



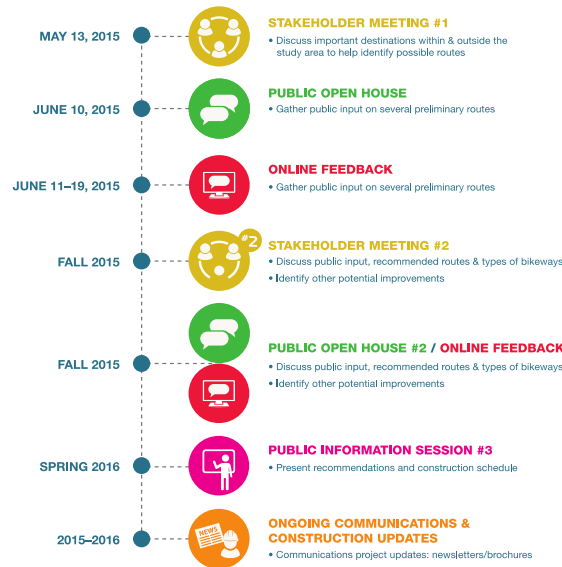
# East Central Bikeway Network Public Input Summary (Spring 2015)

## PROJECT OVERVIEW

The City of Calgary is working to make our city more liveable by improving access and safety for all road users. While there are some signed bicycle routes and several multi-use pathways in east central Calgary, there is currently limited infrastructure for people who want to bicycle. The City is working with stakeholders and the community to identify bikeway routes and facilities and improve conditions for those who drive, walk or cycle.

*Please note, the percentages presented in this summary are based on the number of respondents and are not a representative sample of the population.*

## ENGAGEMENT PROCESS



## STAKEHOLDER MEETING #1

There were nine attendees at the first stakeholder meeting on Wednesday, May 13, 2015 at the Forest Heights Community Association. Meeting attendees heard a presentation about why The City is trying to improve bicycle facilities in east central Calgary, some of the considerations for planning a bikeway network and the existing conditions for all road users (pedestrians, cyclists, transit customers and motorists). After the presentation, attendees discussed specific aspects of the study area that could be improved. Stakeholders were asked to identify routes, destinations and preferred streets for bicycle facilities.

Attendees were asked to complete a feedback form at the meeting and an online version was emailed to the stakeholder list (55). Four feedback forms were collected at the meeting and an additional two feedback forms were submitted online, for a total of six.



Stakeholders and project team members share ideas about potential bikeway network options.

## Bikeways preferences

Respondents were asked about which street types were preferred for bikeways and how likely they would be to use the improved facilities.

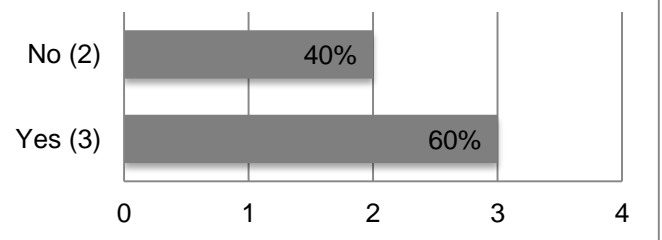
Would you prefer bikeways on quiet or busy streets? Please select:

Quiet street: Often less direct routes for people who bicycle, lower motor vehicle speeds and volumes	5 (83%)
Busy street: Often more direct routes for people who bicycle, higher vehicle speeds and volumes	1 (17%)

Respondents were asked to “please explain” their choice:

- There are opportunities for quiet, direct routes in the study area (2)
- Either, depending on the circumstance (1)

Would you be more likely to bicycle if the facilities were improved? (5 respondents)



## Route preference

Stakeholders were asked about their level of support for 13 different streets to better understand what routes would create a useful bike network.

The following streets are being considered for bikeways. Please circle your level of support for each street (1 = do not support, 3 = neutral and 5 = support).

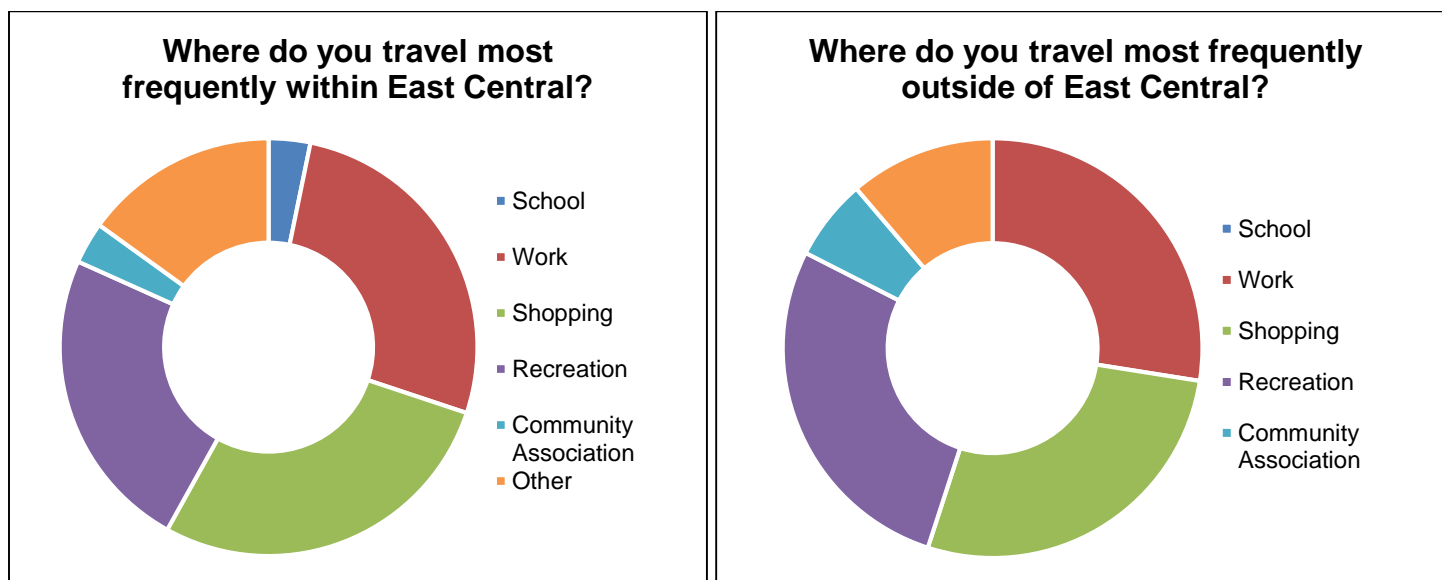
Busy streets listed in order of most to least support

Street name	Support	Neutral	Do not support
44 Street S.E.	75 per cent (3)	25 per cent (1)	None
Marlborough Way N.E.	60 per cent (3)	40 per cent (2)	None
52 Street N.E.	20 per cent (1)	80 per cent (4)	None
36 Street N.E. (north of	None	50 per cent (2)	50 per cent (2)

Memorial Drive)			
Barlow Trail N.E.	None	40 per cent (2)	60 per cent (3)
36 Street N.E. (south of Memorial Drive)	None	33 per cent (2)	67 per cent (4)
Memorial Drive	None	20 per cent (1)	80 per cent (4)
<b>Quiet streets listed in order of most to least support</b>			
<b>Street name</b>	<b>Support</b>	<b>Neutral</b>	<b>Do not support</b>
Marlborough Drive	100 per cent (5)	None	None
8 Avenue S.E.	80 per cent (4)	20 per cent (1)	None
Forego Avenue	75 per cent (3)	None	25 per cent (1)
4 Avenue N.E.	74 per cent (3)	25 per cent (1)	None
Madigan Drive	60 per cent (3)	None	40 per cent (2)
Maryvale Drive N.E.	50 per cent (2)	25 per cent (1)	25 per cent (1)

## Destinations

To better understand how people travel through the study area, respondents were asked about when and where they travel in east central Calgary.



Those who specified where they were traveling within the study area said visiting family, shopping at Marlborough Mall and 17 Avenue S.E. most frequently. Those who specified where they were traveling outside the study area said they were going to visit family, church, Springbank, recreation and work downtown.



## Advertising

The open house was advertised in the following ways:

- Three electronic signs advertised the open house on:
  - Barlow Trail N.E. south of Centre Avenue
  - 36 Street N.E. south of Memorial Drive N.E.
  - 36 Street N.E. south of 16 Avenue N.E.

After the open house the electronic signs were updated to advertise the online feedback form. *Note: Road sign permits were not available within the study area.*

- 12,540 post cards were delivered to area residents and businesses advertising the open house and online feedback.
- Information was posted on [calgary.ca/bikeprojects](http://calgary.ca/bikeprojects) and The City's *engage!* Calendar.
- Forest Heights Community Association advertised the open house on their digital message board.
- On Friday, May 29, 2015 email notices were sent to 123 stakeholders
- On Wednesday, June 17, online survey email reminders were sent to 125 stakeholders about the online feedback form.
- Information about the open house was posted on Bike Calgary's website and tweeted by @yyctransport several times.

City-wide Bikeways

Help us develop a **BIKEWAY NETWORK** in east central Calgary.

If you live, work or play in or near east central Calgary then please join us at a public open house on **June 10, 2015** at the **Forest Heights Community Association** from 5–8 p.m. to speak with the project team and give your input.

Public Open House **Wednesday, June 10, 2015**  
5–8 p.m. (drop in)  
**Forest Heights Community Association**  
(4909 Forego Ave S.E.)

We're improving roads in east central Calgary for everyone. Please drop in to have a look at some ideas and tell us what you think.

Visit [calgary.ca/bikeprojects](http://calgary.ca/bikeprojects) for more information and project updates.

More than 12,000 homes and businesses received a postcard with information about the project.

### Open House East Central Bikeways

Help us develop a bikeway network in east central Calgary. If you live, work or play in or near the study area then please drop in to a public open house on **June 10, 2015** at the **Forest Heights Community Association (4909 Forego Ave S.E.)** from **5–8 p.m.** to speak with the project team, have a look at some ideas for future bikeways and tell us what you think.

If you miss the open house you can view the display boards and complete a feedback form at [calgary.ca/bikeprojects](http://calgary.ca/bikeprojects) from June 11–18, 2015.

Post on the Bike Calgary website.

### engage! - East Central Bikeways

Overview **Timeline** Provide Your Input We're Listening

The City of Calgary is working to make Calgary more liveable by creating vibrant, healthy communities through walkable and bikeable neighborhoods. We are also planning for future growth by providing transportation choices.

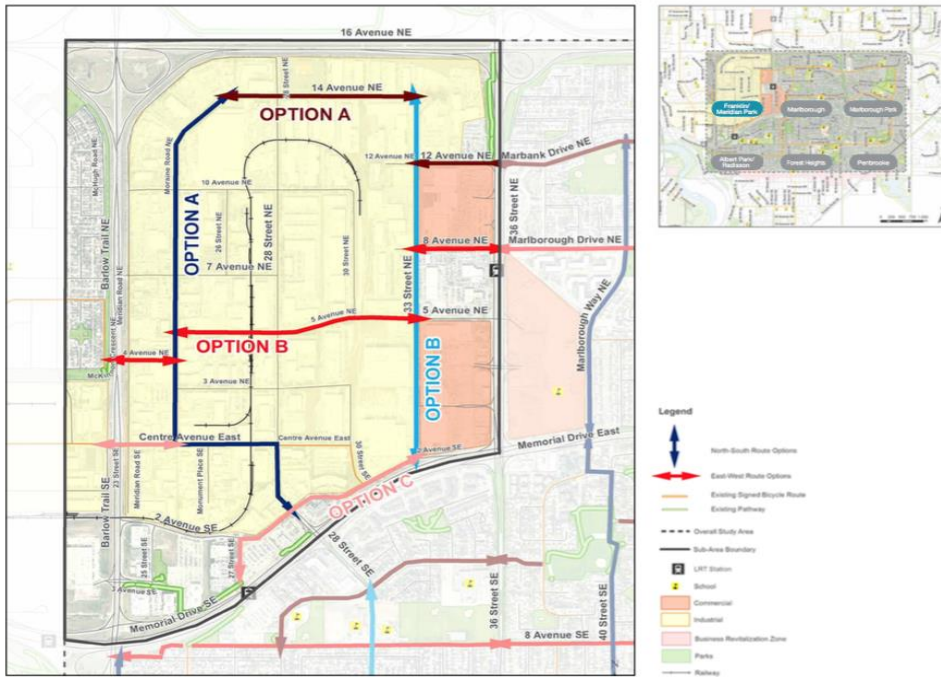
While there are some signed bicycle routes and several multi-use pathways in east central Calgary, there is currently limited infrastructure for people who want to bicycle. The City will work with stakeholders and the community to identify bikeway routes and facilities and improve conditions for those who drive, walk or bicycle.

Open house information on [calgary.ca](http://calgary.ca)'s *engage!* calendar.

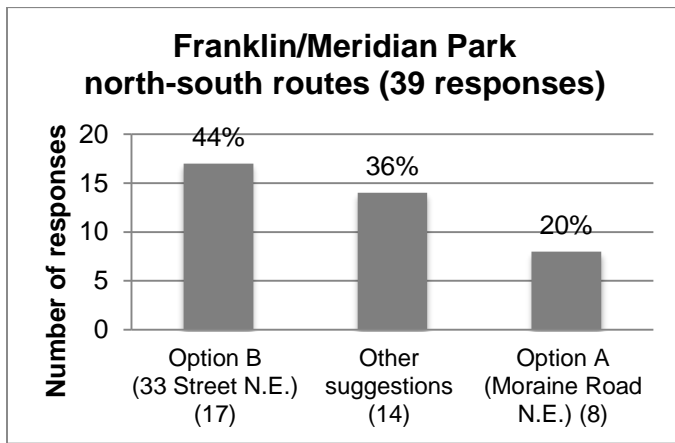
## Route Options

At the first stakeholder meeting, attendees said quiet streets were preferred for bikeways. This feedback was used to create the route options presented at the open house, where the public was invited to give feedback about each proposed route option.

### Franklin/Meridian Park

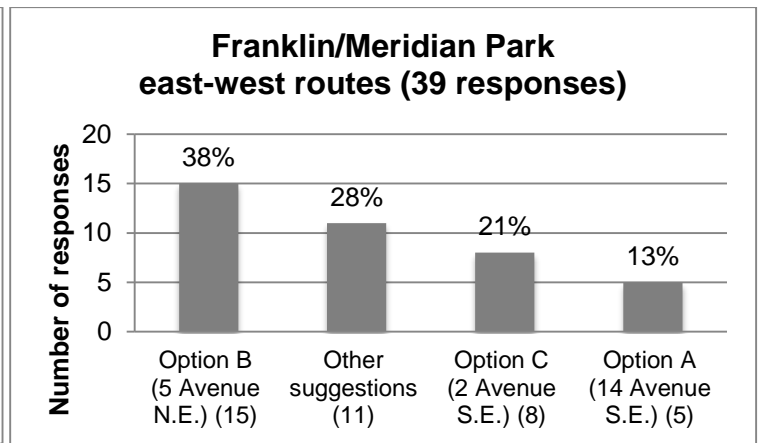


Bikeway network options in Franklin/Meridian Park



Franklin/Meridian Park north-south, other suggestions:

- No bike lanes (6)
- 36 Street N.E. (2)
- None of the above/no opinion (2)



Franklin/Meridian Park east-west, other suggestions:

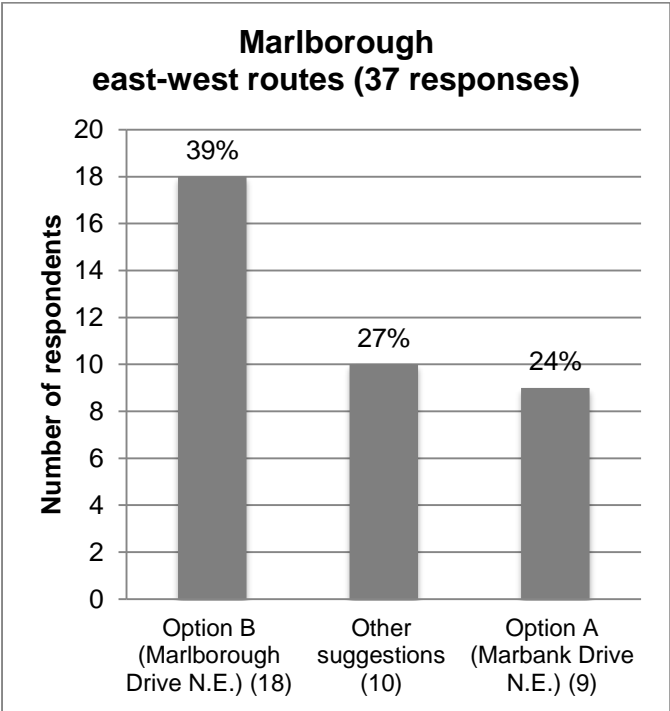
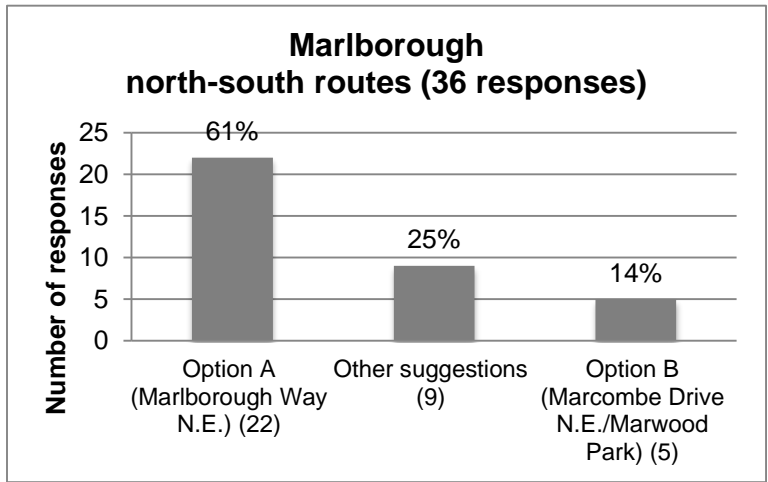
- No bike lanes (5)
- Centre Avenue (2)
- None of the above/no opinion (2)



# Marlborough



Bikeway network options in Marlborough



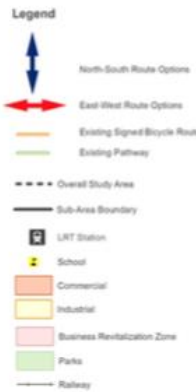
Marlborough north-south, other suggestions:

- No bike lanes (4)
- 52 Street N.E./S.E. (2)
- None of the above/no opinion (2)

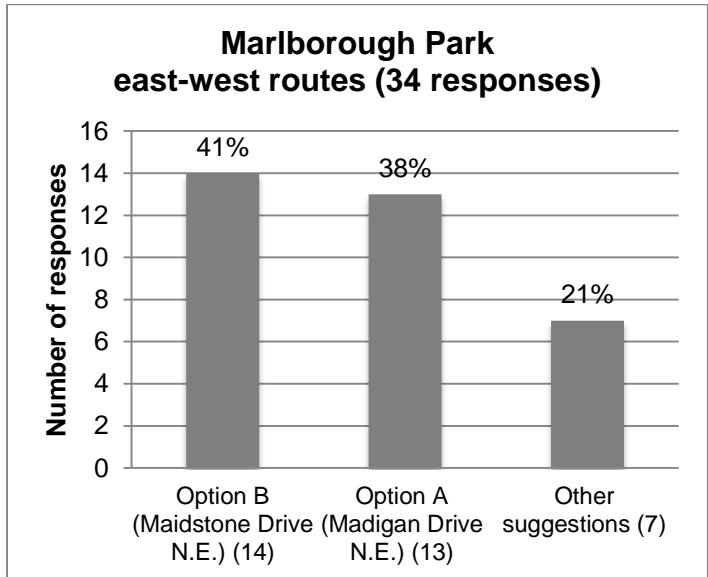
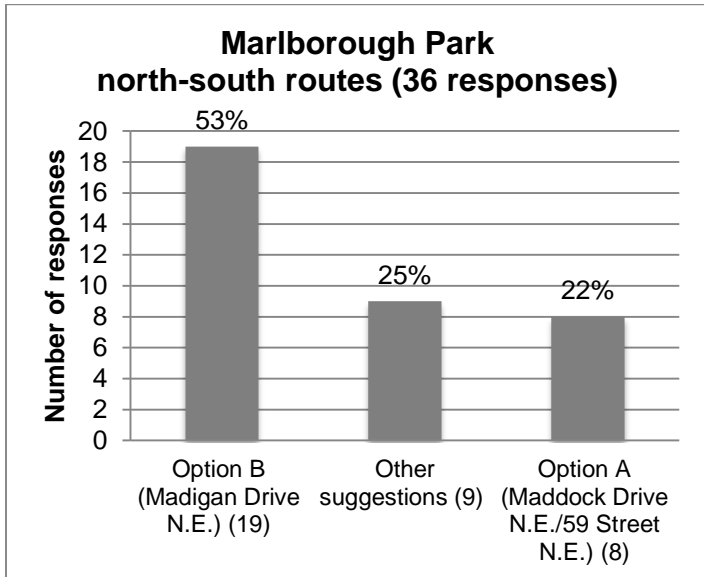
Marlborough east-west, other suggestions:

- No bike lanes (4)
- Memorial Drive (3)
- None of the above/no opinion (2)

# Marlborough Park



Bikeway network options in Marlborough Park



Marlborough Park north-south, other suggestions:

- No bike lanes (4)
- None of the above/no opinion (2)
- 52 Street N.E./S.E. (2)

Marlborough Park east-west, other suggestions:

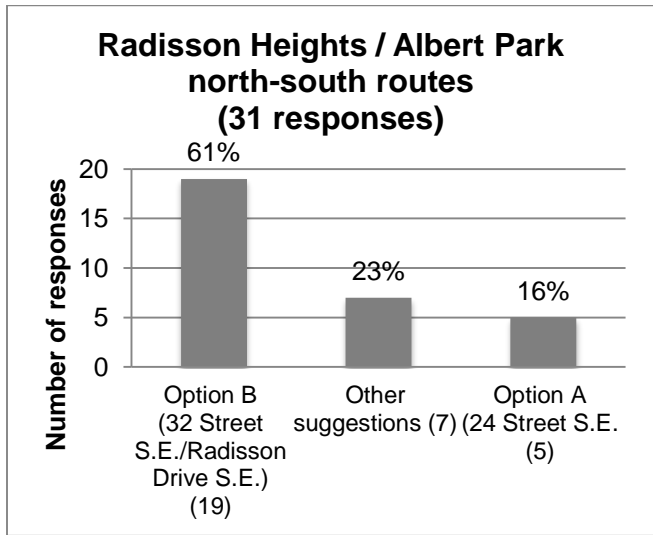
- No bike lanes (4)
- 4 Avenue N.E. (1)
- Memorial Drive (1)



# Radisson Heights / Albert Park

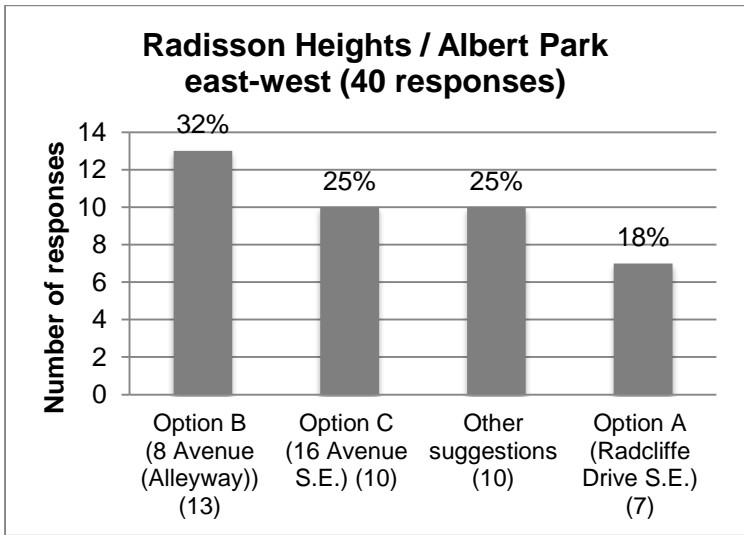


Bikeway network options in Radisson Heights/Albert Park



Radisson Heights/Albert Park north-south, other suggestions:

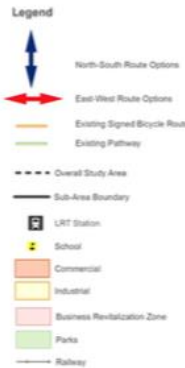
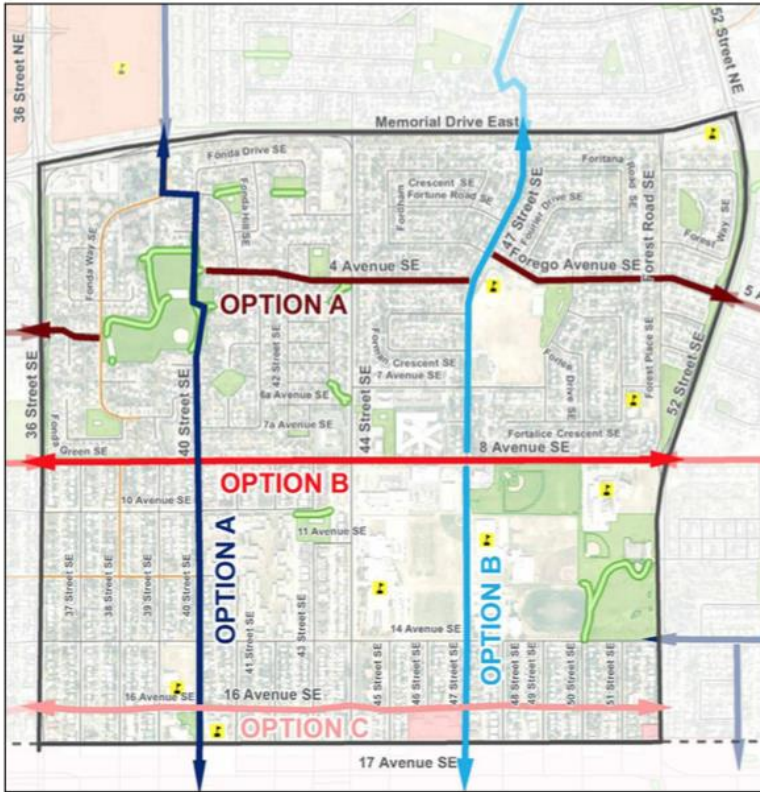
- No bike lanes (4)
- 28 Street S.E. (1)
- 34 Street S.E. (1)



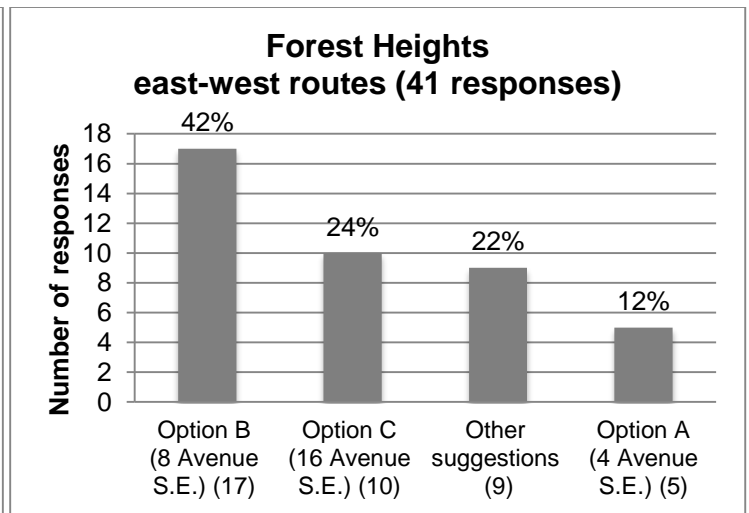
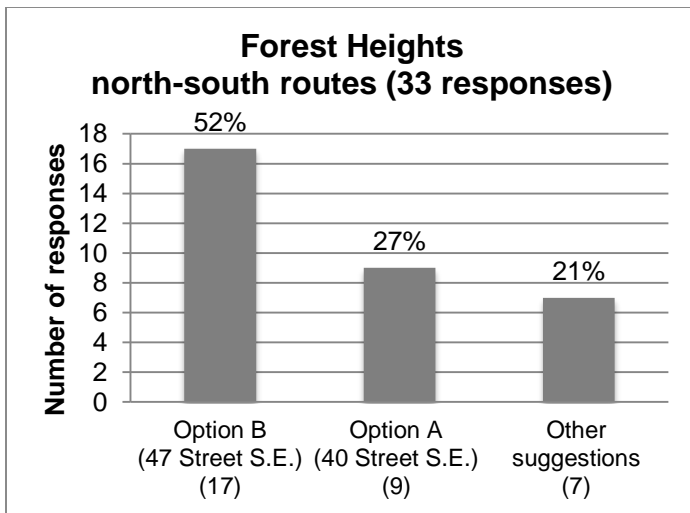
Radisson Heights/Albert Park east-west, other suggestions:

- No bike lanes (4)
- 17 Avenue S.E. (2), specifically over Deerfoot Trail (1)

# Forest Heights



Bikeway network options in Forest Heights



Forest Heights north-south, other suggestions:

- No bike lanes (4)
- 44 Street S.E. (2)

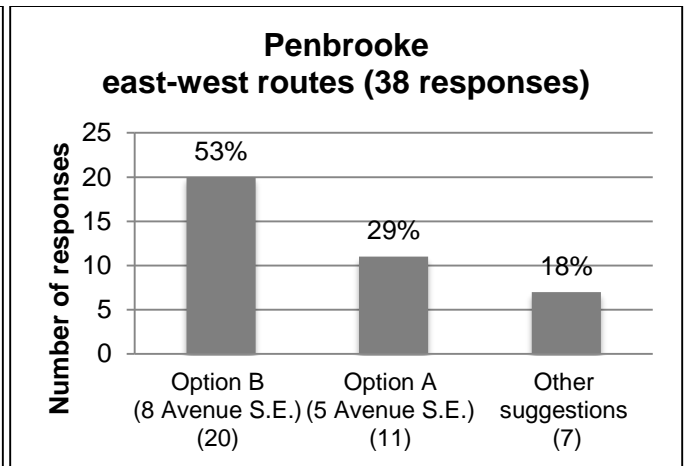
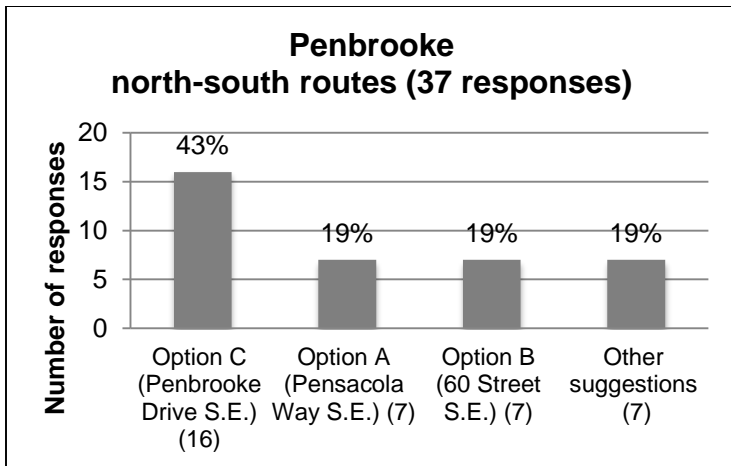
Forest Heights east-west, other suggestions:

- No bike lanes (4)
- 14 Avenue S.E. (2)
- 17 Avenue S.E. (2), specifically over Deerfoot Trail (1)

# Penbrooke



Bikeway network options in Penbrooke



Penbrooke north-south, other suggestions:

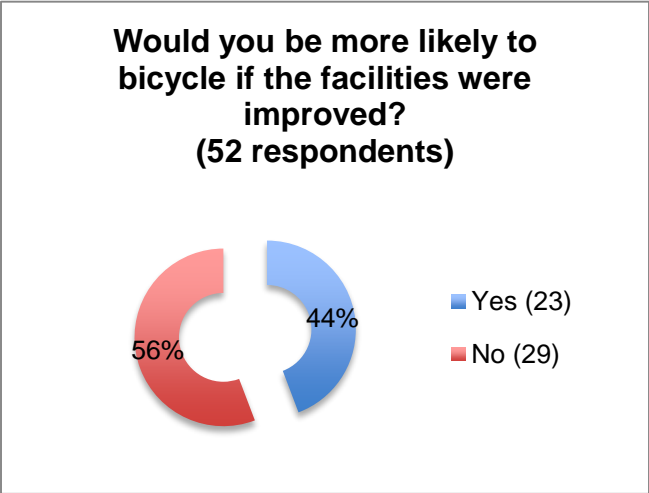
- No bike lanes (4)
- None of the above/no opinion (2)

Penbrooke east-west, other suggestions:

- No bike lanes (4)
- None of the above/no opinion (2)
- Many lanes converge in Penbrooke so more bike lanes is better (1)

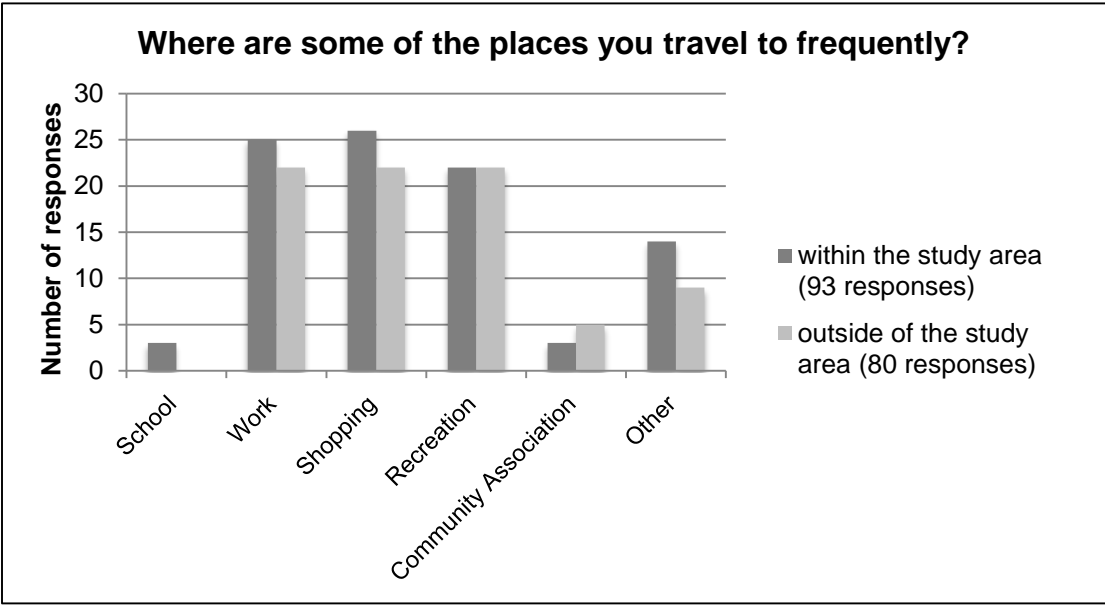
**Additional comments or concerns about the route options:**

- 17 Avenue S.E. needs to be improved/made safer (6), specifically crossing over Deerfoot Trail (3)
- Focus on 52 Street S.E. (4)
- Do not need bike lanes (4)
- Spend money differently/this is a waste (4)
- Wide streets are preferred for bike facilities (3)
- Cyclists should be licensed (3)
- Use residential streets, major roadways are dangerous (2)
  - Concerns about removing parking (2)



**Destinations**

To better understand how and why people travel through the study area, respondents were asked about where, when and how they travel in east central Calgary.



Respondents were provided additional space to specify where they are travelling to:

**Within the study area**

**School:**

- Keeler Elementary (1)
- Roland Michener School (1)

**Shopping:**

- Marlborough Mall (9)
- 17 Avenue S.E. (3)
- Canadian Tire (2)
- Safeway on 52 Street N.E. (2)
- Sunridge Mall (2)

**Community Association:**

- Albert Park/Radisson Heights Community Association (1)

**Work:**

**Recreation:**

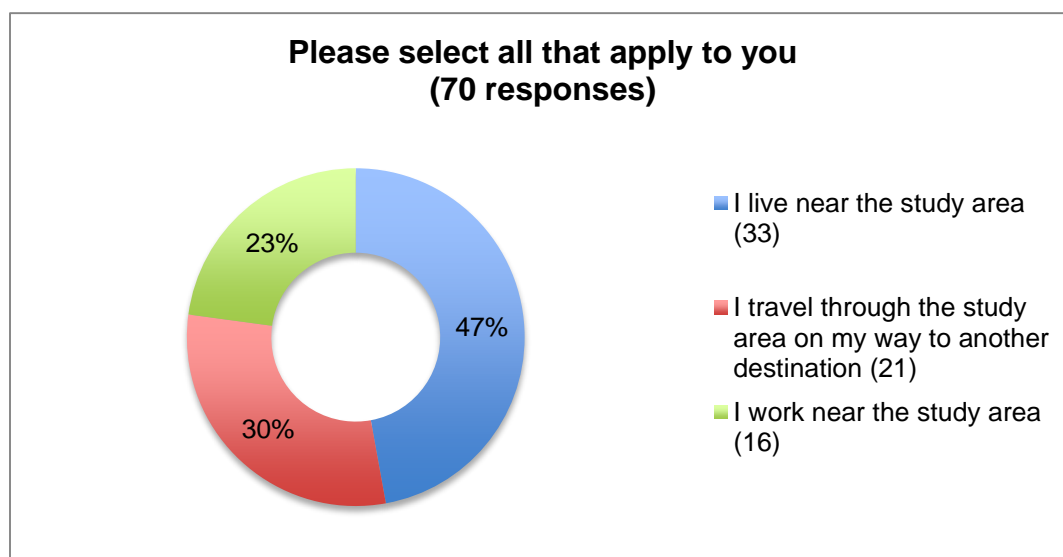
**Other:**



<ul style="list-style-type: none"> <li>Stantec (3)</li> </ul>	<ul style="list-style-type: none"> <li>Bob Bahan Pool (2)</li> </ul>	<ul style="list-style-type: none"> <li>Home (3)</li> <li>Restaurants (2)</li> </ul>
<b>Outside the study area</b>		
<b>School:</b> <ul style="list-style-type: none"> <li>University of Calgary (1)</li> </ul>	<b>Shopping:</b> <ul style="list-style-type: none"> <li>Mall (2), specifically Chinook (1)</li> </ul>	<b>Community Association:</b> <ul style="list-style-type: none"> <li>Thornclyff (1)</li> <li>Kensington (1)</li> <li>Parkhill (1)</li> </ul>
<b>Work:</b> <ul style="list-style-type: none"> <li>Downtown (8)</li> <li>52 Street (4), specifically S.E. in Foothills Industrial (2) and N.E. in Temple (1)</li> </ul>	<b>Recreation:</b> <ul style="list-style-type: none"> <li>River pathways (3)</li> <li>All over the city (2)</li> </ul>	<b>Other:</b> <ul style="list-style-type: none"> <li>Home (2)</li> </ul>

## Demographics and Road Use

Respondents were asked how often and why they use the road to better understand travel patterns through the study area.



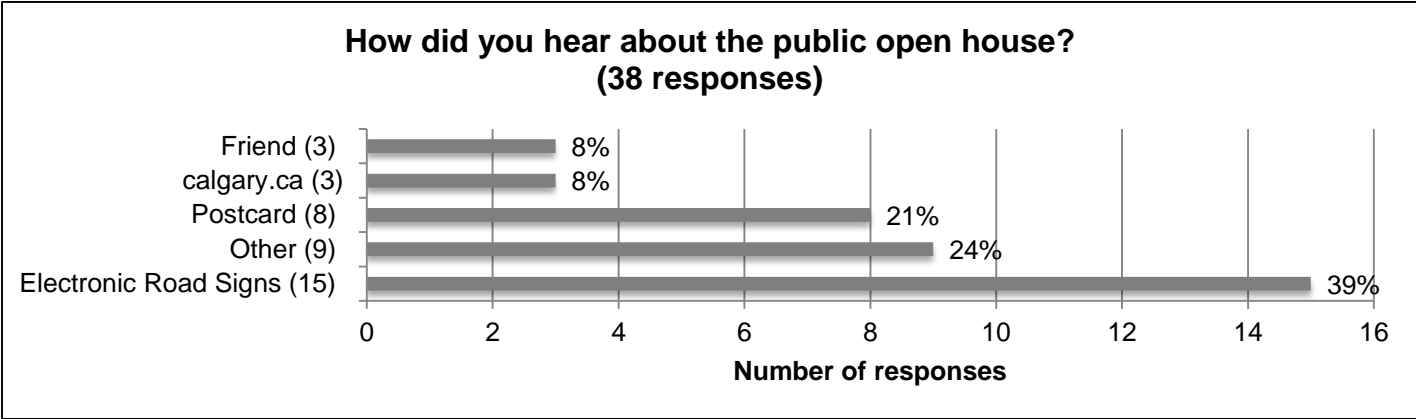
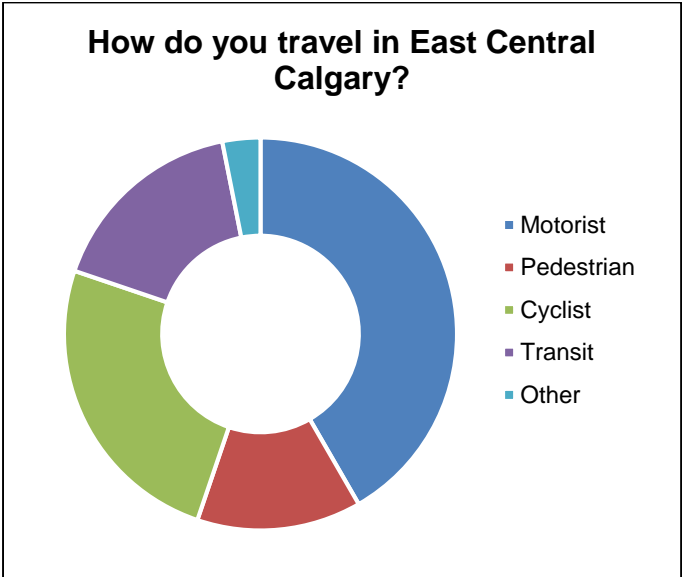
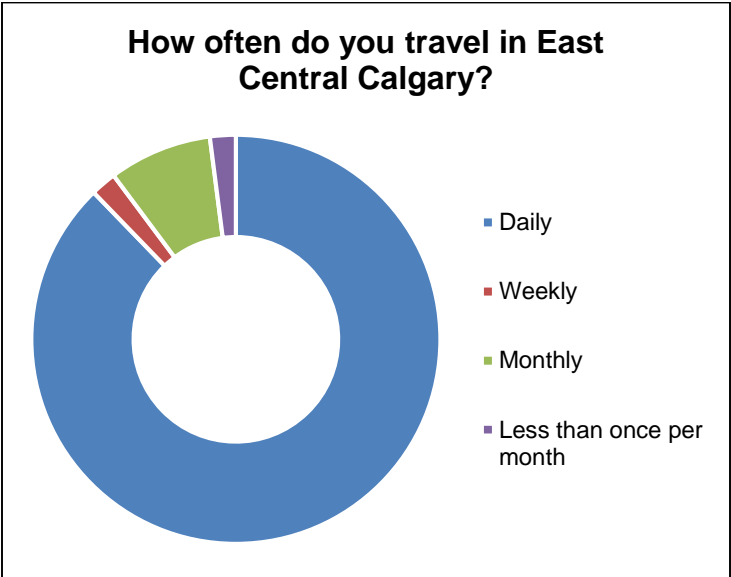
Respondents were provided additional space to specify their selections for the following questions:

<b>I live near the study area. Community:</b> <ul style="list-style-type: none"> <li>Forest Heights (6)</li> <li>Marlborough Park (5)</li> <li>Marlborough (3)</li> </ul>	<b>I work near the study area. Business or location:</b> <ul style="list-style-type: none"> <li>Stantec (3)</li> </ul>
<b>I travel through the study area on my way to another destination:</b> <ul style="list-style-type: none"> <li>Work (2)</li> <li>Shopping (2)</li> </ul>	<b>Other, please specify:</b> <ul style="list-style-type: none"> <li>Ride downtown (2), specifically on the train (1)</li> </ul>





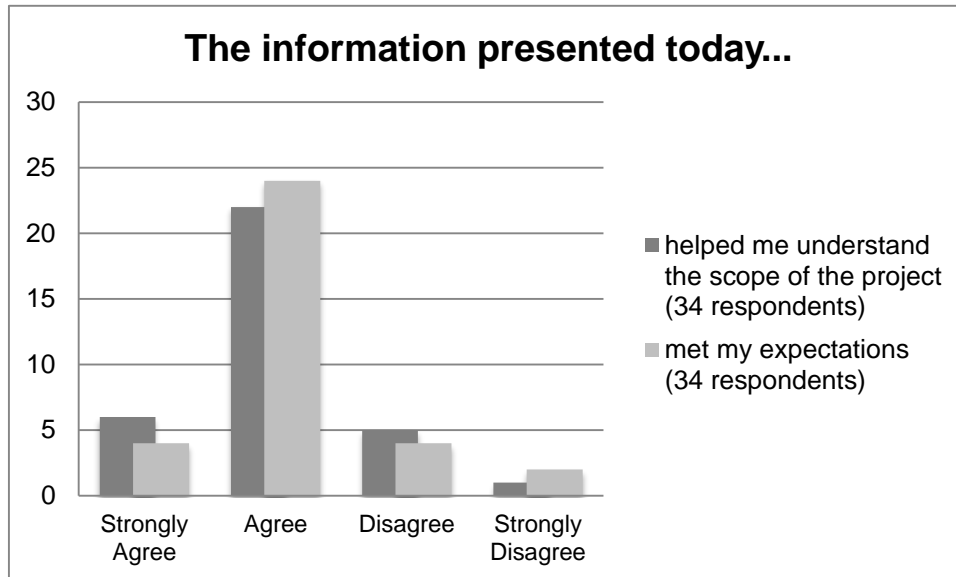
Open house attendees view the display boards



Those who responded "other" specified Twitter (2) and Bike Calgary (2).

## Open House Evaluation

Open house attendees were asked about the quality of the information presented.



### Is there other information that would have been valuable?

- Clear plan for the bike paths (3)
- Having route maps (3) with familiar landmarks (1)

### Additional comments about the open house:

- Didn't know about open house (3)
- Update website information with more user friendly navigation (1)

## SUMMARY

### Stakeholder meeting

- 83 per cent of respondents said they would prefer bikeways on quiet streets over busy streets
- Respondents most often travel within the study area for work or shopping
- Respondents most often travel outside of the study area for recreation
- Respondents stated that connections to work, recreation and shopping were most important

### Open house and online feedback

The preferred routes in each community are as follows:

- **Franklin/Meridian Park**
  - North-south route: Option B, 33 Street N.E.
  - East-west route: Option B, 5 Avenue N.E.
- **Marlborough**
  - North-south route: Option A, Marlborough Way N.E.
  - East-west route: Option B, Marlborough Drive N.E.
- **Marlborough Park**
  - North-south route: Option B, Madigan Drive N.E.
  - East-west route: Option B, Maidstone Drive N.W.
- **Radisson Heights/Albert Park**

- North-south route: Option B, 32 Street S.E./Radisson Drive S.E.
- East-west route: Option B, 8 Avenue Alleyway
- **Forest Heights**
  - North-south route: Option B, 47 Street S.E.
  - East-west route: Option B, 8 Avenue S.E.
- **Penbrooke**
  - North-south routes: Option C, Penbrooke Drive S.E.
  - East-west routes: Option B, 8 Avenue S.E.
- 82 per cent (28) of respondents *agreed* or *strongly agreed* the information presented at the open house was satisfactory.



A stakeholder meeting attendee reviews the study area maps