



## 17 Avenue S.E. Corridor Study Options Development Workshop October 2015

### PROJECT OVERVIEW

17 Avenue S.E. provides an important regional connection between Calgary and Chestermere. It is also identified in the Calgary Transportation Plan as part of the Primary Transit and Primary Cycling Networks. The study is being completed in two sections. The first section, from Deerfoot Trail to Stoney Trail, was completed in 2011. Today we are conducting the study between Stoney Trail and the east city limit (116 Street S.E.).

### ENGAGEMENT PROCESS

The engagement process focuses on consulting a broad range of stakeholders, including adjacent landowners, nearby community associations, government representatives and interest groups representing various modes of transportation (walking, cycling, driving or taking transit).



### OPTIONS DEVELOPMENT WORKSHOP

In June, The City hosted a Vision and Context workshop. The input from stakeholders during this first phase helped the project team prioritize and define important factors and guiding principles for the study. Since that workshop, the project team has identified the area constraints and determined that the corridor will have two vehicle lanes and a median (middle) transitway. Given that, the focus of the Options Development workshop was to gather feedback on the remaining roadway elements:

- Type and location of bike facilities

- On-street parking
- Width of sidewalk and green space

The project team also developed several preliminary options for discussion, and stakeholders were asked which option they preferred and why.

The Options Development Workshop was held on Wednesday, October 7, 2015 at Venue 1008 from 3 p.m. – 5 p.m. 53 stakeholders were invited and 14 attended, representing:

- Tristar Communities
- Mountain View Memorial Gardens
- Government Representatives
- OpenGate Properties
- Safer Calgary
- Calgary Parks and Pathways
- Alberta Motor Transport Association
- Bike Calgary
- Calgary Regional Partnership
- Landowners

Workshop attendees heard a presentation about the public input thus far, the purpose of the workshop and how the feedback in this phase will be used. After the presentation, attendees broke into small groups to discuss and provide feedback on the preliminary options and the roadway elements mentioned earlier. Each group had a technical expert and facilitator to take notes and guide the discussion.

Workshop participants were provided with a feedback form at the workshop, and all stakeholders received the presentation by email and a link to complete a feedback form online from October 20 – 30, 2015. In all, seven feedback forms were submitted.



Attendees listening to a presentation by the project team and discussing corridor options in break out groups.

## What we heard

The feedback received at the workshop and online is summarized below. Detailed feedback is provided in the remainder of the report.

- Nearly all respondents preferred a narrower sidewalk along 17 Avenue S.E.
- Respondents were split about providing on-street parking.
- More than half of respondents preferred a multi-use pathway over the other bikeway options.

- Respondents liked both option 1 and 2 with one more respondent favoring option 2.
- Of those who filled out a feedback form, all respondents (7) agreed the information at the workshop was satisfactory.

## FEEDBACK FORM QUESTIONS AND RESPONSES

The stakeholder input from both the workshop and online feedback forms is summarized in the sections that follow. *This summary is not a representative sample of the population; it reflects the input from voluntary participants.*

### Feedback about facility types and locations

***Thinking about the future of 17 Ave. S.E., please select the facility in each category below you think is the most appropriate to include in the corridor?***

Sidewalk/Public Realm/Green Space	
Options	Number of responses
Narrower space (approximately 5 metres)	6
Wider space (approximately 8 metres)	1

***Why do you consider these to be the most appropriate sidewalk/public realm & green space facilities?***

Verbatim comments
Gives more on-street options; there will likely be lower pedestrian movements out here to justify the wider sidewalks.
I believe this should be a highway for all commuters who commute to and from Chestermere/Calgary. Less congestion.
To allow for parking if needed.
Varying the Narrow and Wide spaces was what our group decided but not given as an option.
Varying sidewalk width and activities ie. Seating, eating areas dependent on existing or newly planned building.





Nearly all respondents preferred a narrower sidewalk along 17 Avenue S.E.

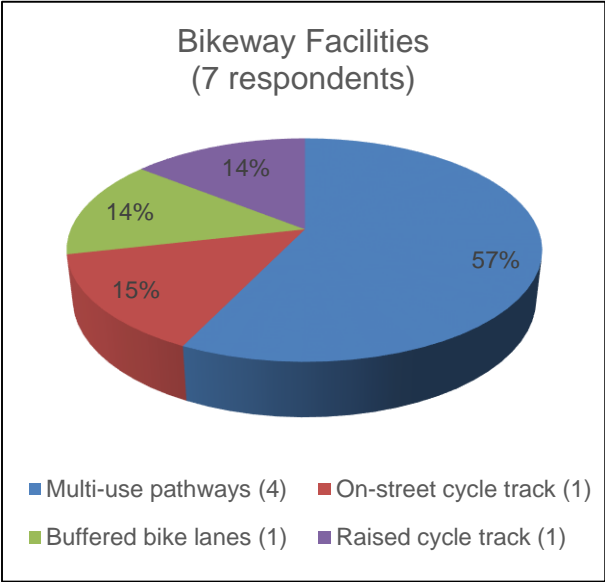
Parking Facilities	
Options	Number of responses
No on-street parking	3
Parallel on-street parking	4

**Why do you consider these to be the most appropriate parking facilities?**

Verbatim comments
More suited to the urban boulevard section; consider restricting during peak commute hours.
I would prefer a highway be developed and there will be parking off main streets.
Only relevant depending on type of businesses.
Varying spaces for sidewalk variation and activities areas.
Angle Parking in certain areas accommodates cars for some areas whereas service roads meet parallel parking needs. Parallel parkers cause cyclists and other travelling cars problems in safety for all.
There is plenty of parking within the cemetery with little to no foot traffic.

Respondents were split about providing on-street parking.

Bike Facilities			
Options	Number of responses	Options	Number of responses
 <p>Multi-use pathways</p>	4	 <p>Buffered bike lanes</p>	1
 <p>On-street cycle track</p>	1	 <p>Raised cycle track</p>	1



More than half of respondents preferred a multi-use pathway over the other bikeway options.

**Why do you consider these to be the most appropriate bicycle facilities?**




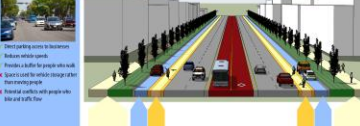
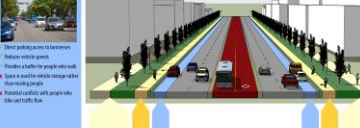

Verbatim comments
In the interim, this location would be best served by a regional pathway connection as traffic speeds are high and there is no amenities there to slow traffic down; at build out, offering an on-street connection would be better suited than a pathway through the urban boulevard section.
I think it is safer with more greenspace/parks. It would be integrated like Princes Island Park which is friendly for both cyclists and walking pedestrians.
Costing and proves separation.
Designated lanes within multi use pathways
Prefer designated pedestrian and biker user lanes in multi-use pathways away from SE 17 Avenue

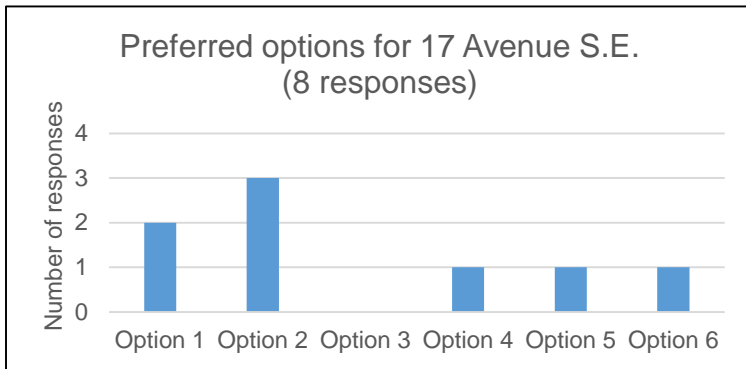
**Are there other walking, cycling or parking facilities you think should be included? Please specify:**

Verbatim comments
Separated bike and pedestrian paths should be developed throughout the city to keep cyclists off the roads for their safety and the driver's safety. If there were more, people would stick to them and use them instead of being on the roads.
Allow businesses to have their own with multi use pathways.
Bike Trails through communities that have a direct route and also provide circle routes through communities that connect with the Mattamy pathway system encircling the city.
Varied design in some areas having nearby parking for narrower width or parallel parking in areas with wider and more workable space with seating or gathering areas within the sidewalk area.

Feedback about preliminary options

Understanding that 17 Ave. S.E. will have two vehicles lanes and a Bus Rapid Transitway (future LRT) in the middle, which of the following options do you prefer?

Options	Number of responses	Options	Number of responses
 <p><b>Option 1 -</b> Buffered bike lane, walking / public realm / green space on both sides, no on-street parking on both sides</p> <ul style="list-style-type: none"> <li>✓ Designed bike lane</li> <li>✓ Buffer between people who bike and people who drive</li> <li>✓ Lane width with street lane facilities</li> <li>✓ Simple and low cost</li> <li>✓ Vehicles can enter and block people who bike</li> <li>✓ Potential conflicts with on-street parking</li> <li>✓ Lack of physical barrier</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for bike and vehicle facilities</li> <li>✓ Good for areas with less pedestrian activity</li> <li>✓ Less space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less social interaction</li> </ul>	2	 <p><b>Option 2 -</b> Walking / public realm / green space on one side, multi-use path on other side, no on-street parking on both sides</p> <ul style="list-style-type: none"> <li>✓ Trade-off low cost</li> <li>✓ Buffer between people who bike and people who drive</li> <li>✓ Space between people who walk and people who bike</li> <li>✓ Does not support land between building and the road</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for bike and vehicle facilities</li> <li>✓ Good for areas with less pedestrian activity</li> <li>✓ Less space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less social interaction</li> </ul>	3
 <p><b>Option 3 -</b> Cycle track, walking / public realm / green space on both sides, no on-street parking on both sides</p> <ul style="list-style-type: none"> <li>✓ Designed bike lane</li> <li>✓ Physical barrier between people who bike and people who drive</li> <li>✓ Attractive to cyclists of all experience levels, less feeling of being overtaken</li> <li>✓ Vehicles cannot enter</li> <li>✓ Requires more street width</li> <li>✓ Difficult some learning due to barriers</li> <li>✓ Higher cost</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for bike and vehicle facilities</li> <li>✓ Good for areas with less pedestrian activity</li> <li>✓ Less space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less social interaction</li> </ul>	0	 <p><b>Option 4 -</b> Buffered bike lane, walking / public realm / green space on both sides, on-street parking on both sides</p> <ul style="list-style-type: none"> <li>✓ Designed bike lane</li> <li>✓ Buffer between people who bike and people who drive</li> <li>✓ Lane width with street lane facilities</li> <li>✓ Simple and low cost</li> <li>✓ Vehicles can enter and block people who bike</li> <li>✓ Potential conflicts with on-street parking</li> <li>✓ Lack of physical barrier</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for bike and vehicle facilities</li> <li>✓ Good for areas with less pedestrian activity</li> <li>✓ Less space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less social interaction</li> </ul>	1
 <p><b>Option 5 -</b> Raised cycle track, walking / public realm / green space on both sides, on-street parking on both sides</p> <ul style="list-style-type: none"> <li>✓ Designed bike lane</li> <li>✓ Lane width with street lane facilities</li> <li>✓ Physical barrier between people who bike and people who drive</li> <li>✓ Designed with street and on-street parking</li> <li>✓ Higher cost</li> <li>✓ Potential conflicts with pedestrians crossing the lane without expectation</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for bike and vehicle facilities</li> <li>✓ Good for areas with less pedestrian activity</li> <li>✓ Less space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less social interaction</li> </ul>	1	 <p><b>Option 6 -</b> Raised cycle track, walking / public realm / green space on both sides, wider width, on-street parking on one side</p> <ul style="list-style-type: none"> <li>✓ Designed bike lane</li> <li>✓ Lane width with street lane facilities</li> <li>✓ Physical barrier between people who bike and people who drive</li> <li>✓ Designed with street and sidewalk parking</li> <li>✓ Higher cost</li> <li>✓ Potential conflicts with pedestrians crossing the lane without expectation</li> </ul> <ul style="list-style-type: none"> <li>✓ More space for street furniture (benches, trash containers) and green space, buildings are closer to road</li> <li>✓ Less space for bike and vehicle facilities</li> </ul>	1



Respondents that preferred Option 1 said they liked that the public realm/green space is maintained.  
 Respondents that preferred Option 2 said they liked that cyclists are separated from traffic.

**Why do you prefer this option?**

Verbatim comments
Balances travel needs, parking, and active modes transportation. Cyclists on street is preferred to pathway connection at full build out.
Keeps pedestrians and cyclists away from traffic. Also, the flow of traffic would be consistent.
Simple yet effective with separation between vehicle and pedestrian.
Bike/pedestrian separation as they travel at different speeds. Mass transit takes up less space & poses no risk for maintaining green space.
Varying space for public realm and buildings, they are not all set at the property line making a more interesting streetscape.
Uses parking, cycling and green space as a buffer, vehicles don't cross bike lane to park.
I think it best suits the area.

**What would you change to improve this option?**

Verbatim comments
Ensure buffer between parked cars and bike lane is wide enough (removes car door opening hazard for cyclists).
Nothing.
Varying size of walk width with utilizing some of the greenspaces for resting, sitting and lounging areas.
Vary Streetscape so buildings are not lining the street but have opportunities for angle parking and gathering spots within the public realm.
Move the green space up to the property line.
Vary width and orientation of green space based on location and storm water management.

## WORKSHOP EVALUATION

Respondents were asked to evaluate the workshop and information provided to improve future engagement events.

Did you attend the workshop on October 7, 2015?	Number of responses
Yes	4
No	3
<b>Please circle your level of agreement with the following statements:</b>	
The information presented/provided helped me understand the scope of the project.	Number of responses
Strongly Agree	1
Agree	6
Disagree	0
Strongly Disagree	0
The information presented/provided met my expectations.	Number of responses
Strongly Agree	1
Agree	5
Disagree	0
Strongly Disagree	0

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

Verbatim comments
Timeline estimates for buildout and understanding phasing.
Development and staff from planning.
Facilitator was changing the wording and not recording what participants actually said.
Facilitation Recorder did not record all comments or accurately record comments. This is a vital part of Facilitation so attendees feel heard and valuable input is not lost. Recording of info was not sequenced into subject areas so difficult to follow the random disorganized summary of the recorder.
Not within the scope of this study.

## NEXT STEPS

The City will merge the feedback and ideas from the workshop and online with technical analysis to arrive at options for the corridor to take to a public open house in winter 2016.