

# WELCOME!

Thank you for attending our open house. There will be no formal presentation today so please take the time to read the boards. If you have any questions, please do not hesitate to approach one of our representatives.

*Please complete a comment sheet as we value your feedback.*

**4 pm to 8 pm**

**September 15, 2009**

Hosted by:

**AECOM on behalf of City of Calgary**

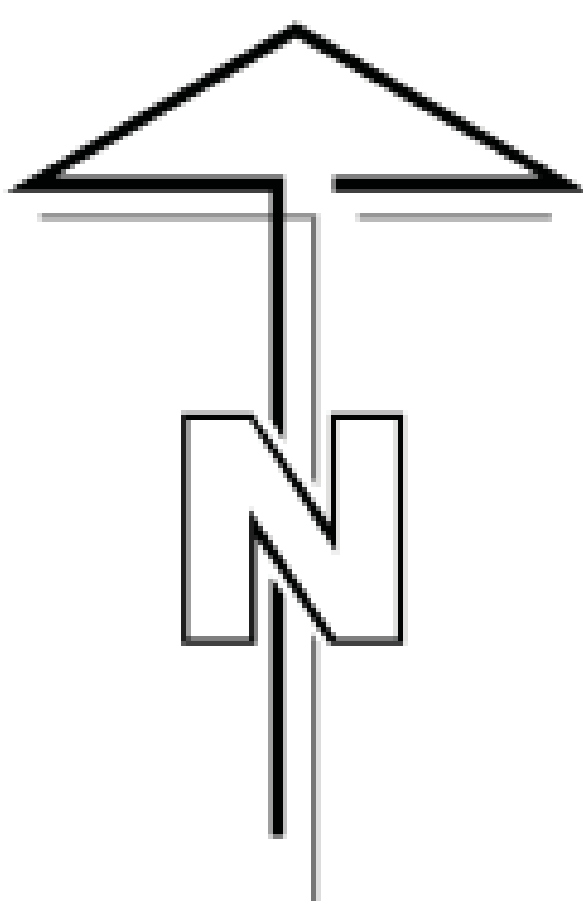




# Transportation Planning Study

## LOCATION MAP

- Please use a pin to indicate where you live on the map.
- Sticky notes are available to identify any issues you want to express.





## Transportation Planning Study

### PURPOSE OF THE OPEN HOUSE

To make the community aware of the:

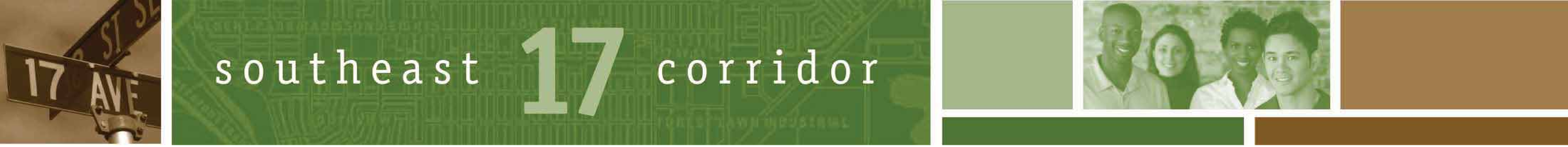
- Background to the 17th Ave SE Land Use and Transportation Planning Studies
- Current study processes
- Proposed transportation alternatives
- Preliminary land use concept

To invite public input regarding:

- Existing conditions and constraints
- Transportation options / alternatives







# Transportation Planning Study

## 17 AVE SE TRANSPORTATION PLANNING STUDY

### Background:

In June 2007, The City of Calgary launched a land use planning study for the 17 Avenue SE corridor in order to determine the appropriate land use for realizing the potential of the business corridor. In order to assist the development of a land use plan that includes a robust and reliable transportation plan, the City has commissioned AECOM to carry out a transportation planning study for both 17 Avenue SE in Forest Lawn and 9 Avenue SE in Inglewood.

### Purpose of the Study:

The overall project purpose is to provide The City of Calgary with a recommended long term transportation plan for 17 Ave SE, including reserved bus lanes, with continuous Bus Rapid Transit (BRT) service leading into the downtown through Inglewood.

A BRT is a distinctive, frequent and limited-stop bus service. Reserved bus lanes allow for transit priority at traffic signals.

The study will accommodate the needs of cyclists, pedestrians and truck traffic as well as community and business access and parking.

Linking transportation needs with land use and urban design is a critical part of the project.



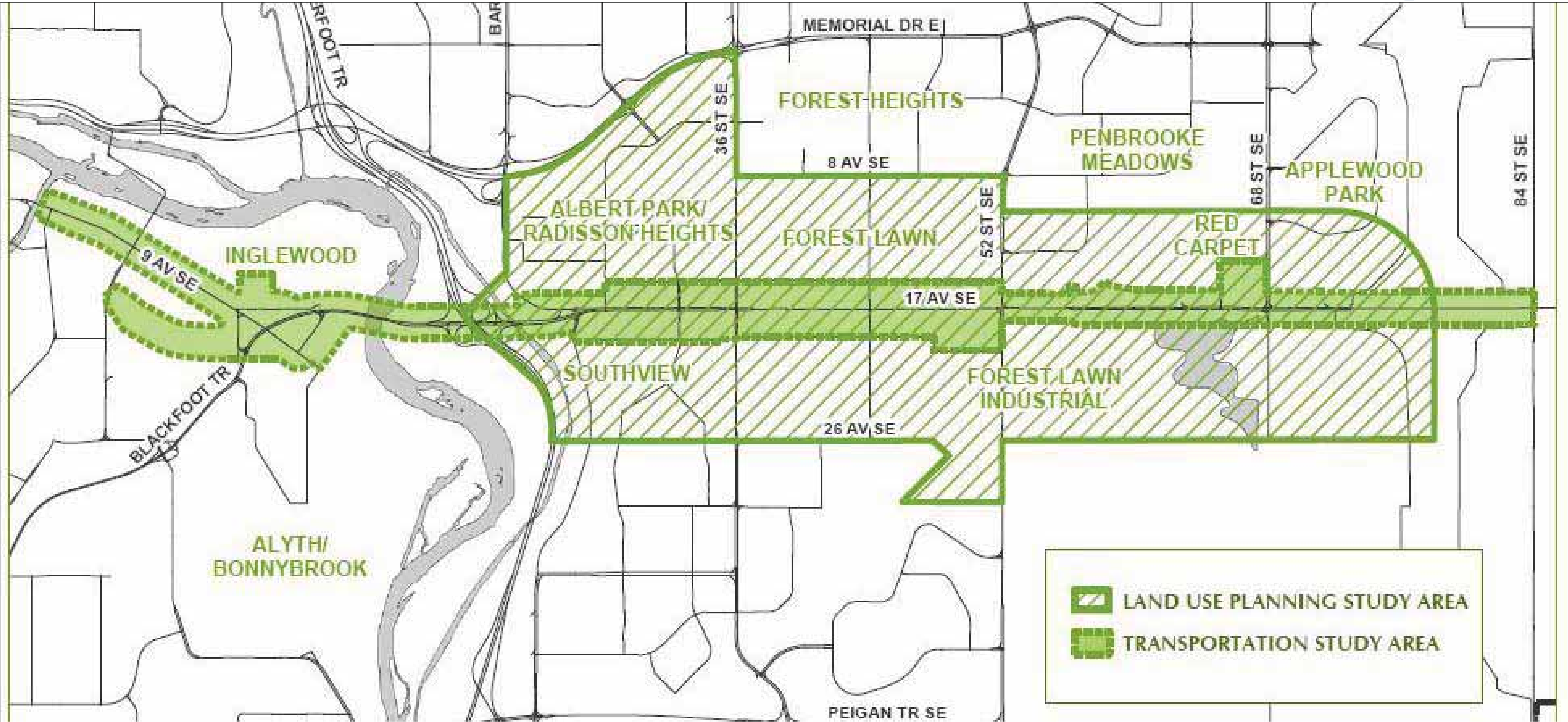
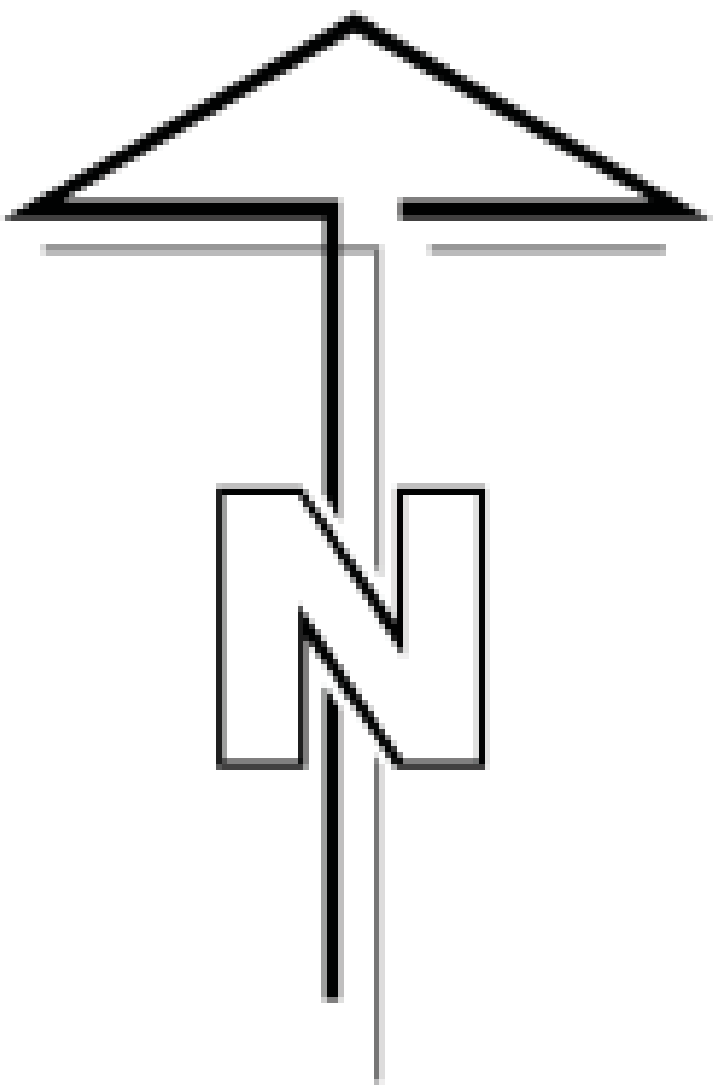


# Transportation Planning Study

## STUDY AREA

The study area includes:

- 17<sup>th</sup> Avenue in Forest Lawn from 84<sup>th</sup> Street to Deerfoot Trail
- 9<sup>th</sup> Avenue in Inglewood from Deerfoot Trail to the Elbow River Bridge





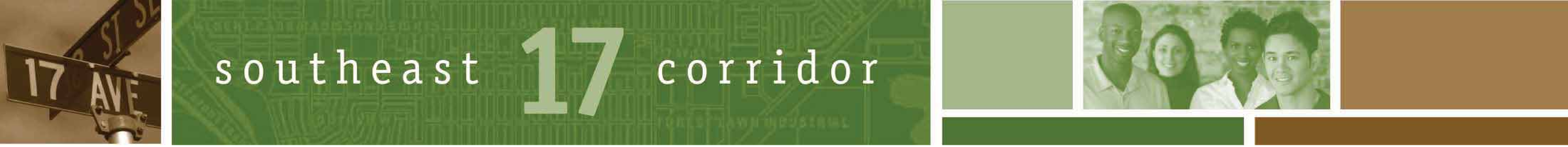
### STUDY GOALS AND OBJECTIVES

The main objectives of the study are to:

- Complement the Land Use Study
- Build upon the existing attributes of the area
- Enhance existing road and sidewalk network
- Enhance transit services in the area
- Promote active modes of transportation
- Design for the safe and efficient movement of vehicles







## Transportation Planning Study

### STUDY PROCESS

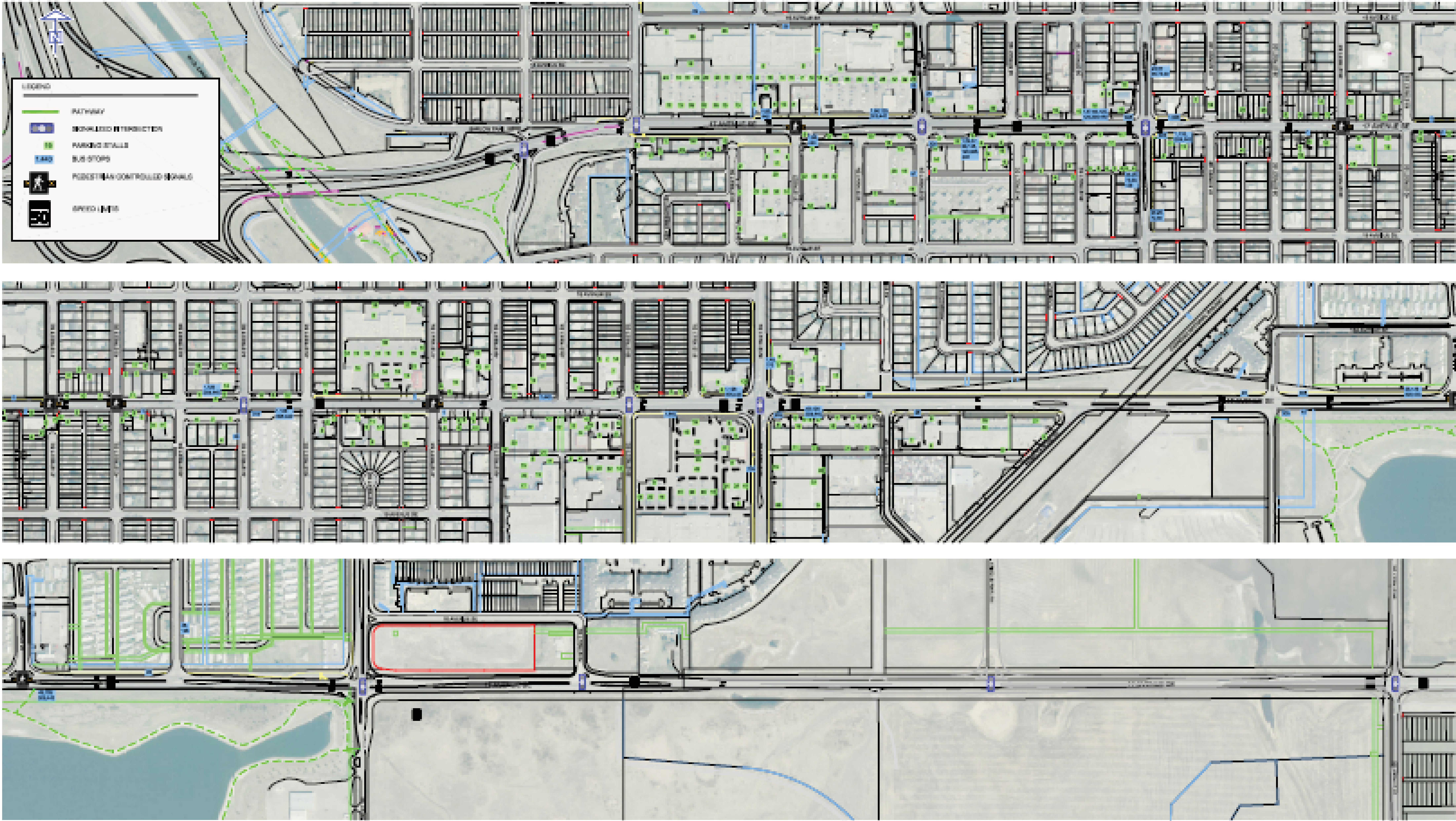
The main components of the study process are:

- Collection and analysis of information about the study area
- Technical brainstorming session to develop alternatives
- **Open House #1 – Show potential alternatives & request feedback**
- Preliminary evaluation of alternatives
- Identify preferred alternative
- Open House #2 – Present preferred alternative and recommendations
- Finalize preferred alternative
- Recommendations and report

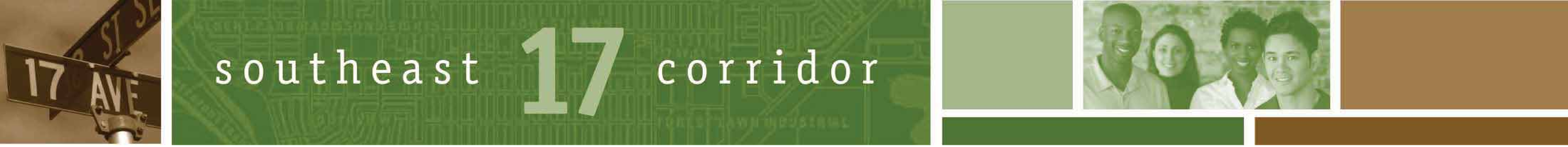




EXISTING TRANSPORTATION CONDITIONS







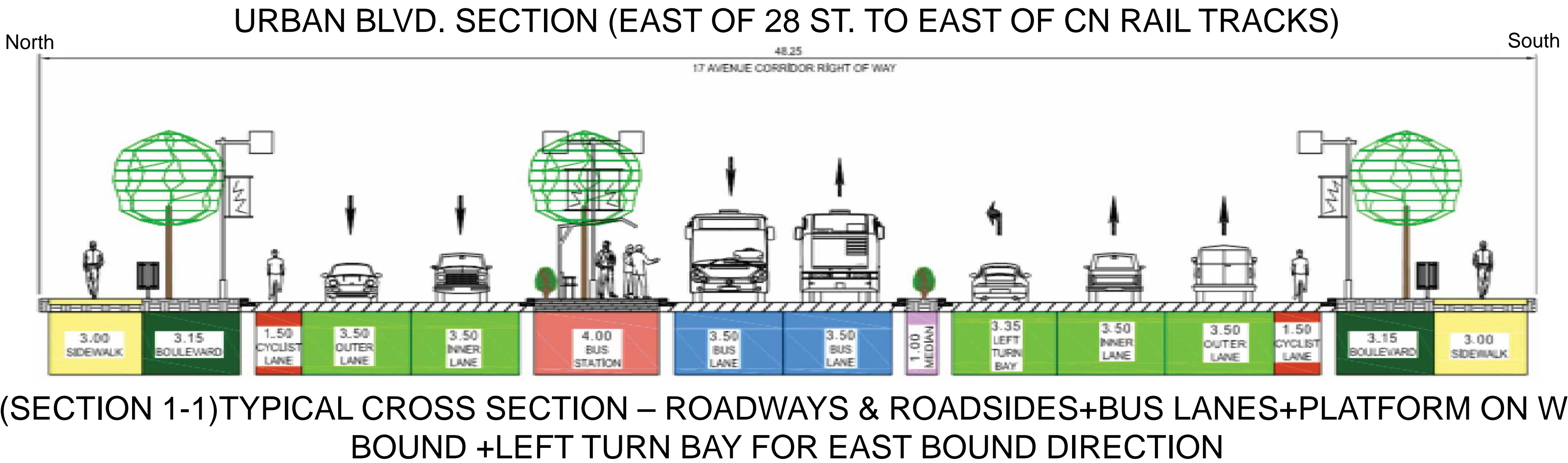
# PROPOSED ALTERNATIVES – URBAN BOULEVARD

## Alternative 1: Median Reserved Bus Lanes with 4 Lanes of Traffic

- Pros**

  - Allows flexibility in street-scaping
  - More reliable and timely bus service
  - Better traffic operations (less conflict with buses)
  - Accommodate future LRT corridor
  - Central bus stations
  - Better pedestrian and cyclist space
  - Enables U-turns at some intersections
- Cons**

  - Right-of-way required
  - Restricts left-turn movements



## Alternative 2: Curbside Reserved Bus Lanes with 4 Lanes of Traffic

- Pros**

  - Stations on curbside
  - More flexible left turning
  - Wide median as pedestrians refuge
- Cons**

  - Right-of-way required
  - Bus/bike conflicts
  - No opportunity for curb side parking
  - More conflict for right-turning vehicles and bikes
  - Less reliable and timely bus service

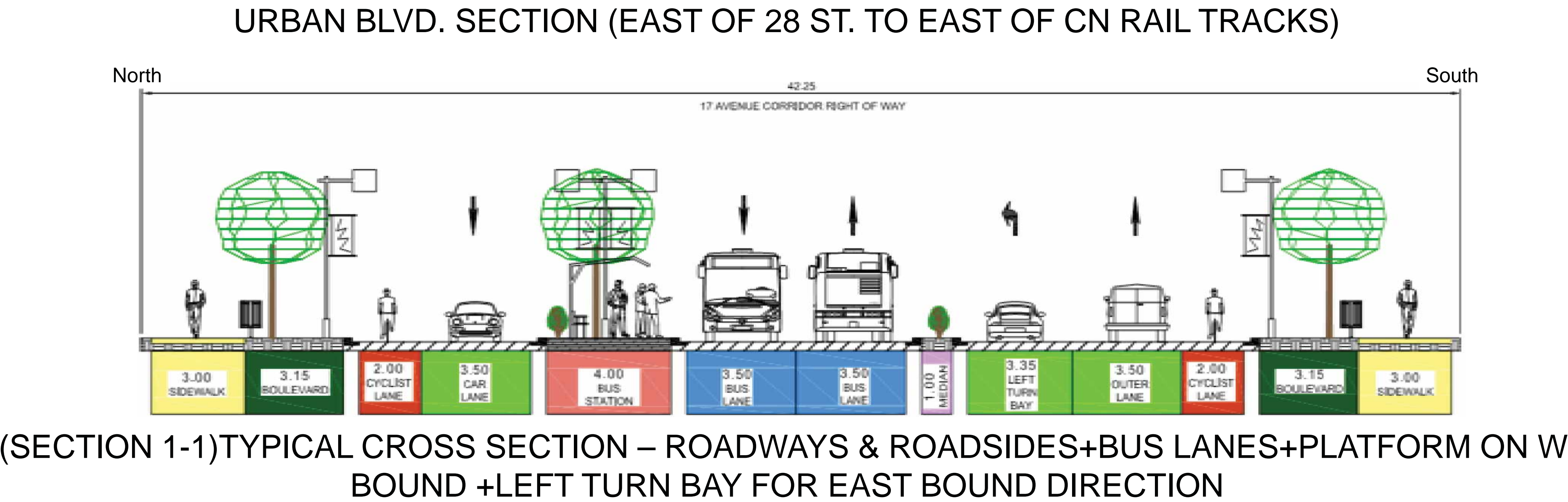


## Alternative 3: Median Reserved Bus Lanes with 2 Lanes of Traffic

- Pros**

  - Allows flexibility in street scaping
  - More reliable and timely bus service
  - Better traffic operations (less conflict with buses)
  - Accommodates future LRT corridor
  - Central bus stations
  - Better pedestrian and cyclist space
  - Minimum Right-of-way required
  - Shorter pedestrian crossing
  - Enable U-turns at some intersections
- Cons**

  - Right-of-way required
  - Restricts left-turn movements
  - Traffic congestion problems may lead to short-cutting
  - Potential snow-removal issues

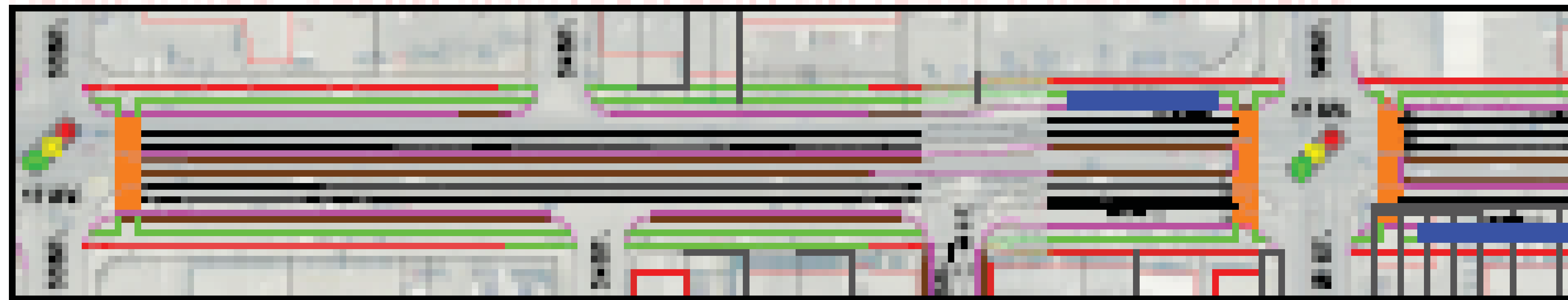




**ALTERNATIVE 1 - Median Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.**



**ALTERNATIVE 2 - Curbside Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.**



**ALTERNATIVE 3 - Median Reserved Bus Lanes with 2 Lanes of Traffic - Urban Blvd.**





ALTERNATIVE 1 - Median Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.



ALTERNATIVE 2 - Curbside Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.



ALTERNATIVE 3 - Median Reserved Bus Lanes with 2 Lanes of Traffic - Urban Blvd.





ALTERNATIVE 1 - Median Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.



ALTERNATIVE 2 - Curbside Reserved Bus Lanes with 4 Lanes of Traffic - Urban Blvd.



ALTERNATIVE 3 - Median Reserved Bus Lanes with 2 Lanes of Traffic - Urban Blvd.





ALTERNATIVE 1 - Median Reserved Bus Lanes with 4 Lanes of Traffic - Parkway



ALTERNATIVE 2 - Curbside Reserved Bus Lanes with 4 Lanes of Traffic - Parkway



ALTERNATIVE 3 - Median Reserved Bus Lanes with 2 Lanes of Traffic - Parkway





ALTERNATIVE 1 - Median Reserved Bus Lanes with 4 Lanes of Traffic - Parkway



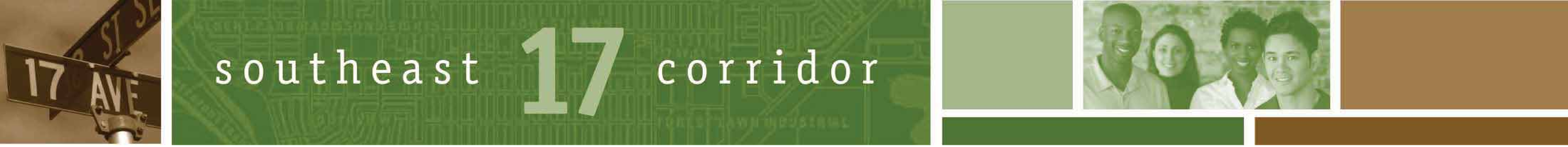
ALTERNATIVE 2 - Curbside Reserved Bus Lanes with 4 Lanes of Traffic - Parkway



ALTERNATIVE 3 - Median Reserved Bus Lanes with 2 Lanes of Traffic - Parkway

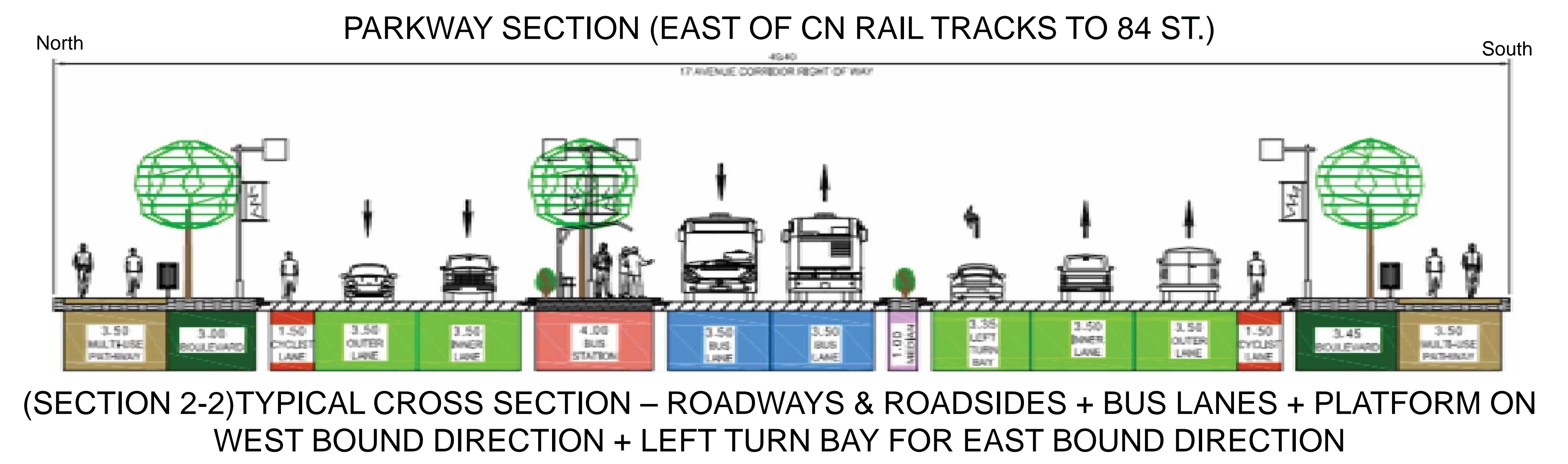






# PROPOSED ALTERNATIVES - PARKWAY

## Alternative 1: Median Reserved Bus Lanes with 4 Lanes of Traffic



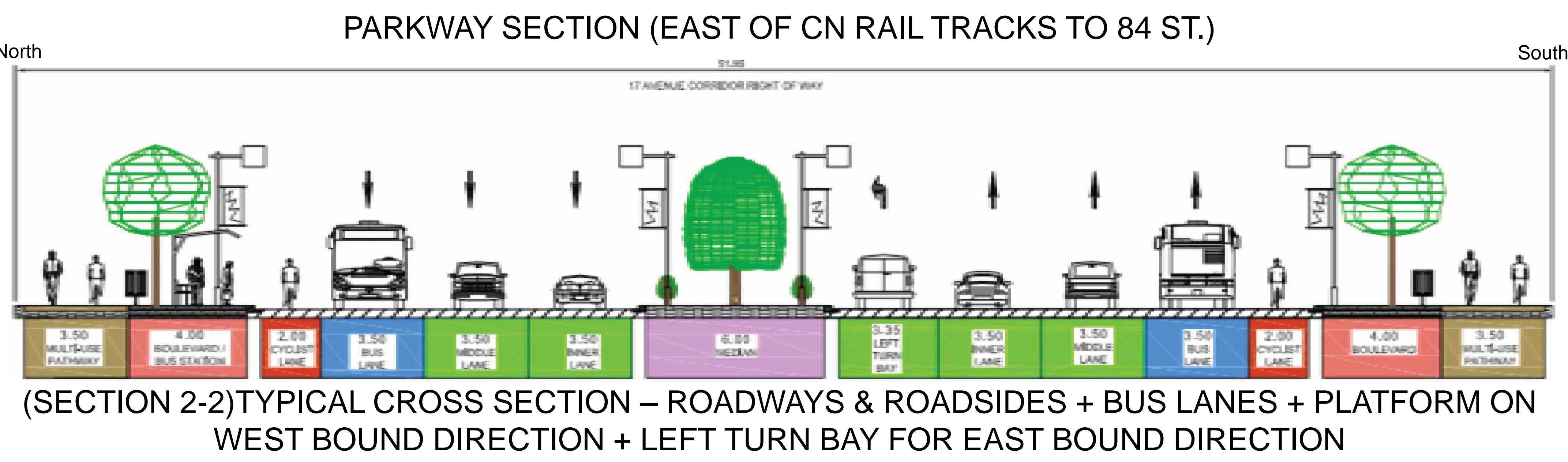
### Pros

- Allows flexibility in street scaping
- More reliable and timely bus service
- Better traffic operations (less conflict with buses)
- Accommodates future LRT corridor
- Central bus stations
- Better pedestrian and bicyclist space

### Cons

- Right-of-way required
- Restricts left-turn movements

## Alternative 2: Curbside Reserved Bus Lanes with 4 Lanes of Traffic



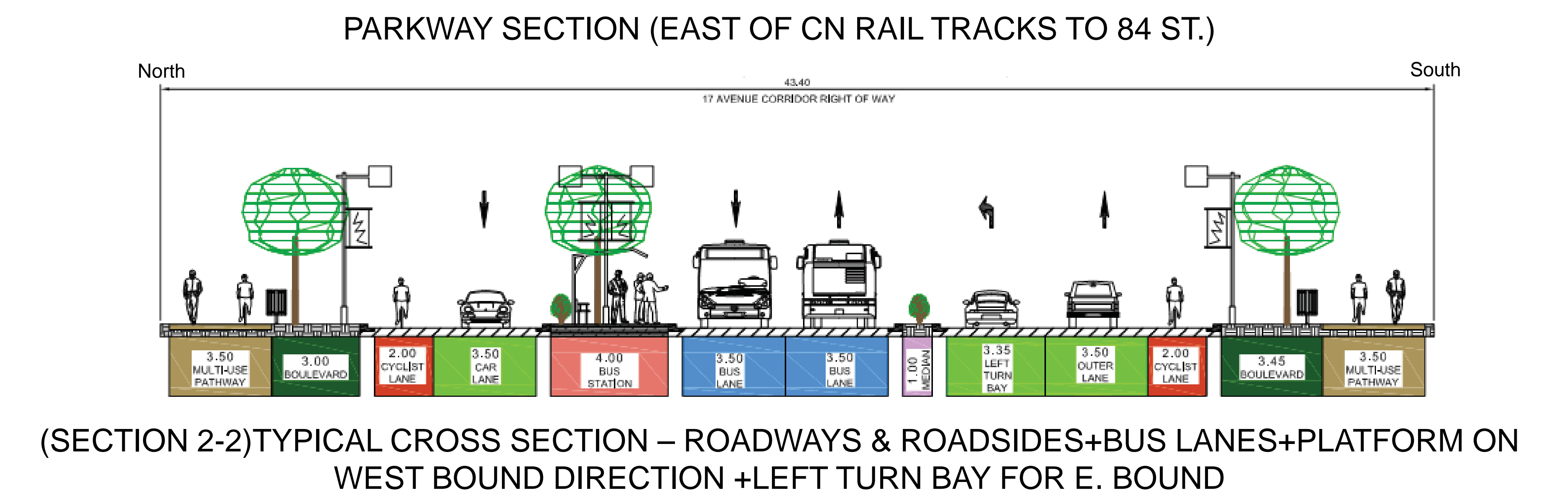
### Pros

- Stations on curbside
- More flexible left turning
- Wide median as pedestrians refuge

### Cons

- Right-of-way required
- Bus/bike conflicts
- No opportunity for curb side parking
- More conflict for right-turning vehicles and bikes
- Less reliable and timely bus service

## Alternative 3: Median Reserved Bus Lanes with 2 Lanes of Traffic



### Pros

- Allows flexibility in street scaping
- More reliable and timely bus service
- Better traffic operations (less conflict with buses)
- Accommodates Future LRT corridor
- Central bus stations
- Better pedestrian and cyclist space
- Minimum Right-of-way required
- Shorter pedestrian crossing
- Enable U-turns at some intersections

### Cons

- Right-of-way required
- Restricts left-turn movements
- Traffic congestion problems may lead to short-cutting
- Potential snow-removal issues



## EVALUATION PROCESS

The alternatives will be evaluated based on both the public and stakeholder feedback received and the following technical criteria:

- Safety
- Traffic operations
- Transit and active modes
- Cost
- Social and environmental impact





## Transportation Planning Study

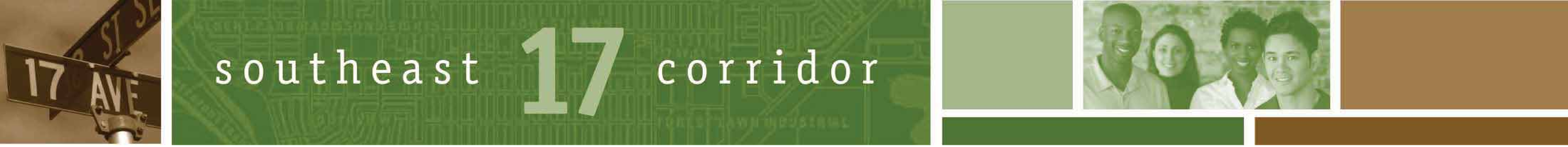
### NEXT STEPS

#### Following this open house:

- Comments received from this open house will be reviewed and considered when developing the final recommendations for the study corridor.
- The alternatives will be evaluated and ranked
- A preferred transportation plan will be developed
- A preferred transportation plan will be presented at the 2<sup>nd</sup> round of open houses:
  - November 17<sup>th</sup> at the Penbrooke Meadows Community Hall
  - November 21<sup>st</sup> at the Southview Community Hall
- A report including the recommended transportation plan will be prepared and finalized







## Transportation Planning Study

### HOW CAN YOU PROVIDE COMMENTS?

- Discuss your thoughts with one of the team representatives
- Fill out the comment sheet provided and drop it in the box near the entrance, or return by mail or FAX to the address on the back by September 30, 2009.
- Stay informed. Stay involved.



Contact :

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**THANK YOU FOR ATTENDING**