



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.

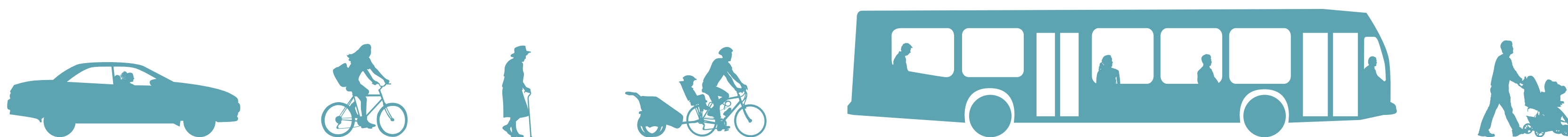
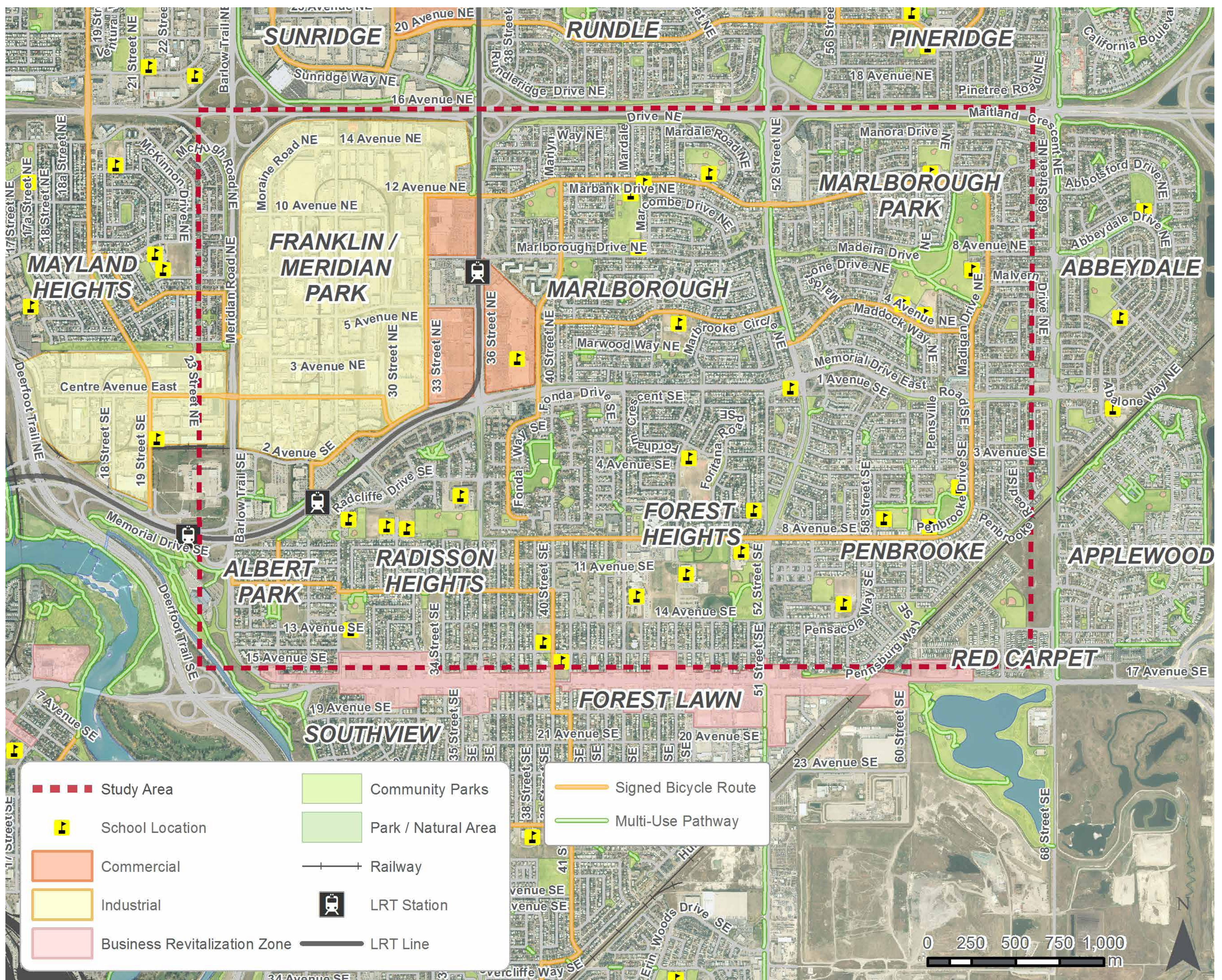
Feedback forms are available here and at calgary.ca/bikeprojects until June 18, 2015.





East Central Bikeways Study Area

- Large area (15.6 square km) made up of several neighbourhoods (primarily single family residential homes)
- Commercial and industrial areas west of 36 Street N.E. and north of Memorial Drive
- Several local parks and schools
- Access to Barlow-Max Bell, Franklin, and Marlborough LRT Stations





Complete Streets

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 needs-based transportation options for all users
- Create liveable, neighbourhood streets that encourage people to travel by walking, cycling and transit

How do we integrate all transportation modes in a complete street?

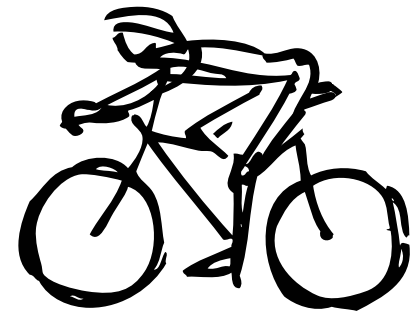
- Define road spaces for more orderly traffic flow
- Keep cyclists off sidewalks and out of travel lanes
- Provide buffers between motorists and pedestrians
- Lower traffic speeds
- Make crossing pedestrians more visible to drivers
- Increase clear space between parked cars and moving vehicles
- Encourage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





Planning a Bikeway Network

- Studies have shown there are four types of cyclists:



FEARLESS

Fearless cyclists

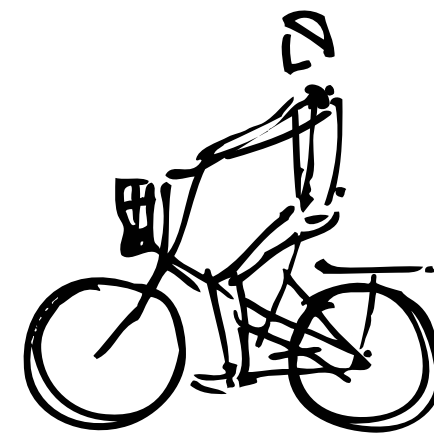
- Cycling is strong part of their identity
- Generally undeterred by motor vehicles
- Will consider cycling even in the absence of any visible bike facility



CONFIDENT

Confident cyclists

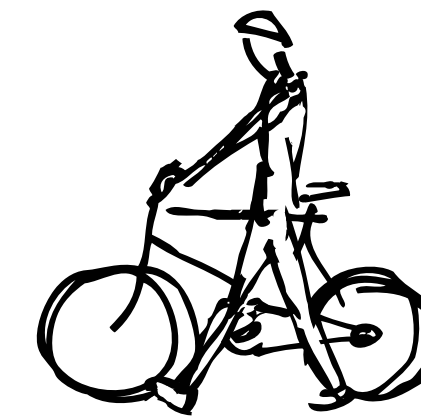
- Cycling is a part of their identity
- Slightly or moderately comfortable sharing the road with motor vehicles
- Will consider cycling if the route is mostly on a bike facility



INTERESTED

Interested cyclists

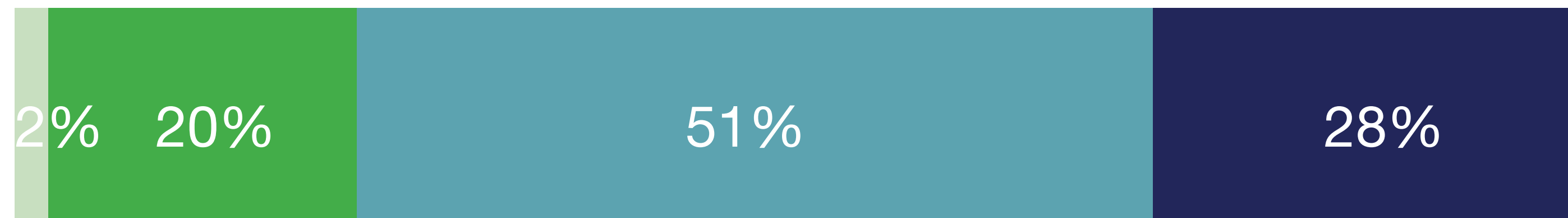
- Do not identify as a cyclist
- Not comfortable sharing the road with motor vehicles without a visible bike facility
- Interested in cycling if the route is on a bike facility



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

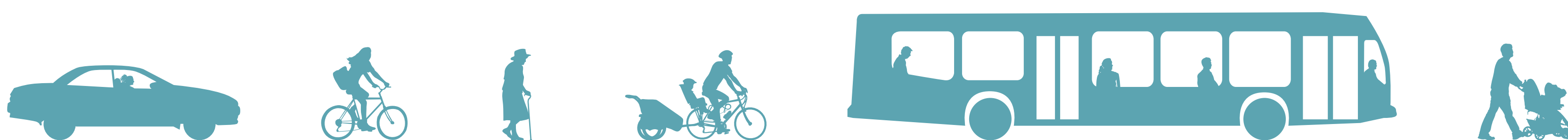


- This project will design for a variety of bicycle facilities and comfort levels.

Bicycle Facility Standards



- Different types of facilities are appropriate on busy streets as compared to quiet streets.





We aim to improve Calgary overall by:

- planning for and accommodating growth
- providing and connecting transportation choices
- creating vibrant healthy communities
- improving safety and access for all road users

Why are we doing this project?

The project goals are to:

- improve safety and mobility for all road users in the study area
- improve bicycle connectivity within neighbourhoods and businesses and to the pathway system and City Centre
- improve the road design to make walking, biking, taking transit and driving safe, predictable and accessible for all road users





Engagement & Communication Process

The public engagement process for the proposed East Central bikeways includes two stakeholder meetings, two public open houses and online feedback.



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)
- CivicCamp Calgary
- 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
- UPS
- Urban Development Institute

COMMUNITY CONTACTS

- Area Community Associations
- Area Schools
- Area Businesses
- Area Institutions

GOVERNMENT

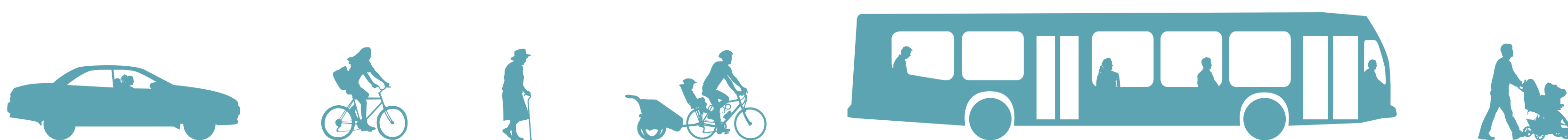
- City of Calgary, Ward 10: Councillor Andre Chabot
- Member of Parliament: Hon. Deepak Obhrai, MP
- Calgary Catholic School District Trustee, Ward 10: Cheryl Low
- Calgary Board of Education Trustee, Ward 10: Pamela King

SCHOOL TRANSPORTATION REPRESENTATIVES

- First Student
- Southland Transportation Ltd.

SCHOOL BOARD TRANSPORTATION REPRESENTATIVES

- Calgary Catholic School Board
- Calgary Public School Board





Existing Conditions for People Who Cycle in east central Calgary

- Limited routes with physical infrastructure
- Several signed bicycles routes on collector roads
- Several disconnected multi-use pathways
- Connections to Bow River Pathway system in the southwest
- Future connection to the Perimeter Greenway





Busy Streets

Busy streets are the most direct routes but have very high traffic volumes and speeds and are not comfortable for most cyclists. The 2001 Pathway and Bikeway Implementation Plan proposed on-street bikeways on these busy streets:

- Memorial Drive
- 36 Street N.E.
- 52 Street N.E.



PROS

More direct
Direct access to destinations
Better access to transit

CONS

Higher speeds and vehicle volumes
Often requires greater level of separation to be comfortable
Can be more expensive
Can have impacts on parking, vehicle travel and transit



Busy streets are not comfortable for many cyclists (*interested*). The proposed bikeway network for east central Calgary focuses on quieter streets.





Quiet Streets

Quiet streets have low to moderate traffic volumes. Examples in the East Central Bikeways study area include:

- Marbank Drive/Madigan Drive N.E.
- Marlborough Drive N.E.
- Marlborough Way N.E.
- 8 Avenue S.E.
- 44 Street S.E.
- Radcliffe Drive/28 Street S.E.



Bikeway facilities on quiet streets can include:

Collector streets

- Bike lanes
- Shared Use Lanes
- Neighbourhood Greenways (if traffic volumes and speeds are low)

Local streets

- Neighbourhood Greenways

PROS

- Lower motor vehicle speeds
- Lower motor vehicle volumes
- Direct access to schools and parks
- Alternative to arterial roads
- Comfortable for cyclists of all ages and abilities

CONS

- Potential impacts to residential parking
- Less direct routes
- Facility types may vary along route
- May not provide direct connections to destinations outside the study area
- Difficult to cross busy streets
- Less access to transit





What We Heard

- Nine attendees representing adjacent residents, cycling groups, Community Associations and Alberta TrailNet
- Meeting attendees heard a presentation about:
 - why the City is trying to improve bicycle facilities in east central Calgary
 - considerations for planning a bikeway network
 - existing conditions for all road users (pedestrians, cyclists, transit customers and motorists) today

Stakeholder Meeting #1
May 13, 2015

The project team and meeting attendees discussed the challenges and opportunities and identified key destinations inside and outside the communities for people who bicycle.

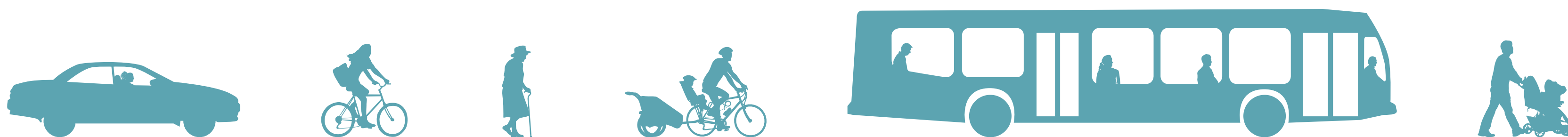
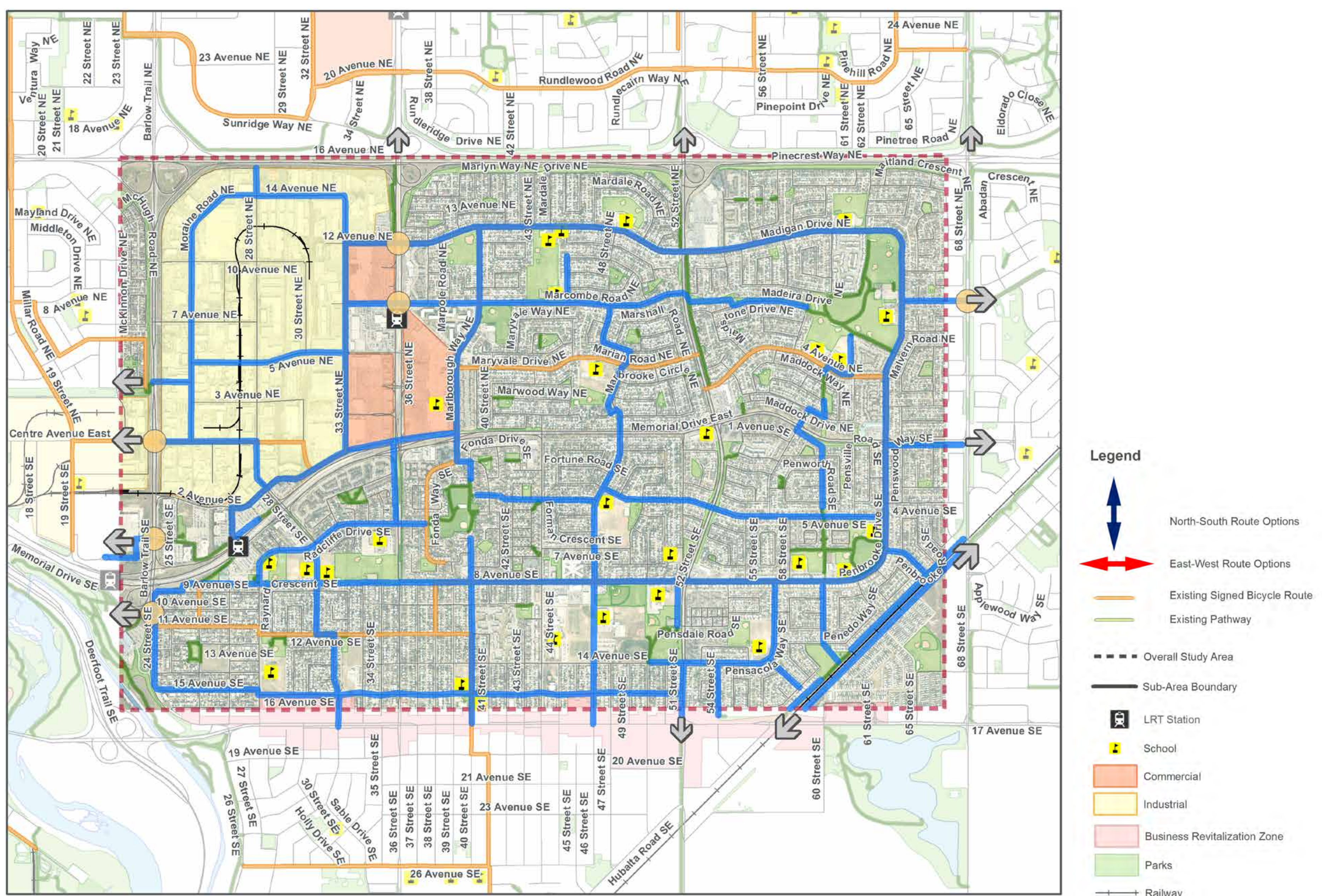
Meeting attendees said providing connections across busy roads and the Bow River were the most important factors for improving conditions for people who bicycle.





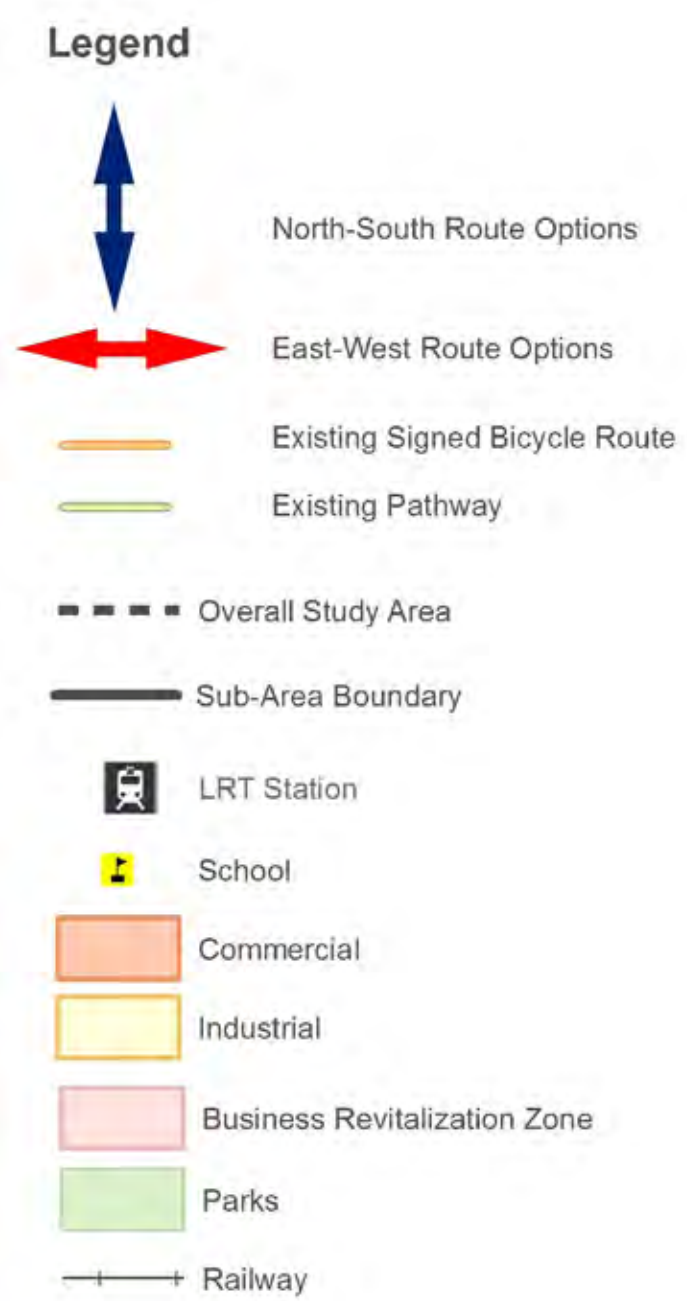
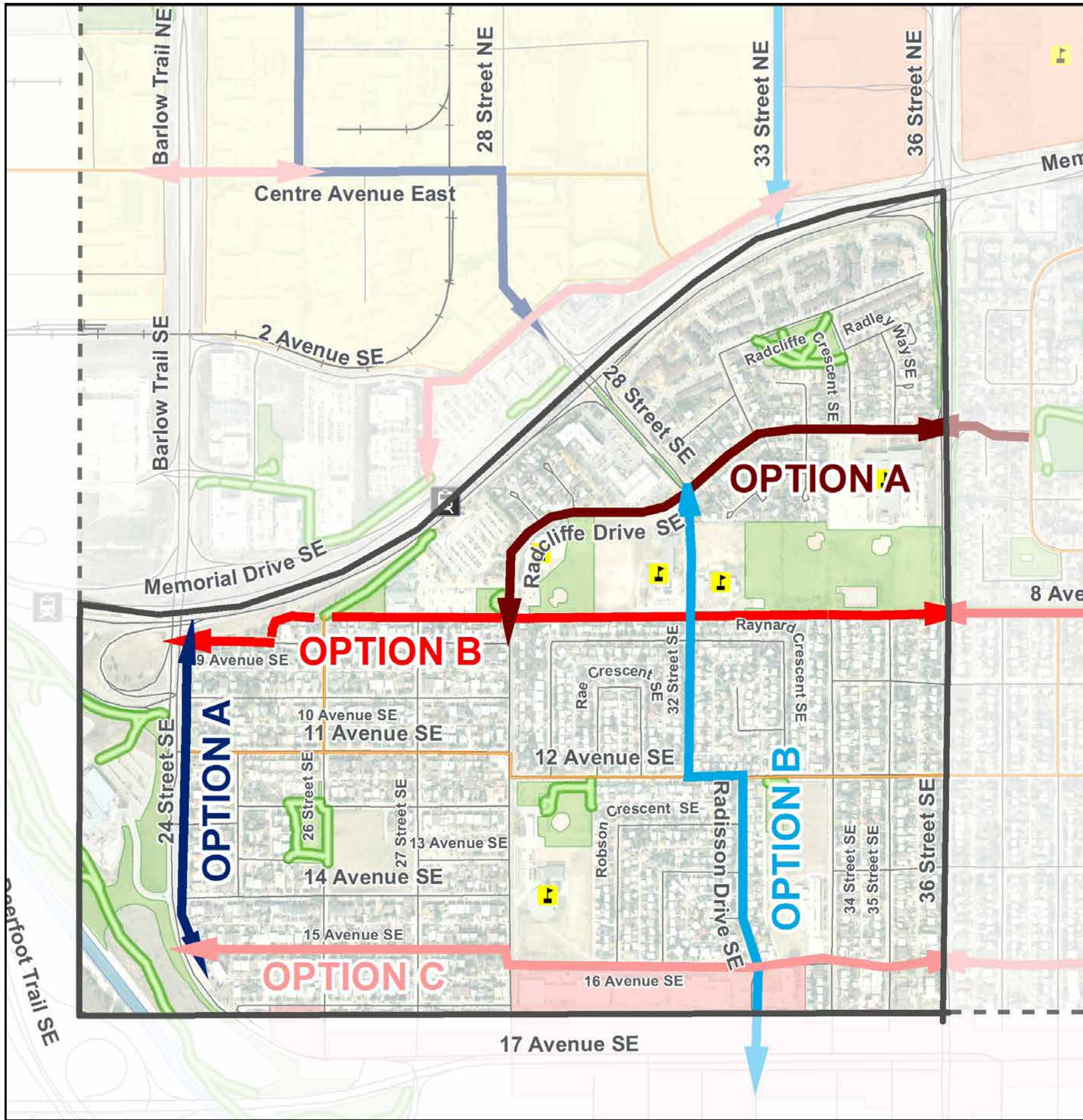
Potential routes for East Central Bikeways

- The potential routes were identified based on initial stakeholder feedback, connectivity and accessibility to existing use
- Not all potential routes will be implemented. Routes will be selected based on public input and operational evaluation
- Routes on busy streets (arterials) were not chosen due to higher cost facilities, higher impact to vehicle traffic and more potential conflicts between vehicles and cyclists



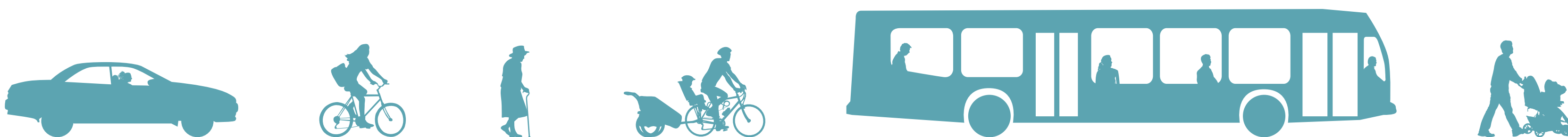


Bikeway Network Options – Radisson Heights / Albert Park



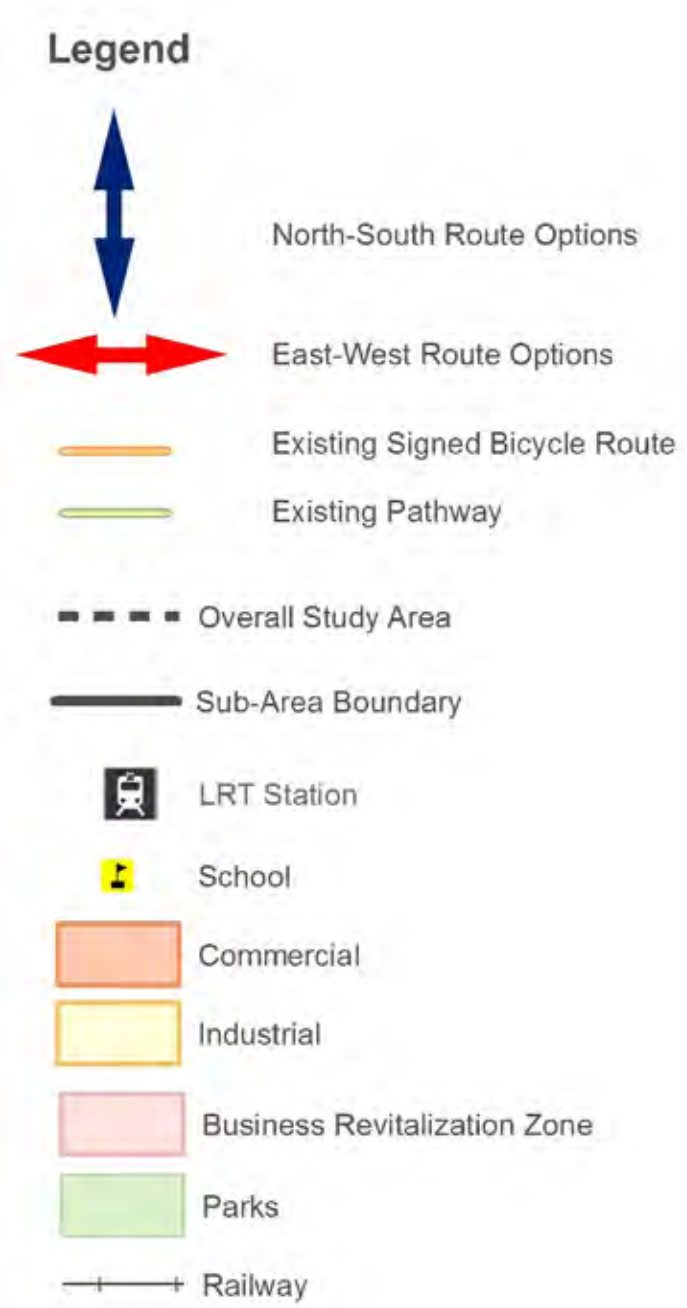
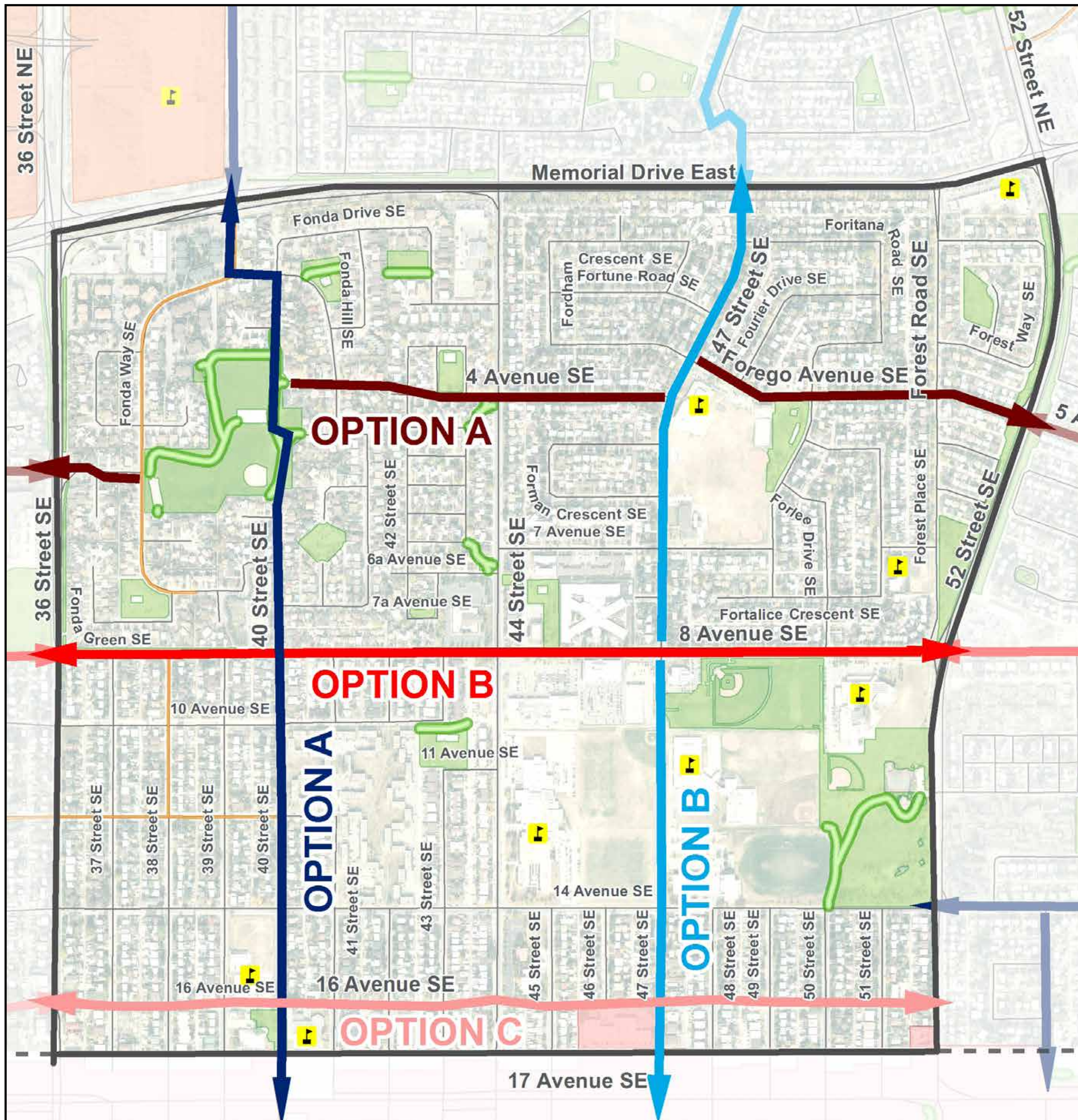
OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A	<ul style="list-style-type: none"> Opportunity for neighbourhood greenway Direct connection between East-West Options B and C Direct access to Bow River Pathway Lower traffic volumes No transit or parking conflict 	<ul style="list-style-type: none"> Not centrally located in area No direct access to schools or parks
	OPTION B	<ul style="list-style-type: none"> Opportunity for neighbourhood greenway with off-street pathway connection Direct connections to schools, and 17 Ave SE commercial Centrally located in area No transit or parking conflict 	<ul style="list-style-type: none"> Less direct route through area

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A	<ul style="list-style-type: none"> Opportunity for bike lanes More direct route Direct connection to a school 	<ul style="list-style-type: none"> Higher traffic volumes On-street parking and transit impact Less centrally located
	OPTION B	<ul style="list-style-type: none"> Opportunity for paved neighbourhood greenway through existing alleyway Lower traffic volumes Direct access to schools, parks, Franklin LRT Station, adjacent communities and Bow River Pathway Centrally located in area 	<ul style="list-style-type: none"> Potentially higher cost facility type
	OPTION C	<ul style="list-style-type: none"> Opportunity for neighbourhood greenway or bike lanes Direction access to Bow River Pathway across Barlow Trail, 17 Ave SE commercial, and adjacent neighbourhoods Lower traffic volumes Parallel route to 17 Ave SE Less on-street parking impact 	<ul style="list-style-type: none"> Some impact to transit Some on-street parking impact Least access to schools Not centrally located in area



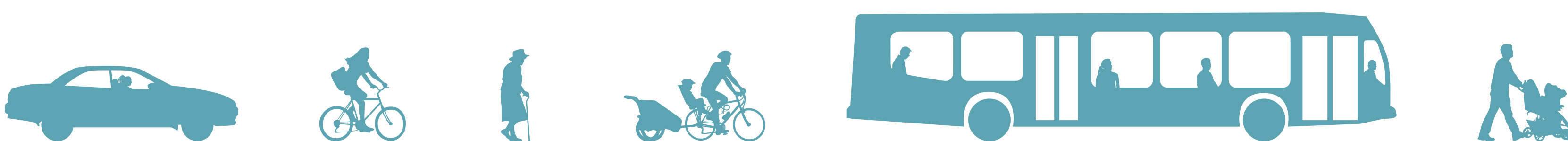


Bikeway Network Options – Forest Heights



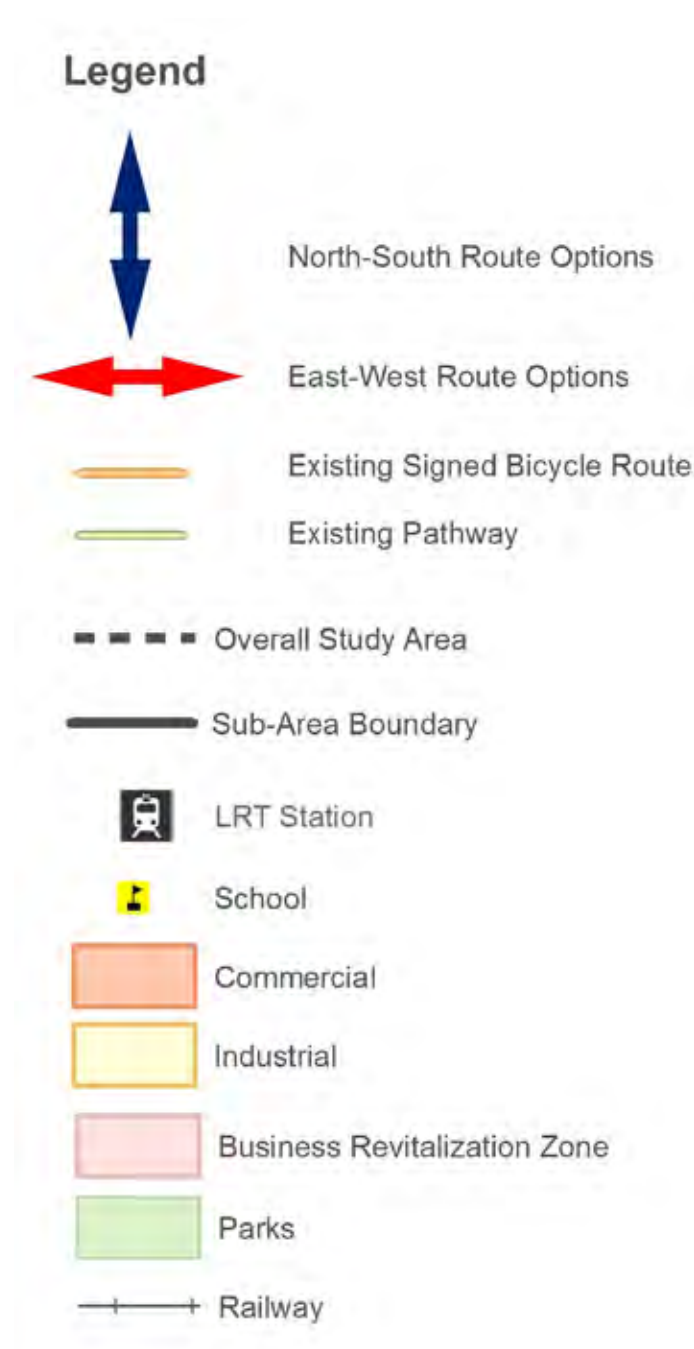
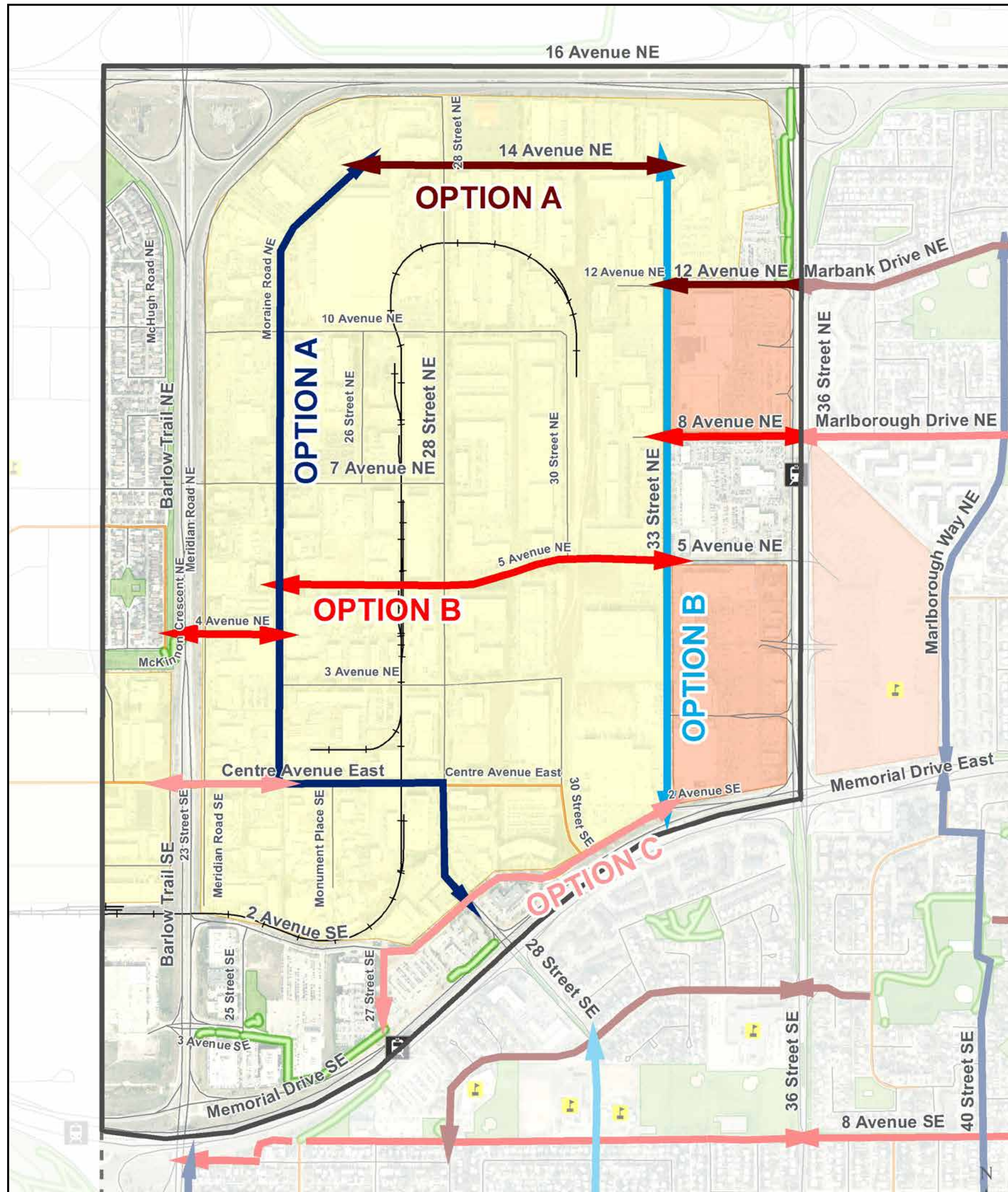
OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A 40 St SE	<ul style="list-style-type: none"> Combination of neighbourhood greenway with existing pathway Some access to schools and parks Lower traffic volumes Direct access to commercial areas 	<ul style="list-style-type: none"> Slightly less direct route Impact to transit on south end Mix of bikeway facilities
	OPTION B 47 St SE	<ul style="list-style-type: none"> Connection to on-street facilities through proposed off-street pathway Direct connections to Forest Heights Community Centre, East Central Health Centre, public library, schools and parks No transit conflict 	<ul style="list-style-type: none"> Higher traffic volumes Mix of bikeway facilities Some on-street parking impact Off-street pathway connection required through school lands

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A 4 Ave SE	<ul style="list-style-type: none"> Combination of neighbourhood greenway with existing pathway Lower traffic volume Direct connection to Forest Heights Community Centre, schools and parks No transit conflict 	<ul style="list-style-type: none"> Less direct route through area Mix of bikeway facilities Greater on-street parking impact
	OPTION B 8 Ave SE	<ul style="list-style-type: none"> Opportunity for bike lanes Direction connection to potential bikeways in other neighbourhoods (ie. 8 AVE, Madigan DR), East Central Health Centre, public library, schools and parks More direct route through area Centrally located in area 	<ul style="list-style-type: none"> Higher traffic volumes Impact to transit and some on-street parking near residential areas
	OPTION C 16 Ave SE	<ul style="list-style-type: none"> Opportunity for neighbourhood greenway or bike lanes Lower traffic volumes Direct access to two schools and commercial Less on-street parking impact Parallel route to 17 Ave SE 	<ul style="list-style-type: none"> Least access to schools Not centrally located in area





Bikeway Network Options – Franklin / Meridian Park



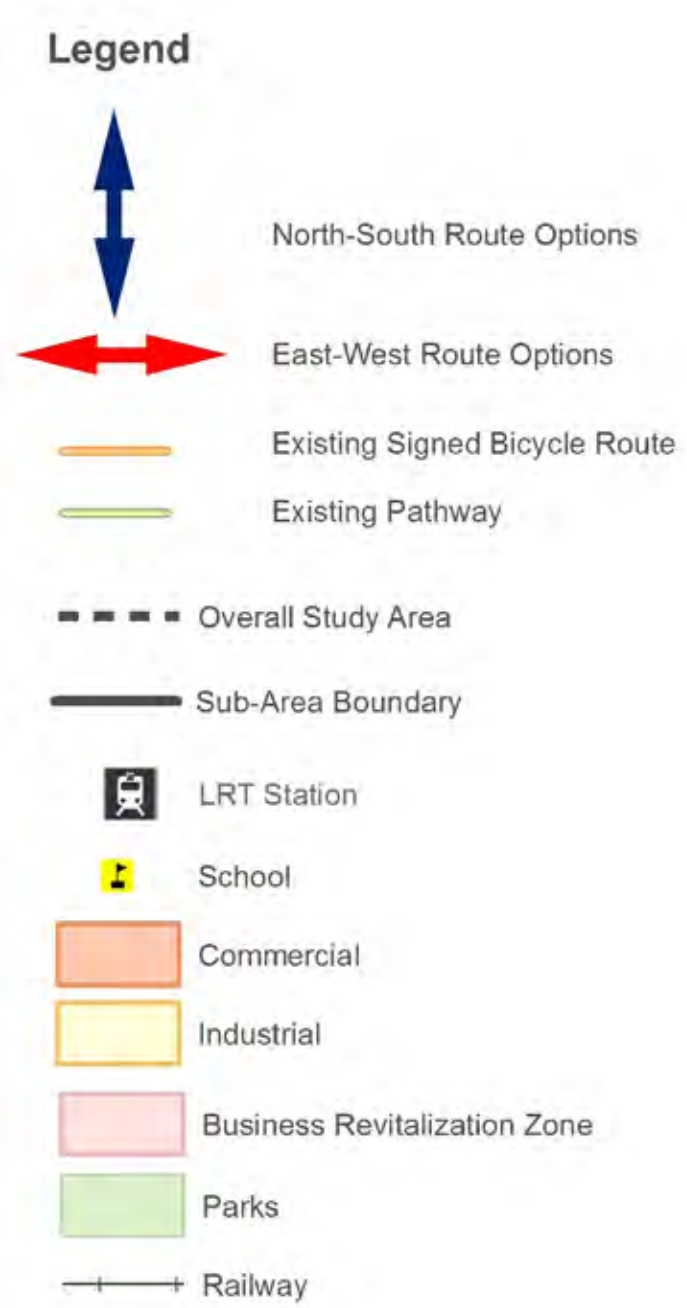
OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A Moraine Road NE	<ul style="list-style-type: none"> Opportunity for shared use bike lanes Lower traffic volumes at north end No transit conflict 	<ul style="list-style-type: none"> Less direct access to main industrial area, commercial area, and transit connections On-street parking impact Shared use bike lanes not for all ages and abilities
	OPTION B 33 Street NE	<ul style="list-style-type: none"> Opportunity for bike lanes More direct route to east industrial area, commercial, bus routes and Marlborough LRT Station No parking impact 	<ul style="list-style-type: none"> Higher traffic volumes Impact to transit

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A 14 Ave SE	<ul style="list-style-type: none"> Opportunity for bike lanes Lower traffic volumes No parking impact 	<ul style="list-style-type: none"> Less direct route to adjacent neighbourhood connections Impact to transit
	OPTION B 5 Ave NE	<ul style="list-style-type: none"> Opportunity for shared use lanes and/or bike lanes Centrally located in study area Direct connection to Marlborough LRT station, 36 St NE, Barlow Tr, commercial and industrial areas 	<ul style="list-style-type: none"> Impact to traffic flow On-street parking impact
	OPTION C 2 Ave NE	<ul style="list-style-type: none"> Opportunity for bike lanes Direct connection to Franklin LRT Station, commercial, industrial/employment areas, and regional pathway 	<ul style="list-style-type: none"> Higher traffic volumes Less direct route to adjacent neighbourhood connections On-street parking impact



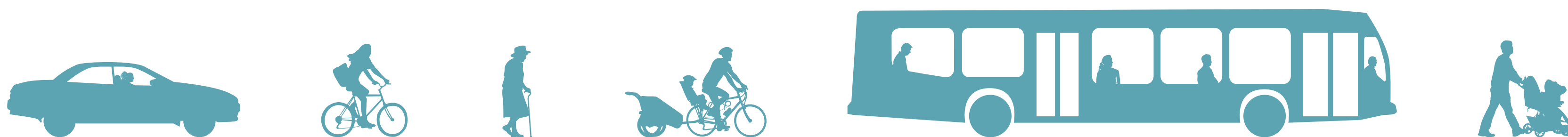


Bikeway Network Options – Marlborough



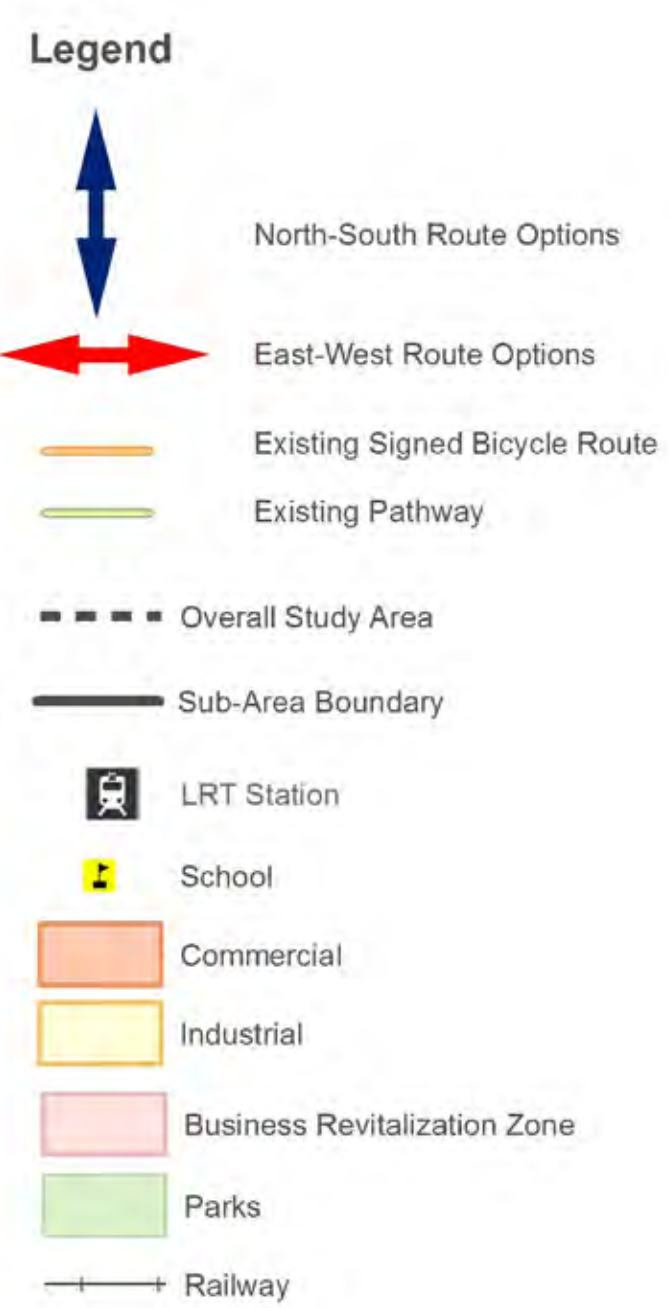
OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A Marlborough Way NE	<ul style="list-style-type: none"> Opportunity for bike lanes More direct route through area Direct access to commercial area 	<ul style="list-style-type: none"> Higher traffic volumes Less direct access to schools On-street parking and transit impact
	OPTION B Marcombe Dr NE / Marwood Park	<ul style="list-style-type: none"> Opportunity for neighbourhood greenway Lower traffic volumes Direct access to schools and parks Less impact to on-street parking No transit conflict 	<ul style="list-style-type: none"> Less direct route through area Less direct access to commercial area and transit Mix of bikeway facilities

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A Marbank Dr NE	<ul style="list-style-type: none"> Opportunity for bike lanes Direct access to schools and parks 	<ul style="list-style-type: none"> Higher traffic volumes On-street parking and transit impact
	OPTION B Marlborough Dr NE	<ul style="list-style-type: none"> Opportunity for bike lanes Lower traffic volumes Direct connection to Marlborough LRT station, and commercial area Centrally located in area Less transit conflict 	<ul style="list-style-type: none"> Limited access to bus routes On-street parking impact





Bikeway Network Options – Marlborough Park



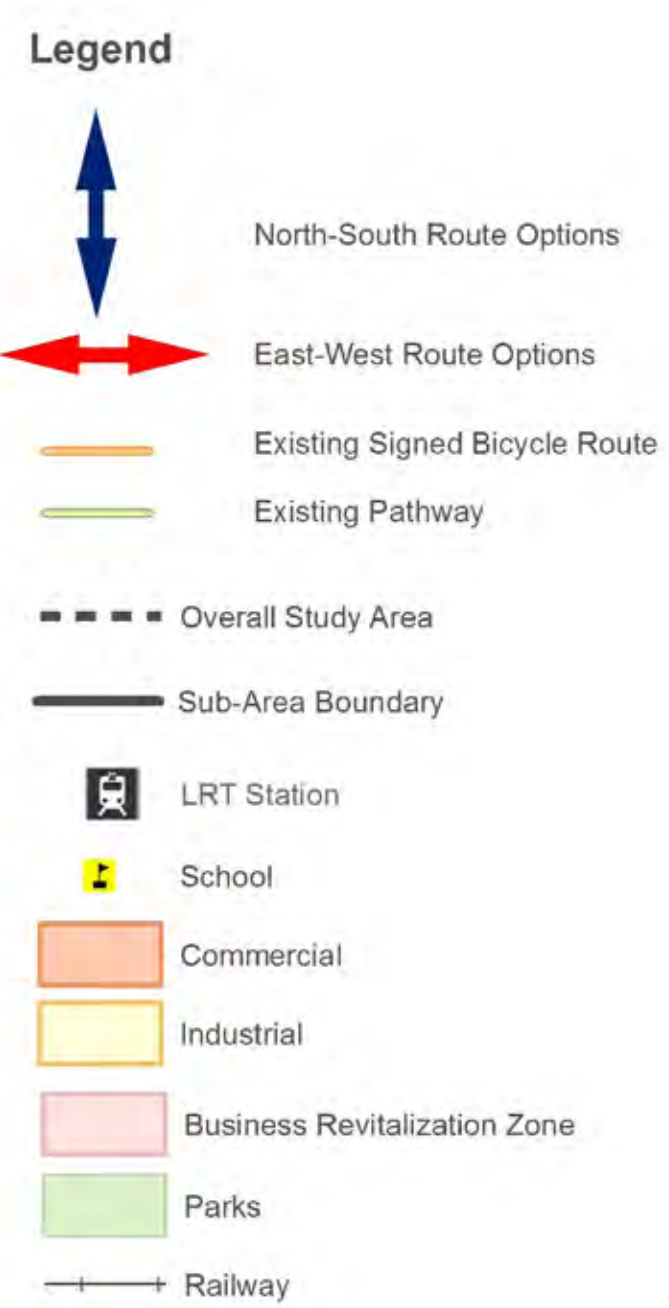
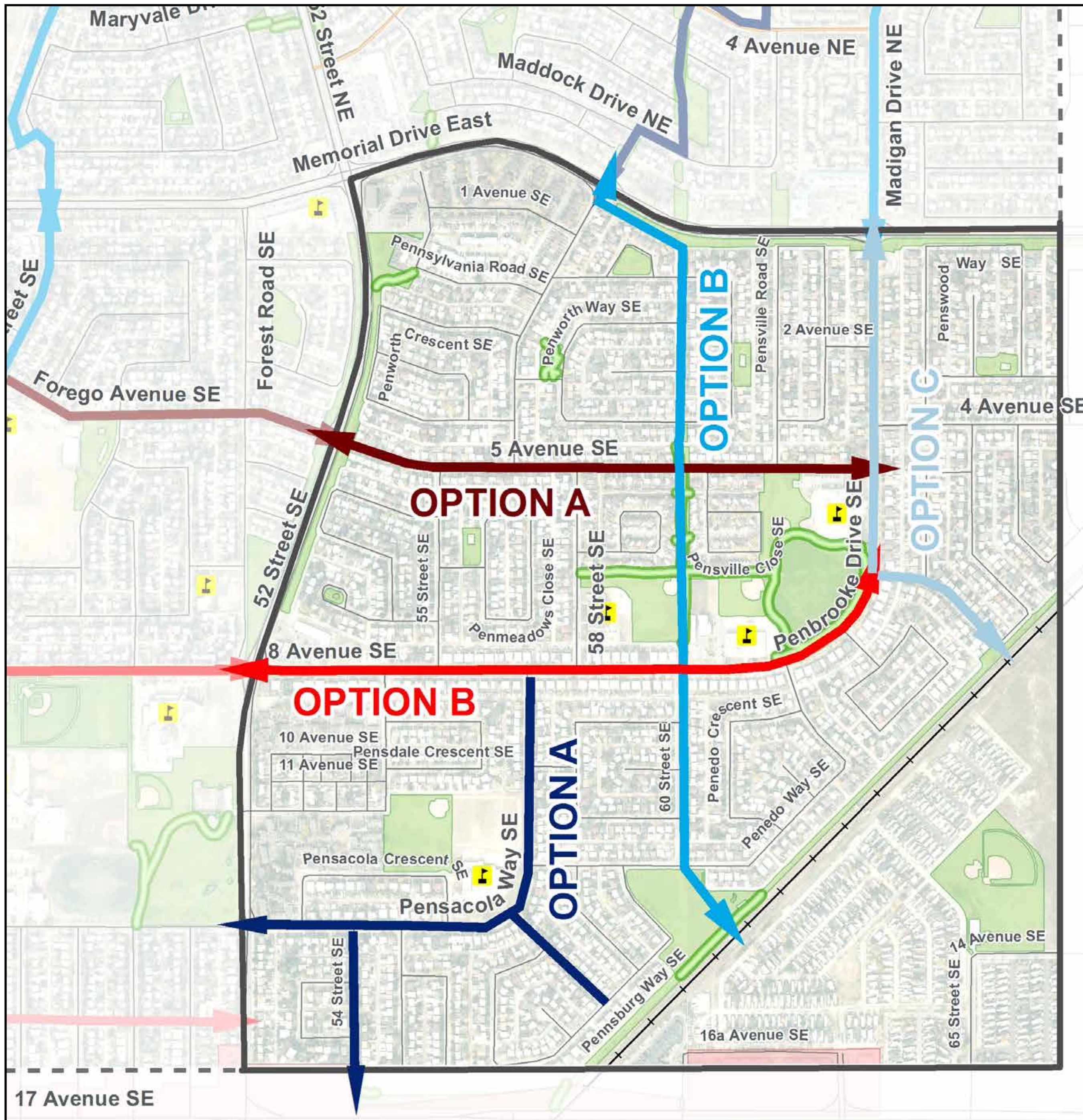
OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A Maddock Dr NE/ 59 St NE	<ul style="list-style-type: none"> Combination of neighbourhood greenway and existing pathway Centrally located in area Lower traffic volumes Direct access to schools and parks No transit or parking conflict 	<ul style="list-style-type: none"> Less direct route through area Mix of bikeway facilities Less direct access to potential bikeways in other neighbourhoods (ie. 60 ST)
	OPTION B Madigan Dr NE	<ul style="list-style-type: none"> Opportunity for bike lanes More direct route Direct access to a school, Community Association, and potential bikeways in other neighbourhoods (ie. 8 AVE, Penbrooke DR, etc.) 	<ul style="list-style-type: none"> Higher traffic volumes On-street parking and transit impact Less centrally located

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A Madigan Dr NE	<ul style="list-style-type: none"> Opportunity for bike lanes More direct route Direct connection to a school 	<ul style="list-style-type: none"> Higher traffic volumes On-street parking and transit impact Less centrally located
	OPTION B Maidstone Drive NE	<ul style="list-style-type: none"> Combination of neighbourhood greenway with existing pathway Lower traffic volumes Direct connection to park Centrally located in area No transit or likely no parking conflict Comfortable for cyclists of all ages and abilities 	<ul style="list-style-type: none"> Less direct route through area Mix of bikeway facilities





Bikeway Network Options – Penbrooke



OPTIONS	Route(s)	PROS	CONS
NORTH-SOUTH ROUTES	OPTION A Pensacola Way SE	Direction connection to potential bikeways in other neighbourhoods (14 AVE), 17 Ave SE commercial area, pathway along rail line, schools and parks	Less direct route through area Impact on transit Some on-street parking impact
	OPTION B 60 St SE	Opportunity for neighbourhood greenway with existing pathway Comfortable for all ages and abilities Most direct and central north-south route Direct access to schools, parks and pathways No transit impact Less on-street parking impact	Requires indirect crossing at Memorial Dr and 59 St SE Less direct connection to potential bikeways in other neighbourhoods
	OPTION C Penbrooke Dr SE	Opportunity for bike lanes Direct connection to potential bikeways in other neighbourhoods (ie. 8 AVE, Madigan DR), schools, parks and pathways	Impact to transit and on-street parking Higher traffic volumes Less centrally located in area

OPTIONS	Route(s)	PROS	CONS
EAST-WEST ROUTES	OPTION A 5 Ave SE	Combination of neighbourhood greenway with existing pathway Lower traffic volume Direct connection to Forest Heights Community Centre, schools and parks	Impact to transit and some on-street parking
	OPTION B 8 Ave SE	Opportunity for bike lanes Direct connection to potential bikeways in other neighbourhoods (ie. 8 AVE, Madigan DR), schools, and parks Most centrally located in area Less impact to transit (on west end)	Higher traffic volumes Impact transit to and on-street parking Mix of bicycle facility types





Next Steps

- Review and analyze public input
- Evaluate network options using technical analysis, public input, cost and constructability
- Recommend network option and work with community to identify types of facilities





Thank you for coming!

We appreciate your comments.

Please visit calgary.ca/bikeprojects to fill out an online feedback form before June 18, 2015.

You can also sign up for email updates to stay informed.

