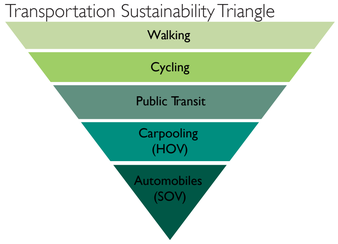
Vision and Scale

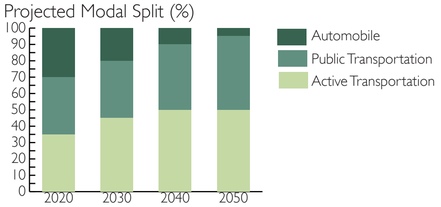
The following design strategies are proposed for the Manchester transportation network:

- Establish a streetcar grid that services all sectors of the district and forms the backbone of the transportation matrix
- Reallocate road space to bicycle lanes
- Implant infrastructure that will accommodate bicycle use
- Create pedestrian friendly streets through traffic calming measures, and larger more extensive sidewalks
- Establish a connected network of green corridors and pathways throughout the district
- Build a third LRT station where 50th Avenue SW meets the current line
- Establish Manchester as the Calgary end of line for the regional high speed rail system
- Use the existing CP/CN rail branch lines to facilitate the movement of goods, services and people
- Promote electricity as the primary source of power for transportation wherever possible

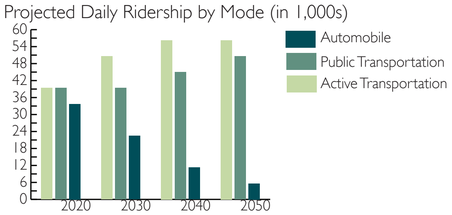
Transportation Sustainability Triangle



Projected Modal Split (%)



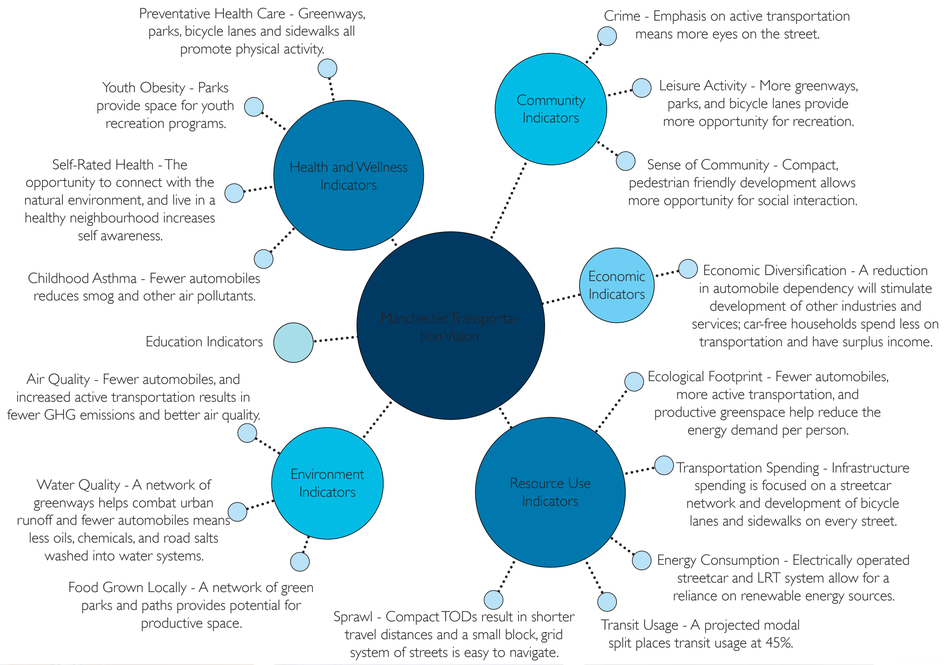
Projected Daily Ridership by Mode (in 1,000s)



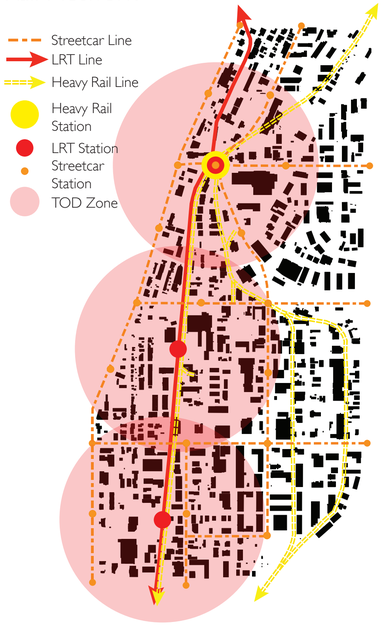
Projected Capital Costs for Transportation Infrastructure (in 2012 dollars)

Transit Mode	Element	Number of Units	$/Unit	Total
Street Car	Track	12.5 km	$15 M	$187.5 M
	Cars	200	$500,000	$100 M
	Stations	25	$100,000	$2.5 M
	Maintenance Barns	8	$1.2 M	$9.6 M
	Greening of Corridors	82,500 m^2	$20	$1.65 M
			Subtotal	**$301.3 M**
Bicycles	Lanes	72 km	$50,000	$3.6 M
	Stations	7	$8 M	$56 M
	Parking (covered)	50	$25,000	$1.25 M
	Parking (pole and loop)	500	$750	$375,000
			Subtotal	**$61.3 M**
Greenway	Paths and Landscaping	8.8 km	$400,000	$3.52 M
	Burying of Powerline	1.8 km	$4 M	$7.2 M
			Subtotal	**$10.8 M**
Streets	Neckdowns (intersections)	6,000 m^2	$85	$510,000
	Sidewalks	170,000 m^2	$80	$13.6 M
	Boulevards	15,000 m^2	$80	$1.2 M
			Subtotal	**$15.4 M**
Pedestrian Streets	Pedestrian/Bike Boulevards	97,500 m^2	$80	$7.8 M
			Subtotal	**$7.8 M**
LRT and Heavy Rail	LRT Station	2	$15 M	$30 M
			Subtotal	**$30 M**
			Total	**$426.6 M**

Sustainability Indicators



Rail Network

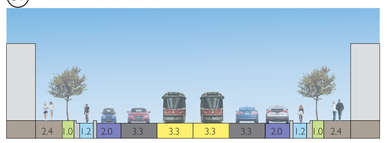


Green Network

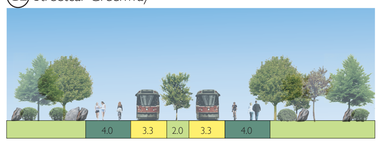
Pedestrian, Bicycle and Road Network

Street Typologies

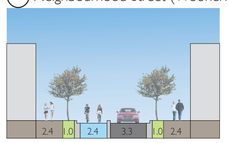
S1 Streetcar/Automobile



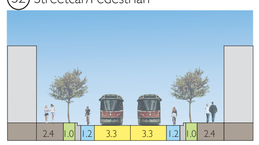
G2 Streetcar Greenway



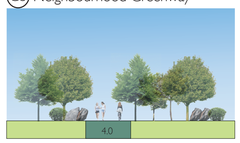
R3 Neighbourhood Street (Woonerf)



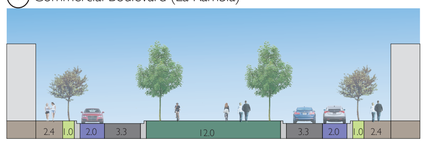
S2 Streetcar/Pedestrian



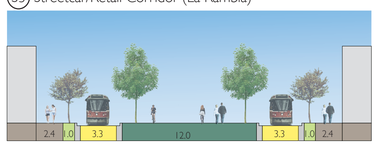
G3 Neighbourhood Greenway



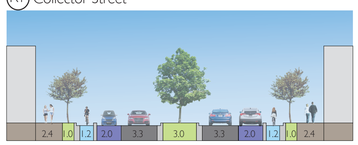
R4 Commercial Boulevard (La Rambla)



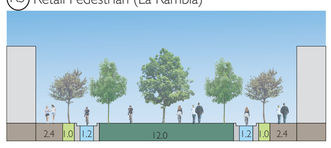
S3 Streetcar/Retail Corridor (La Rambla)



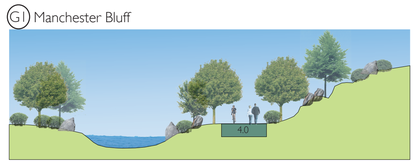
R1 Collector Street



R5 Retail Pedestrian (La Rambla)

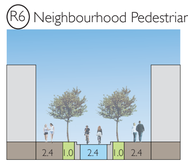


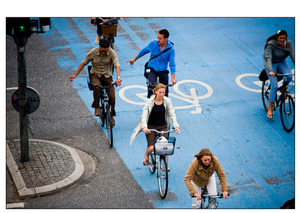
G1 Manchester Bluff



R2 Neighbourhood Street

R6 Neighbourhood Pedestrian (Woonerf)





MANCHESTER TRANSPORTATION 2050

EVDS 683.91 Sustainable Design
Winter 2012
Rob Birch
April 12th, 2012