

# Shaganappi Trail Corridor Study

## Welcome

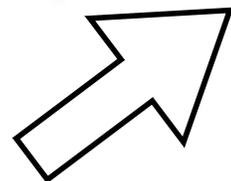
### Public Open House Recommended Plan

May 1, 2014  
5:00pm to 8:00pm

# Planning Policies and Timelines



Shaganappi Trail  
Corridor Study



## Purpose

- Establish a long term vision for the Shaganappi Trail Corridor that aligns with the 2009 Calgary Transportation Plan (CTP) and supports adjacent land use plans.
- Review the transportation requirements resulting from the revised classification of Shaganappi Trail from Skeletal Road to Arterial Street.

## The Study consists of two parts:

### Corridor Study

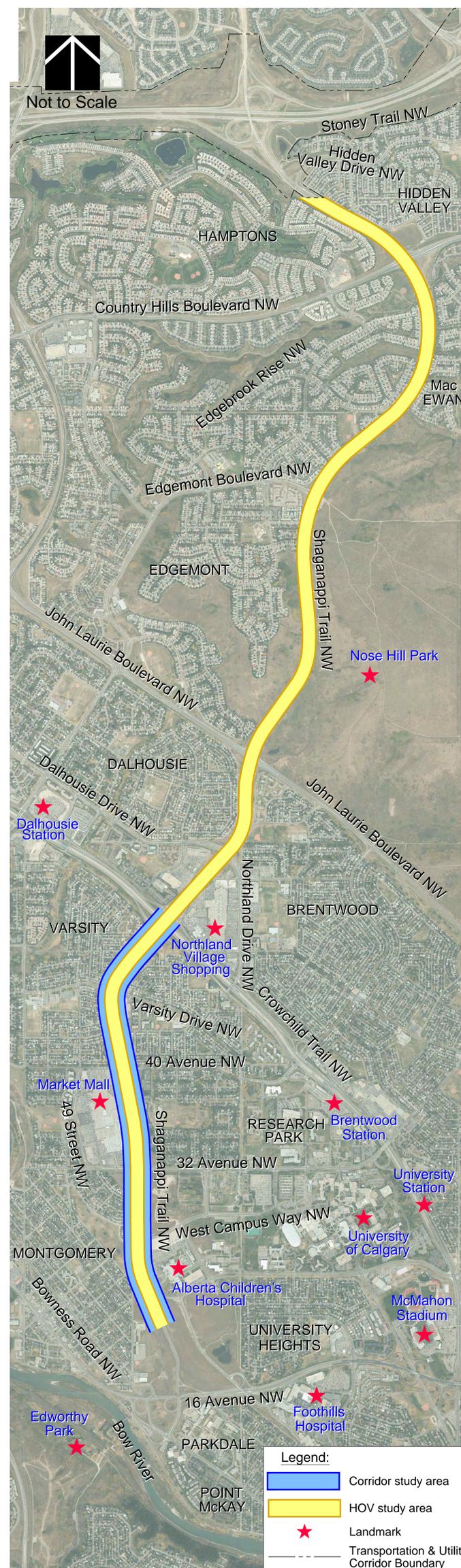
(Crowchild Trail to North of 16 Avenue)

- Develop a plan to encourage walking and cycling.
- Develop a plan to enhance transit.
- Confirm right-of-way for future corridor.
- Support land use goals.

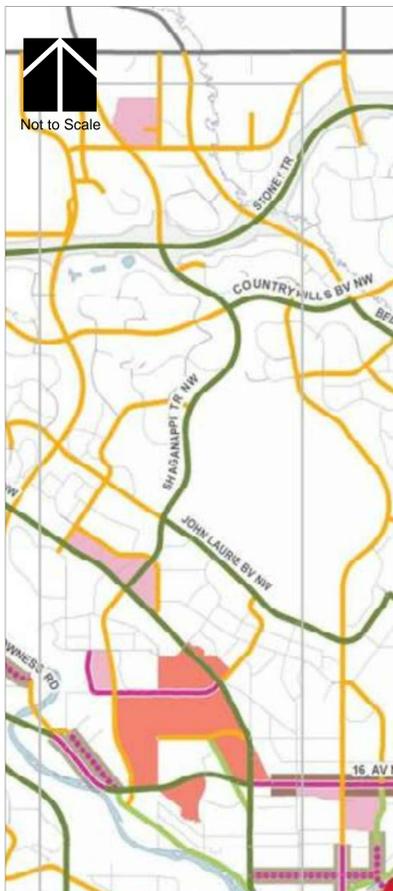
### HOV Implementation Study

(Stoney Trail to North of 16 Avenue)

- Determine possible HOV uses, which could include transit, carpooling, or other.
- Develop a long-term HOV implementation strategy.



## Street Network



- Skeletal Road
- Arterial Street
- Urban Boulevard
- ⋯ Neighborhood Boulevard

### What is a Skeletal Road?

- High speed, high volume, facilitates long distances travel.
- Often have interchanges but can have traffic signals.
- Priority for transit, goods movement, and automobiles.
- E.g. Crowchild Trail, Glenmore Trail

### What is an Arterial Street?

- Connects multiple communities and major destinations.
- At-grade intersections only. No interchanges.
- Priority for cycling, transit, goods movement, and automobiles.
- E.g. Nose Hill Drive

## Primary Transit Network



- Primary Transit Network
- LRT Network
- Primary Transit Hub

### Primary Transit Network

- Provides a network of transit service with LRT, express bus (BRT) and other bus routes.
- Provides high-frequency transit services (10 minutes or less, most of the day, 7 days a week).

### Primary Transit Hub

- Accommodates connections to the transit bus and/or LRT between transportation modes (HOV, LRT, pedestrians, cyclists, and automobiles).
- May include Park-n-Ride lots and bicycle lockers.

■ Community Activity Centre

■ Major Activity Centre

## Primary HOV Network



- HOV Network

### Primary HOV Network

- Reduces reliance on single-occupancy (driver-only) vehicles.
- Can increase people-moving capacity of existing road infrastructure.
- HOV may include transit vehicles, vehicles with passengers, and taxis.

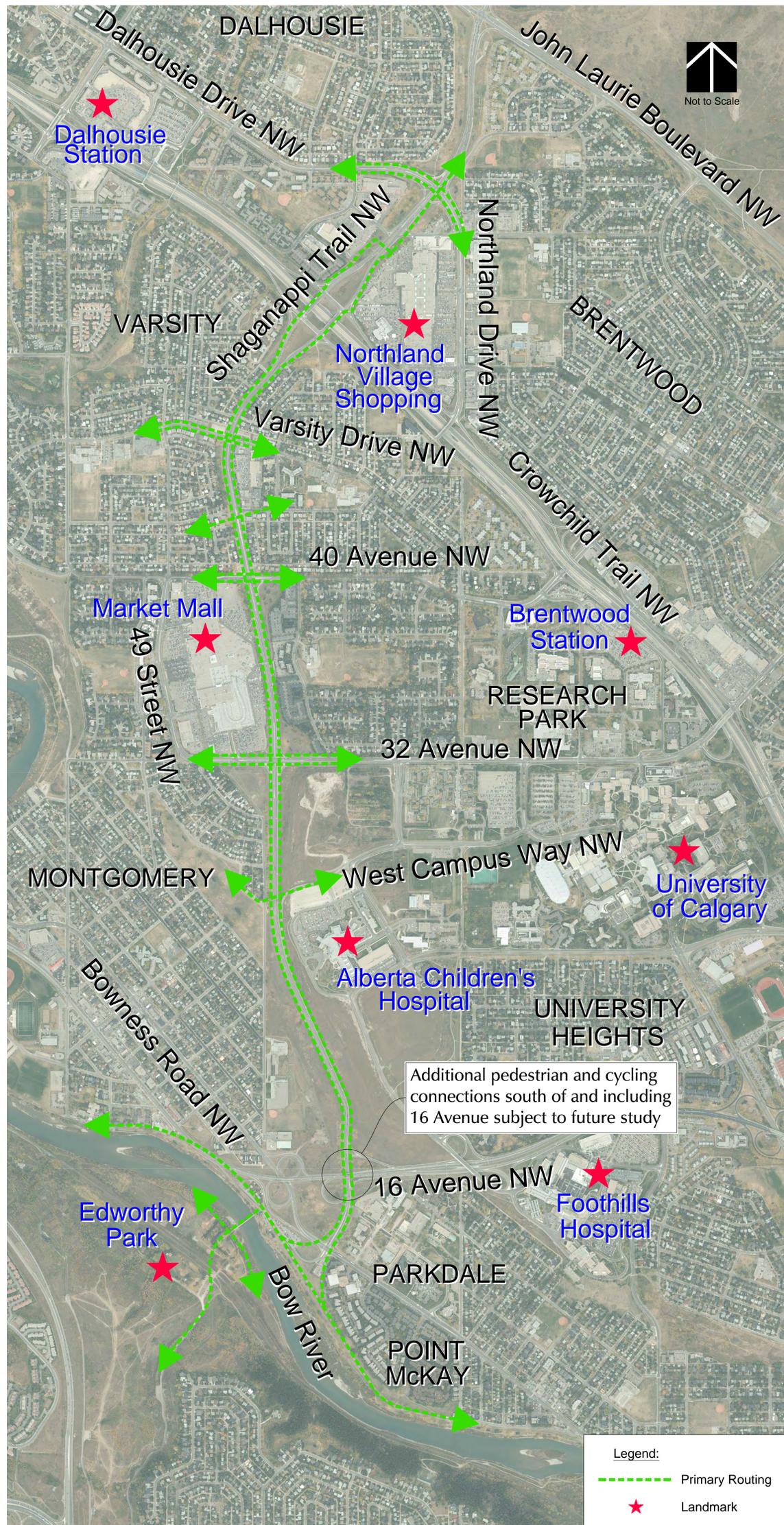
## Primary Cycling Network



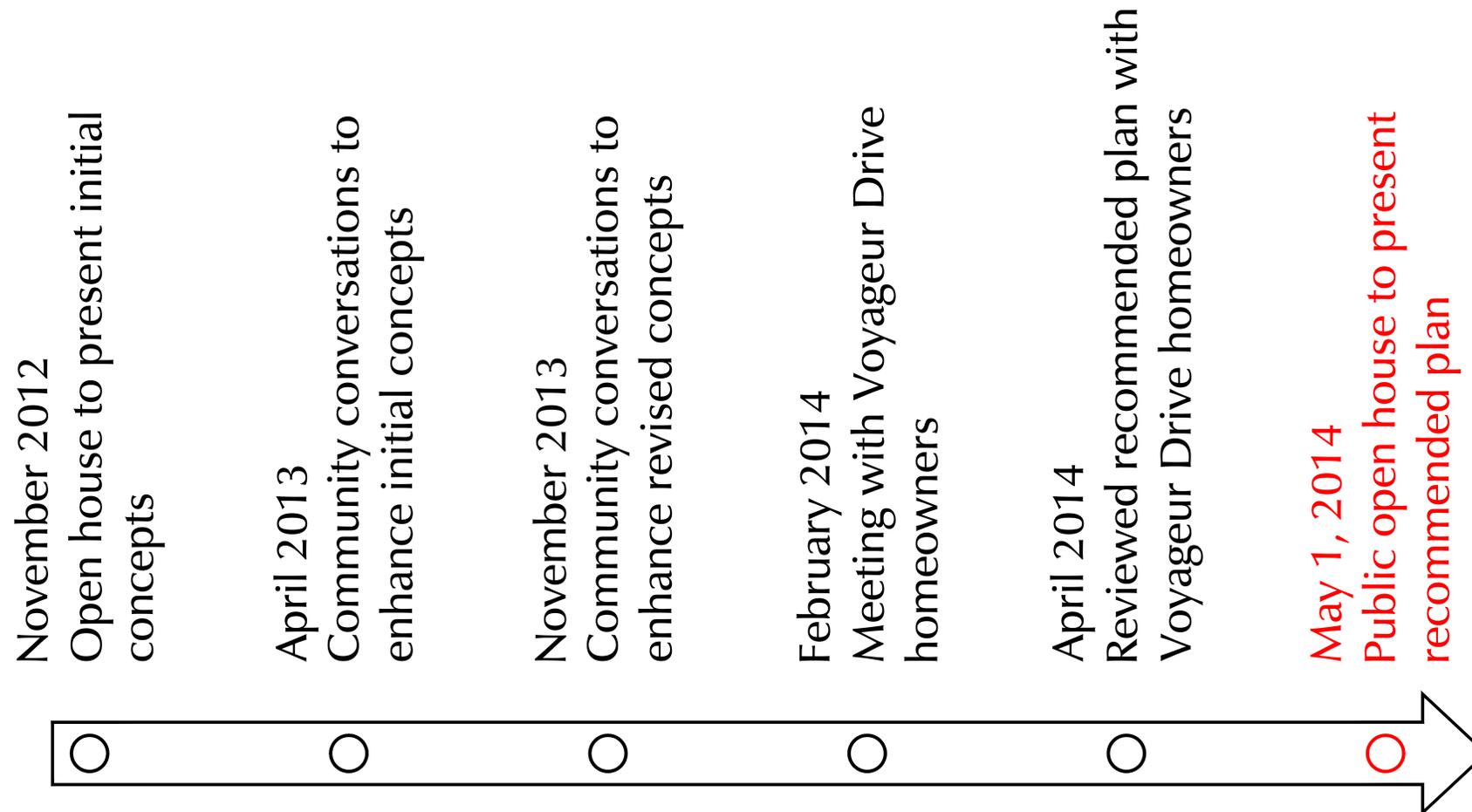
- Primary Cycling Route
- Regional Multi-Use Pathway

### Primary Cycling Network

- Connects major activity centres, corridors and institutions.
- Can be used for commuting and recreation.
- Kept clear of snow, ice and debris.
- Extends existing pathway systems.



The Shaganappi Trail Corridor Study has included a comprehensive engagement program to obtain input from adjacent homeowners, business owners, community associations, and the travelling public for all modes of transportation. The project team has used public input to refine and improve the plan throughout the study.



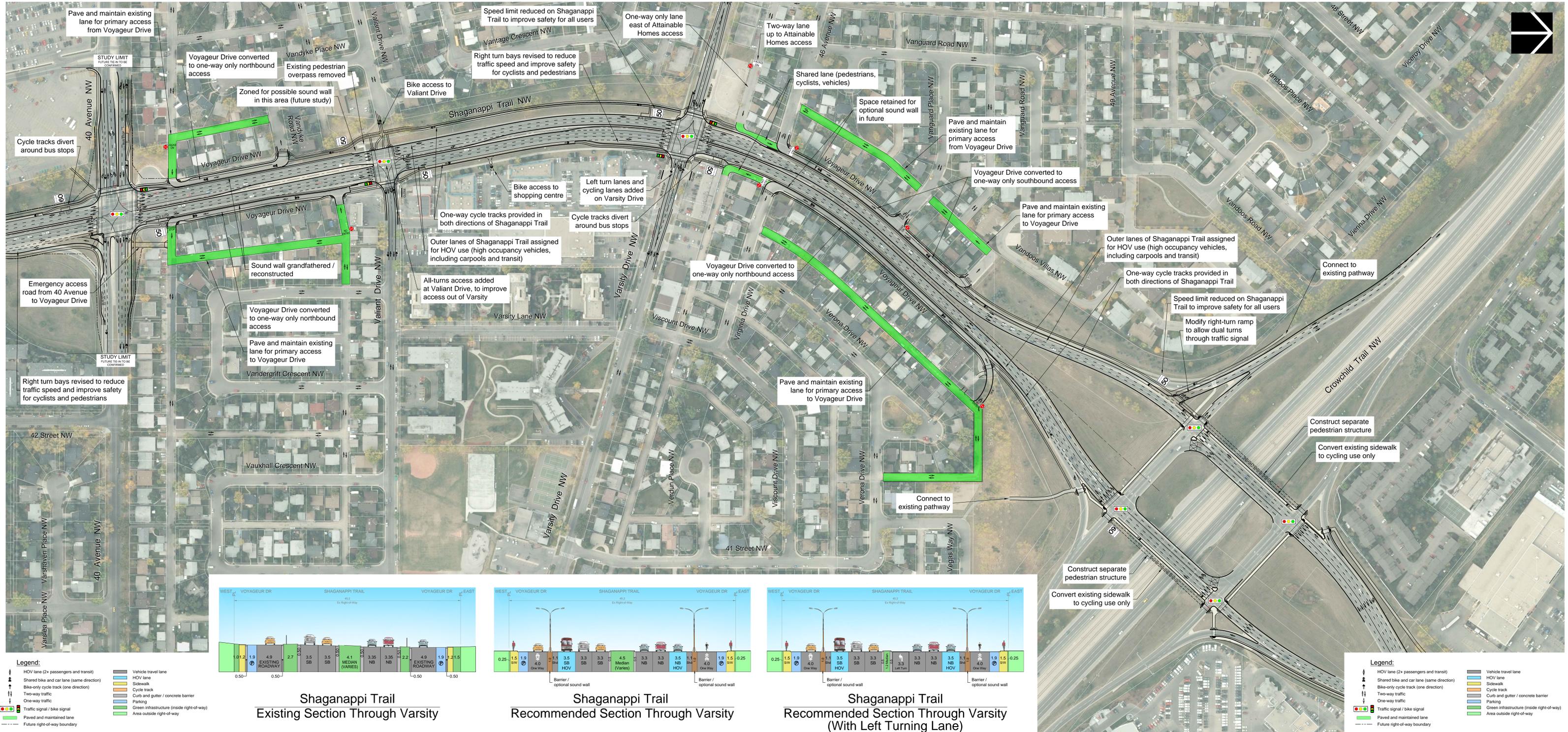
## What we have heard about the overall Shaganappi Trail corridor:

- Support for re-designation of Shaganappi Trail as an Arterial Street.
- Support for separating pedestrian and cycling spaces, to improve safety.
- Support for good pedestrian connections to the University, Market Mall, and medical facilities.
- Mixed support for widening Shaganappi Trail to six lanes.
- Support for improved transit service, bus stop locations, and pedestrian and traffic signal timing.
- Support for additional studies to improve the 16 Avenue interchange and the Crowchild Trail corridor.

## What we have heard about the constrained area through Varsity:

- Retain Voyageur Drive.
- Retain on-street parking in front of houses.
- Retain driveway access in front of houses.
- Retain two-way traffic on Voyageur Drive.
- Pave / maintain back alleys around Voyageur Drive.
- Separate pedestrians and cyclists.
- Allow for sound wall for those who want one.
- Do not impact houses.
- Reduce median width.





The following provides a summary of how the recommended plan compares to the City's mobility objectives and public feedback.

## Mobility Objectives from

### the Calgary Transportation Plan

### Achieved

- |                            |   |
|----------------------------|---|
| ● Primary Cycling          | ✓ |
| ● Primary Transit          | ✓ |
| ● Primary HOV              | ✓ |
| ● Pedestrian Accommodation | ✓ |
| ● Safety                   | ✓ |

## Public Feedback

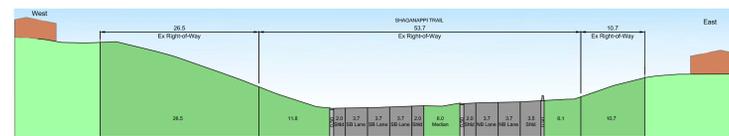
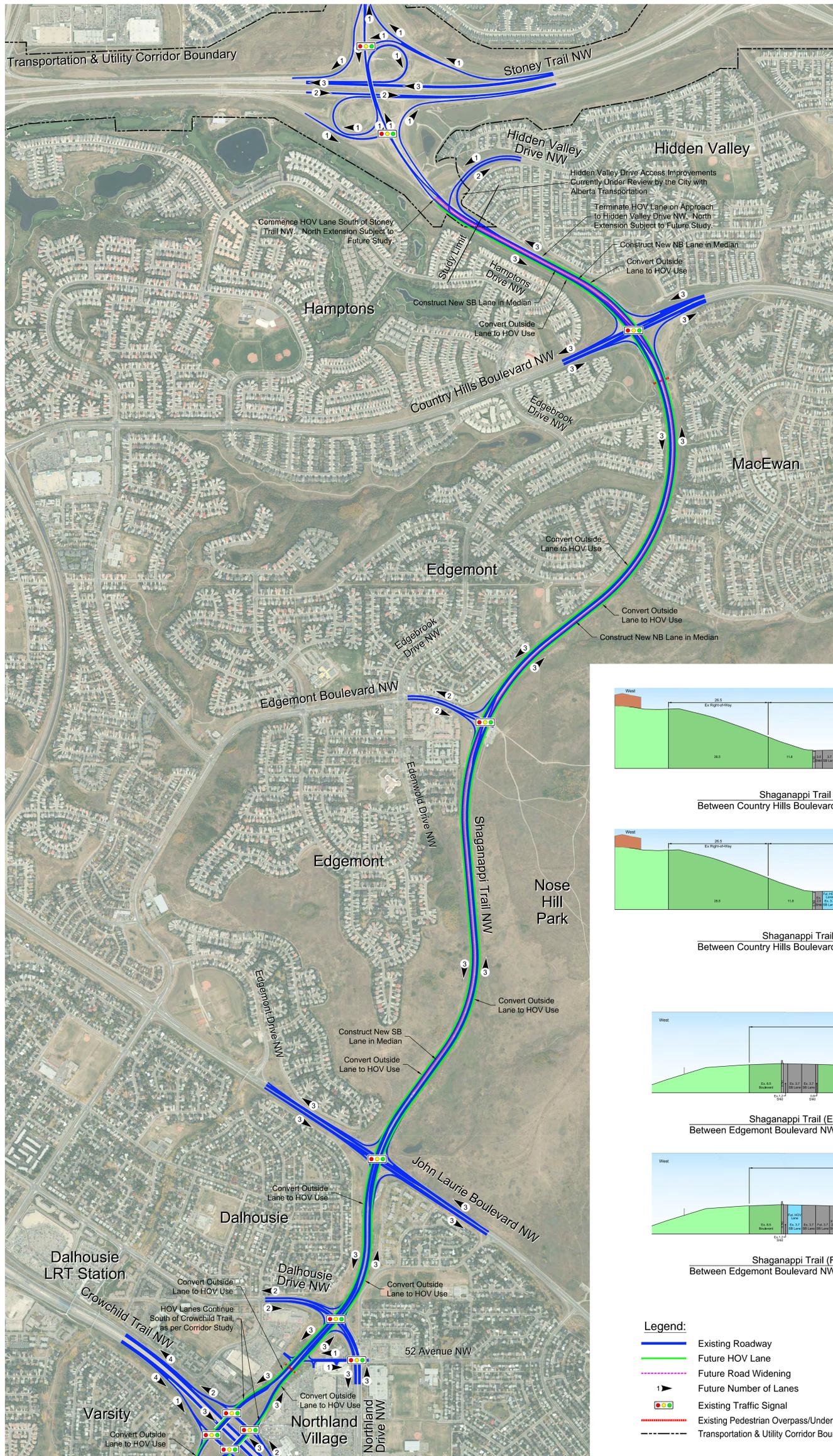
- |   |   |
|---|---|
| ● Retain Voyageur Drive                             | ✓ |
| ● Retain on-street parking in front of houses       | ✓ |
| ● Retain driveway access in front of houses         | ✓ |
| ● Retain two-way traffic on Voyageur Drive          | ✗ |
| ● Pave / maintain back alleys around Voyageur Drive | ✓ |
| ● Separate pedestrians and cyclists                 | ✓ |
| ● Allow for noise wall for those who want one       | ✓ |
| ● Do not impact houses                              | ✓ |
| ● Reduce median width                               | ✗ |

The Shaganappi Trail Corridor Study identifies a long-term plan for implementation by The City of Calgary over the next 10 to 30 years.

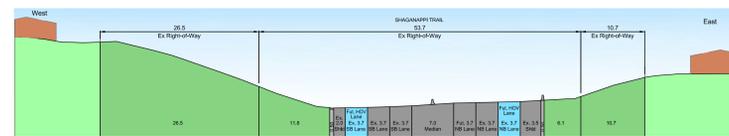
In response to input from Varsity Community Association and members of the public, the City has also considered possible short-term measures that can improve Varsity access, prior to implementation of the full corridor plan.

Timing for these Interim improvements is not confirmed, but by identifying a low-cost, short-term solution, the City will be better positioned to consider this area when evaluating transportation optimization opportunities in the near future.

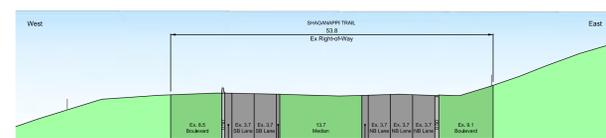




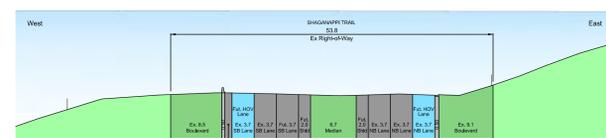
Shaganappi Trail (Existing Conditions)  
Between Country Hills Boulevard NW and Edgemont Boulevard NW



Shaganappi Trail (Future Conditions)  
Between Country Hills Boulevard NW and Edgemont Boulevard NW



Shaganappi Trail (Existing Conditions)  
Between Edgemont Boulevard NW and John Laurie Boulevard NW



Shaganappi Trail (Future Conditions)  
Between Edgemont Boulevard NW and John Laurie Boulevard NW

**Legend:**

- Existing Roadway
- Future HOV Lane
- Future Road Widening
- Future Number of Lanes
- Existing Traffic Signal
- Existing Pedestrian Overpass/Underpass
- Transportation & Utility Corridor Boundary
- Vehicle travel lane
- HOV lane
- Sidewalk
- Cycle track
- Curb and gutter / concrete barrier
- Green infrastructure (inside right-of-way)
- Area outside right-of-way



## Next steps for the Shaganappi Trail Corridor Study include:

- Following the open house, the study will be finalized and brought to City Council's Transportation & Transit Committee for approval.
- Funding for construction of Shaganappi Trail is not currently available in the City's 10-year capital plan, "Investing in Mobility." This plan and the priority of projects is periodically reviewed by City Council.
- The City will provide further public engagement opportunities through the design and construction phases, once funding is confirmed by Council in future.

# Shaganappi Trail Corridor Study

## Thank You!

Your feedback is valuable.  
Please fill out and return  
the comment form.

Additional project updates  
can be obtained at the  
project website at:  
[calgary.ca/shaganappicorridor](http://calgary.ca/shaganappicorridor)