

Welcome

Macleod Trail Corridor Study Open House

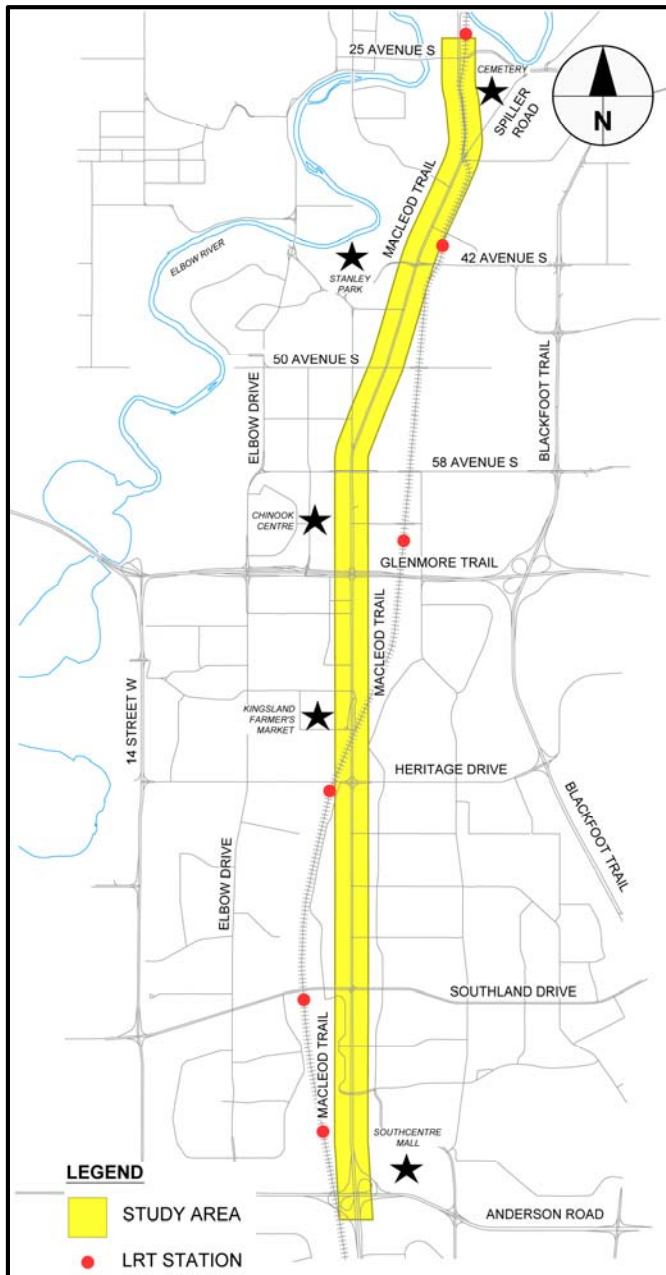
Presentation of Proposed Design Concepts



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Study Purpose

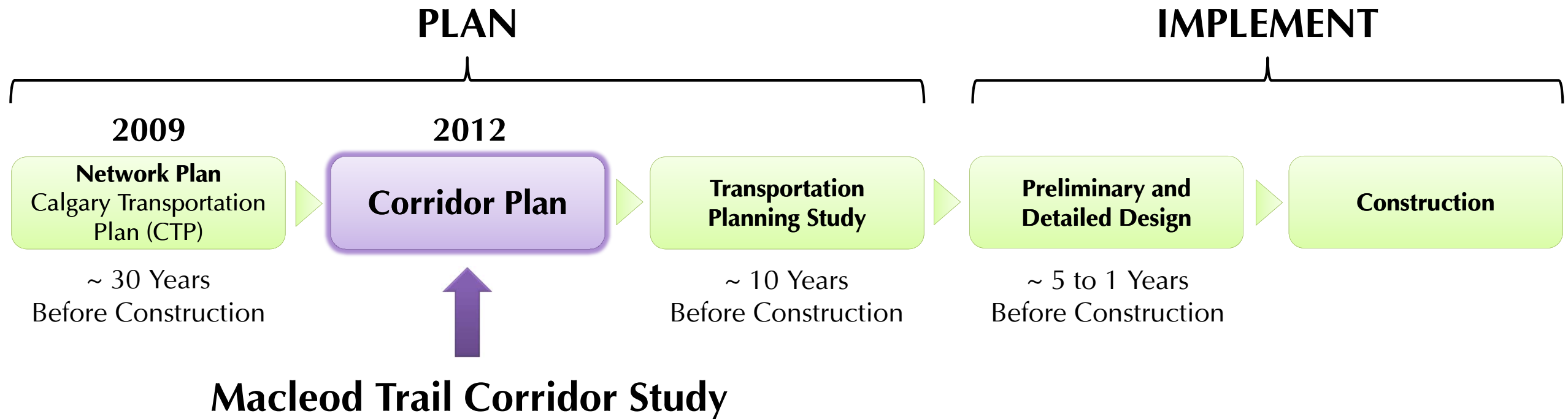


**Study Area: 25 Avenue S to
Anderson Road**

- Develop a corridor plan for Macleod Trail that aligns with The City's:
 - Municipal Development Plan
 - Calgary Transportation Plan
- Develop a conceptual plan for Macleod Trail as:
 - An Urban Boulevard (as per Calgary Transportation Plan)
 - A primary cycling, transit and high occupancy vehicle (HOV) route
- Study goals:
 - Accommodate walking, cycling, transit and HOV requirements
 - Confirm right-of-way

Project Timeline & Scope

Corridor studies are typically completed 10 to 30 years in advance of construction.



Corridor Study Objectives:

- Investigate how multiple travel modes and features associated with an Urban Boulevard can best be accommodated along Macleod Trail
- Establish right-of-way requirements along the corridor

To be reviewed through later studies:

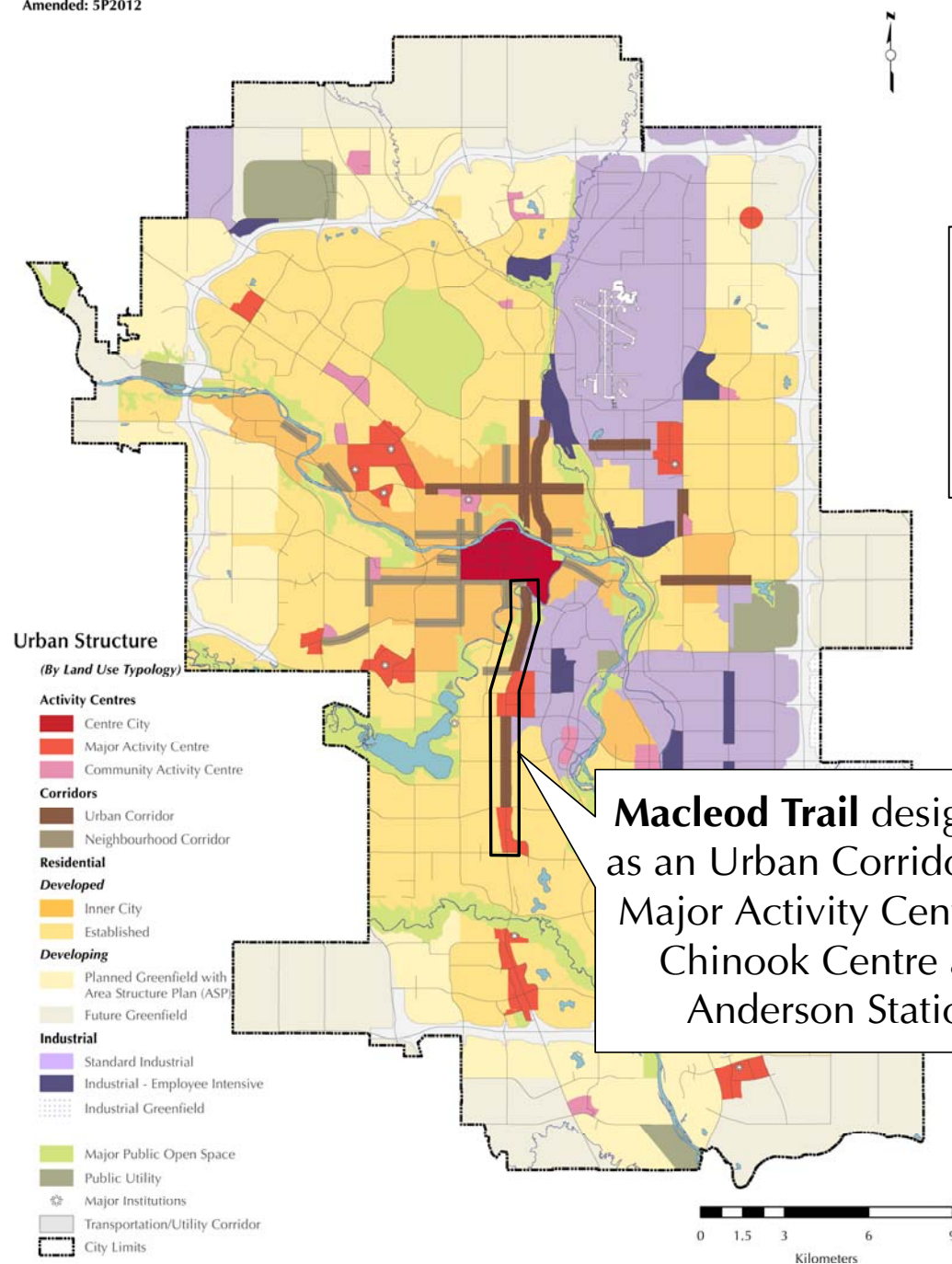
- Corridor land use changes
- Adjacent business access
- Utility needs

Note: There is currently no funding available to implement the recommendations from this study.

City of Calgary Land Use & Roadway Network Plans

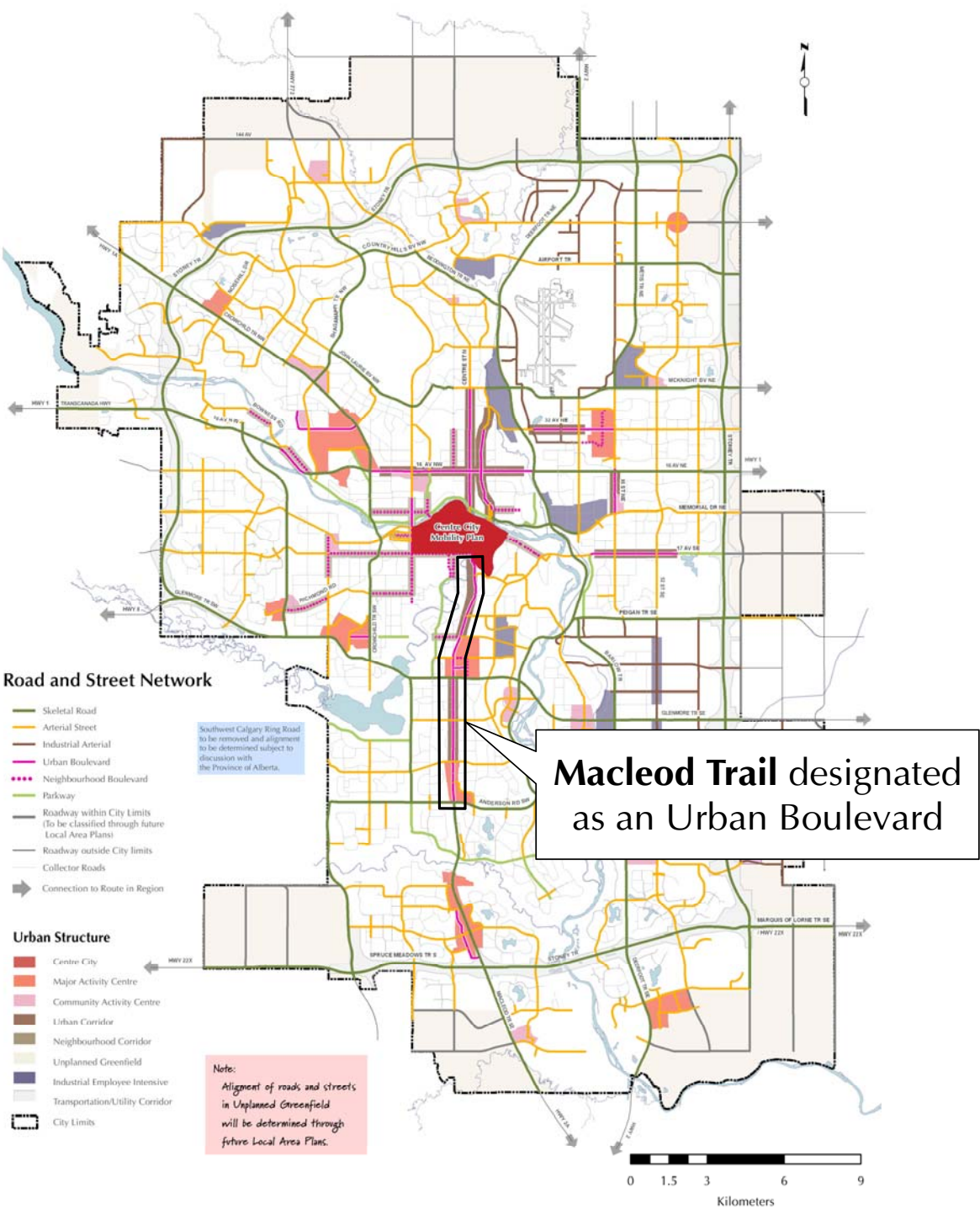
Municipal Development Plan – Urban Structure Map

Approved: 24P2009
Amended: 5P2012



These maps represent a conceptual land use structure and transportation networks for the city as a whole. No representation is made herein that a particular site use or City investment, as represented on this map, will be made. Site specific assessments, including environmental contamination, as well as the future financial capacities of the City of Calgary must be considered before any land use or City investment decisions are made.

Calgary Transportation Plan – Road and Street Network Map

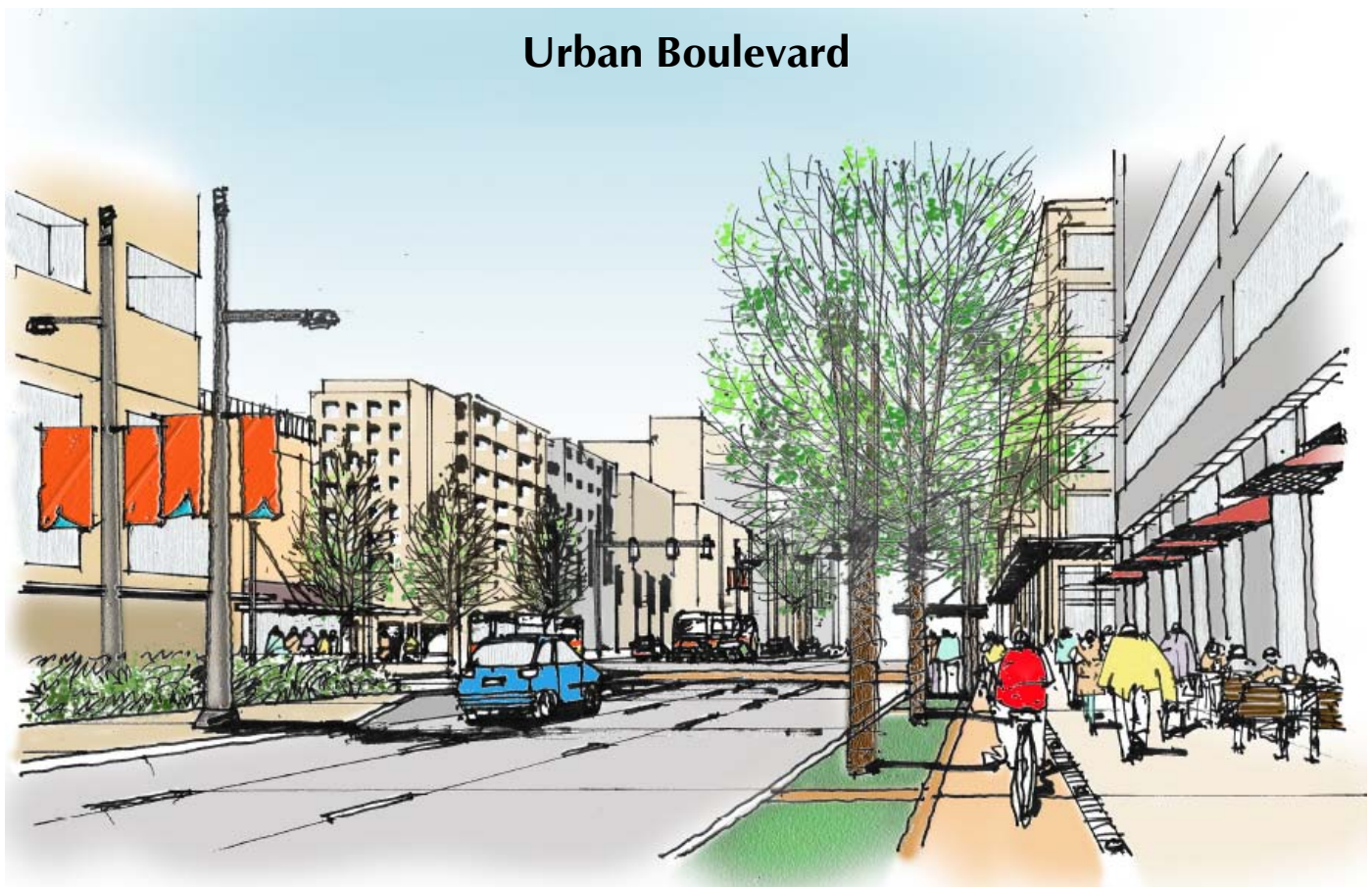


Macleod Trail designated as an Urban Boulevard

Macleod Trail as an Urban Boulevard

What is an Urban Boulevard?

- Gives highest priority to walking, cycling and transit
- Accommodates reasonably high volumes of vehicle traffic
- Integrates high-density, mixed-use urban development
- Includes destinations where people live, work and gather
- Includes high-quality urban design and green infrastructure (e.g., landscaping, green building, etc.)

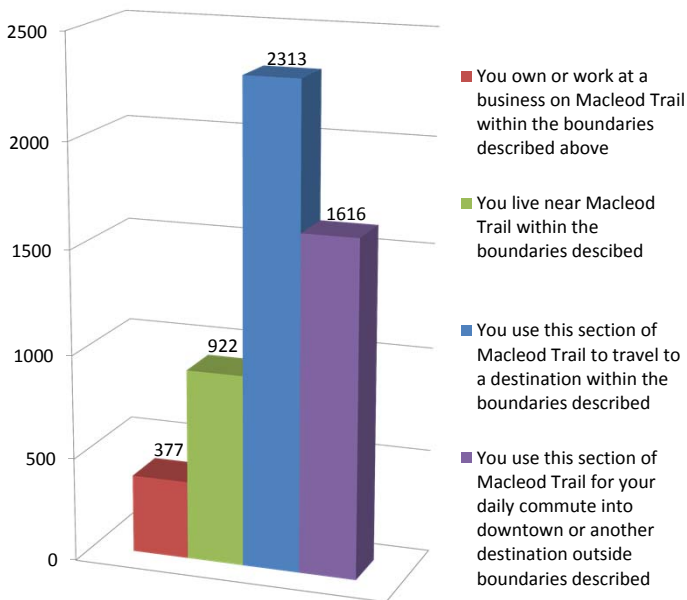


HDR **AECOM**

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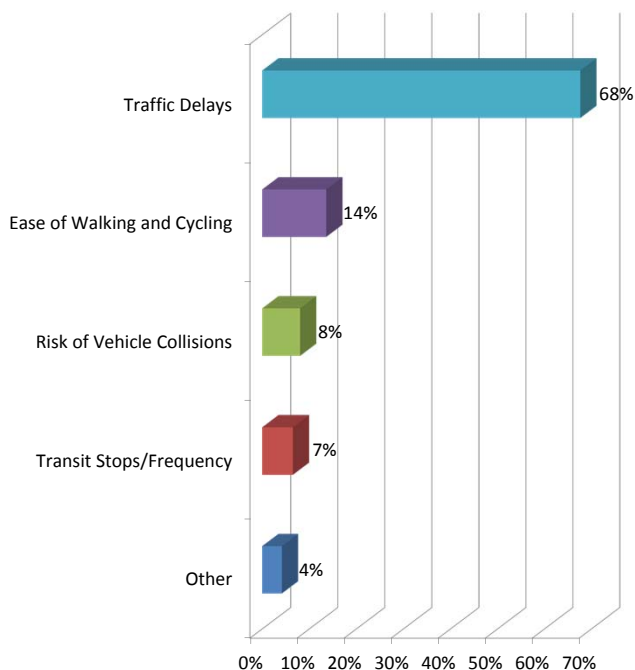
On-Line Survey Results - April/May 2012

When considering Macleod Trail South between 25 Avenue and Anderson Road, please check all the statements that apply:

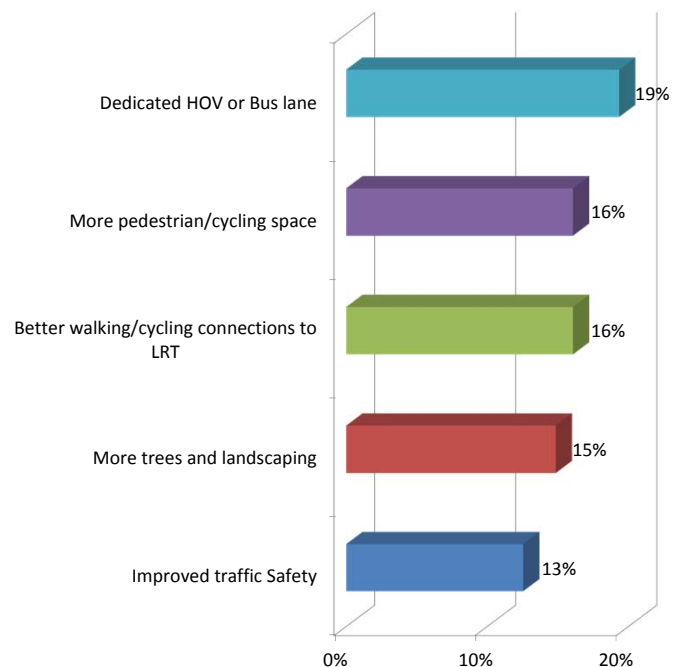


- 3,232 survey responses
- Over 61 communities near Macleod Trail represented
- 82% of respondents travel on or across Macleod Trail a few times per week or more.

Top Mobility Concerns



Support for Future Changes to Macleod Trail



Other responses include: more frequent transit service, areas for public seating, on-street parking, improved traffic flow. More details available at calgary.ca/Macleod

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June 2012 Open Houses

General

- Over three hundred people attended
- 68 feedback forms were returned
 - 18% of respondents travel on Macleod Trail, within the study boundaries, as part of their daily commute
 - 24% of respondents, representing 26 communities, live near Macleod Trail within the study boundaries
 - 90% of respondents found the open house staff helpful
 - 73% of respondents felt the information presented was clear and easy to understand

What we Heard

- Support for improved walking and cycling facilities
- Desire for more consideration of traffic accommodation
- Rejection of proposed parking along Macleod Trail
- Desire for more information on implementation timelines
- Interest in more details on the potential land use and business access changes



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How Were Comments Incorporated?

- Improved walking and cycling facilities
 - ✓ Plans propose a connected network of dedicated walking and cycling facilities
- Further consideration of traffic accommodation
 - ✓ Plans propose a minimum of three lanes per direction on Macleod Trail and no lane reductions
 - ✓ Upgrades to LRT crossings at 25 Avenue, 34 Avenue, and 39 Avenue to reduce traffic delays
- Parking on Macleod Trail
 - ✓ Proposed cross-sections do not include parking on Macleod Trail
- Information on Implementation Timelines
 - ✓ Proposed plans developed for implementation 10 to 30 years in the future. Further studies required to refine concepts.
- Land Use and Business Access Information
 - ✓ Study includes recommendation for future land use study to be conducted to identify potential changes to development patterns, etc.



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Alternative Evaluation

The boulevard alternatives were evaluated using performance criteria relevant to the visions for the Urban Corridor and Urban Boulevard, and consistent with principles of sustainable development.

The factors considered in the evaluation include:

- Social
 - Walking Environment
 - Cycling Environment
 - Transit Service
 - Heritage/Cultural Preservation
 - Community Impacts
- Environmental
 - Green Space
 - Green House Gas Emissions/Energy Consumption
- Economic
 - Fit with Urban Corridor Vision
 - Aesthetics and Streetscaping
 - Local Business and Industry Accessibility
 - Construction and Land Acquisition Costs
 - Ease of Implementation/Construction
 - Truck Mobility
 - Auto Mobility



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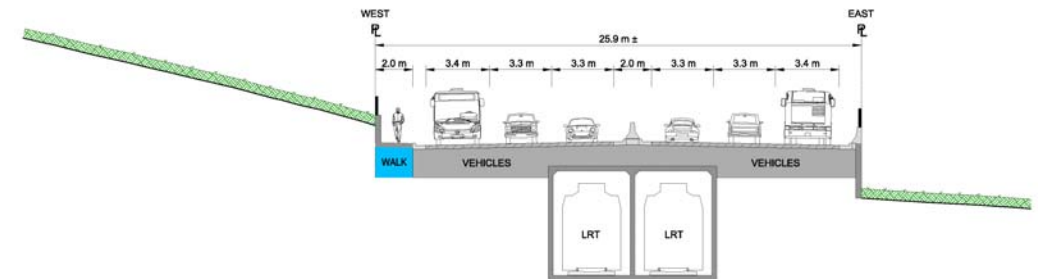


Recommended Plan: 25 Avenue S to 34 Avenue S

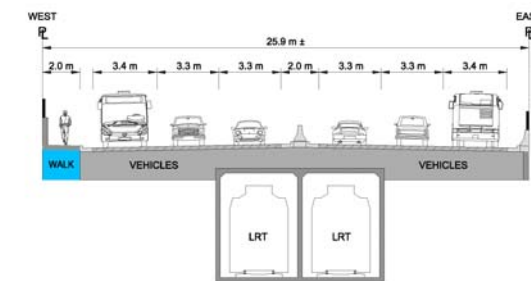
Design features:

- No change to road width between cemeteries
- Aesthetic improvements to fences
- Walking/cycling facility along Spiller Road
- Future LRT overpass and interchange at Macleod Trail and 25 Avenue S to reduce traffic delays due to the LRT crossing
- Full turn intersection at 34 Avenue (Spiller Road connection closed)

Existing cross-section (typical):



Proposed boulevard cross-section:



Pedestrian sidewalk one side with 6 traffic lanes

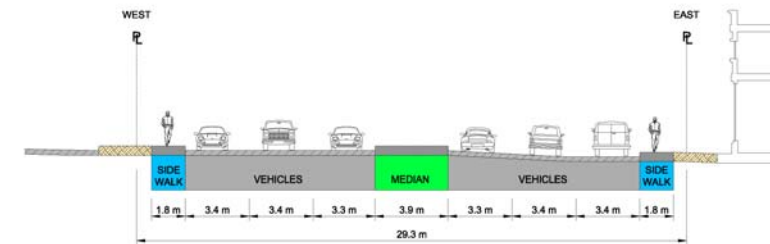


Recommended Plan: 34 Avenue S to 42 Avenue S

Design features:

- One-way bike paths on both sides of roadway
- Walking/cycling facilities along LRT may be implemented in the short term and may suit longer distance trips
- Streetscaping to improve the public environment
- Boulevard width expanded on east side to maintain property depth on west side for potential development
- LRT overpass on 39 Avenue to reduce traffic delays due to LRT crossing

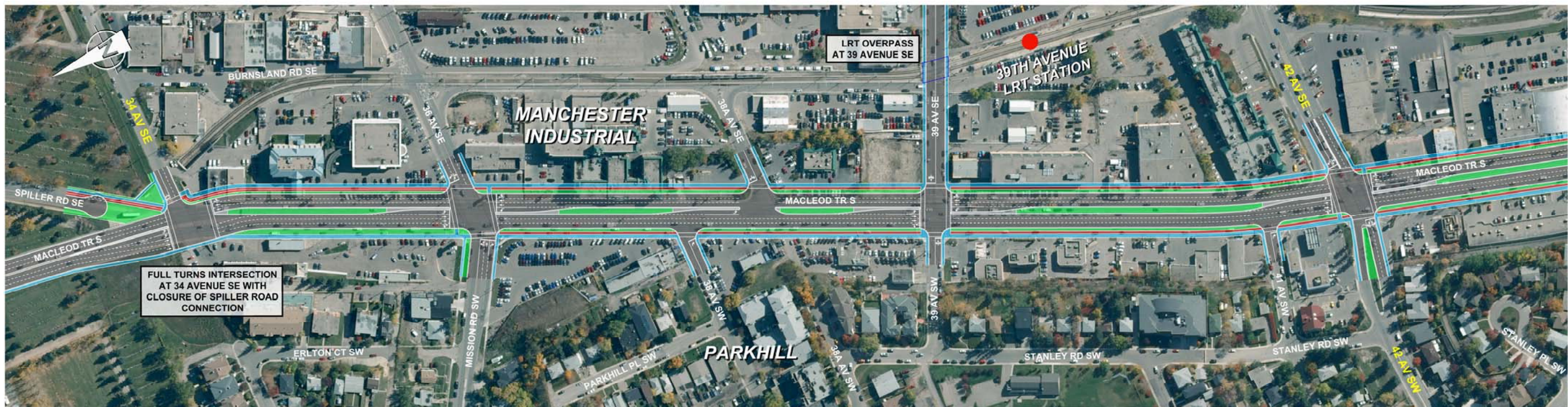
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

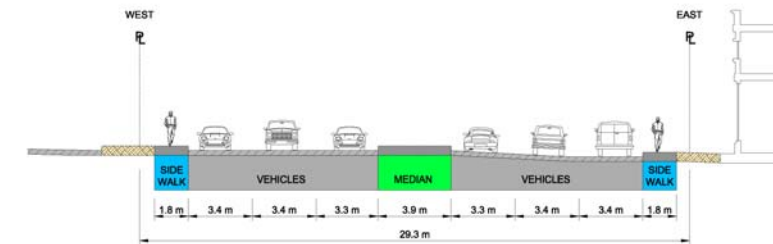


Recommended Plan: 42 Avenue S to 50 Avenue S

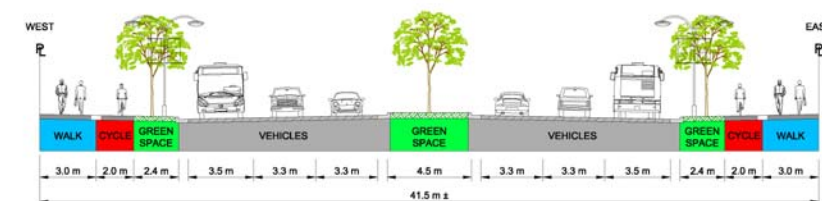
Design features:

- One-way bike paths on both sides of roadway
- Walking/cycling facilities along LRT may be implemented in the short term and may suit longer distance trips
- Streetscaping to improve the public environment
- Boulevard width expanded on east side to maintain property depth on west side for potential development
- Property currently owned by The City of Calgary around 50 Avenue offers opportunities for enhanced public space

Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

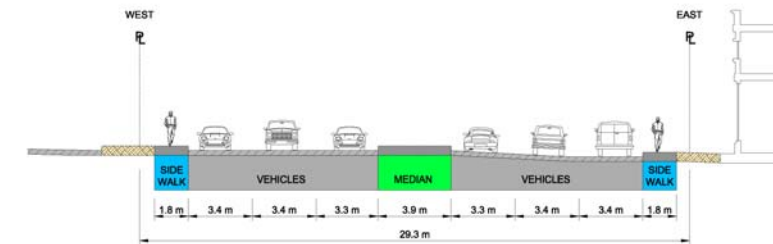


Recommended Plan: 50 Avenue S to 58 Avenue S

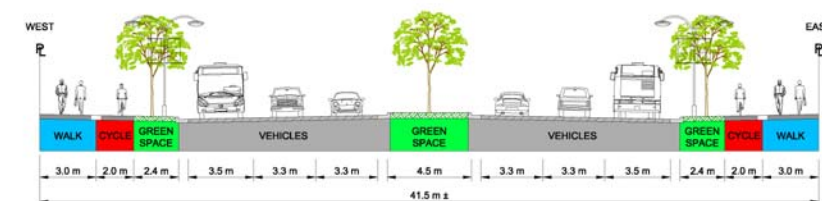
Design features:

- One-way bike paths on both sides of roadway
- Walking/cycling facilities along LRT may be implemented in the short term and may suit longer distance trips
- Streetscaping to improve the public environment
- Boulevard width expanded on west side where most of property is currently owned by The City of Calgary
- Property currently owned by The City of Calgary around 50 Avenue offers opportunities for enhanced public space

Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

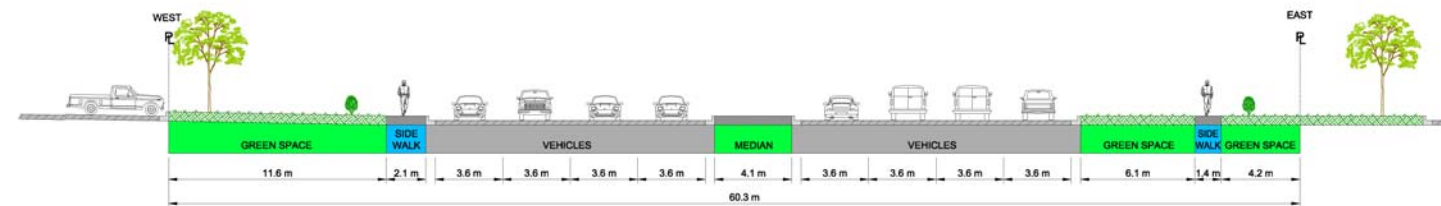


Recommended Plan: 58 Avenue S to Glenmore Trail

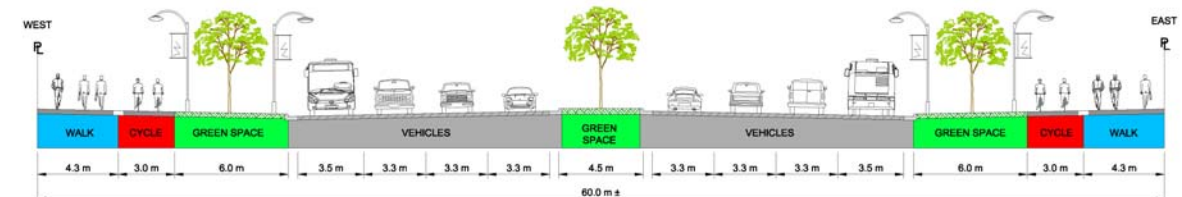
Design features:

- Separate walking/cycling bridges over Glenmore Trail to improve comfort and safety for walking and cycling
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment
- Pedestrian overpass south of 61 Avenue SW connecting directly to Chinook Centre (part of Chinook Station Area Plan)

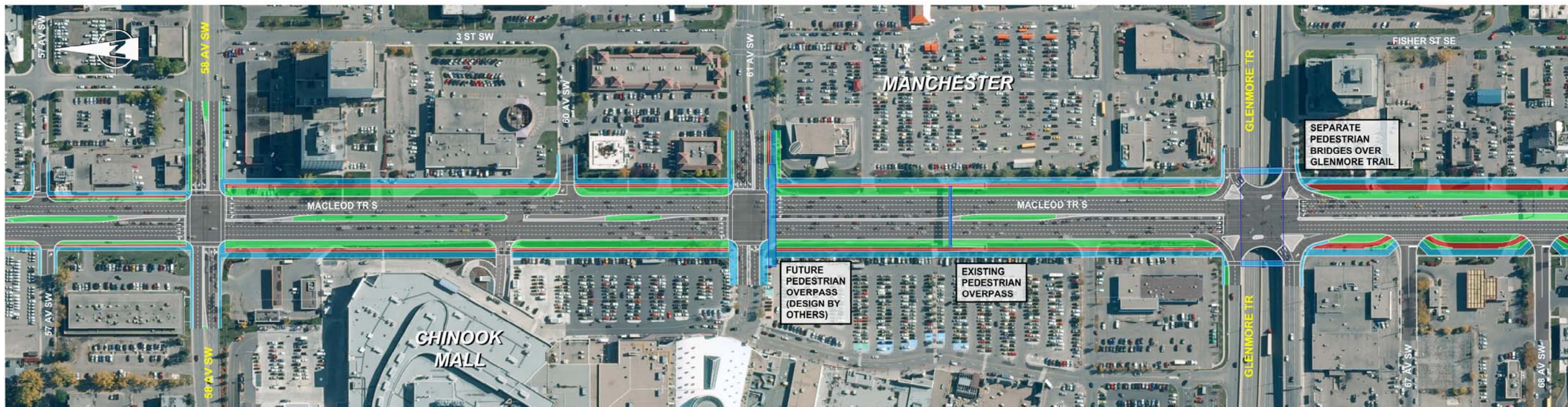
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 8 traffic lanes

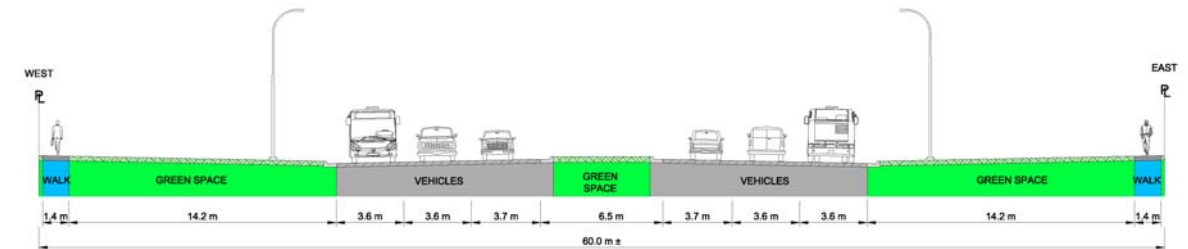


Recommended Plan: Glenmore Trail to 75 Avenue S

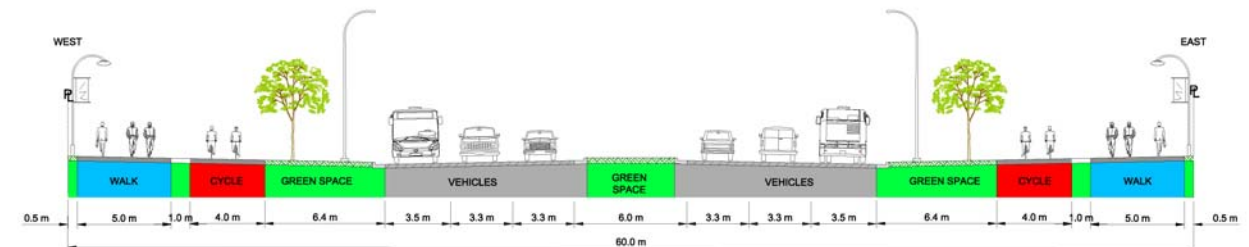
Design features:

- Narrowed lanes provide reduced crossing distance for pedestrians
- Wide sidewalks provide space for pedestrian amenities
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment
- Opportunities for frontage roads may be considered depending on future development

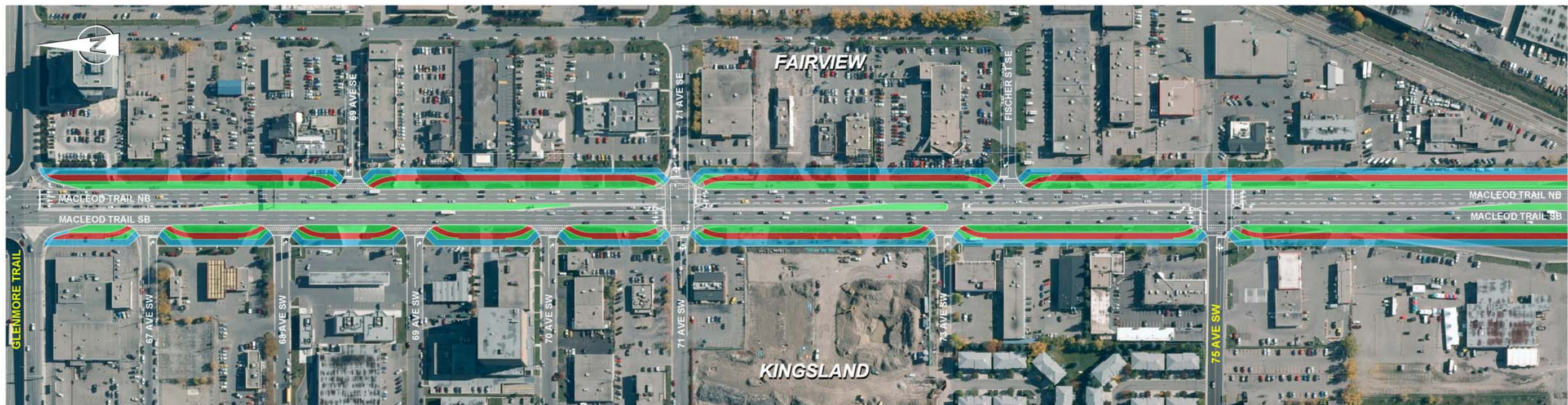
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

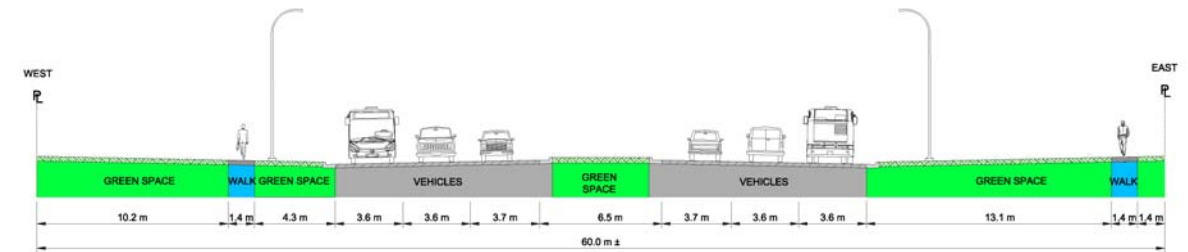


Recommended Plan: 78 Avenue S to 86 Avenue S

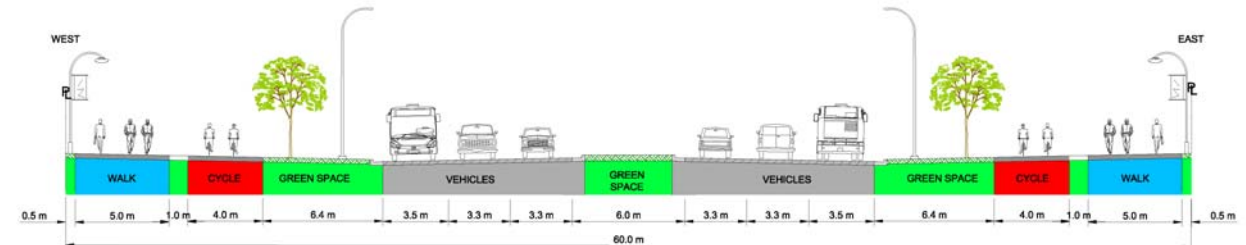
Design features:

- Narrowed lanes provide reduced crossing distance for pedestrians
- Wide sidewalks provide space for pedestrian amenities
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment
- Walking/cycling will be accommodated over the CP tracks via widening of the existing structure as well as a separate structure on the east side

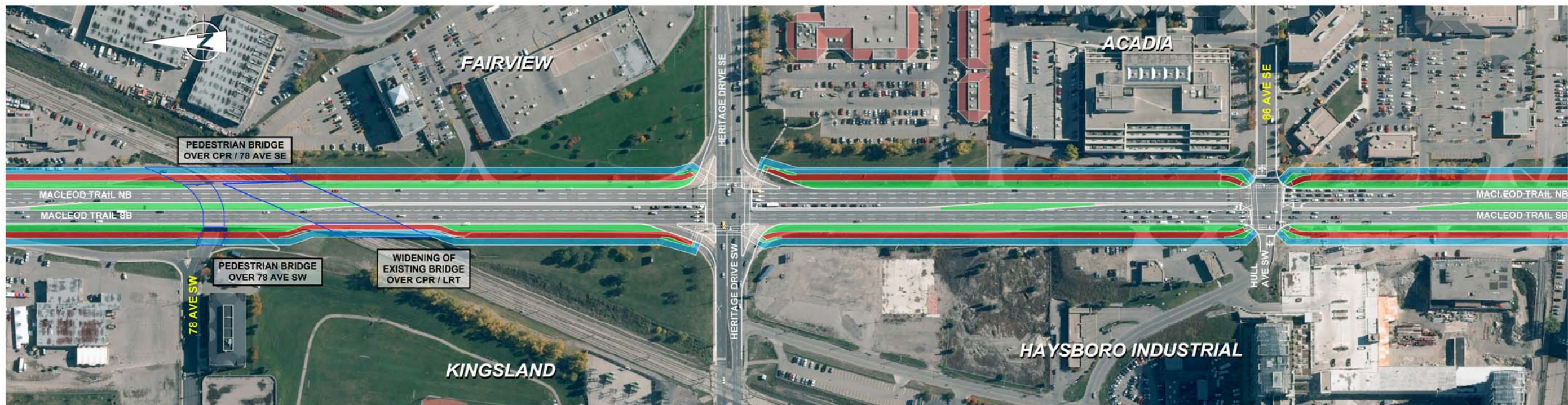
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

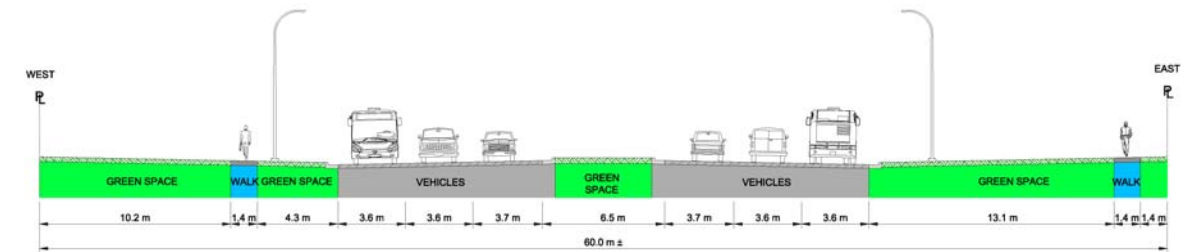


Recommended Plan: 90 Avenue S to Southland Drive

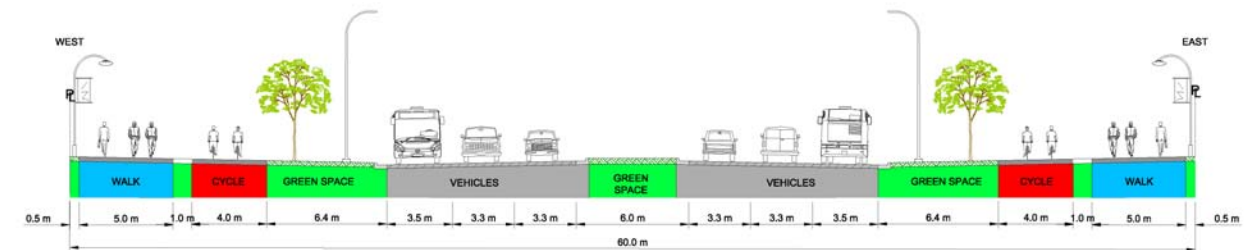
Design features:

- Narrowed lanes provide reduced crossing distance for pedestrians
- Wide sidewalks provide space for pedestrian amenities
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment

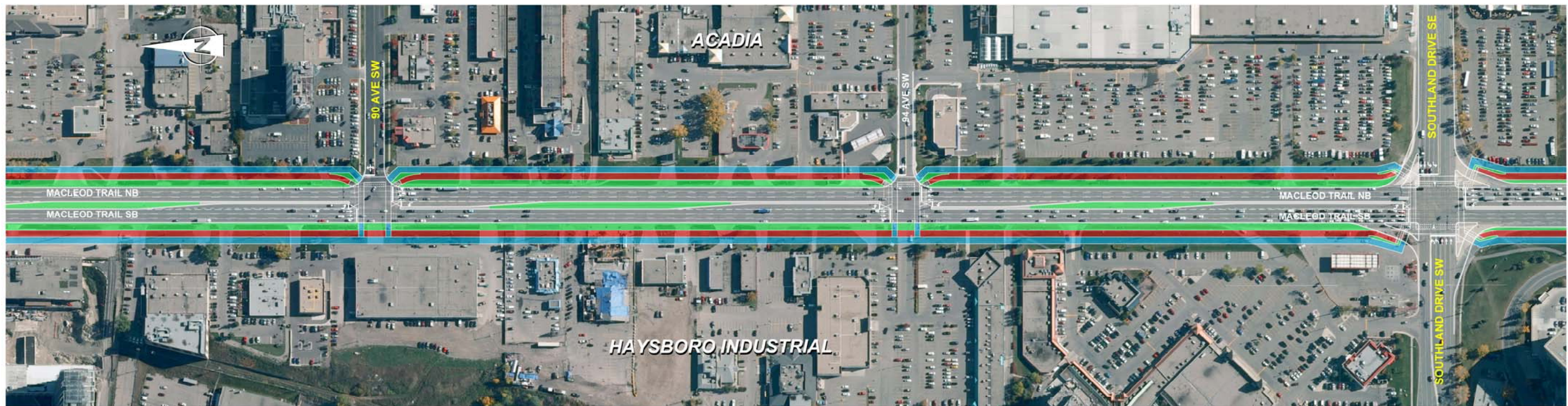
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 6 traffic lanes

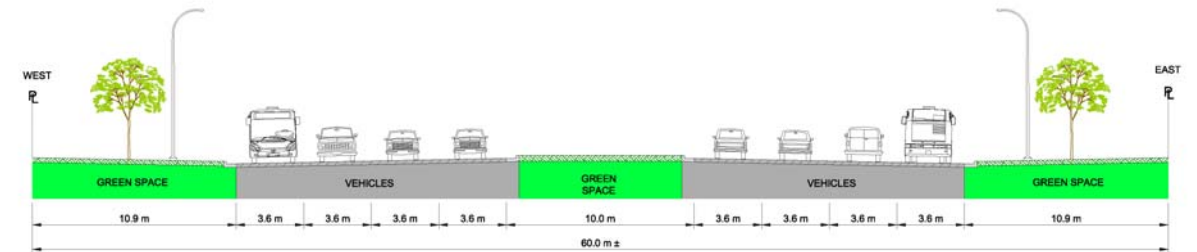


Recommended Plan: Southland Drive to 109 Avenue S

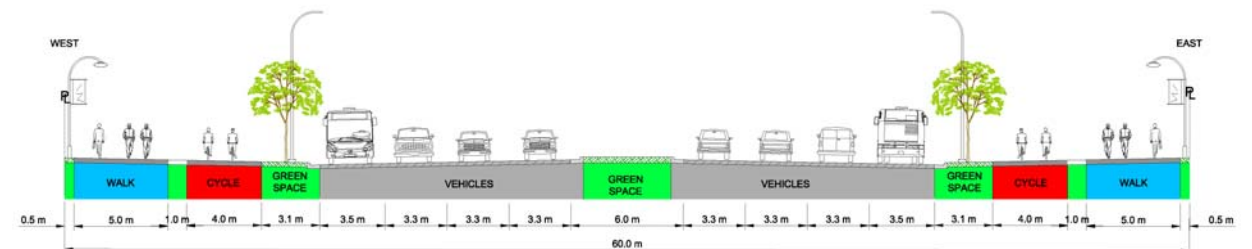
Design features:

- Narrowed lanes provide reduced crossing distance for pedestrians
- Wide sidewalks provide space for pedestrian amenities
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment
- The hatched area on the image below is being examined as part of the Anderson Station Area Plan. All recommendations will be integrated with that Area Plan

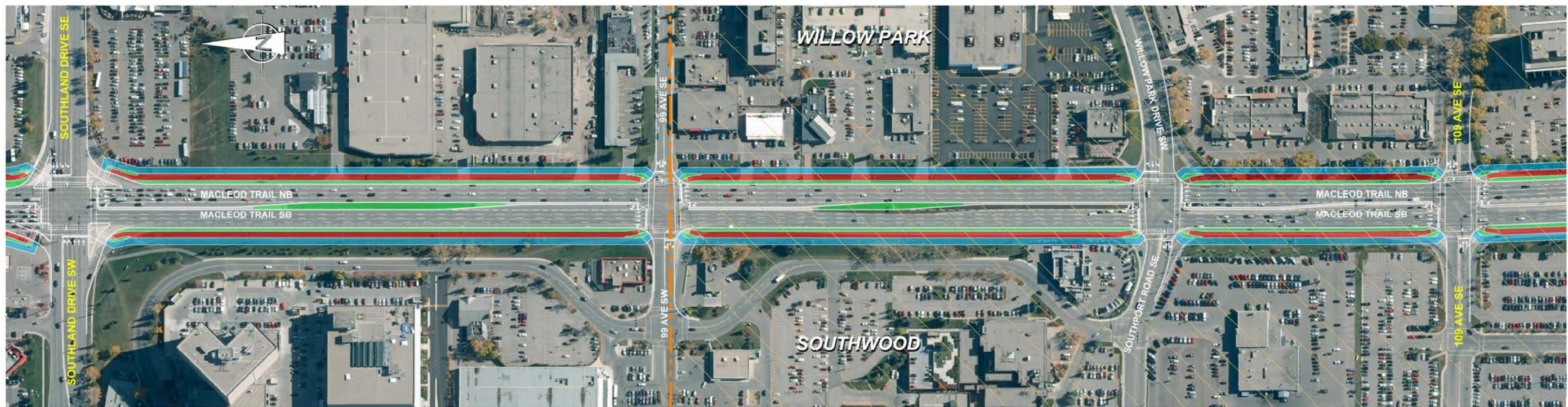
Existing cross-section (typical):



Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 8 traffic lanes

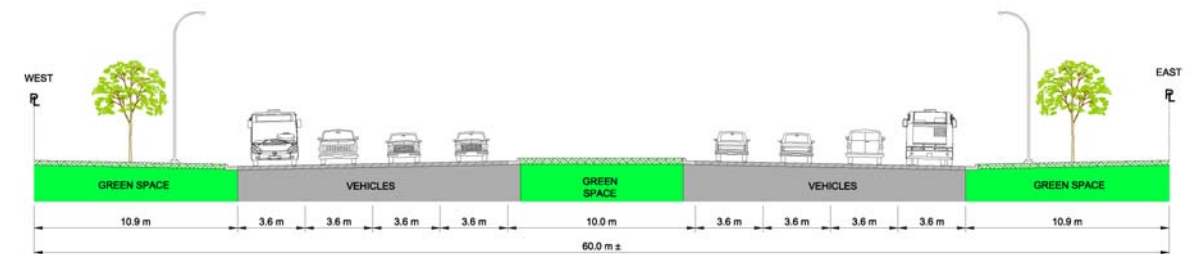


Recommended Plan: 109 Avenue S to Anderson Road

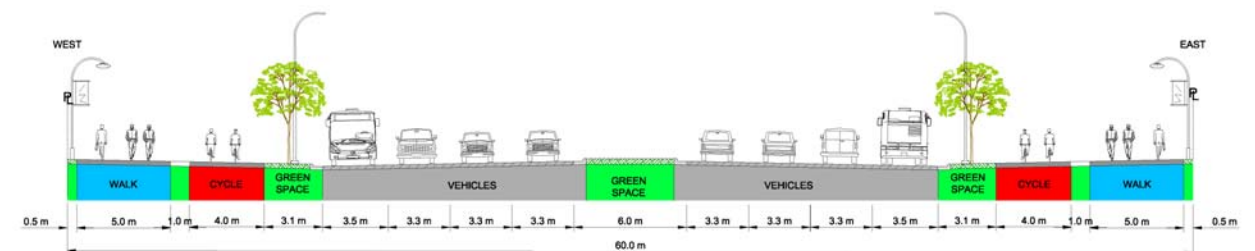
Design features:

- Narrowed lanes provide reduced crossing distance for pedestrians
- Wide sidewalks provide space for pedestrian amenities
- Two-way bike paths on both sides of the street
- Streetscaping to improve the public environment
- The hatched area on the image below is being examined as part of the Anderson Station Area Plan. All recommendations will be integrated with that Area Plan

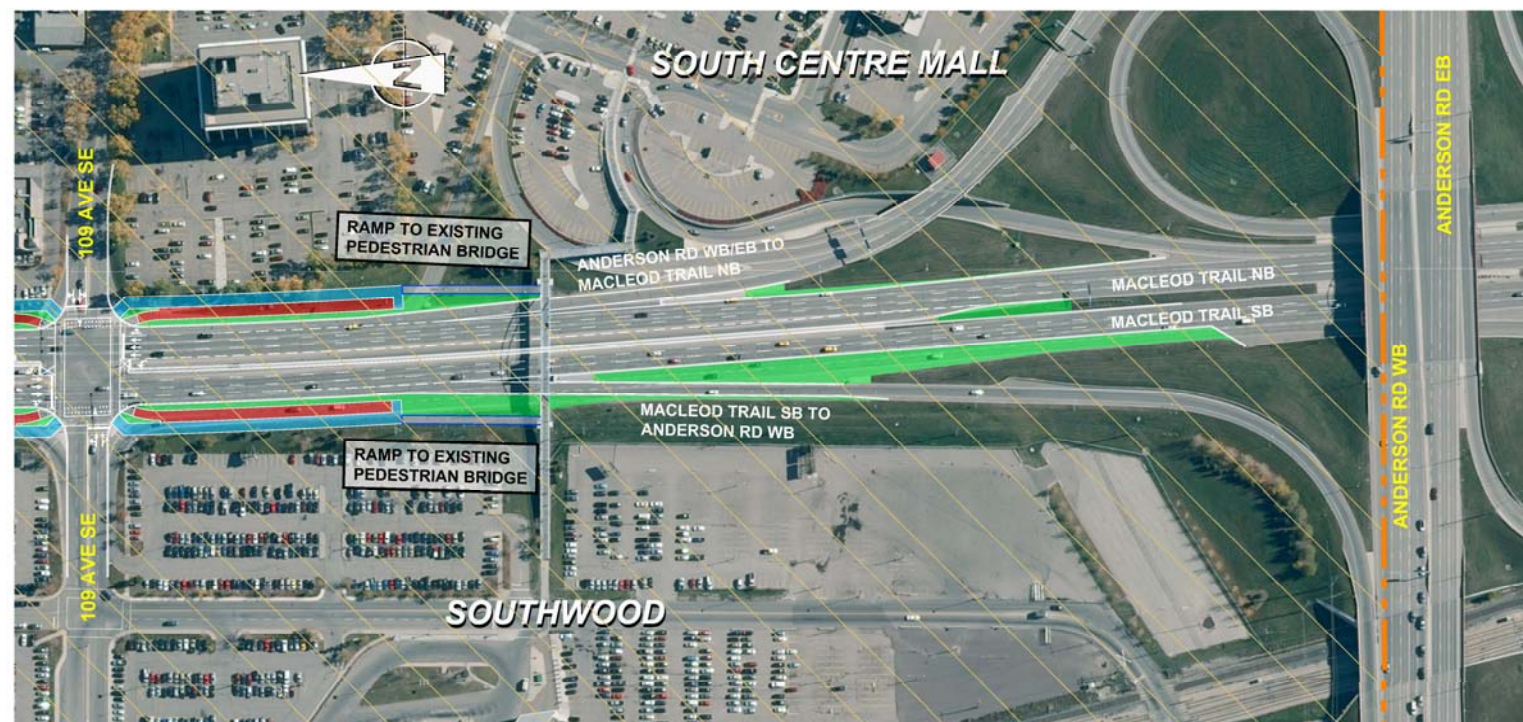
Existing cross-section (typical):



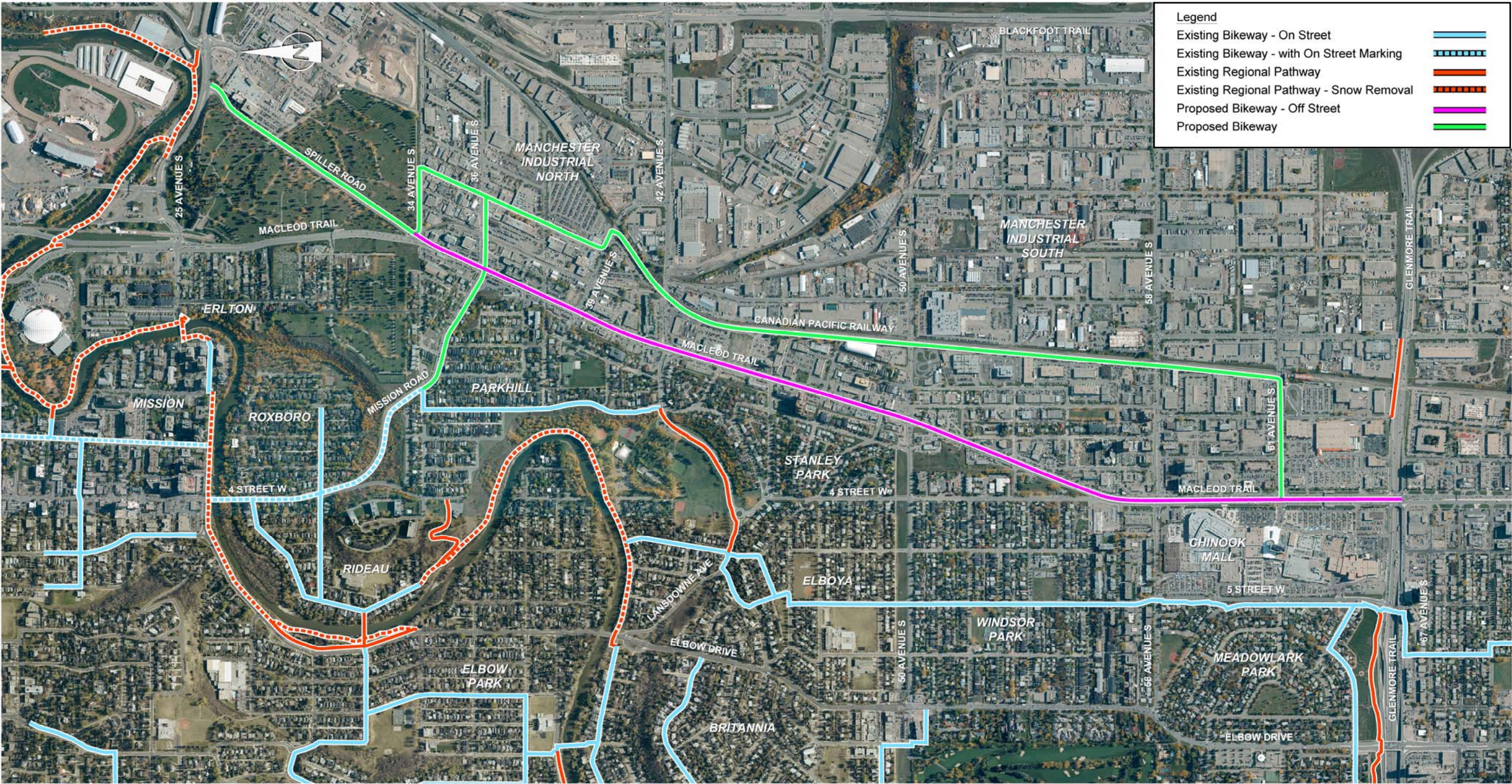
Proposed boulevard cross-section:



Enhanced walking/cycling facilities both sides with 8 traffic lanes



Existing & Proposed Bicycle Pathways: 25 Avenue S to Glenmore Trail S



Macleod Trail Corridor Study

Next Steps

- Review open house feedback
- Finalize corridor plans and cross-sections
- Complete study reports
- Present study findings to City Council

Thank you for attending the open house.

Please provide your feedback on the forms provided.

For more information visit www.calgary.ca/macleod



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