

Calgary



26 Ave SW Mobility Improvements Phase 2

Public Presentation + Q&A

Why are we here today

Agenda

- Land acknowledgement
- Introductions
- Meeting norms/format
- Presentation
 - Background
 - Existing conditions
 - Options
 - Benefits / Trade-offs
- Q&A (Written Questions)
- Next Steps





Land Acknowledgement



Introductions

Project Team

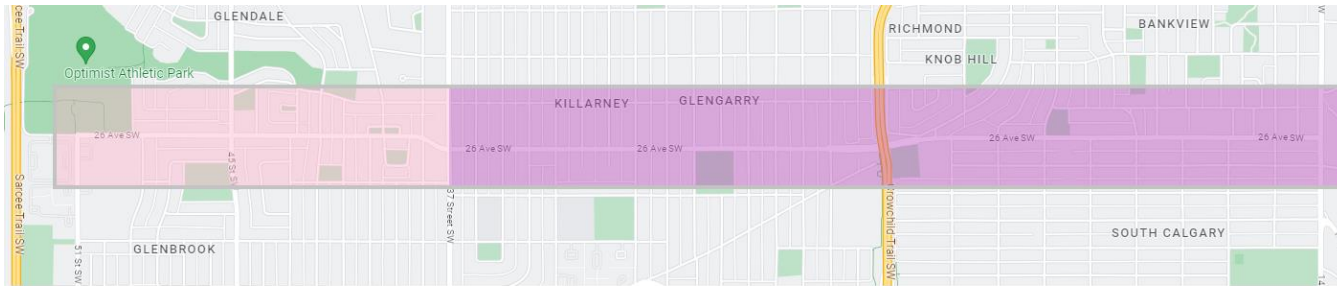
- Project Lead – Nusrat Jehanara
- Project Sponsor – Jen Malzer
- Technical Consultant (ISL) – Chris Delanoy

- Communications Strategist – Kristin Benoit
- Engage Planner – Grant Jones

Meeting norms & format

- **MS Teams Q&A overview**
 - **Presentation:** Feel free to submit your question in the Q&A Forum, during the presentation or as we answer questions previously submitted.
 - If more question come to mind after – engage@Calgary.ca (26 Ave in subject line)
 - **Scope:** Stay on topic. Other topics can be addressed outside the meeting. (engage@calgary.ca)
 - **Respect:** Every voice is an important voice.
 - **Respectful Workplace**
 - [Further info - Respect in Our Workplace \(calgary.ca\)](https://calgary.ca/26AveSW)
- **Process:**
 - The Q&A forum is being moderated.
 - Questions will be answered in order received (Similar question may be grouped together)
 - We will answer all questions (Time permitting) and the questions and answers will be added to the FAQ on engage.Calgary.ca/26AveSW
- **Next steps**

Background



26 Avenue Engagement Area

Phase 1: Sarccee Trail to 37 Street S.W.

Phase 2: 37 Street to 14 Street S.W.



2021
Engagement

2022 Phase 1
construction

2023 Phase 2
options
development

Background

Project extents



Background

Goals:

- Improve safety for people walking, wheeling, taking transit and driving
- Increase transportation choices for citizens
- Enhance the experience of using the avenue (ie. lower speeds)

Guidance:

- Calgary Transportation Plan (CTP)
 - Collector Road: Accommodate walking and cycling and taking transit with high standards (Page 45)
- Transportation Policies (CTP)
 - Walking and wheeling
 - 5A (Always Available for All Ages and Abilities) network
- Council direction (May 31, 2021): Lower speeds for collector roads with design changes

Engagement Feedback

Summer 2021 – What We Heard report

Top concerns:

- Cycling safety
- Visibility at crossings for all people walking, wheeling and driving
- Road condition and speed

May 2023 (Phase 2) – Richmond School

- Too many cars / cars too fast
- The painted wheeling lanes don't feel safe (cars parked in bike lanes)



Existing conditions



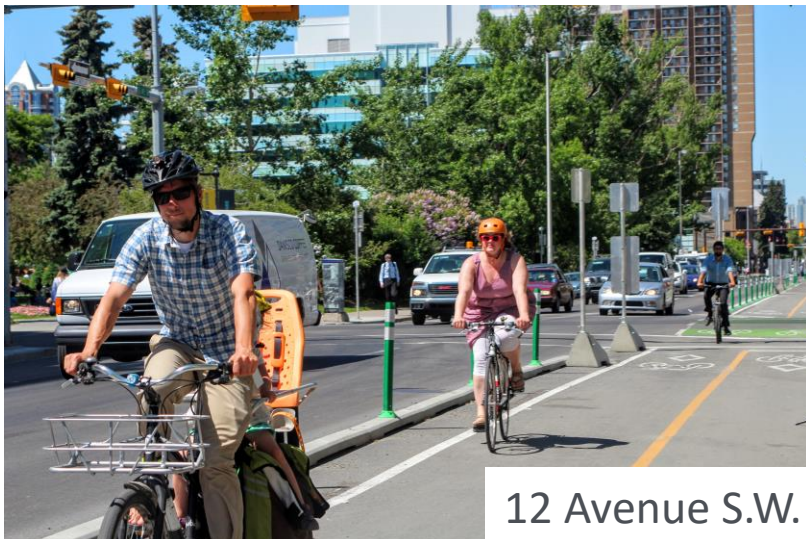
26 Ave (west of 22 Street S.W.)



(26 Ave - east of 22 Street S.W.)

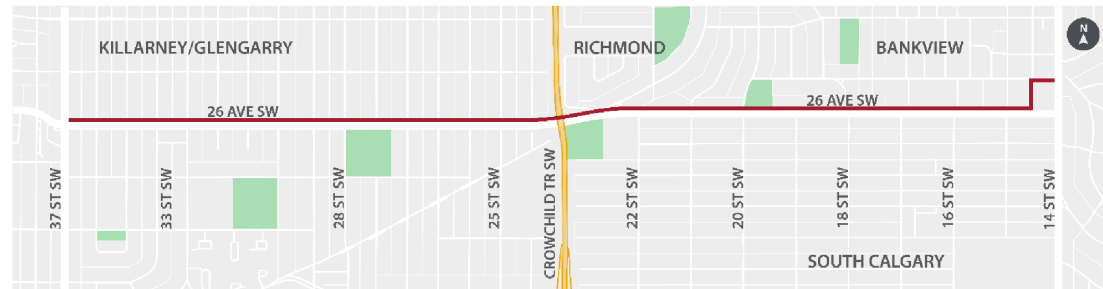
- One driving lane in each direction
- Painted on-street wheeling lanes west of 22 Street S.W., shared lanes east of 22 Street S.W.
- Sidewalks on both sides
- Transit service west of 17A
- On- street parking is available on most blocks
- Land use: Single family homes west of 22 Street S.W., multi-residential east of 22 Street S.W., neighborhood commercial sites, community amenities

Past projects

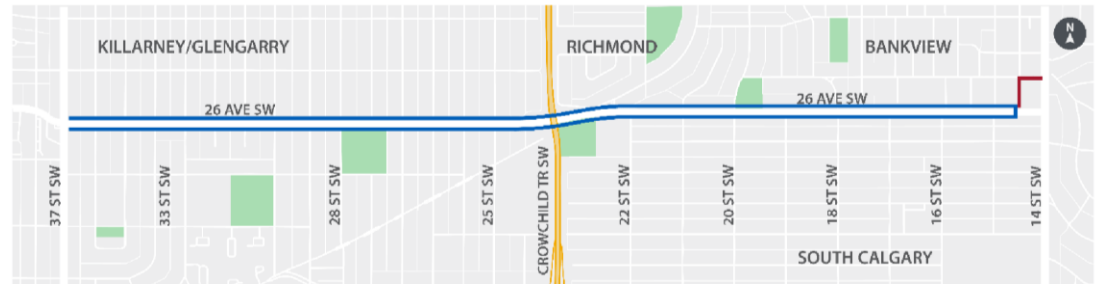


26 Ave S.W. Options

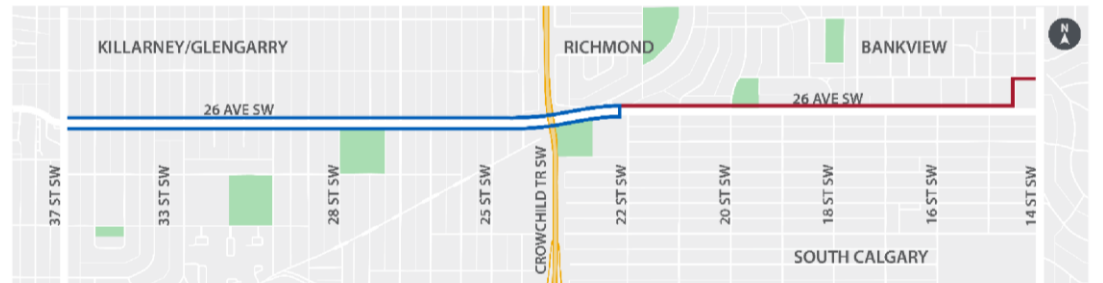
Option 1: Multi-use pathway (MUP) on the north side



Option 2: Protected on-street wheeling lanes



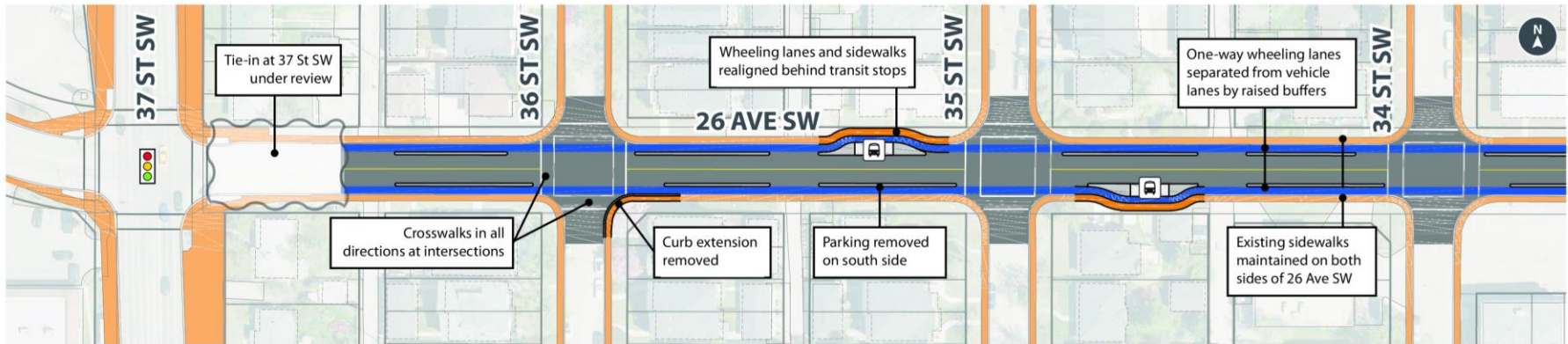
Option 3: Protected on-street wheeling lanes and multi-use pathway (MUP)



*** All options include repaving of road**

Options – common features

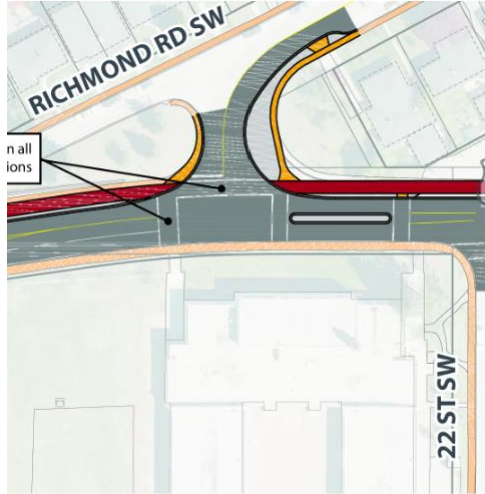
Transit



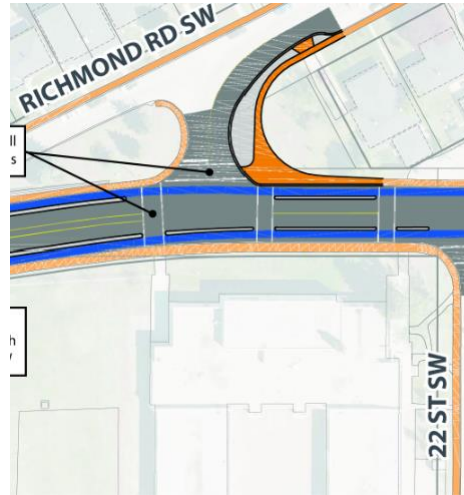
- All existing bus stops are maintained
- Bus stop pads are now next to driving lane
- Conflict between people walking, wheeling and taking transit is minimized
- Buses will stop in lane

Options – common features

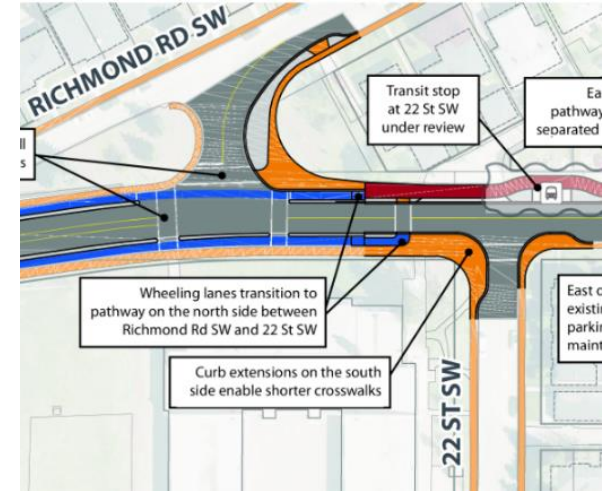
Richmond Road S.W.



Option 1: Multi-Use Pathway (MUP)



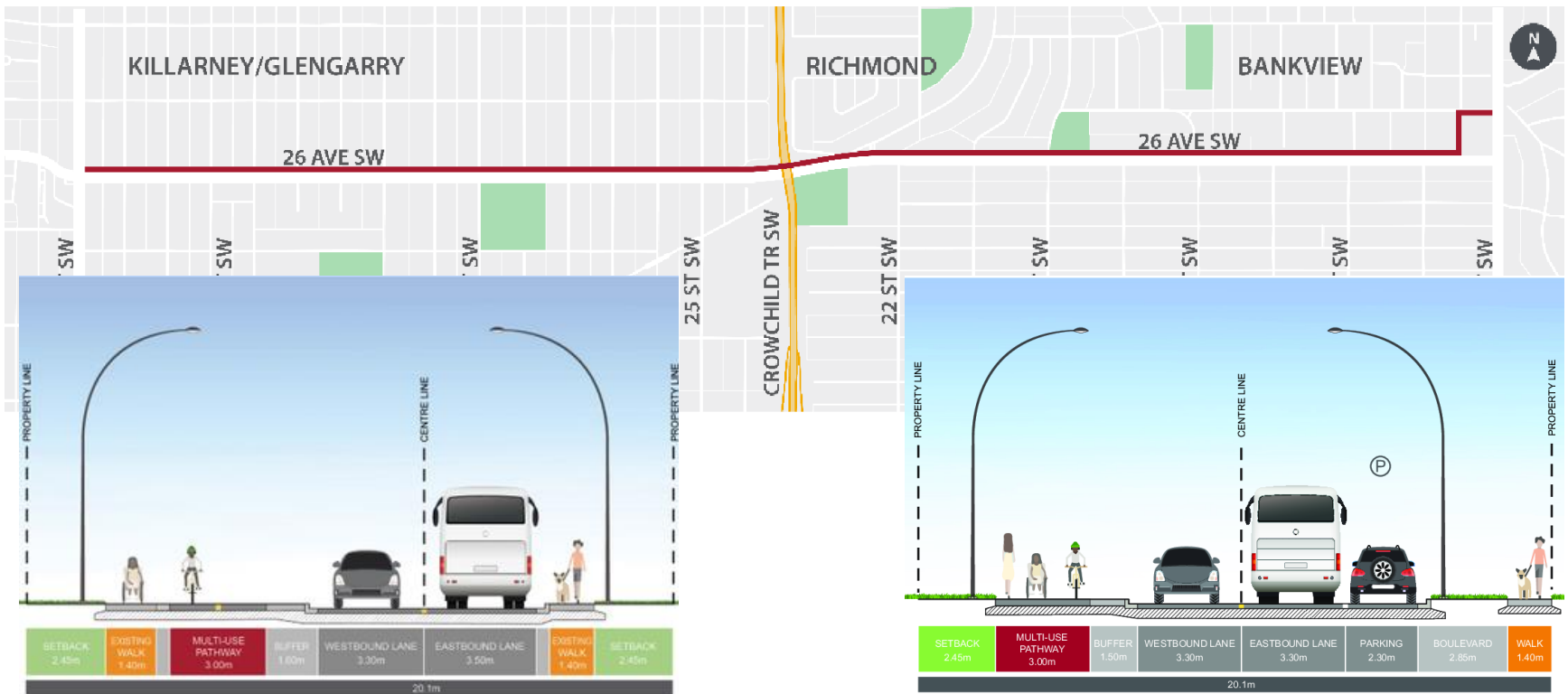
Option 2: On-street wheeling lanes



Option 3: On-street wheeling lanes & MUP

- Intersection pavement width is reduced for the two lanes
- Crossing distance is reduced
- More visibility of users at the crossing

Option 1: Multi-use Pathway (MUP)



26 Ave SW (west of 22 Street) looking east

26 Ave SW (east of 22 Street) looking east

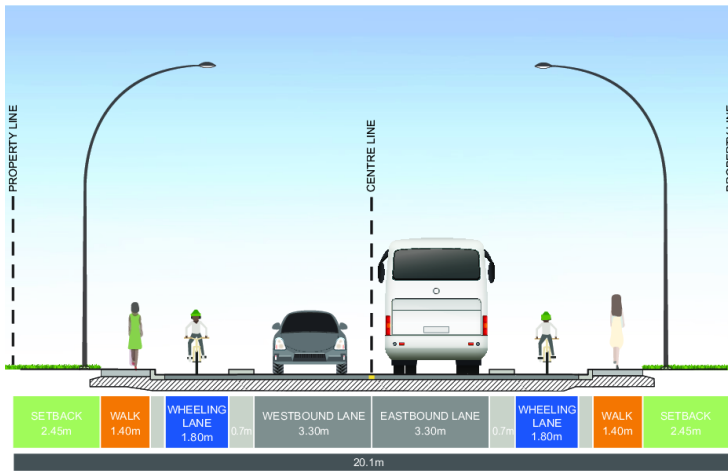
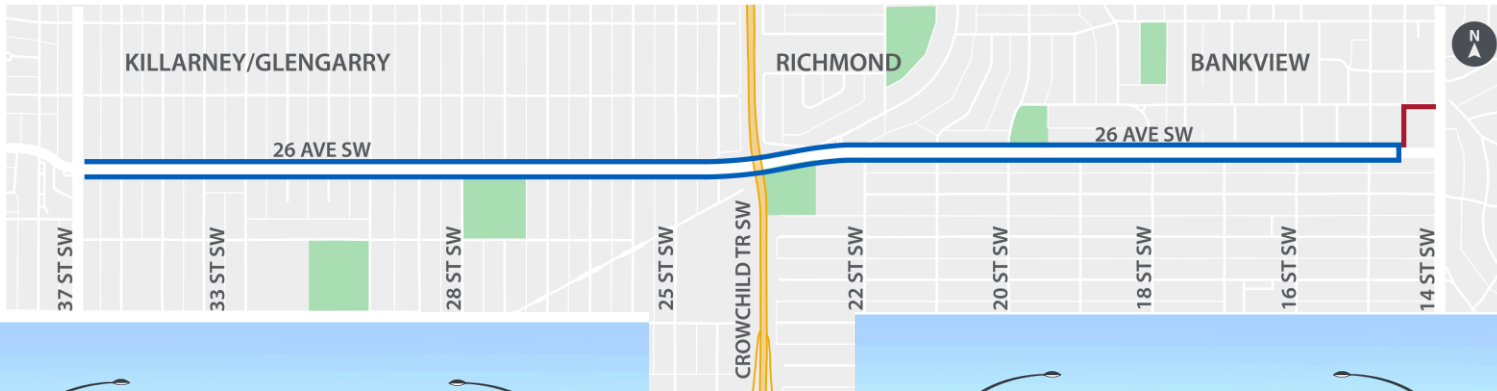
Benefits:

- Safer road with the separation of people walking, wheeling and driving
- Buffer between MUP and driving lane
- Increased visibility of everyone
- Slower speed & less noise

Trade-offs:

- Parking is removed west of 22 Street
- Parking is removed on one side (north side) east of 22 Street

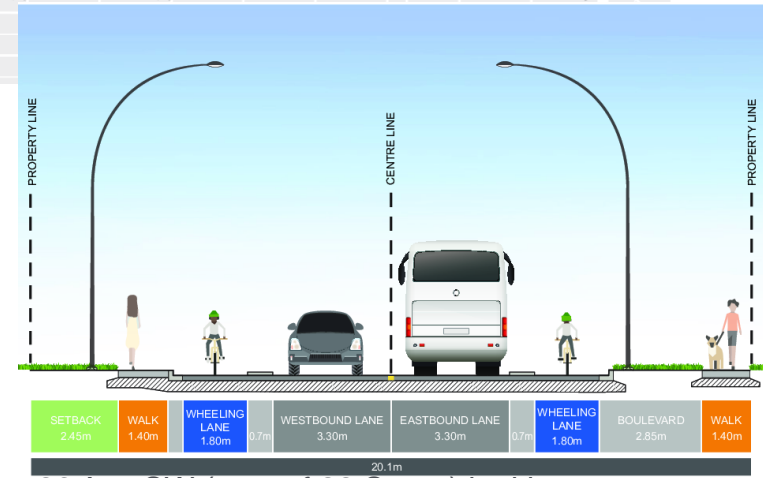
Option 2: Wheeling Lanes



26 Ave SW (west of 22 Street) looking east

Benefits:

- Safer road with the separation of people walking, wheeling and driving
- Wheeling feels more intuitive with lanes on either side of the road
- Increased visibility of everyone
- Slower speed & less noise

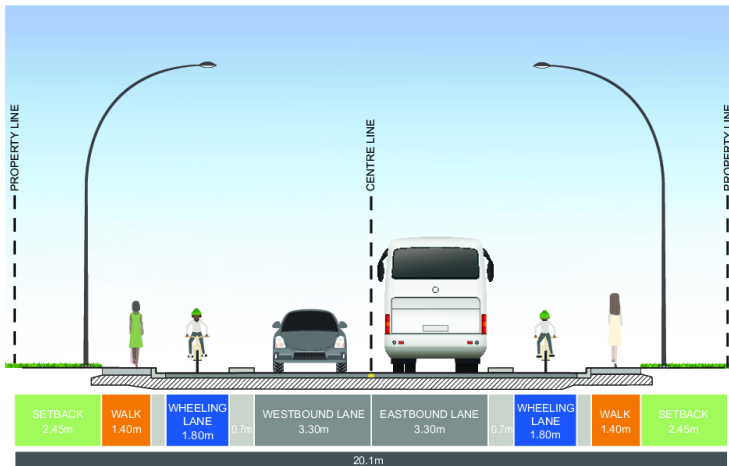
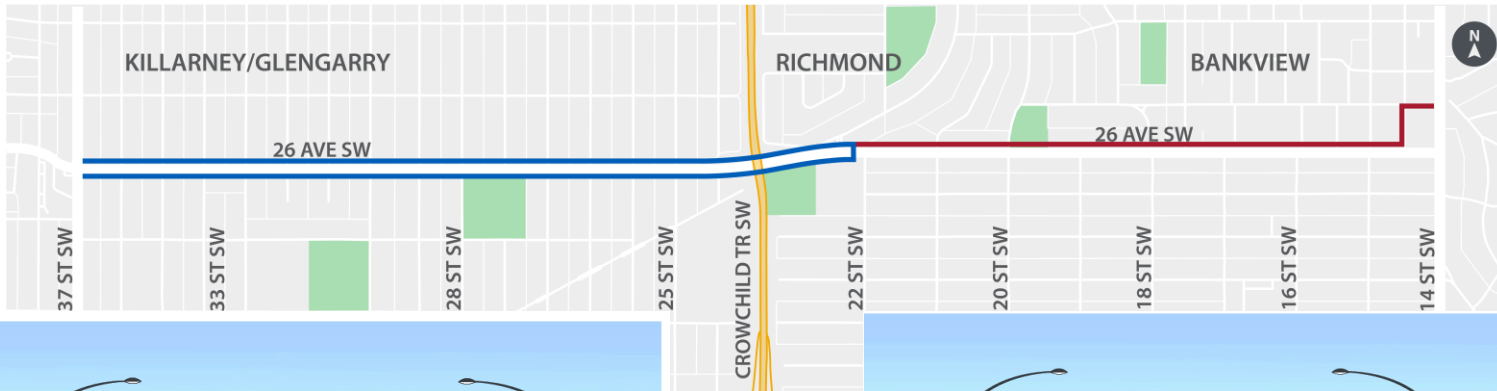


26 Ave SW (east of 22 Street) looking east

Trade-offs:

- All parking is removed

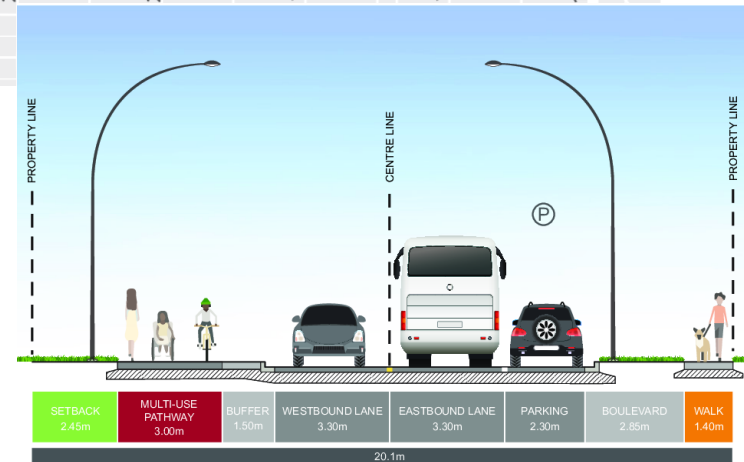
Option 3: Wheeling Lanes & MUP



26 Ave SW (west of 22 Street) looking east

Benefits:

- Safer road with the separation of people walking, wheeling and driving
- Increased visibility of everyone
- Slower speed & less noise



26 Ave SW (east of 22 Street) looking east

Trade-offs:

- Parking is removed west of 22 Street
- Parking is removed on one side (north) east of 22 Street S.W
- Wheeling lane type is not consistent

Options - conclusion

Goals:

- Improve safety for people walking, wheeling, taking transit and driving
- Increase transportation choices for citizens
- Enhance the experience of using the avenue with lower speeds

Feedback:

- Cycling safety
- Visibility at crossings for all users
- Road condition and speed

Other:

Parking needs:

- Explore loading zones on side streets for delivery and other services
- Relocate accessible parking spots to nearest location on side street

Next steps

Public Engagement

June 1 – 22, 2023

engage.calgary.ca/26AveSW

Public online presentations and Q&A

June 6 & June 15, 2023

(Registration required on portal website)

Email contact: engage@calgary.ca

Questions

Anything we missed?

engage@calgary.ca

(include '26 Avenue SW' in subject line)