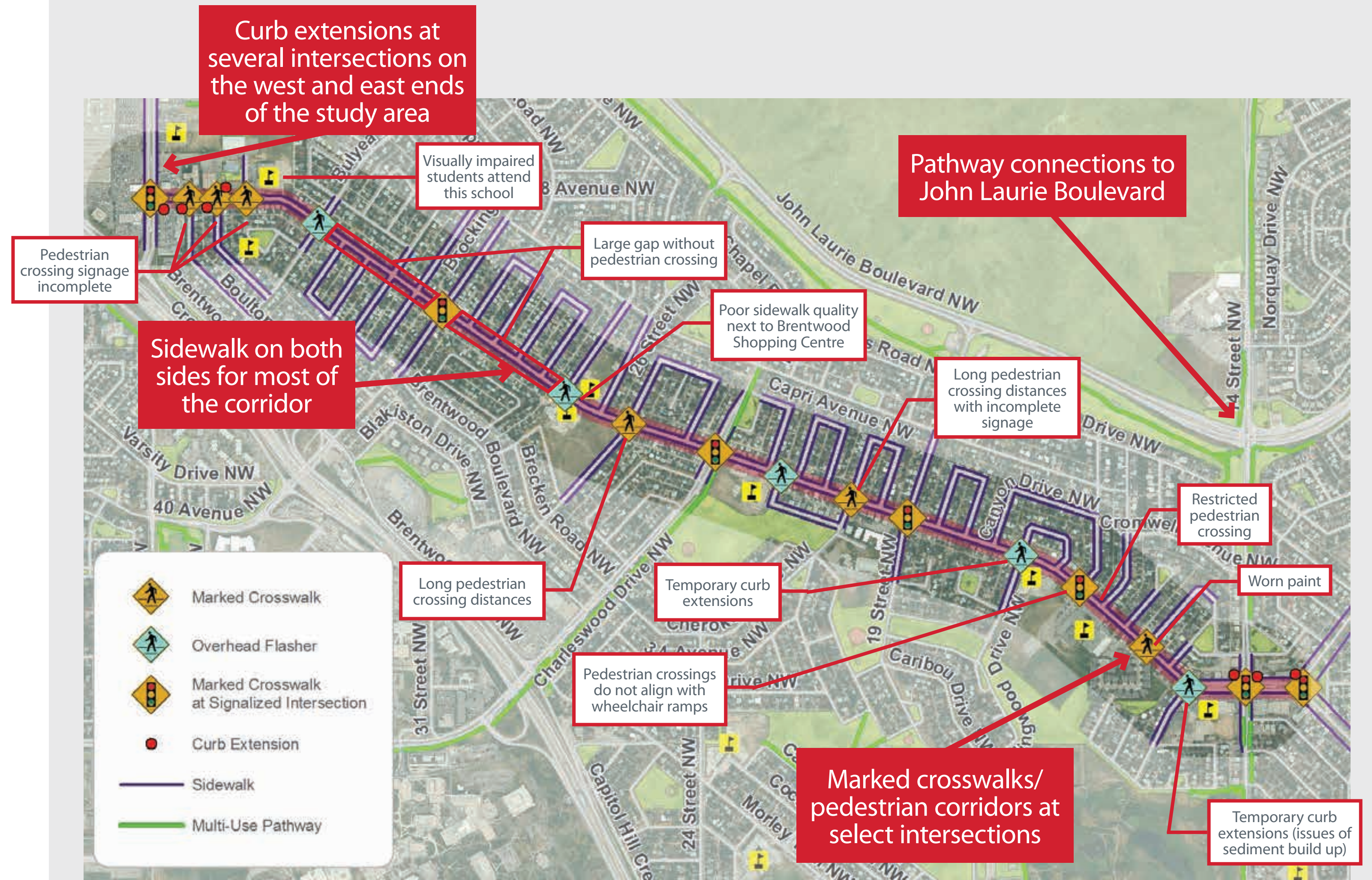
Carol Drive N.W. to Cambrian Drive N.W.:

- Carol Drive N.W. to 14 Street N.W. is a *collector road
- 14 Street N.W. to Cambrian Drive N.W. is an arterial road
- 28.0m road width
- Two travel lanes in each direction with a centre median
- Dedicated turn lanes/bus bays at intersections
- No on-street parking
- Transit route

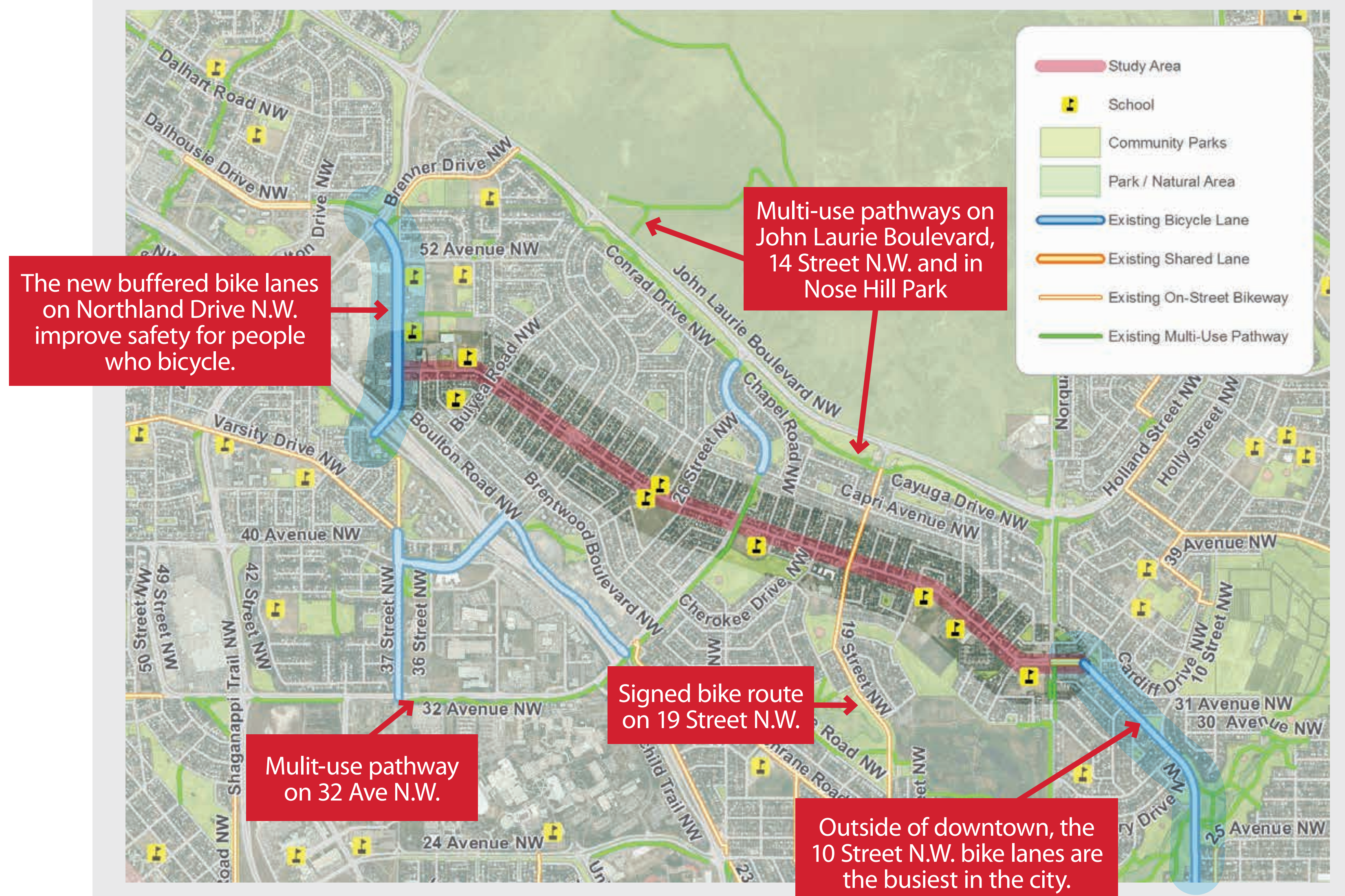
* Collector roads collect traffic from Arterial Streets and Primary Collectors (higher speed roads with large traffic volumes) and distribute it to other local streets. Typical daily traffic volumes range from 2,000 to 8,000 vehicles per day. Transit and direct access to adjacent properties is permitted.

Existing Conditions

People who walk:

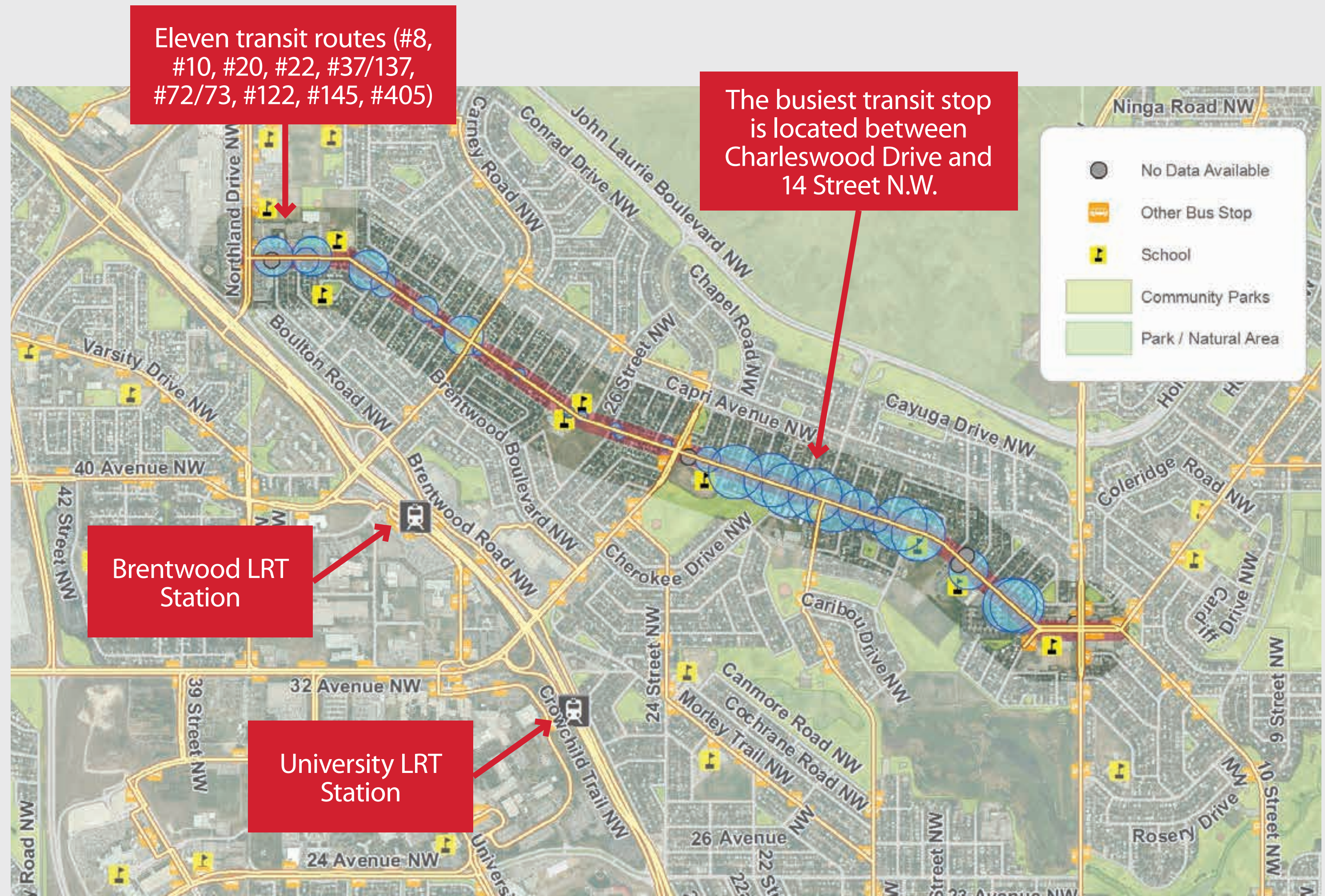


People who bike:



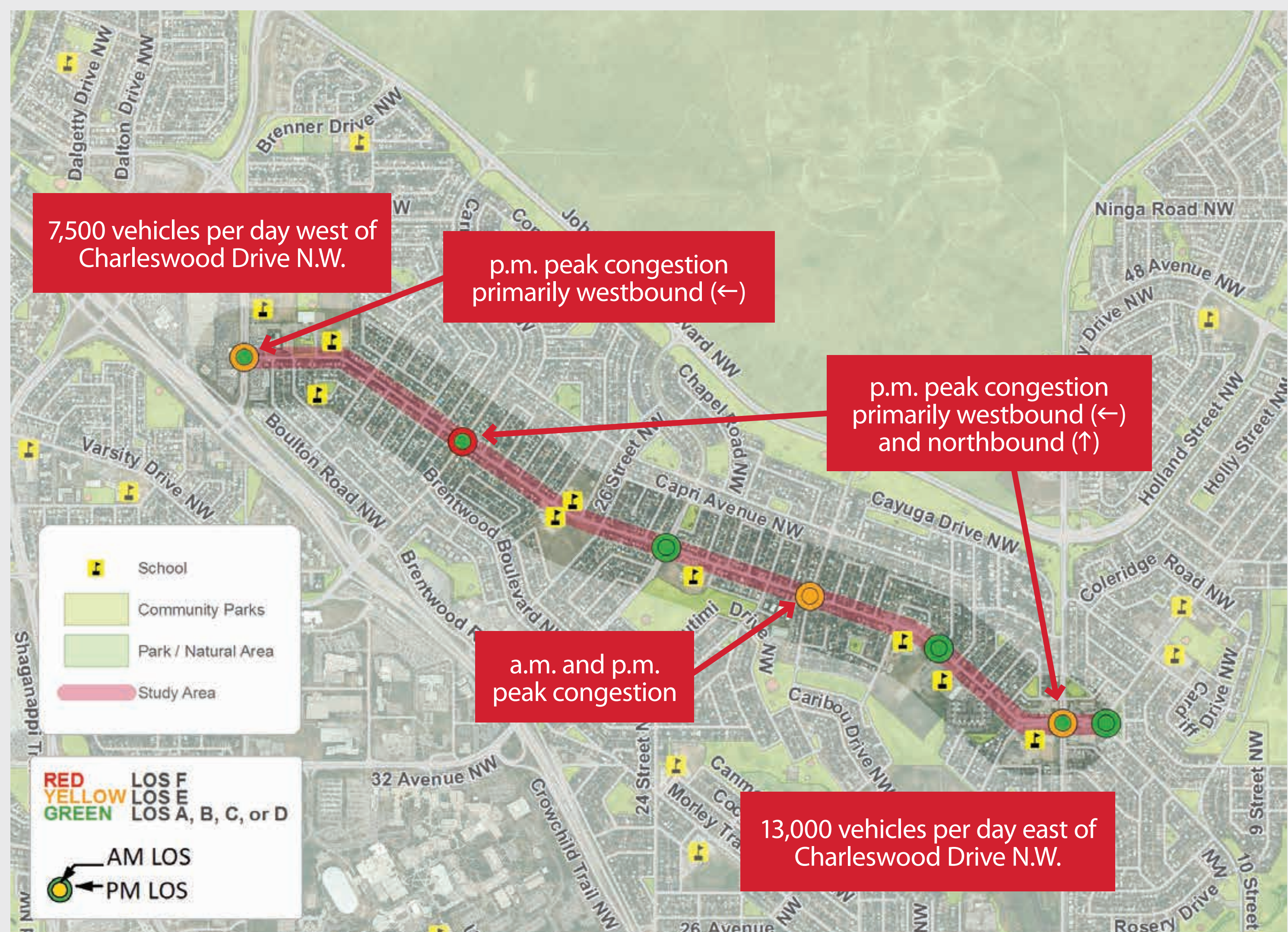
Existing Conditions

People who take transit:



AVE. DAILY WEEKDAY TRAFFIC (ADWT)		
YEAR	Northland Dr NW to Charleswood Dr NW	Charleswood Dr NW to 14 St NW
2013	7,500	13,000
2012	7,500	13,000
2011	7,500	16,500
2010	9,500	16,000
2009	9,500	16,000
2008	9,000	16,000
2007	10,000	25,000
2006	10,000	16,000
2005	11,000	23,000
2000	12,000	12,000

People who drive:



Level of Service (LOS) is an analysis used to measure vehicle congestion and delay at intersections. LOS is measured on a scale from A (no delay) to F (significant delay). In urban areas, a LOS of D or better is usually considered acceptable.

Most major intersections along Northmount Drive N.W. operate with an acceptable LOS today during the morning and afternoon peak period, with the exceptions noted on the map.

Safety

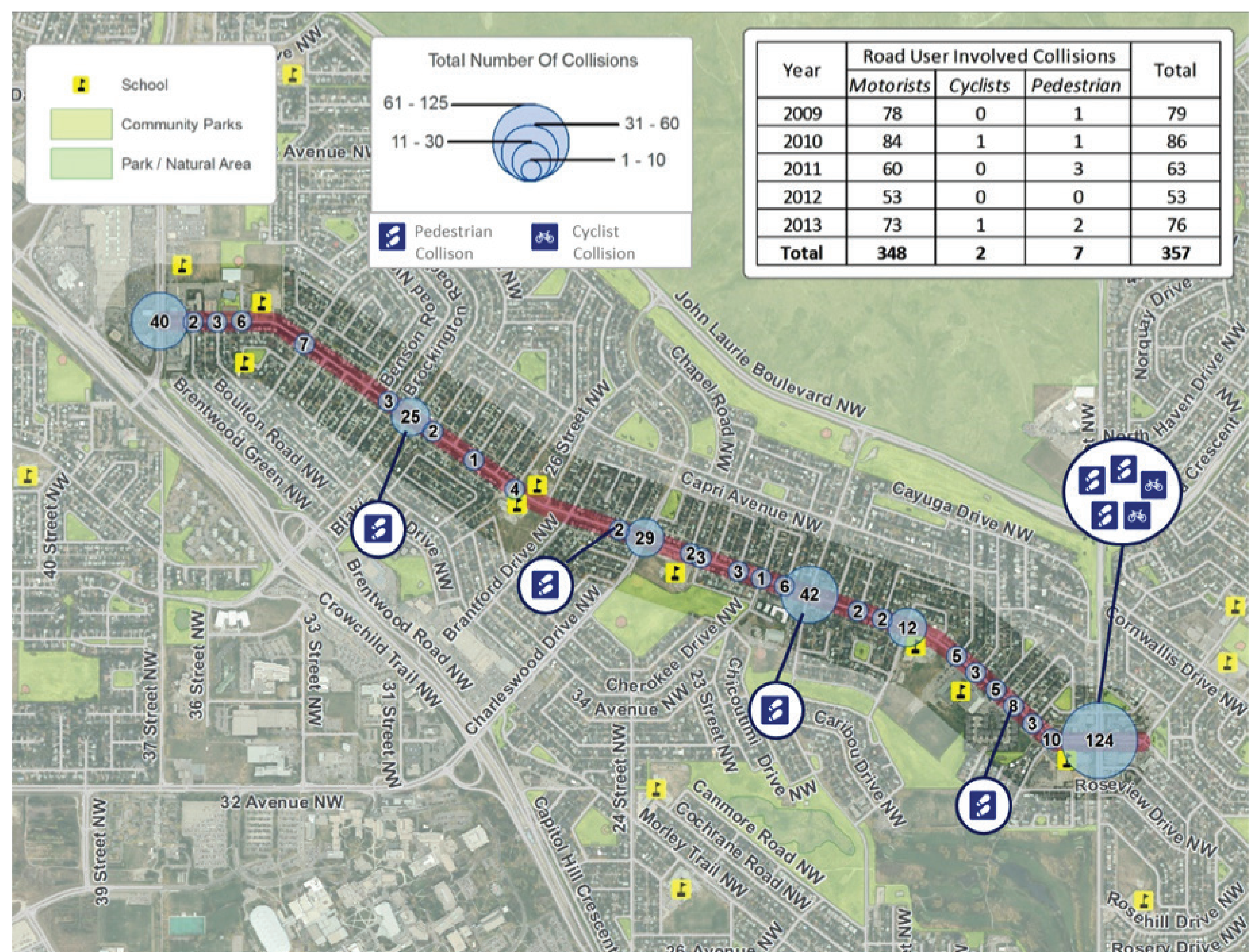
The project aims to improve safety for all road users.

- There were 357 reported collisions along the corridor between 2009 and 2013 (average of 71 per year)
- People who walk and bicycle are vulnerable road users
- There were seven reported collisions involving people walking and two involving people bicycling between 2009 and 2013
- Highest collision locations are at:

14 Street N.W.

19 Street N.W.

Northland Drive N.W.



Parking Use

The City conducted a parking study that included two surveys in November 2014. The first was designed to determine area residents' parking demand. Parked vehicles were observed and recorded from 5:30 a.m. until 6 a.m. The second study was done during a weekday from 6 a.m. until 6 p.m.

The parking study found that:

- Most on-street parking is under-used throughout much of the day. Throughout the entire corridor, on average less than a fifth (15%) of the total on-street parking supply is used over the course of a day
- Maximum utilization is generally below 50% for most of the corridor with the exception of a few blocks at the east and west ends of the study area.
- Parking on the majority of side streets is under-used.

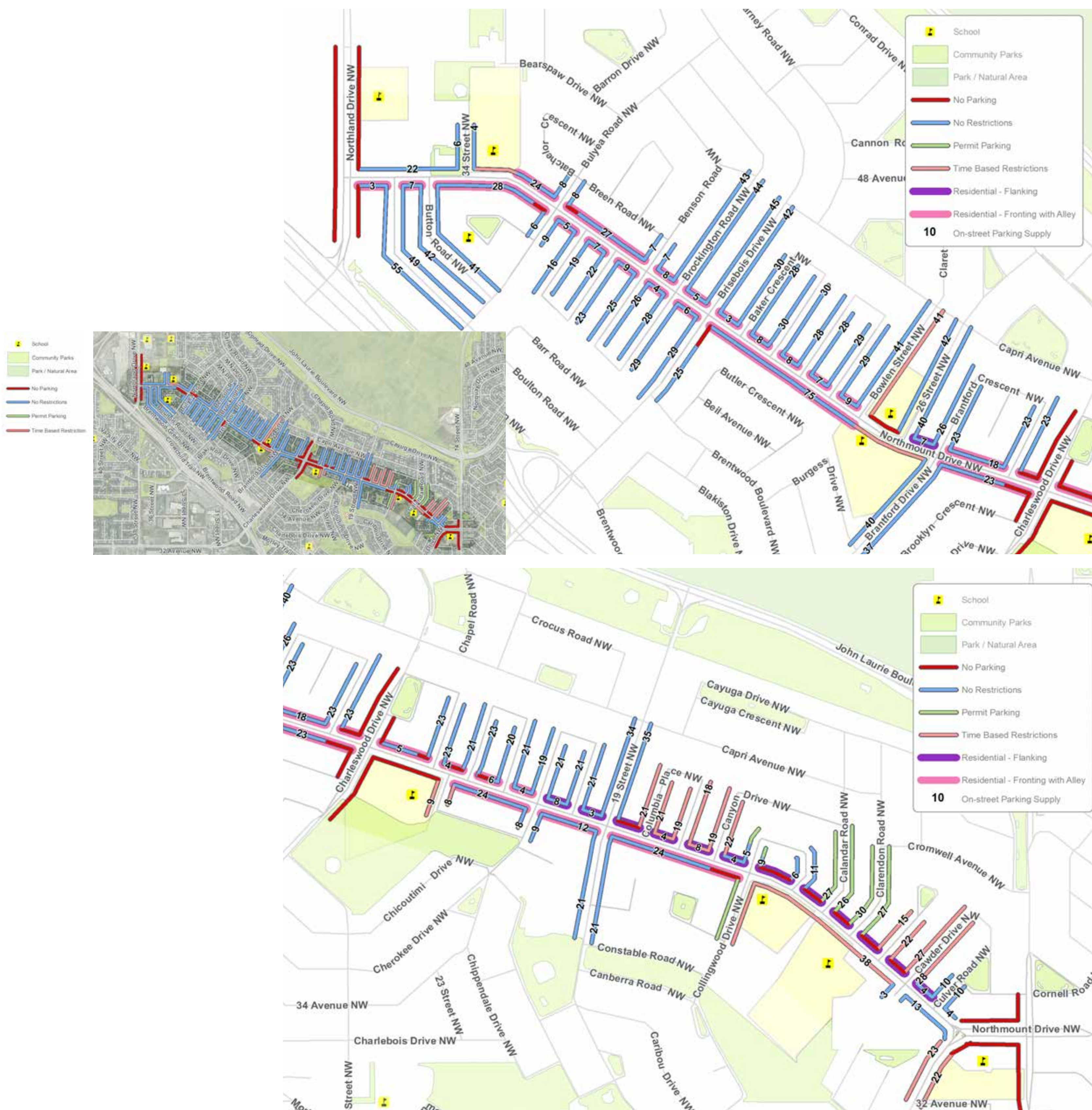
The utilization data and surrounding land uses will help inform if and how parking loss could be mitigated.



Parking Supply and Restrictions

Parking is currently permitted on both sides of Northmount Drive N.W. for the majority of the study area. The current on-street supply is approximately 190 spaces along the north side and 270 spaces along the south side. This includes unrestricted on-street parking in front of residential areas and time-based restricted parking in school zones, excluding driveways and bus zones. **Over 2000 on-street parking spaces are available on the side streets** intersecting Northmount Drive N.W.

Depending on the final roadway design, parking changes may be required.



What are some of the anticipated challenges?

There are a number of challenges that will need to be addressed to safely accommodate all modes of transportation.

We are aware of some of these concerns and want to work with stakeholders and the public to identify how we can mitigate them.

Challenges we have heard include:

- **Providing sufficient on-street parking** along the corridor to satisfy demand
- **Busy pick-up and drop-off traffic** at several schools along the corridor
- There is a high number of **school buses**
- **Limited road space** (width is 11.6 metres)
- **Mature street trees** in the boulevard along the majority of the corridor
- Several **large and busy intersections**
- **Busy transit corridor** with 11 bus routes
- **Safety concerns** (357 reported collisions between 2009 and 2013)



Thank you for coming!

We appreciate
your comments.

Please visit:

calgary.ca/bikeprojects

to fill out an online
feedback form and
to stay informed.