



34 Avenue Engagement: Cycle Amenities Improvement

Frequently Asked Questions

Main Street Program

What is a Main Street?

A Main Street is the cultural, social and economic focal point of a community. As the heart of the community, Main Streets are vibrant by design – they allow for a wider variety of uses (e.g. Retail space and offices) and mixed housing options to support the higher density of development necessary to support that variety of uses. Main Streets are places where people in a community can live and come together to enjoy a variety of activities.

Why do we need a Main Streets program?

To reach their full potential, Calgary's Main Streets need both public and private investment. The Main Streets program is a continuum that goes from changes to land use that will support development opportunities to a streetscape master plan that is designed to support these changes and can be constructed in a coordinated fashion. The increase in development activity will bring more people and new jobs to the community, making the area more attractive to local businesses and residents.

What is a streetscape master plan?

A Streetscape Master Plan is more than improved accessibility, safety and beautification. It is about place-making, creating vibrant places that put a priority on sociability, access and linkages, comfort and image, and uses and activity.

Are Main Street projects fully funded?

Currently there are six Main Streets funded for construction. Depending on budget limitations some Main Streets are only funded for a portion of the design that will address the community's highest needs.

Due to budget limitations, some of the Main Streets will be constructed in phases or short-term improvements that address the community's highest needs may be implemented.

Marda Loop Main Street project

How was this streetscape master plan created?

33 Avenue S.W. and 34 Avenue S.W. underwent three significant phases of engagement with the community from 2014 – 2019. The City has developed a streetscape master plan for Marda Loop's Main Streets based on citizen and stakeholder feedback, technical analysis, and financial considerations.

What are the priorities for the Marda Loop streetscape master plan?

The City has developed a streetscape master plan based on citizen and stakeholder feedback, technical analysis and financial considerations. Through our engagement and analysis, the community outlined the following priority hierarchy:

1. Pedestrians and landscaping
2. Parking
3. Transit and traffic
4. Bicycles
5. Good movement

What is the timeline for construction on the streetscape master plan?

The streetscape master plan is currently in the design phase and we are working towards having parts of 33 Avenue be shovel ready in 2022. Once we have a preferred concept for the cycling infrastructure on 34 Avenue, Development-Permit-ready drawings for the entire project will be prepared. This will provide clear direction to developers on what the streetscape looks like if they are redeveloping within the Main Street before City funding is in place (targeting 2023-27).

Is the streetscape master plan funded for construction?

The Main Street program for 33 Avenue S.W. and 34 Avenue S.W. has an overall budget of \$30 M, which includes full construction of both streets. Currently, the project team is funded to complete the design phase and includes public engagement for 34 Avenue S.W. cycling improvements. While general costing analysis has been done for each of the three options, detailed costing will be determined following the selection of the preferred option.

Cycle Amenities Improvements

Why are you looking to improve the cycling amenities on 34 Avenue S.W.?

We are listening to the concerns and interests of Calgarians and the community and have focused our initial designs on improving safety for people driving, walking and wheeling in the area.

- A dedicated option for people wheeling provides separation between people travelling at different speeds, which increases safety, predictability and comfort.
- We know that parking and travel lanes in the area are important to the community and businesses, so we are exploring options that would allow us to improve active transportation connections to businesses, residences, and existing pathways and bikeways, while balancing the needs of the roadway users.

Why 34 Avenue S.W. and not other avenues?

The City of Calgary's Pathway & Bikeway Plan has identified 34 Avenue S.W. as the most appropriate location for this infrastructure. Through our master plan work we undertook a cycling study to examine 32, 33, and 34 Avenues S.W. Through the study we have looked at possible cycling infrastructure options and locations through the lens of use, importance, cost and impact. We have also examined the existing constraints such as available right-of-way space, existing traffic volumes, parking implications and motor vehicle speeds.

Our analysis confirmed that 33 Avenue S.W. was not suitable for a cycling facility without significant impact on the vehicle and pedestrian network, and 32 Avenue S.W. does not serve the regional network due to the lack of east - west connectivity.

Using 34 Avenue provides an opportunity for connection across Crowchild Tr. and into the future Richmond Green improvement area as well as the existing mobility corridor.

Does the area really need improved cycle amenities?

A connection to the corridor was identified as missing link in the regional pathway network as part of the [Calgary Transportation Plan](#), which aligns with City Council priorities. We also value the needs of local business and residents and have worked closely with the community association and BIA at each phase of this project. Our commitment is to continue working with these organizations and provide the public with meaningful engagement opportunities to find the ultimate option for this corridor.

Design Options

What is a 5A network?

5A network stands for, Always Available for All Ages and Abilities. It is a citywide mobility network consistent of off-street pathways and on-street bikeways.

5A network principles:

- Separate people by their speed
- Improve visibility
- Make it reliable
- Be accessible for everyone
- Make it easy to use

What is the difference between a bike boulevard, cycle track and multi-use pathway?

1. Bike Boulevard:

- Bike Boulevards are streets with low motorized traffic volumes and speeds, designed to give bicycle travel priority. In this option, pedestrian sidewalks are separated and parallel parking remains on both sides of the street, similar to existing conditions.
- The impacts to parking are the result of additional space required for curb extensions, mini roundabouts, meridian divider and a directional diverter.

2. One-way Cycle Tracks:

- A cycle track is a bike lane protected by a physical barrier from moving cars, parked cars and sidewalks. It provides a predictable space and minimizes potential conflicts between people who walk, cycle, and drive. In this option, cycle tracks are installed on both sides of the street for one-way traffic flow.
- Impacts to parking are the result of the additional space required to accommodate curb extensions at intersection approaches and at locations of t-intersections along the corridor.

4. Multi-use Path

- A multi-use path is a pathway shared by cyclists and pedestrians on one side of the street.
- Impacts to parking for this option are the result of the additional space required to accommodate curb extensions at intersection approaches and at locations of t-intersections along the corridor.

These are the most effective ways of reducing potential conflicts between people driving, wheeling and walking, and make sharing the road a safer and more predictable experience for everyone.

Why is the multi-use path option ranking the highest?

There are many factors that are evaluated in created a 5A network. While dedicated lanes to support different travelling modalities increases safety, it requires wider room than the other options. In context of 34 Avenue, a tradeoff with the one-way cycle track is having narrower

lanes that may decrease the circulation and comfort of both cyclists and pedestrians. Each lane measures at the lowest level of acceptability from an engineering standpoint.

The multi-use pathway ranks highest because this option can provide ample space for pedestrians and cyclist to safely share the path and meet the priorities of the community.

Are the use of sharrows in the bike boulevard option safe?

The bike boulevard option meets the 5A criteria based on volume of traffic and the reduction in speed of traffic that would be introduced with this option and has a proven approach that it attracts cyclists of all levels.

How will sharrows be maintained during the winter season?

The City's Snow and Ice Control Policy classifies all marked on-street bicycle lanes as Priority 2, which means they're cleared within 48 hours after a snowfall ends. The downtown cycle tracks are Priority 1, which are cleared within 24 hours after snowfall ends.

What will the design for streetlights and trees look like along 34th Avenue?

At this stage of the project, our focus is to understand which option presents the best mobility and safety for all modes of transportation that also balances the need for parking. The preferred option will undergo further refinement at the detailed design stage, where elements like street lighting, furnishings, trees will be determined.

Will The City consider a do-nothing option?

The safety and comfort for people walking and wheeling was identified as a concern for the community in past engagements. Improving the cycle amenities to be a 5A network infrastructure not only addressed those concerns but also encourages different modes of transportation throughout the area. The options available for feedback are ones that meet the 5A network criteria and achieves the project goals while balancing the need for parking. Strengthening the regional pathway network in Calgary is a priority for City Council and this corridor has been identified as a missing link. To meet the needs of the community, a do-nothing option would not be considered at this time.

Parking and Traffic

What are the impacts to parking along 34 Avenue S.W. for this project?

We know that parking in the area is important for people visiting and travelling to the area. Each option has been designed to increase pedestrian and cyclist safety that balances the need for area parking. The expected impact on parking is detailed by zones in each design options.

If parking is the second-highest priority, why are we considering these options?

The City has developed a streetscape master plan based on citizen and stakeholder feedback, technical analysis and financial considerations. While parking is a high priority, 34 Avenue S.W. was determined to be the best option for cycle amenities improvements, which is also a need for the community.

Each design option maintains as much street parking possible while also providing safe ways to travel by other modes of transportation. The 5A Pathway and Bikeway Network was approved by Council on February 8, 2021 as part of the [Calgary Transportation Plan](#) bylaw. And in alignment with the plan, creating a 5A Network along 34 Avenue S.W. furthers the goal of creating continuous pathways throughout Calgary.

Will vehicle parking focus on commercial or residential space?

We are prioritizing all parking that exists within the corridor and currently we do not have a mechanism to separate business parking from other uses but could be explored through collaboration with the BIA and CA, if desired.

Will there be parking for bikes and scooters?

Yes. As we move forward in the project, we are considering parking for all modes of transportation.

How will The City address traffic congestion at highly used intersections (e.g. 34 Avenue and 22 Street, or 33 Avenue and 23 Street)?

The changes made by the Main Streets project are focused on the community priority hierarchy which is pedestrians and landscaping, parking transit and traffic, bicycles, and goods movement. The City is currently reviewing the traffic volumes to ensure a balance of the priorities as we finalize the design to accommodate all modes of transportation.

How do you evaluate what traffic-control measures are used?

As part of the overall Main Streets project, the project team is conducting a robust analysis of intersections along the corridor and identifying options to resolve known conflicts. A traffic signal warrant process is conducted using traffic volumes of people walking, wheeling and driving to inform what type of traffic-control devices is best for that intersection. Types of traffic-control measures include signs, signals, road design and markings.

*Safety and Environment***Besides traffic-calming measures, what other ways help increase the safety of pedestrians and cyclists?**

Depending on what option is chosen, The City would use tools like conflict markings (a dash line that crosses the higher risk area), green markings that indicate the cycling area, concrete markings and traffic-control signage, in alignment with the Traffic Safety Act. These serve as a reminder to all users of the need for road sharing and can enable regulatory enforcement when necessary.

What is The City's consideration to help mitigate greenhouse gas emissions of traffic congestion and idling cars when designing this project?

We're currently reassessing how we plan and approach various projects from a climate lens and will work with our teams to find opportunities to mitigate impact. This project will not only look to improve traffic flow concerns, but also encourage different modes of transportation beyond motor vehicles.

Could raised continuous sidewalks be incorporated at pedestrian intersections?

When a roadway intersection requires access of vehicles, pedestrians and cyclists, a raised sidewalk limits the accessibility needs. Sidewalks will transition down to the asphalt by means of a wheelchair ramp. However, if there are a unique opportunity or a requirement to reduce speeds beyond what we are expecting with the measures in place, scenario can be reviewed at the detailed design phase on a case-by-case basis.

*Development and Construction***Will the City need to acquire land rights from private landowners to accommodate any of these options?**

No, we don't anticipate the need to acquire land and will work within the current road right-of-way.

There are several Direct Control District land use change applications with proposed micro suites that do not include parking. Are you looking at the impact with Transportation and Planning & Development before these applications go through to the Calgary Planning Commission?

The project team is aware of the development permits and is coordinating the integration of the design into the streetscape as a collaborative effort. The Calgary Planning Commission is reviewing these applications against the current zoning requirements.

How will The City arrange for civic services, like black blue and green bin pick up?

Depending on the preferred option selected for refinement, the project team will coordinate with Waste Management to determine an appropriate solution to locations and methods of pick-up that would not impede safety or circulation.

34 Avenue has a lot of overhead power lines. Will these lines be buried as part of implementation of the cycle infrastructure?

We have engaged ENMAX to bury the overhead lines on the north side of 34th Avenue as part of the Main Street project. It's our plan to coordinate activities to ensure power lines and infrastructure upgrades are constructed concurrently to minimize disruptions.

How will the existing bike lanes integrate with the new cycle amenities along 34 Avenue S.W.?

The intent is to extend the existing facilities and create a cohesive corridor that meets the community's needs. How we will integrate the bike lanes will depend on the chosen design option.

Is the bike lane on 20th Street considered a 5A network?

No, the current infrastructure along 20th Street is not considered a 5A network. At this time, we are not looking to improve the cycle amenities along 20 Street S.W.

What are the construction timelines for the cycle amenities improvement?

Our engagement phase (from November 24 – December 15) is to hear the community's thoughts on the cycle amenities design options under consideration. Your input helps the project team inform what the preferred cycle amenities option and the design of 34 Avenue S.W. Our focus for 2022 is to confirm the design of 34 Avenue S.W. and be shovel ready by late 2022 - early 2023.

Engagement

What happens to the feedback that you collect?

At The City of Calgary, decisions are made on a daily basis that impact more than a million people. Your input, and the input of other citizens and stakeholders, helps City leaders and decision makers better understand the perspectives, opinions, and concerns of people potentially impacted by City decisions. Public input is collected, where appropriate, and considered along with other factors (which may include things such as cost, environmental impact, technical limitations, long-range plans/goals, etc.) before decisions are made.

How do I know that the feedback wasn't ignored?

Public engagement at The City of Calgary is guided by the [Engage Policy](#), [Engage Framework](#) and [Process](#).

The City's Engage Policy is in place to ensure we set a standard of excellence when working with citizens and stakeholders by following engagement best practices consistently across The Corporation.

At the conclusion of the engagement period, we will produce a *What We Heard* report that summarizes the feedback. This report will be made available at [Calgary.ca/Mardaloop](https://calgary.ca/Mardaloop) in Q1 2022.