



Eau Claire Promenade

Information Session // What We Heard
October 2019

Project Overview

The Eau Claire Promenade project will continue riverfront improvements and flood mitigation along the Bow River from Eau Claire Plaza to Centre Street Bridge. Additionally, flood mitigation measures will be incorporated into Riverwalk from Centre Street Bridge to Reconciliation Bridge. The goal for the project is to connect West Eau Claire Park and Riverwalk to create a safe, efficient, and beautiful riverfront promenade and cycle network that integrates public amenities with flood mitigation.



Engagement Overview

This stage of engagement used two different formats to share information and collect feedback:

- An **information session** was held on Saturday October 5 at the Calgary Chinese Cultural Centre. The event hosted several projects that are occurring concurrently in the Eau Claire area, including Eau Claire Promenade, Eau Claire Plaza, Jaipur Bridge Replacement, and the Downtown & Sunnyside Flood Barrier.
- An **online survey** was integrated with the information panels into the project website (<https://engage.calgary.ca/eauclore/eau-claire-promenade>) and was available from October 5-22, 2019.

The primary focus of the Eau Claire Promenade engagement was to inform participants about the final design, the summary of feedback collected at the previous public engagement in April 2019, and the expected project phasing/construction.

As the project is currently in the Detail Design stage, working through technical details and design for construction, the opportunities for participants to provide input into the process were limited to the mitigation of construction impacts and potential bike detouring along 3rd Avenue.

The feedback collected through this engagement will inform future decisions around mitigating impacts to Calgarians when construction begins.



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What We Asked / What We Heard

Construction Impacts: *What are your concerns regarding the construction of the Promenade? How might the City help to reduce the impacts to you?*

Information was provided to participants about the potential impacts the construction will have on the area and the mitigation measures to address them. The topics included closures, noise, vibration, air quality, transportation, and utilities. They were then given the opportunity to share their concerns or ideas on how impacts could be reduced further. Overall, participants want the City to:

- Provide clear signage along pathway for detours
- Create detour routes with thoughtful connections to minimize walking distance
- Continue sharing information on construction schedules and detours
- Stick to the schedule to decrease construction delays
- Consider integration with the Green Line

8 comments from 4 participants were received online, while no comments were received at the information session on this topic.

Bike Detour Route: *Do you have any preferences or concerns about the types of temporary cycle lanes shown, and how they could be applied to the character zones?*

In an attempt to reduce the disruption to travel along the river pathway during construction, the concept for new temporary cycle lanes along 3rd Avenue was proposed. Participants were asked to identify any areas of concern and indicate their preference for the types of cycle lanes they would like to see.

All comments collected on the different types of cycle lanes indicated a strong desire for protected bike lanes, as it is the safest option for all users. Other comments included:

- Enforcement of bike speed and scooters along pathways/sidewalks needed
- Add stop signs on west end of 3rd Ave for additional bike/car safety
- Use north side of street for easy connection to river pathway
- Integrate planters and green space
- Make bike lanes permanent

5 comments were received online and 17 comments were received at the information session.



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Verbatim Responses

The following section includes all comments in the original format received.

Information Session

Construction Impacts	
<i>[No comments received]</i>	
Bike Detour Route: Map	
We need a bike STOP sign on the west side of 8 Street	
Stop signs needed here	
Now a 2-way. 3-way stop? Please	
Signs for bike pathway, speed limits & more benches	
More enforcement of speed/rules for bikes + scooters	
There needs to be more police patrol on River Walk to keep the peds, scooters, & bikes out of danger	
Rather than widening sidewalks, put in bike specific lanes. Scooters?	
Bike Detour Route: Possible Temporary Cycle Lane Types	
1-way separated cycle track where possible	<i>One-Way Cycle Track (each side)</i>
BEST!!	<i>One-Way Cycle Track (each side) / Two-Way Cycle Track</i>
YES PLEASE! Carrying 2 kids in tow. SAFETY!!	<i>One-Way Cycle Track (each side) / Two-Way Cycle Track</i>
Best for seniors + children	<i>One-Way Cycle Track (each side) / Two-Way Cycle Track</i>
Yes!	<i>Two-Way Cycle Track</i>
Best	<i>Two-Way Cycle Track</i>
Best	<i>Two-Way Cycle Track</i>
Best	<i>Two-Way Cycle Track</i>
Best option in my opinion	<i>Two-Way Cycle Track</i>



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Online Survey

Construction Impacts: Concern
Poor signage for the pedestrians and cyclists; breaking the deadlines and prolonging the construction.
How will this work be integrated with Green Line tunnel/station/portal construction?
No concerns
i walk to work through prince's island (from east sunnyside to east village). Hopefully there will be a way to walk through the construction zone without having to take a massive detour.
Construction Impacts: Reduce Impacts
Be on schedule and install very visible signage ahead of time, along Eau Claire.
Provide a comprehensive detour/construction management plan once the final Green Line route is decided
Continuing the information sharing and having the detour signs along the path, like used for the Crowchild side of construction, is very helpful for users.
clear signage posted ahead of time. thoughtful detours that don't lead to nowhere
Bike Detour Route
Yes, the fact that they are temporary instead of permanent.
Protected cycle tracks are best, especially if replacing the river pathway as they are the only cycling infrastructure safe for all users.
Prefer a 2-way cycle track on the north side of 3 Ave for easier connection to and from the Riverwalk.
Preference is for a protected lane. Having it on each side could nicely extend the green space from 8th street with planters or other green elements.
i would prefer either a one-way or two-way cycle track instead of a shared boulevard or unprotected bike lane.