



East Central Calgary Bikeway Network Stakeholder Meeting #2 Summary

PROJECT OVERVIEW

The City of Calgary is working to accommodate growth and make our city more liveable by providing transportation choices and improving safety and access for all road users. Walkable and bikeable neighbourhoods contribute to creating vibrant, healthy communities. 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.

MEETING OVERVIEW

The second stakeholder meeting for the East Central Calgary Bikeway Network project was held on Wednesday, September 23, 2015 at the Forest Heights Community Association. Meeting attendees heard a [presentation](#) about the feedback collected from the first stakeholder meeting and open house, and how this input was used to develop the proposed bikeway network for East Central Calgary.



Meeting attendees discuss which routes should be prioritized.

WHAT WE HEARD

Using the feedback from the first stakeholder meeting and open house, the project team identified a bikeway network for east central Calgary. While all of the routes are planned for long-term implementation, limited funding means some will be constructed before others. Stakeholders were asked to prioritize the east-west, north-south and industrial area route options to help decide what routes should be constructed first.

Feedback was gathered through discussion at the stakeholder meeting and via an online feedback form emailed to stakeholders. Ten feedback forms were submitted.

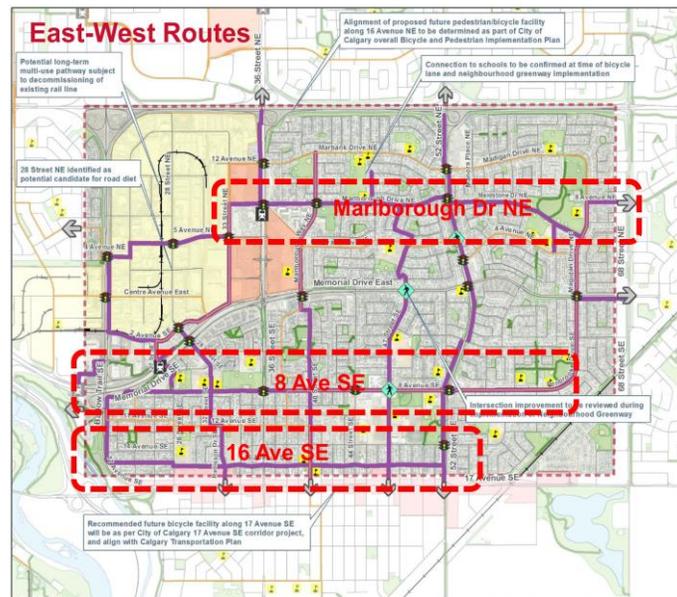
- Respondents selected 8 Avenue S.E. as the first east-west route priority, closely followed by Marlborough Drive N.E.
- 52 Street S.E. and Marlborough Way N.E. were the top priorities for north-south routes.
- All respondents ranked 8 Avenue N.E./5 Avenue N.E./4 Avenue N.E./ Meridian Road N.E. as the priority industrial route.

Meeting attendees

Project team	Stakeholders
Emma Stevens, The City of Calgary Vivin Thomas, The City of Calgary Ali Zaidi, The City of Calgary Marcia Eng, Urban Systems Ltd. Brian Patterson, Urban Systems Ltd. Josh Workman, Urban Systems Ltd. Violet MacLeod, Russell Public Relations Erin Russell, Russell Public Relations	Anne Craig, Albert Park/Radisson Heights, Public and Civic Affairs Hank Schurink, Area Resident and local business owner Dustan Walker, Area Resident Kimberley Nelson, Bike Calgary, President Catherine Halkett, Sport Calgary, Director of Planning & Development

This summary is not a representative sample of the population; it reflects the input from voluntary participants. The numbers used in this summary reflect the number of respondents who selected the same answer to feedback form questions.

EAST-WEST ROUTE OPTIONS



Meeting discussion
<p>Albert Park/Radisson Heights Community Association: Concerns about not enough cyclists in the area to warrant additional bicycle facilities.</p> <p>Resident: We need to provide facilities to encourage more riders. If you build it, they will come.</p>
<p>Albert Park/Radisson Heights Community Association: Removal of on-street parking, specifically along 8 Avenue N.E., could be an issue.</p> <p>Project team: We will document or survey parking supply and utilization to understand the impact of potentially removing any parking before making any decisions.</p> <p>Resident: If houses are flanking, there should not be an issue with parking removal. However, if they are fronting then you may be removing primary parking for residents. It is important to be cautious when taking away primary parking, but secondary parking spots are more of a privilege, not a right.</p>
<p>Resident: 8 Avenue N.E. is the number one priority when considering which option to develop first. It provides important connections, especially to downtown.</p>

Sport Calgary: When considering where to install cycling facilities, school zones and peak traffic times should be considered. Adding cyclists to an already busy area could be a safety issue.

Resident: The infrastructure could promote people riding their bikes to school. Enforcement will be an important safety tool, but we need the infrastructure to start enforcing the rules.

Bike Calgary: Education will be important, especially educating the bus drivers about cycle tracks. Also, cycling infrastructure works as traffic calming, so it could improve school zone safety.

Resident: Marlborough Drive N.E. would be a priority.

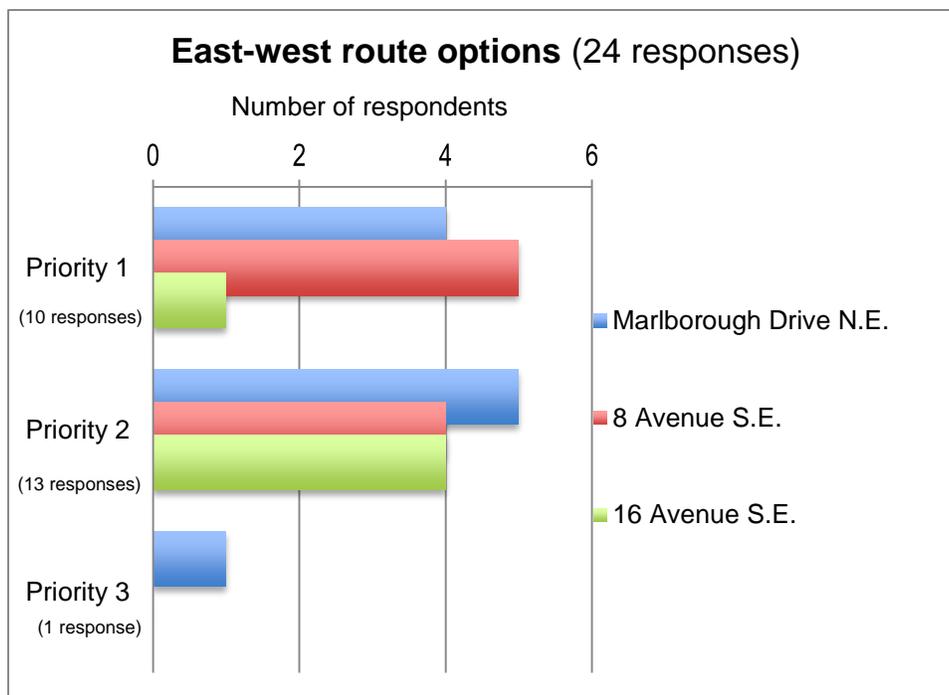
Bike Calgary: If The City is planning bicycle infrastructure in conjunction with the [17 Avenue S.E. Transitway](#), then 16 Avenue S.E. is not a priority. Regardless of 17 Avenue S.E. development, 16 Avenue S.E. is wide enough that it does not need dedicated infrastructure. It also has stop signs, which are difficult for people who bicycle. 1 Street N.E. would work well.

All attendees: All three routes are useful and important connections.

Resident: Connecting to Mayland Heights is very important and should be addressed.

Feedback form questions and responses

Respondents were asked to prioritize the east-west routes, with "1" being highest priority and "3" being the lowest priority.



Respondents chose 8 Avenue S.E. most often as priority "1" (five times)

Please explain your number "1" ranked priority:

Ranked 8 Avenue S.E. as the number "1" priority (verbatim comments)

8 Avenue S.E. is a big part of a large loop through the east section of the city.

16 Avenue S.E. affects me most, but 8 Avenue S.E. is the longest, most central and contiguous route available.
8 Avenue S.E. is a part of a full complete track within this area.
8 Avenue S.E. provides the longest east-west alternative.
8 Avenue S.E. is direct and seems to be the easiest to get right. Practice on this route, then try Marlborough. Also, connecting through the industrial areas of Marlborough doesn't seem like as good of an option. The Marlborough route doesn't even have sidewalks on some of it; maybe start there?
Ranked Marlborough Drive N.E. as the number "1" priority (verbatim comments)
The businesses I visit are closer to Marlborough Drive N.E.
Marlborough Drive S.W. will make the most connections for places people want to be, including schools, parks, businesses, malls and transit connections. 8 Avenue S.E. is already an established route and will again hit places that people want to get to including schools, recreation centers, etc. 16 Avenue S.E. is already wide and slow, and with the potential lanes coming with the 17 Avenue BRZ complete street project, this option should be a back-burner.
Ranked 16 Avenue S.E. as the number "1" priority (verbatim comments)
Access to 17 Avenue S.E. is most important.

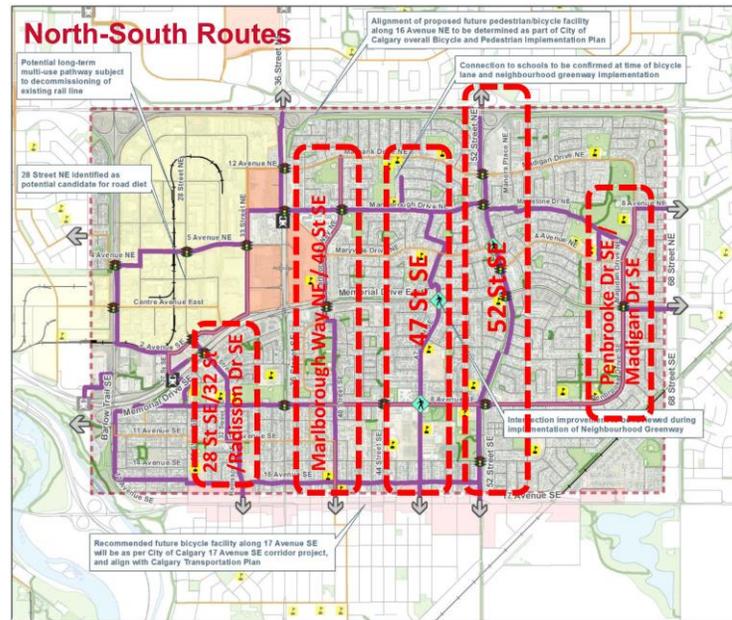
Do you have any additional suggestions, questions or concerns about the proposed routes?

Verbatim comments
No bike lanes in the door zone please. Much of Marlborough is too narrow to have proper bike lanes without removing parking. Either do that, or don't bother.
More emphasis should be placed on the connections to Mayland Heights and crossing Deerfoot to connect to downtown / river paths.
17 Avenue S.E. still needs to be a facility. It is more important than 16 Avenue S.E.
No.
No.

Are there alternative routes you would prefer?

Verbatim comments
How will the 16 Avenue S.E. route connect to Nose Creek/Bow River pathways? At least The Marlborough route is "close-ish" to 8 Avenue S.E., although it only really connects well over Nose Creek. At least it gets you across Deerfoot.
No.
No.

NORTH-SOUTH ROUTE OPTIONS



Meeting discussion

Resident: 52 Street S.E. will connect residents in the northeast to workplaces in the southeast.

Resident: All the north-south connections will be useful to cyclists. 47 Street S.E. is a hidden gem but without wayfinding will not be easily found and used.

Albert Park/Radisson Heights Community Association: Adding clear, useful signage will be important to make the routes easier to use for less confident cyclists or those not familiar with the community.

Bike Calgary: [The City of Saskatoon](http://www.cityofsaskatoon.ca) is a bike friendly city, with comprehensive signage that encourages cycling usage.

Albert Park/Radisson Heights Community Association: What priority are bicycle lanes for snow plowing?

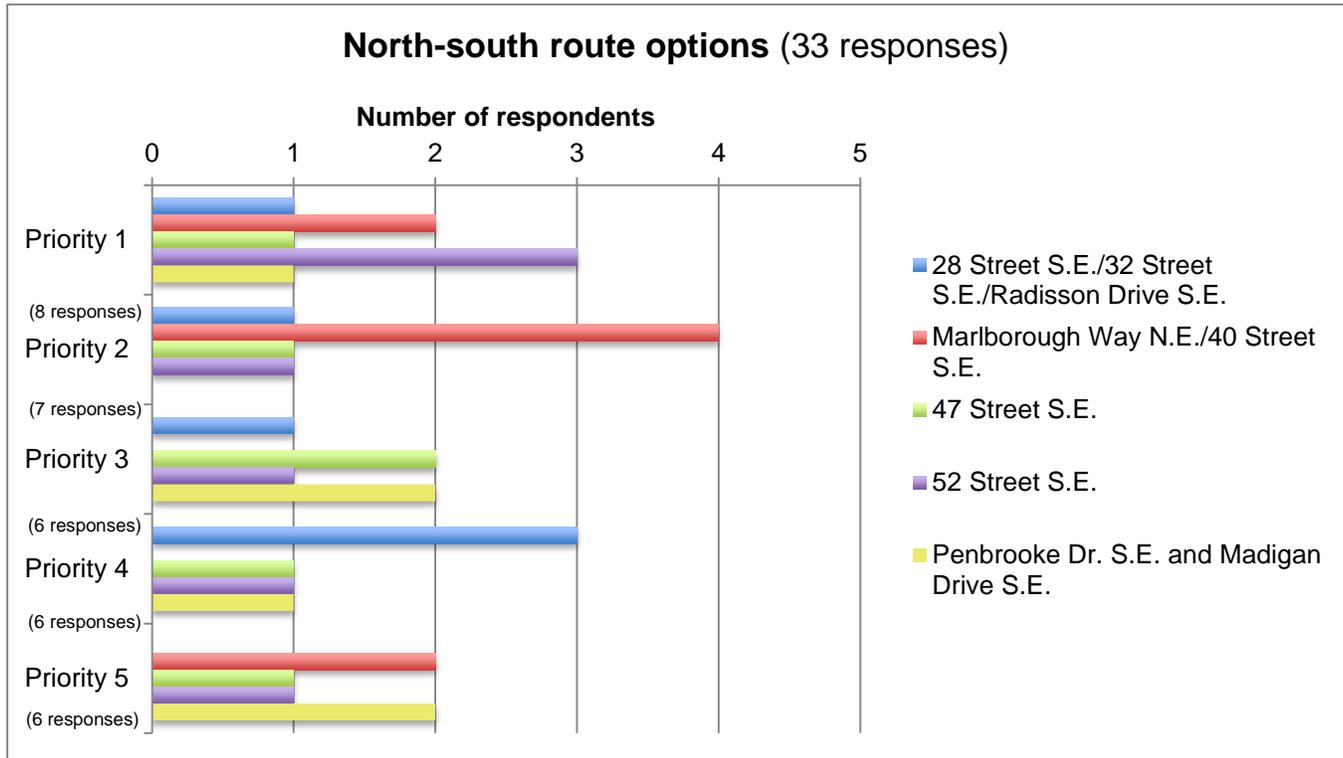
Project team: Any route with transit or separated cycle tracks is Priority 1 snow removal (snow removed within 24-hours from when the snow has stopped). Shared lanes or neighbourhood greenways are Priority 2 snow removal (snow will be removed within 48-hours from when the snow has stopped).

Resident: There is a clear connection west of Madigan Drive N.E. It appears to be alleyways, and could be a great alternate route to Madigan Drive N.E.

Project team: Making it a dedicated bikeway could make it a Priority 2 snow removal area, which may interest residents.

Feedback form questions and responses

Respondents were asked to prioritize the north-south routes, with "1" being highest priority and "5" being the lowest priority.



52 Street S.E. and Marlborough Way N.E. were respondent's top priorities for the north-south route options.

Please explain your number "1" ranked priority:

Ranked 47 Street S.E. as the number "1" priority (verbatim comments)

47 Street S.E. impacts traffic less. Concerned on how 52 Street S.E. would work, over 16 Avenue N.E., considering the inside lanes both northbound and southbound are currently ramps onto 16 Avenue N.E.

Ranked 52 Street S.E. as the number "1" priority (verbatim comments)

52 Street S.E. needs a lot of work. This is a very beneficial route form multiple residential neighbourhoods to a very large industrial area.

52 Street S.E. is a heavy commuter route to get to the industrial areas and this is the missing link. Marlborough Way will allow access to schools/businesses without huge detours and is the most direct. 28 Street N.E. will allow business access and is the beginning of the gateway to the west 47 Street S.E. cuts the gap in the middle for school and rec access. Penbrooke / Madigan can likely look at using the existing greenways for a multiuse pathway / bike path

Ranked Marlborough Way N.E./40 Street S.E. as the number "1" priority (verbatim comments)

North / South options are not as attractive or feasible as East / West routes just because of the available layout. I'm not happy that all the routes suffer from jagged routes that are adverse towards commuting. Marlborough Way N.E./ 40 Street S.E. provides the best alternative to 36 Street N.E. and I believe would attract the greatest number of cyclists who are hesitant to ride now. It remains fairly central and provides good access to Marlborough Mall, which is a draw in and of itself. My bias favours routes towards city centre to enhance connections before reaching Nose Hill pathway.

Again, closer to businesses.

Ranked 28 Street S.E./32 Street S.E./Radisson Drive S.E. as the number “1” priority (verbatim comments)

Ease of access to the businesses is most important

Do you have any additional suggestions, questions or concerns about the proposed routes?

Verbatim comments

Crossing Memorial Drive at any location is a barrier for the interested but concerned cyclists and must not only be safe but look safe to encourage cycling in this area.

No.

No.

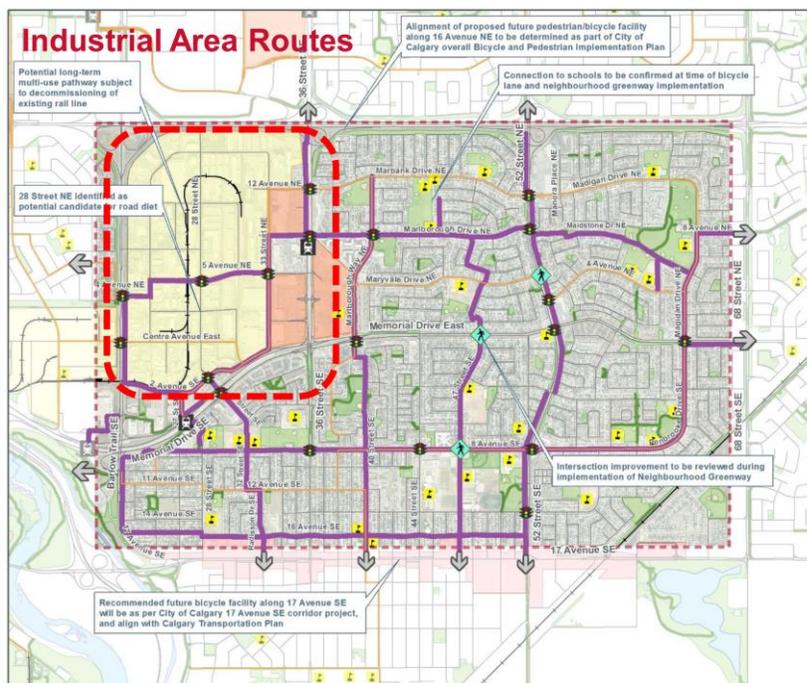
Are there alternative routes you would prefer?

Verbatim comments

No.

No.

INDUSTRIAL AREA ROUTES



Meeting discussion

Resident: Perhaps The City could approach Canadian Pacific Railway about the possibility of creating a multi-use pathway on the decommissioned track in the industrial area.

Resident: A pedestrian crossing over 16 Avenue N.E., north of the industrial area would be extremely useful.

Bike Calgary: At Centre Avenue N.E., a crossing for people who bicycle would be dangerous. It is important to provide a connection through the industrial area. 4 Avenue N.E./5 Avenue N.E. would be better because there is a pathway connection into Mayland Heights, less traffic and a direct connection to the commercial area.

Feedback form questions and responses

Respondents were asked to prioritize the industrial area routes, with "1" being highest priority and "2" being the lowest priority. All respondents said 8 Avenue N.E./5 Avenue N.E./4 Avenue N.E./ Meridian Road N.E. was priority "1" and 33 Street N.E./ 2 Avenue N.W. was priority "2".

Please explain your number "1" ranked priority:

Ranked 8 Avenue N.E./5 Avenue N.E./4 Avenue N.E./ Meridian Road N.E. as priority "1" (verbatim comments)

More direct is better, so the route "through" the area which *actually* goes *through* the region in question seems like the only one fitting this criteria. 33 Street N.E./2 Avenue N.E. is just avoiding it, which takes you about a km out of your way if you're actually trying to get through it.

The longest route encompasses more area.

8 Avenue N.E. connection already links up to Renfrew/8 Avenue N.E. bridge 33 Street N.E./2 Avenue N.E. (at the Stakeholder meeting, I thought we had come up with a hybrid option including Center, but do not see it here) will meet the industrial needs of many.

They depend on each other. Why ask what the priority is here?

The central location.

Access from residential neighbourhoods to the industrial area is important.

Good connection to the pathway along the river / irrigation canal.

Both are equally as important. I think the cycling infrastructure in this area will require something heavy duty to deal with the high volume of large trucks. These trucks often cut corners and jump curbs to do so.

Do you have any additional suggestions, questions or concerns about the proposed routes?

Verbatim comments

No.

Are there alternative routes you would prefer?

Verbatim comments

No.

INFORMATION EVALUATION

Respondents were asked to provide feedback on information provided either at the meeting or online. All respondents agreed the information provided was satisfactory (6 respondents).

Additional comments about the meeting or presentation:

Verbatim comments

I thought by having a smaller group we were able to accomplish more, although it would have been nice to have the community come out as well.

It is great to be able to be involved and kept in the loop.

NEXT STEPS

The project team will use the feedback from both of the stakeholder meetings, the open house and online survey, as well as technical analysis and budget considerations to refine and recommend a bikeway network for east central Calgary.

The above summary constitutes the author's understanding of the meeting and provided feedback. Please report any discrepancies to the author within seven calendar days of receiving the meeting notes. The meeting minutes were prepared by Violet MacLeod of Russell Public Relations at violet@russellpr.ca.