

**East Central Bikeways
External Stakeholder
Meeting #2**

Wednesday September 23, 2015
6:15 – 6:30pm: Drop-In
6:30 – 8:00: Presentation and
Discussion





1. Introductions
2. Study Update
3. What We Heard
4. Proposed Network
5. Discussion
6. Next Steps

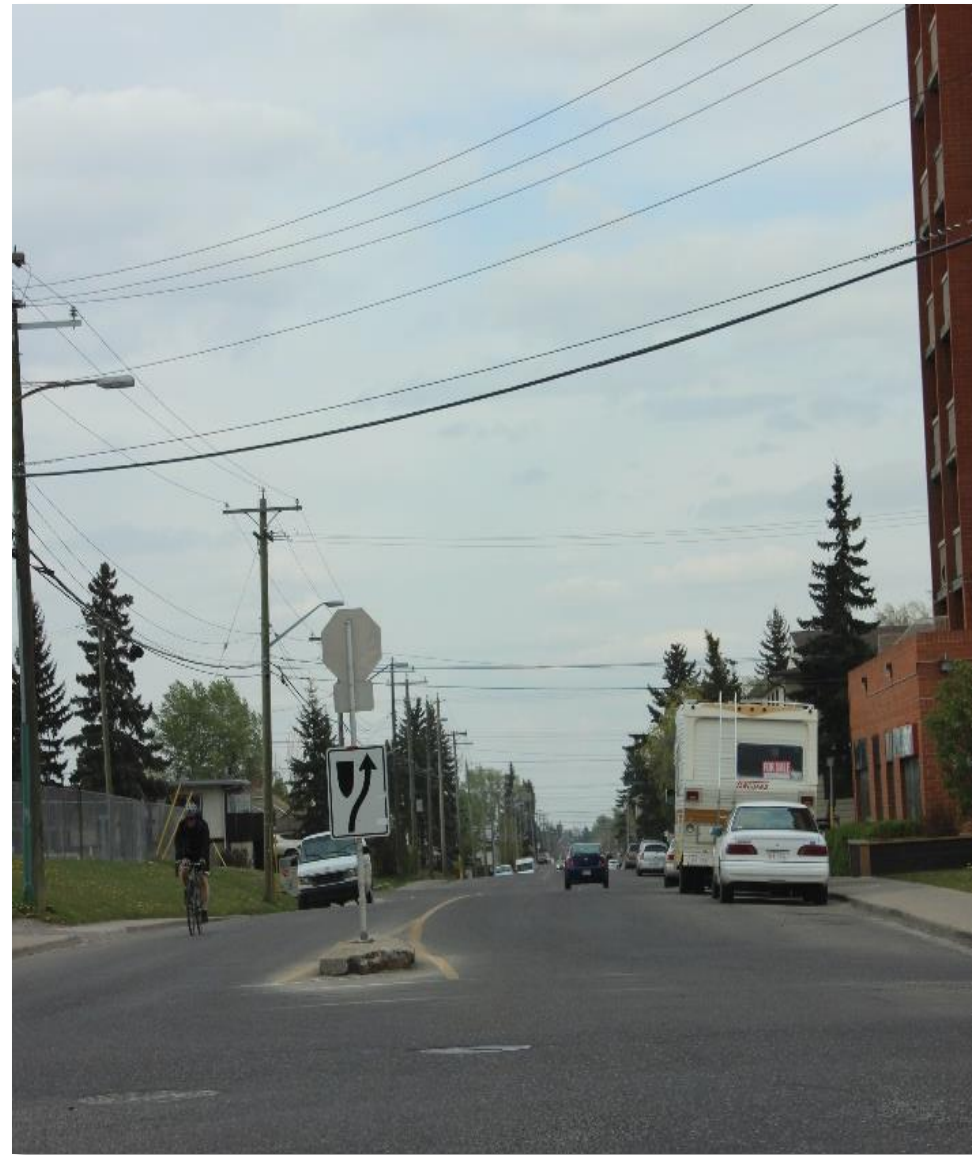


2. Study Update



Purpose of Tonight's Meeting

- Provide an update on what we have done since we last met
- Summarize what we have heard
- Present the proposed network
- Identify and understand issues and concerns
- Discuss priorities





Study Process



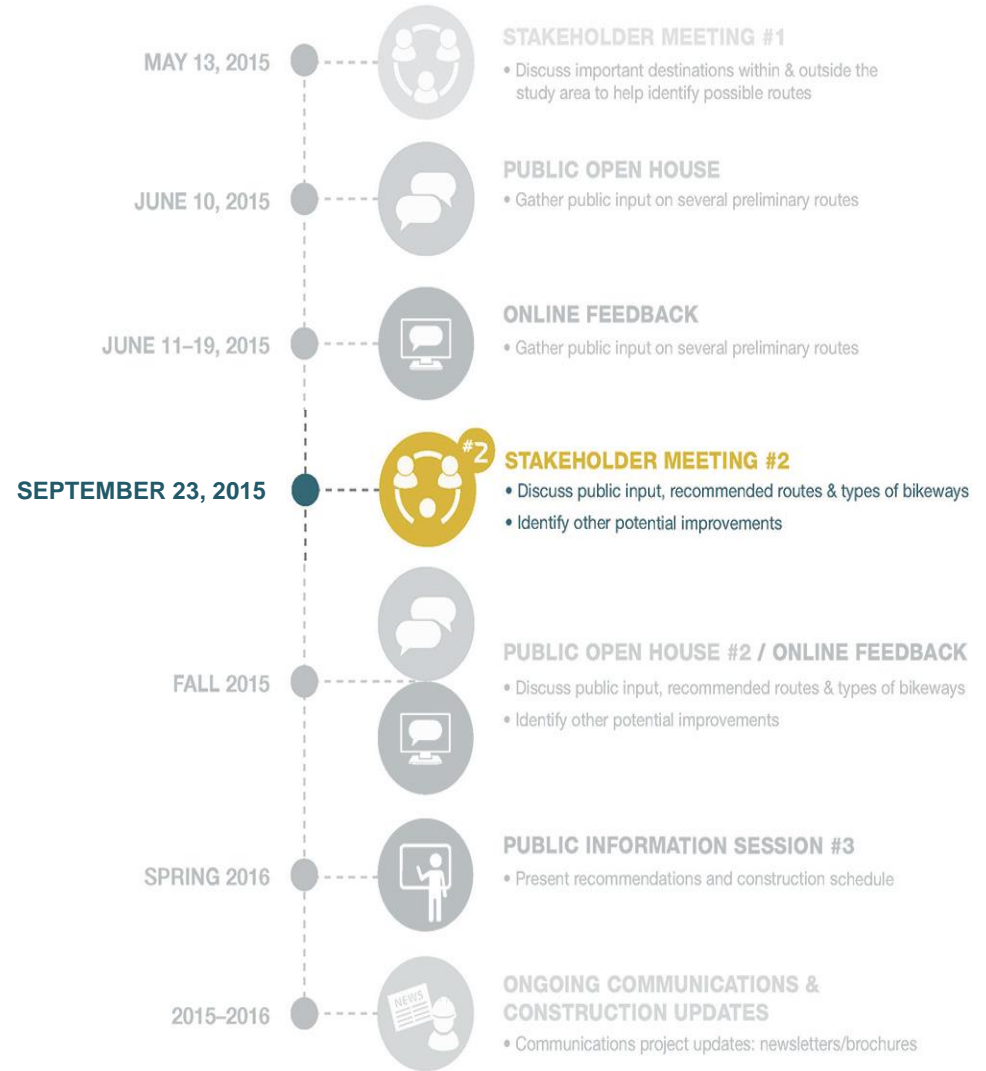


Community Engagement





Community Engagement





Project Goals

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





Road Characteristics and Facility Selection





Examples:

- Maidstone Dr
- Marian Rd

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





Quiet Streets

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





Examples:

- 8 Avenue
- Marlborough Way

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



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



3. What We Heard





Community Engagement



STAKEHOLDER MEETING #1

- Discuss important destinations within & outside the study area to help identify possible routes

- **May 13, 2015**
- **9 attendees**
- **Adjacent residents, cycling groups, Community Associations, Alberta TrailNet**



PUBLIC OPEN HOUSE

- Gather public input on several preliminary routes

- **June 10, 2015**
- **30 attendees**
- **All neighbourhoods, with most from Forest Heights, Marlborough Park, and Alberta Park/Radisson Heights**



ONLINE FEEDBACK

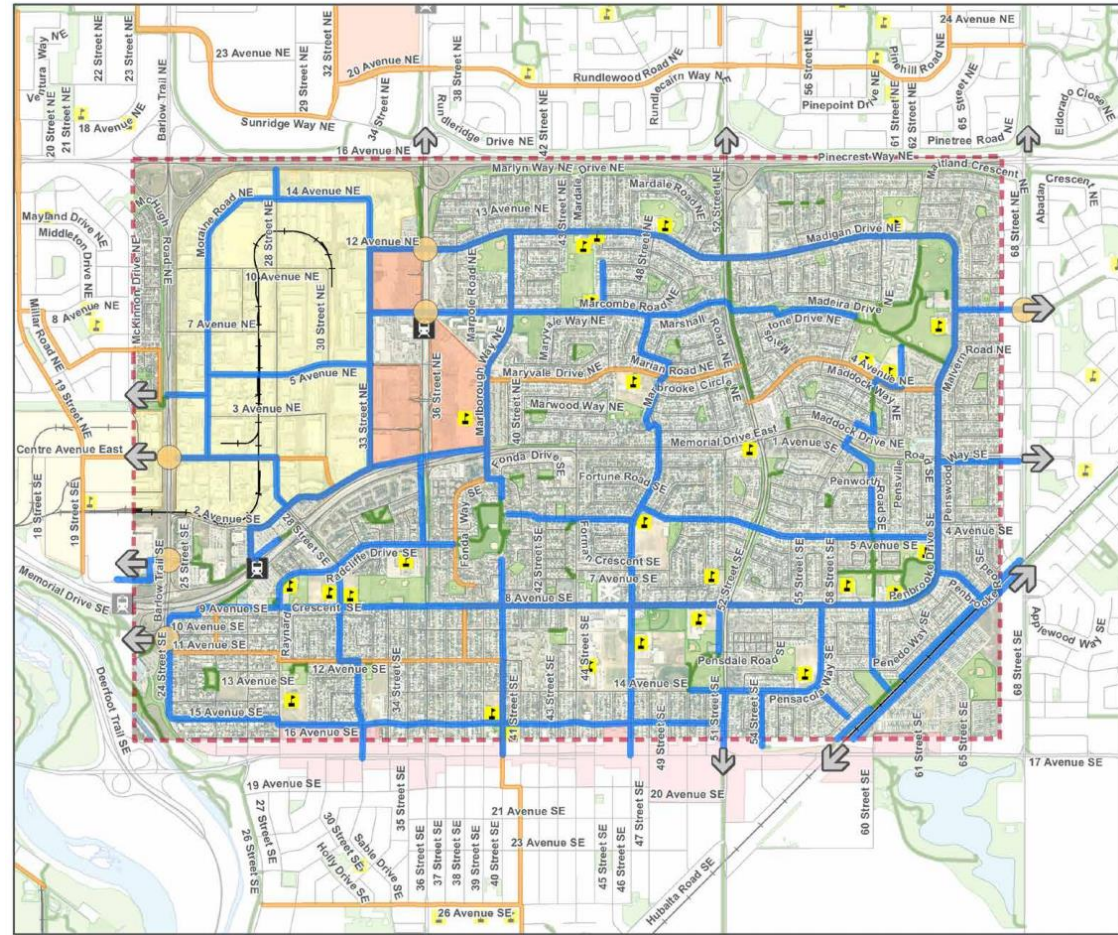
- Gather public input on several preliminary routes

- **June 11-18, 2015**
- **56 feedback forms**
- **10 received at open house; 46 received online**



Community Engagement

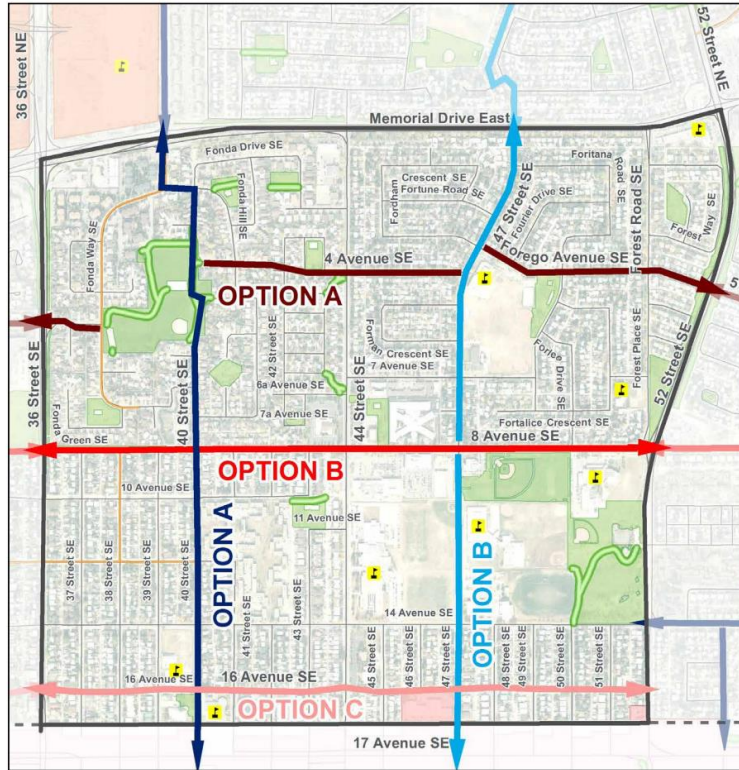
Based on input at the stakeholder meeting, several east-west and north-south route options were presented





Community Engagement

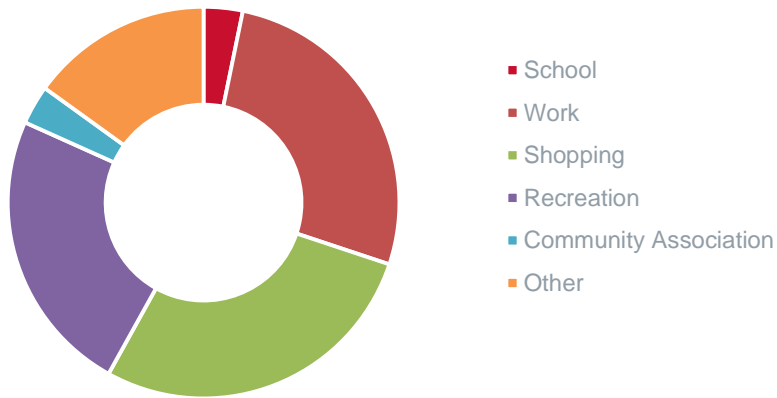
For each neighbourhood, the public was asked which east-west and north-south routes they preferred



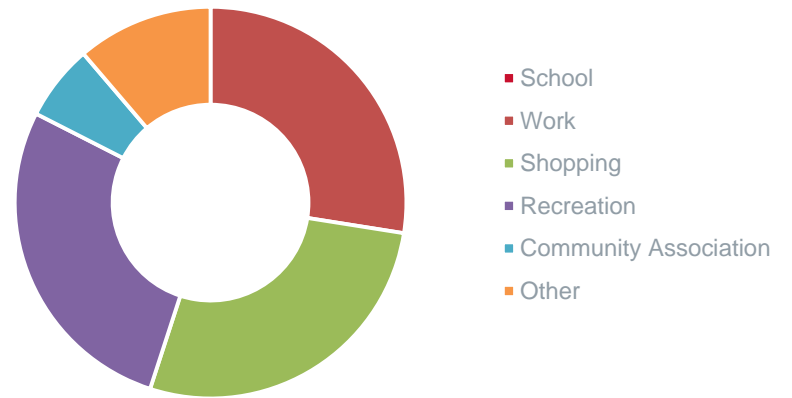


Results

Where do you travel most frequently *within* East Central?



Where do you travel most frequently *outside* of East Central?

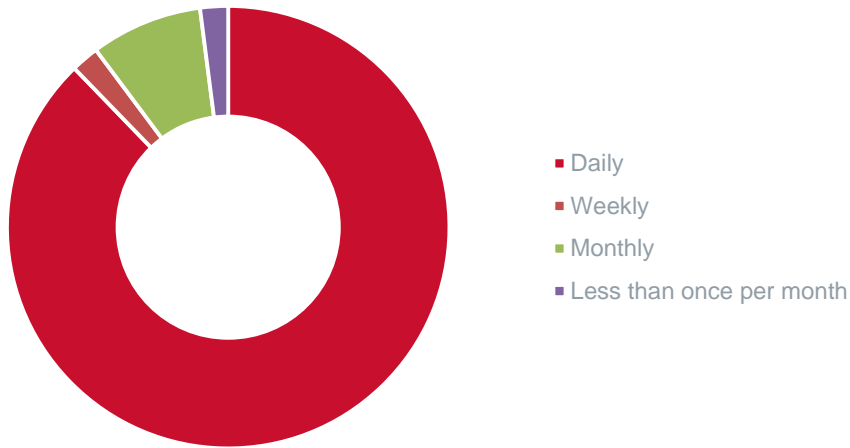


Respondents travel most often both within and outside of East Central for work, shopping, and recreation

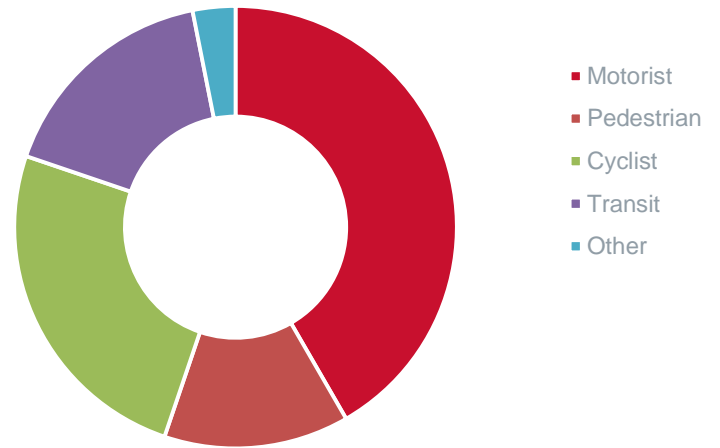


Results

How often do you travel in East Central?



How do you travel in East Central?

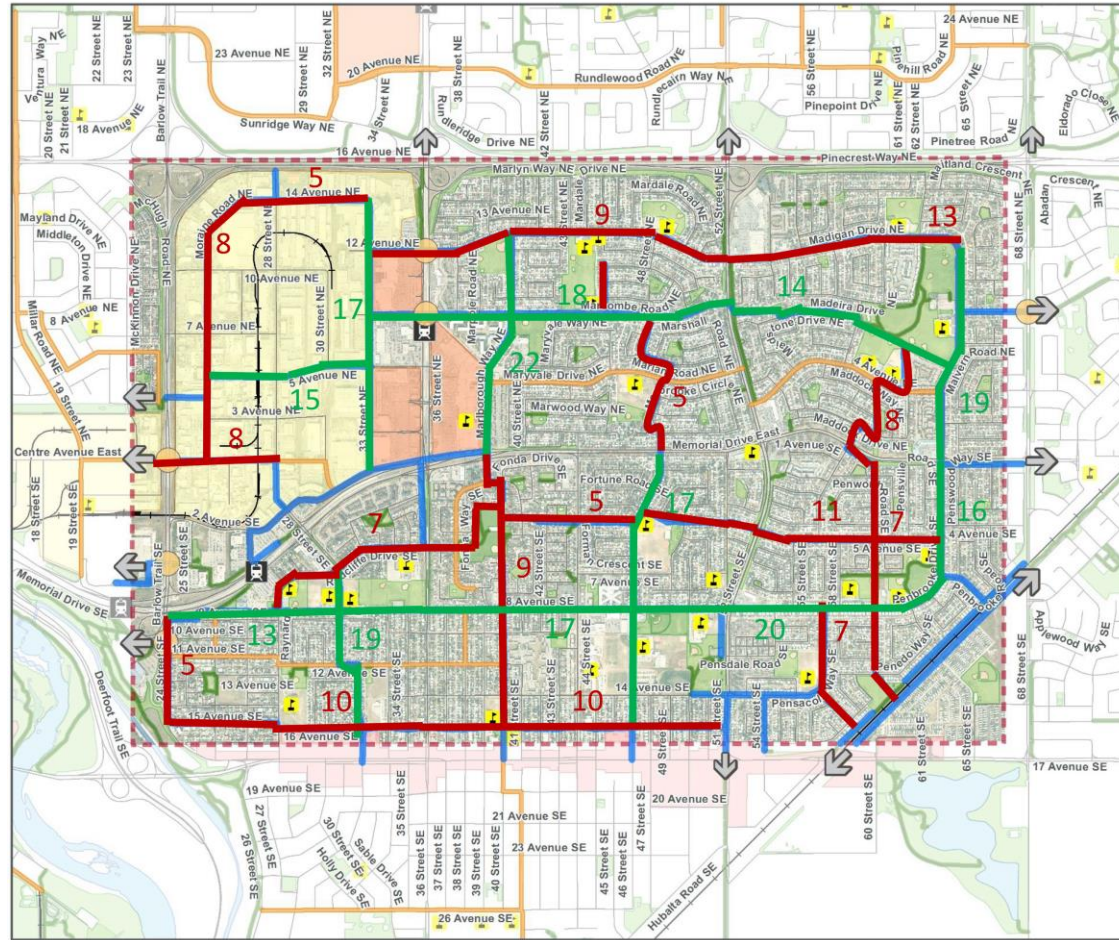


Respondents travel regularly within East Central, most often as motorists or cyclists



Results

Based on the feedback forms, several preferred east-west and north-south routes emerged

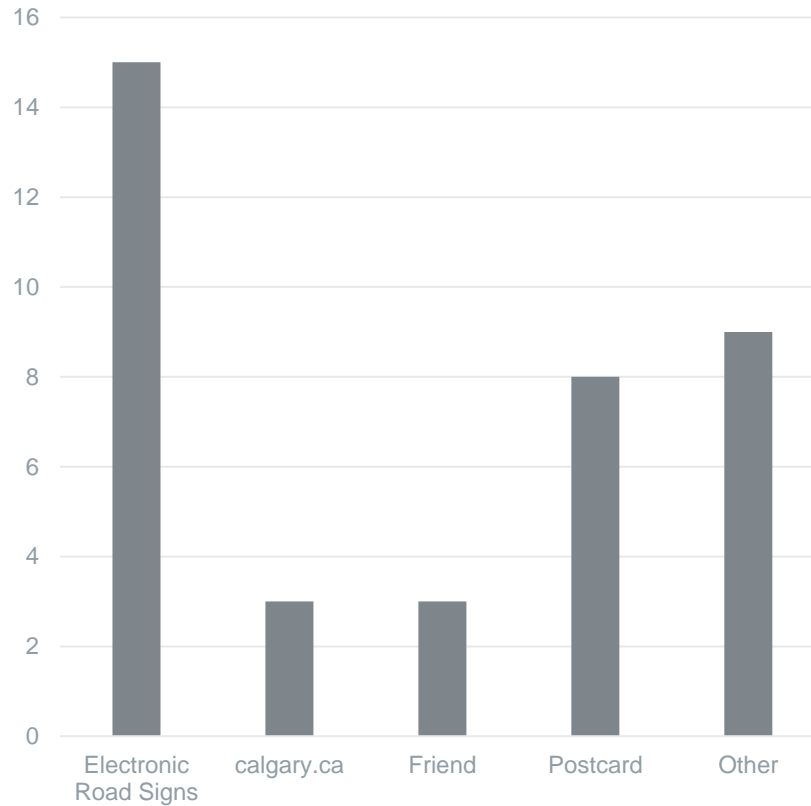




Results

Electronic road signs and postcards were the most effective ways people heard about the open house

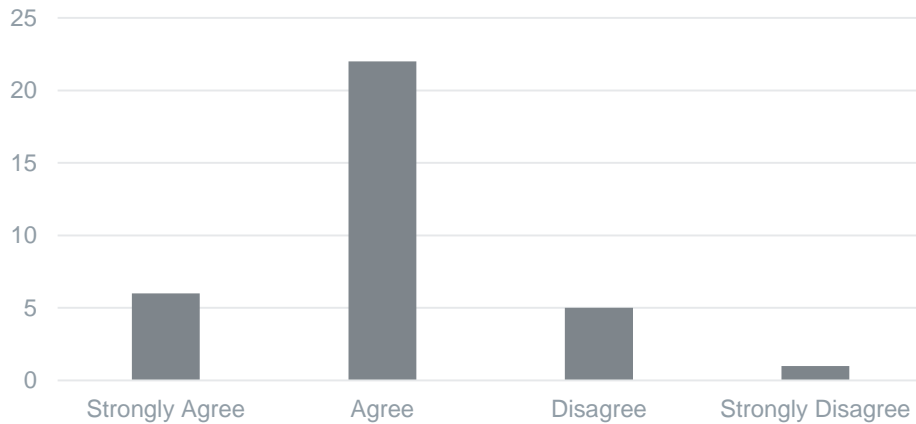
How did you hear about the open house?



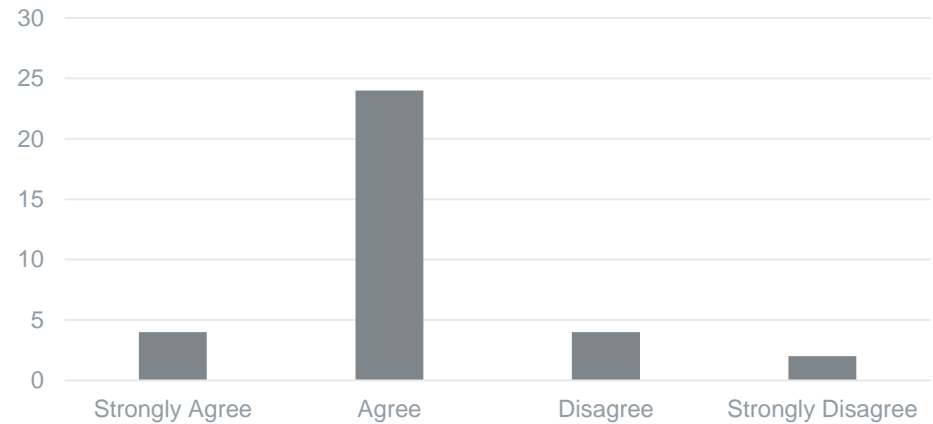


Results

The information presented today helped me understand the scope of the project



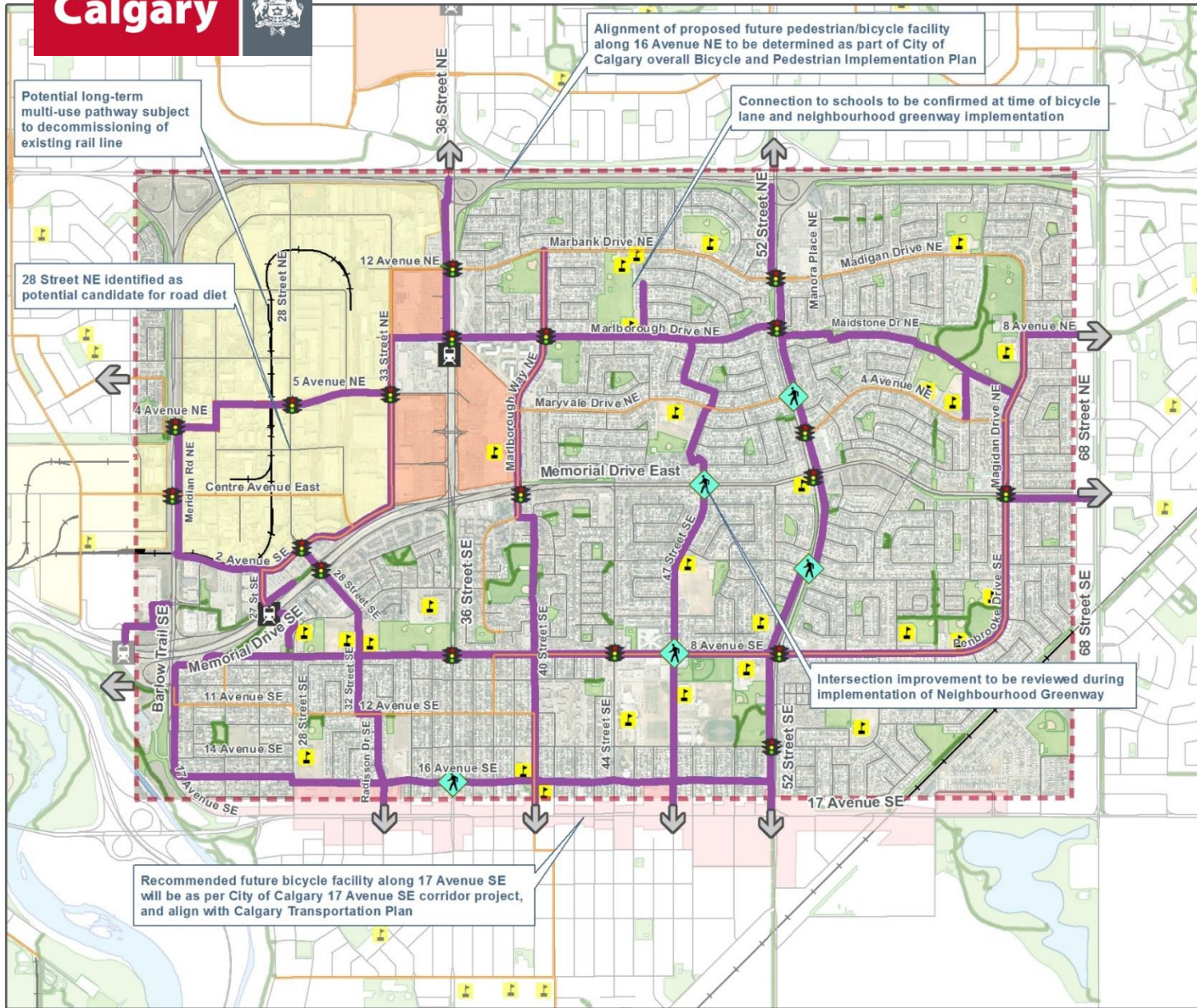
The information presented met my expectations



Most respondents were satisfied with the content and found it useful

4. Proposed Network





Legend

- Proposed Network
- 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



*Bicycle wayfinding signs to be removed or updated upon implementation of parallel proposed network routes.



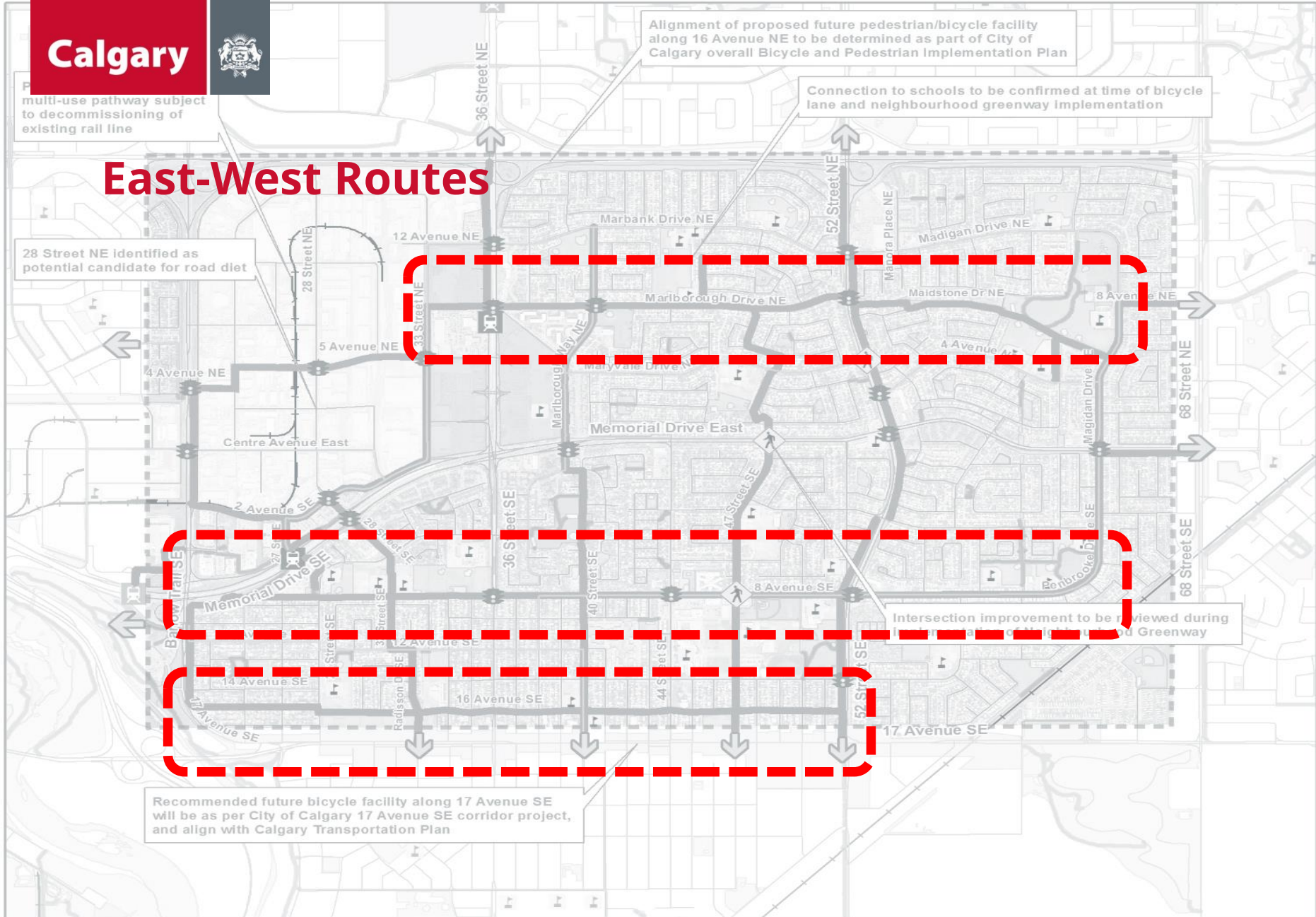
P multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

East-West Routes

28 Street NE identified as potential candidate for road diet



Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Intersection improvement to be reviewed during implementation of the East Central Greenway



Multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

North-South Routes

28 Street NE identified as potential candidate for road diet

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan



multi-use pathway subject to decommissioning of existing rail line

28 Street NE identified as potential candidate for road diet

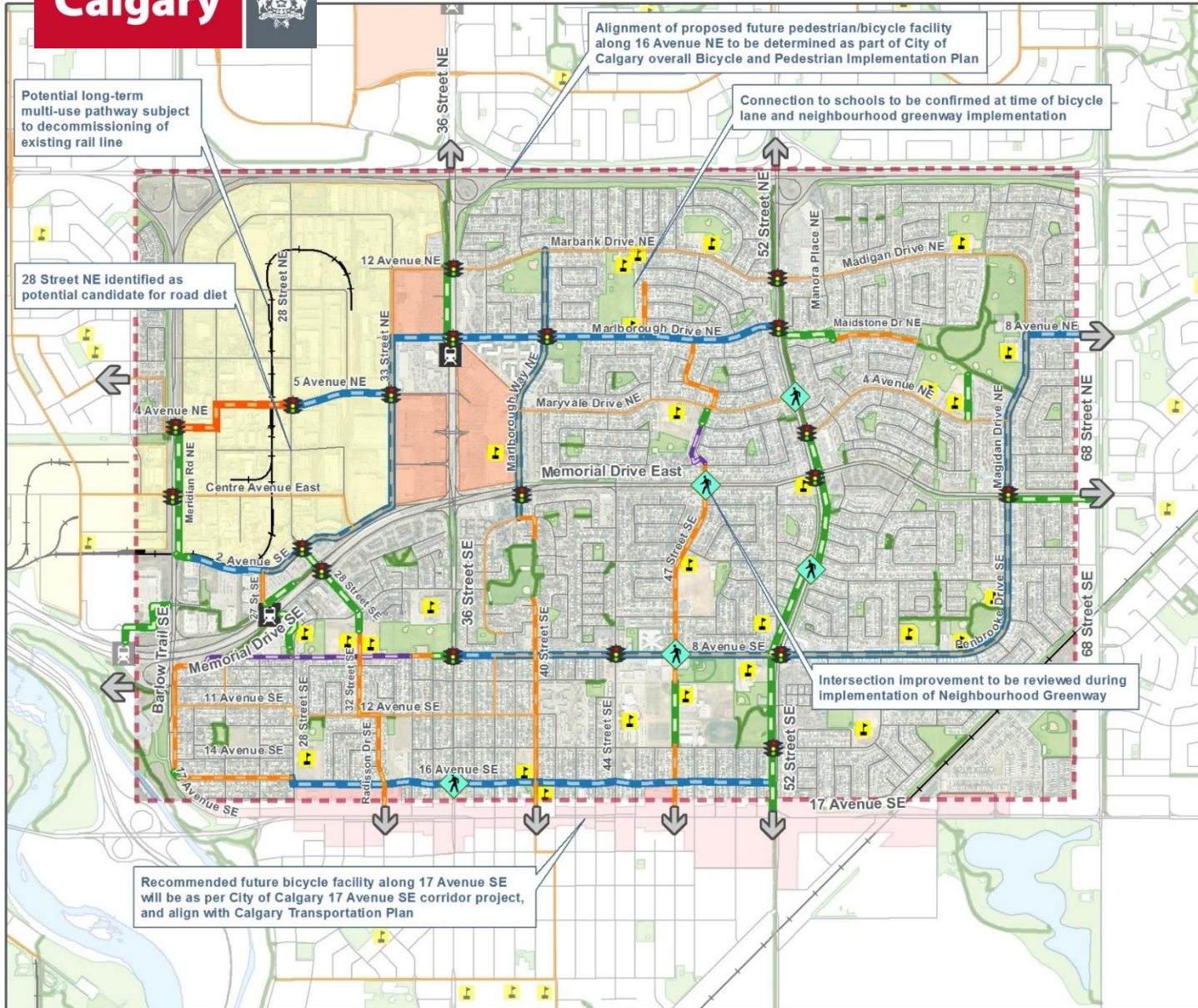
Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Industrial Area Routes

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan



Legend

Proposed Network

- Bike Lane
- Shared Use Lane
- Neighbourhood Greenway
- Neighbourhood Greenway (Alleyway)
- Multi-Use Pathway
- Existing Pathway
- Existing Signed Bicycle Route*
- Existing Signalized Intersection
- Pedestrian Corridors / Flashers
- Regional Connections

- Study Area
- LRT Station
- School
- Commercial
- Industrial
- Business Revitalization Zone
- Parks
- Railway



*Bicycle wayfinding signs to be removed or updated upon implementation of parallel proposed network routes.



multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

East-West Routes

28 Street NE identified as potential candidate for road diet



EW 1



EW 2



EW 3

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Intersection improvement to be reviewed during implementation of City of Calgary Greenway



multi-use pathway subject to decommissioning of existing rail line

EW 1

28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

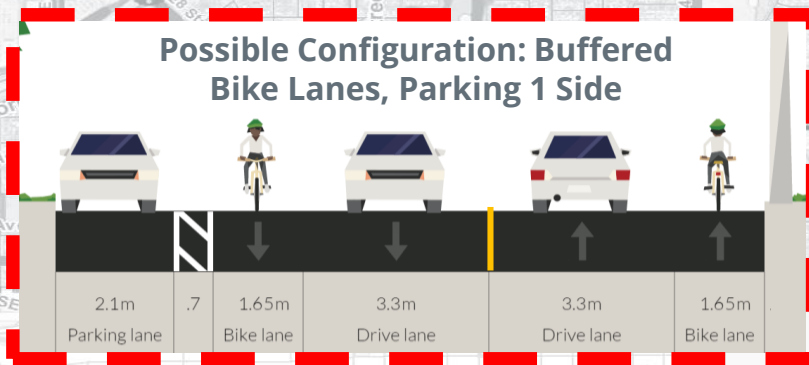
Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Off-Street Pathway

Bike lanes

Neighbourhood Greenway

Possible Configuration: Buffered Bike Lanes, Parking 1 Side



Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Marlborough Dr N.E.



Multi-use pathway subject to decommissioning of existing rail line

28 Street NE identified as potential candidate for road diet

Neighbourhood Greenway (Alleyway)

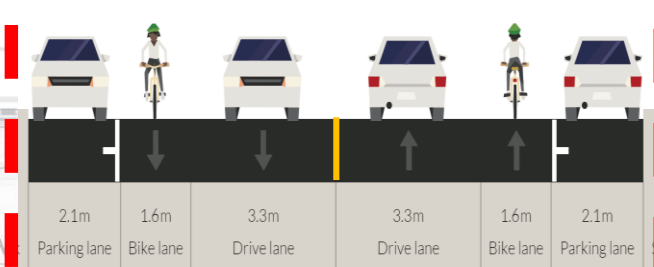
Neighbourhood Greenway

Bike lanes

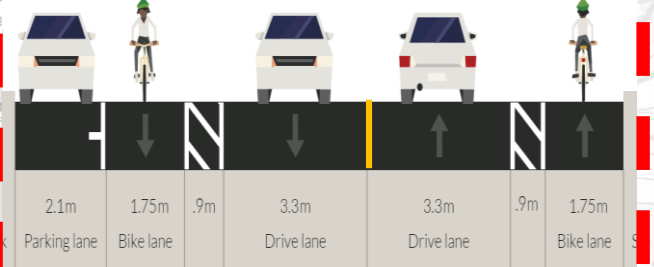
Off-Street Pathway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

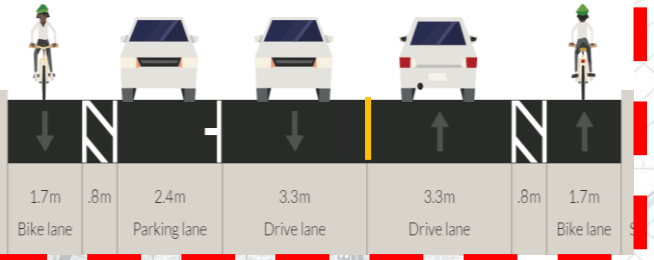
Option 1 - Bike Lanes, Parking Both Sides



Option 2 - Buffered Bike lanes, Parking on 1 Side



Option 3 - Parking protected bike lane



EW 2a

EW 2b

8 Ave S.E.



multi-use pathway subject to decommissioning of existing rail line

EW 2b

28 Street NE identified as potential candidate for road diet

Neighbourhood Greenway (Alleyway)

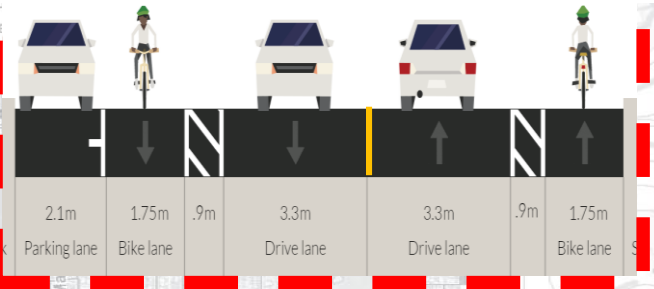
Neighbourhood Greenway

Off-Street Pathway

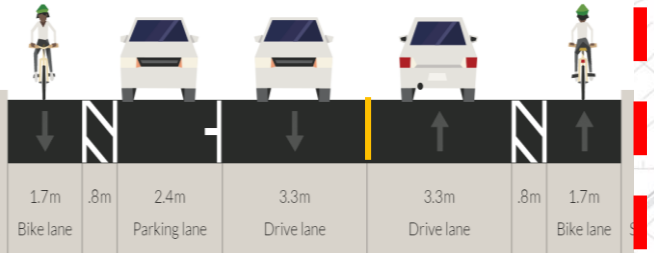
Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to Calgary overall Bicycle

Option 1 - Buffered Bike lanes, Parking on 1 Side



Option 2 - Parking protected bike lane



Bike lanes

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

EW 2a

EW 2b

8 Ave S.E.



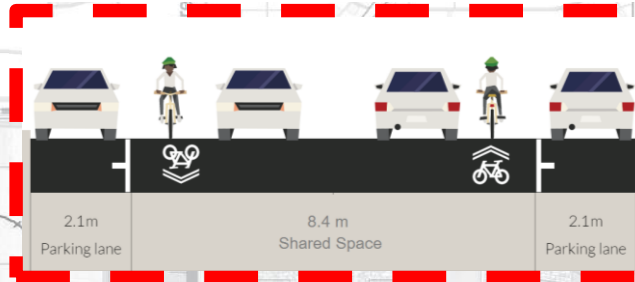
multi-use pathway subject to decommissioning of existing rail line

EW 3

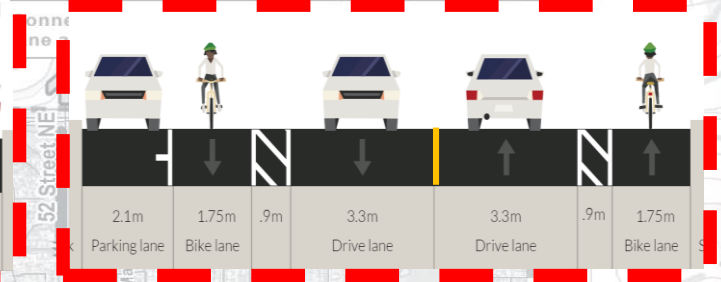
28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to

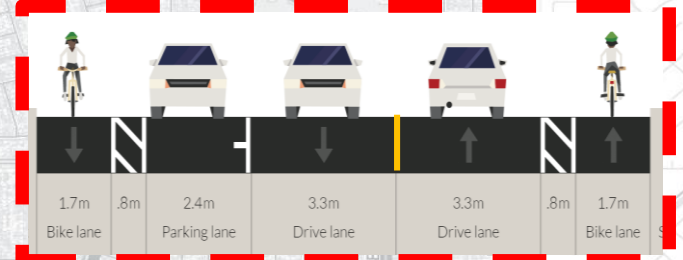
Option 1 - Neighbourhood Greenway



Option 2 - Buffered Bike lanes, Parking on 1 Side



Option 3 - Parking protected bike lane



Neighbourhood Greenway

Bike lanes

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

16 Ave S.E.



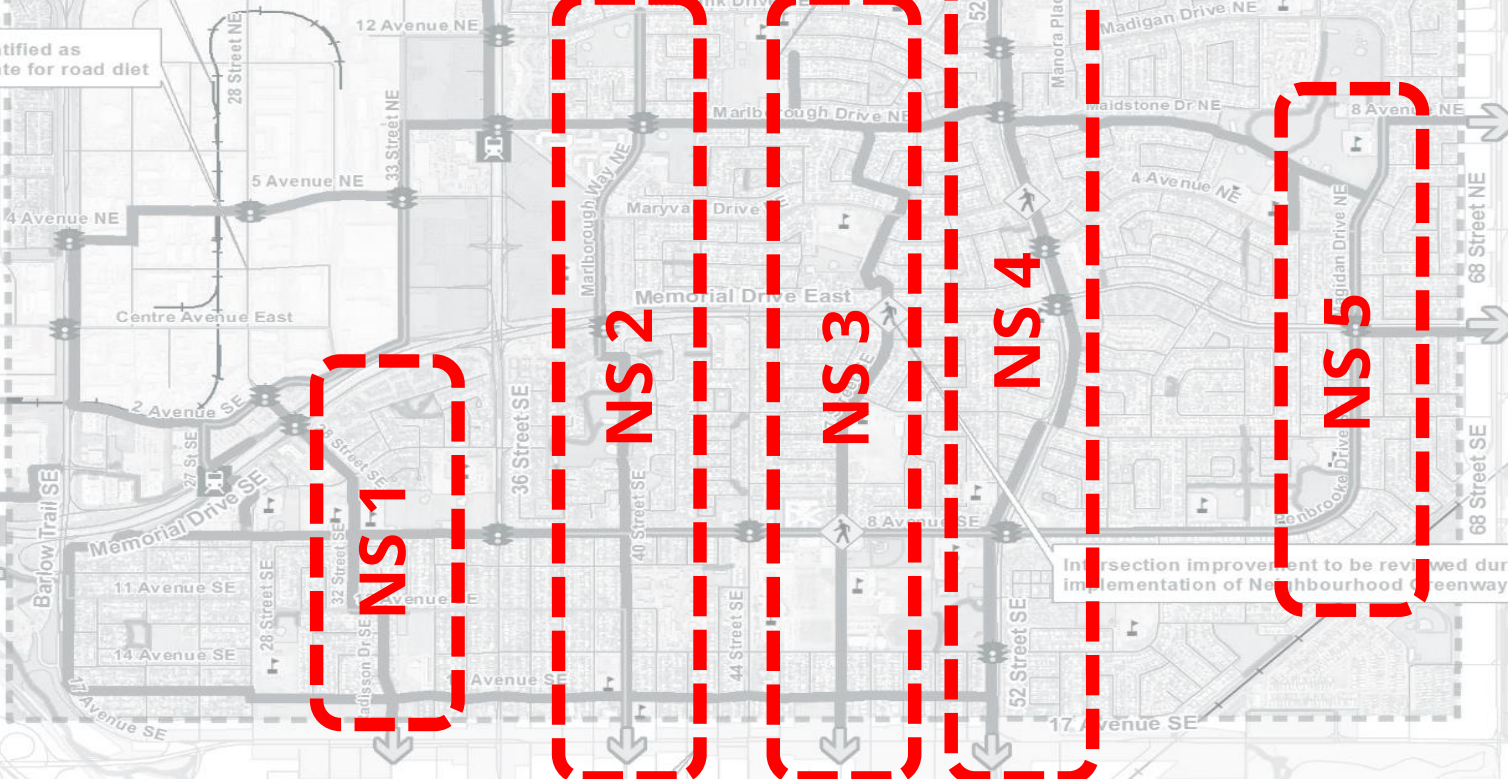
Multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

North-South Routes

28 Street NE identified as potential candidate for road diet



Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway



Multi-use pathway subject to decommissioning of existing rail line

NS 1

28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Off-Street Pathway

Neighbourhood Greenway

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

28 Street S.E./32 Street S.E./Radisson Drive S.E.



multi-use pathway subject to decommissioning of existing rail line

NS 2

28 Street NE identified as potential candidate for road diet

Alignment of pro along 16 Avenue Calgary over

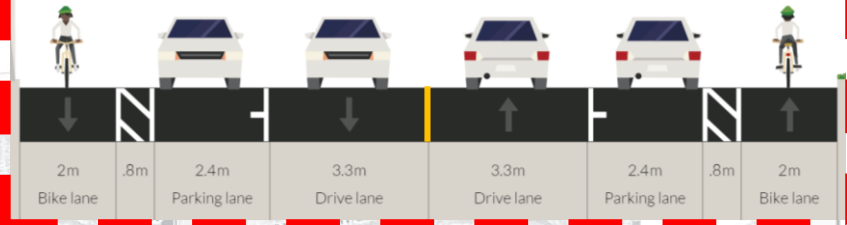
Bike lanes

Neighbourhood Greenway

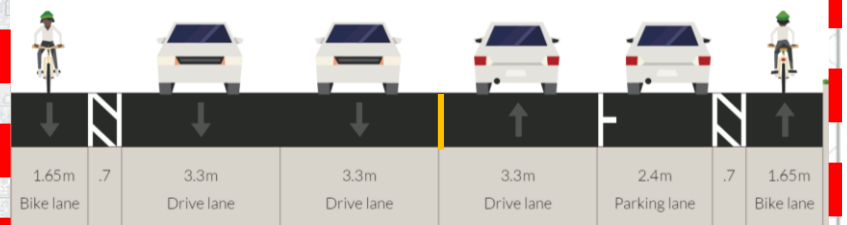
Off-Street Pathway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Segment 1 - Parking Protected, Maintain Existing 2-lane Cross-Section (north of mall entrance)



Segment 2 - Parking Protected, Maintain Existing 3-lane Cross-Section (south of mall entrance)



Intersection improvement to be reviewed during completion of Neighbourhood Greenway

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



multi-use pathway subject to decommissioning of existing rail line

NS 3

28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Neighbourhood Greenway

Off-Street Pathway

Neighbourhood Greenway (Alleyway)

Off-Street Pathway

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

47 Street S.E.



multi-use pathway subject to decommissioning of existing rail line

NS 4

28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Off-Street Pathway

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

52 Street S.E.

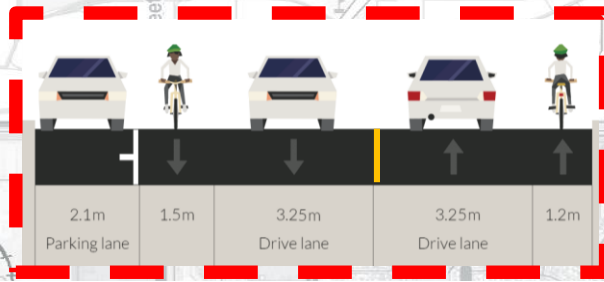


Multi-use pathway subject to decommissioning of existing rail line

NS 5

28 Street NE identified as potential candidate for road diet

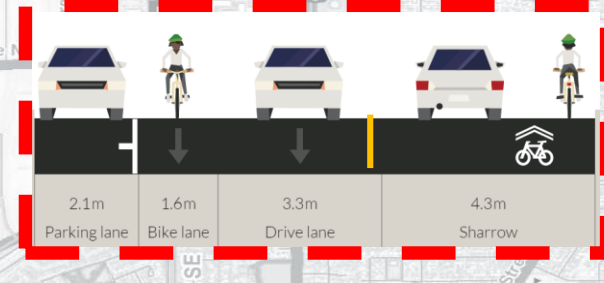
Option 1 - Bike Lanes, Parking on 1 Side



Alignment of proposed future pedestrian/bicycle facility determined as part of City of 1d Pedestrian Implementation Plan

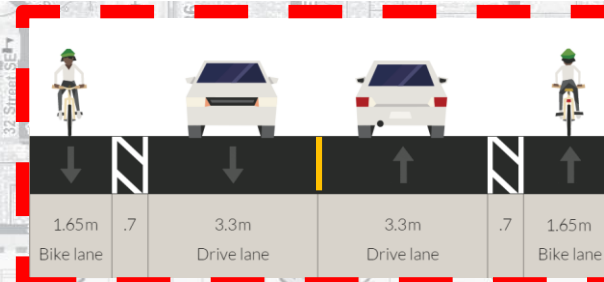
Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Option 2 - Bike Lane and Sharrows, Parking on 1 Side



Bike lanes

Option 3 - Buffered Bike Lanes, No Parking



Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Penbrooke Drive S.E./Madigan Drive N.E.



multi-use pathway subject to decommissioning of existing rail line

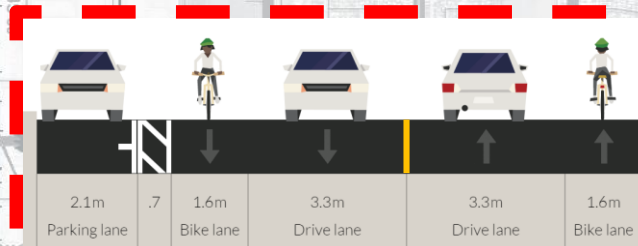
NS 5

28 Street NE identified as potential candidate for road diet

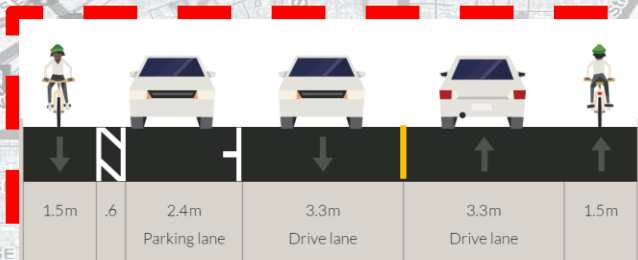
Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Option 1 - Buffered Bike lanes, Parking on 1 Side



Option 2 - Parking protected bike lane



Bike lanes

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Penbrooke Drive S.E./Madigan Drive N.E.



multi-use pathway subject to decommissioning of existing rail line

28 Street NE identified as potential candidate for road diet

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

Industrial Area Routes

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan



Multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

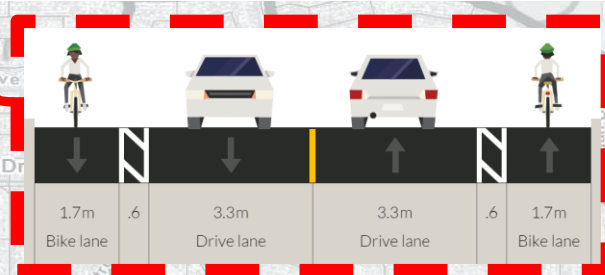
Shared Use Lane

28 Street NE identified as potential candidate for road diet

Buffered Bike Lanes, Reduced Vehicles Lanes from 4 to 2 but with vehicle lane widening to meet standards

Bike lanes

Off-Street Pathway



Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor project, and align with Calgary Transportation Plan

Intersection improvement to be reviewed during implementation of Neighbourhood Greenway

8 Avenue N.E./5 Avenue N.E./4 Avenue N.E./Meridian Road



multi-use pathway subject to decommissioning of existing rail line

Alignment of proposed future pedestrian/bicycle facility along 16 Avenue NE to be determined as part of City of Calgary overall Bicycle and Pedestrian Implementation Plan

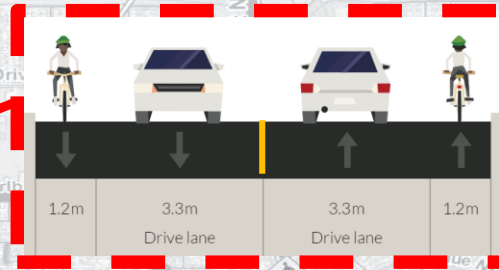
Connection to schools to be confirmed at time of bicycle lane and neighbourhood greenway implementation

28 Street NE identified as potential candidate for road diet

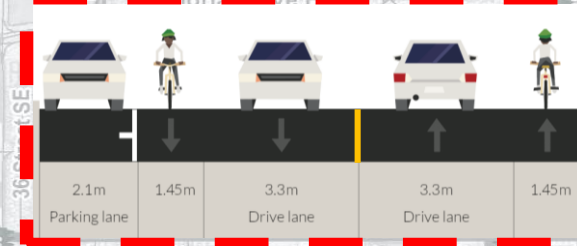
Bike lanes

Conventional Bike Lanes

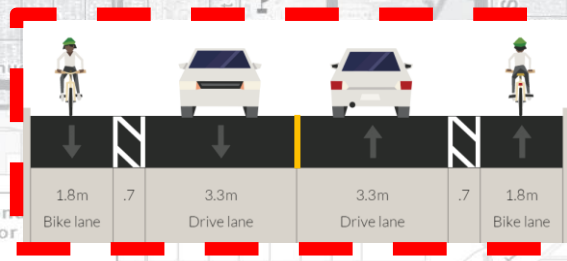
12



Option 1: Bike Lanes, Parking 1 side



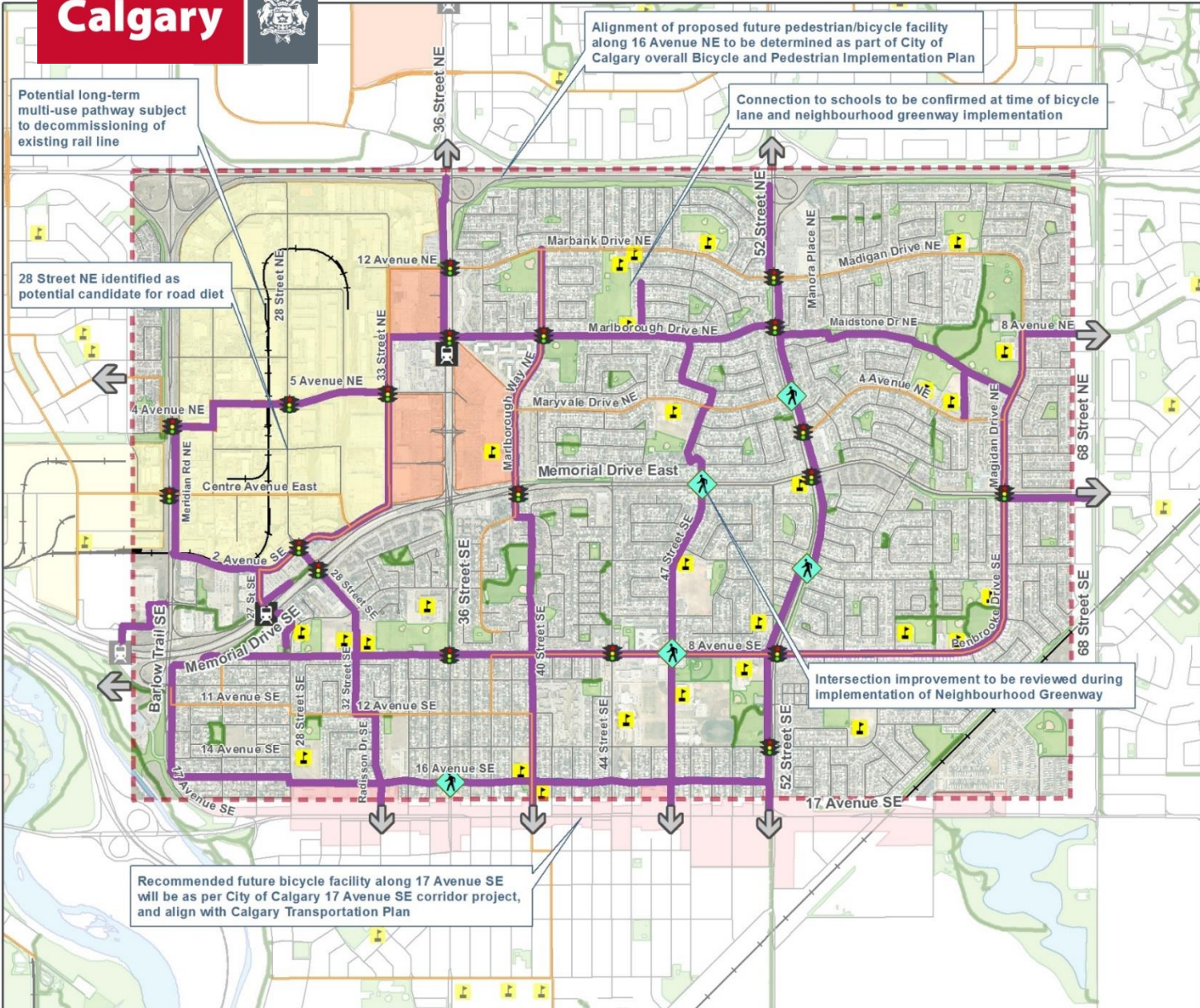
Option 2: Buffered Bike Lanes, No Parking



Recommended future bicycle facility along 17 Avenue SE will be as per City of Calgary 17 Avenue SE corridor and align with Calgary Transportation Plan

Option improvement to be reviewed during implementation of Neighbourhood Greenway

33 Street N.E./2 Avenue N.E.



- ### Legend
- Proposed Network
 - 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



*Bicycle wayfinding signs to be removed or updated upon implementation of parallel proposed network routes.

Thank You!

