

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

November 25, 2019

Project overview

In 2016, Council approved making the cycle tracks in the Centre City permanent (12 Avenue South, 8 Avenue S.W., 9 Avenue S.E. and 5 Street S.W.) with the direction to make continuous improvements along the corridors for all modes of travel. Work is being done on 12 Avenue South to extend the existing cycle track and improve mobility choices for people who walk, cycle, take transit and drive.

Work on 12 Avenue South will be done in three phases. Construction will consist of new road markings and painted lines, updated signal work and the extension of the 12 Avenue cycle track. Phase one will look at adjusting the driving lanes along 12 Avenue South between 11 Street S.W. and 4 Street S.W. Phase two will extend the existing cycle track west from 11 Street S.W. to 15 Street S.W. Phase three will connect the cycle track from 15 Street S.W. to 19 Street S.W. then across 10 Avenue S.W. to the Bow River Pathway. The City of Calgary anticipates that construction for phase one and two will begin in summer 2019 and carry into Fall 2019.

It is important to note that while public engagement for the project was open to all Calgarians, the responses summarized in this report represent those who self-identified and participated in our online or in person engagement events. We have included the number of responses associated with each theme. Some responses may be represented in multiple themes. It is also important to note that while we have included the numbers of times a theme was mentioned, we have not given it a higher ranking or priority in our decision-making process. In addition to the original technical requirements for the project, the final design for phase two was refined using public feedback from our engagement and community outreach activities.

Engagement overview

Public input about the project was collected using the following engagement and community outreach activities:

1. Three door knocking sessions with businesses located on 12 Avenue S.W. between 4 Street and 16 Street S.W. throughout the month of May.
2. Online, through the [Engage portal](#) from May 28 – June 11, 2019.
3. Two open house events including:
 - a. Connaught School (1121 12 Ave S.W.) on May 28, 2019, from 7 – 9 p.m.
 - b. Sunalta Community Association (1627 10 Ave S.W.) on June 4, 2019 from 6 – 8 p.m.

In total, the project team talked to 70 people and over 60 businesses through the open house events and door knocking sessions. There were 585 unique visitors and 190 unique contributions to the online engagement page. Additionally, the project team continues to respond to inquiries from the public that are submitted via 311, through social media or to the project manager directly.

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Engagement Promise

Phase three

The project team gathered input on what improvements (when it comes to walking, cycling, driving, parking, taking transit and when using mobility assistive devices) The City should consider when designing the street from 16 Street S.W. to the Bow River Pathway.

What we asked

Phase Three	Question	Engagement Promise
Phase three: Connection to the Bow River Pathway	What are the improvements that you would like us to consider making when designing the street (16 Street S.W. to 19 Street S.W.) to improve your experience? When: walking, cycling, driving, parking, taking transit, when using mobility assistive devices.	Listen and Learn; We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas.

What we heard

There was limited opportunity for input in Phase one of the project, however, the project team was able to connect with most businesses on 12 Ave South between 4 Street and 16 Street S.W. to inform them of the project.

In general, participants told us:

- Loss of parking on the north side is of concern for businesses.
- Loading zones are an essential part to the operation of businesses in the area.
- Parking at loading zones needs to be monitored.
- Adjustments to parking are supported by businesses on the south side of 12 Avenue South.
- Lane jogs are challenging for drivers on 12 Avenue South.

For Phase two, the project team was looking for input that would improve the design of the cycle track extension on 12 Avenue South.

In general, participants told us:

- They support the cycle track extension and that a cycling connection to Sunalta on 12 Avenue S.W. is important for safety, access and connectivity with the rest of the downtown cycling network.
- Parking and loading is important for area businesses and residents.
- Businesses rely on loading zones for deliveries.

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- The design for Phase two offers people cycling a safe crossing of 14 Street S.W.

For Phase three, the project team was looking for input that would provide us with improvements that stakeholders would like us to consider making when designing the street (16 Street S.W. to 19 Street S.W.) when: walking, cycling, driving, parking, taking transit, when using mobility assistive devices.

In general, from both online and in person engagement participants told us the following:

When walking?

- Dedicated/Defined Sidewalk
- Wider/Marked Sidewalk
- Additional Park Amenities (Trees)
- Sidewalk Lights
- Safety Concern (with 10th ave crosswalk)
- Crossing signals (lights)
- Raised Crosswalks (at low visibility areas)
- Traffic Calming Measures (slow traffic down)
- Clear sightlines at intersections

When Cycling?

- Protected and dedicated bike lane
- Safe connection to River Pathway
- Improved crossing at 10th Ave
- Safety Concern with Bow and Crowchild (speed)
- Consistent cycle-track (need)
- Add signal lights at 10th ave
- Cyclist Priority thru lights
- Improved visibility for cyclists (need)
- Crossing Lights (bike)
- Traffic calming measures (need)
- Bike racks (need)

When driving?

- Narrow Lanes (slow traffic)
- Traffic Calming signs
- Improve Signalization on 12th
- Reduce vehicle volume on 12th
- Lower Speed limit (Implement 30hr/zone)
- Clear lane marking and improve sight lines
- Speed bumps/curb bulb outs (need)

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When Parking?

- Don't park here/Not a priority
- Bike Parking (need)
- Keep parking on both sides
- Provide parking for Uber and cabs, handicap pick-up
- Current parking infrastructure is enough
- Where it impedes safety take it away
- Provide parking near amenities
- Needs to be based on current usage
- Marked Parking

When taking transit?

- Bus Stops (need)
- Priority over driving
- Current infrastructure is sufficient
- Better crosswalks and lines of sight improves bus usage
- Seating, art and programming at bus stations
- Safe, bright and cleared waiting areas
- Wide sidewalks (to accommodate ramp access on buses)
- Retain ease of access

When using Mobility Assistive Devices? (i.e. wheelchair, mobility scooters)

- Priority over cars/parking
 - Safer crosswalks (no loose pavement)
 - Wider sidewalks
 - Dedicated pathway
 - Smooth Sidewalk Ramps (free of debris)
 - Curb Cuts (easy entry)
 - Effective and abundant transitions
 - Sidewalks that are free of debris
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- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

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What we heard, what we did

The following is a short overview of the range of input received and the themes that were raised followed by how the project team did or did not incorporate the feedback into the final design for phase three of the project.

Feedback about walking improvements		
Themes	Detailed explanation or examples	What we did, our response
<ul style="list-style-type: none"> Dedicated/Defined Sidewalk Wider/Marked Sidewalk Additional Park Amenities (Trees) Sidewalk Lights Safety Concern (with 10th ave crosswalk) Crossing signals (lights) Raised Crosswalks (at low visibility areas) Traffic Calming Measures (slow traffic down) Clear sightlines at intersections 	<p>In general, stakeholders thought that dedicated and defined sidewalks, traffic calming measures and improved sightlines would improve their experience of 12th ave. A few comments were collected on the overall safety of 10th ave crossing and poor crosswalk visibility.</p> <p>“Getting from the pathway to the crossing on the east side of the 19th Ave is very cumbersome - the sidewalk is very narrow.”</p> <p>“More lighting on the sidewalks not the roads. More curb extensions!!”</p> <p>“Crossing at rush hour w large suvs and pickups coming off and readying to access bow tr and crowchild will be dangerous and feel unwelcome to walkers.”</p> <p>“Need space separated from cyclists and cars.”</p> <p>“Crossing signals for 10th avenue area. The stop signs slow drivers down, but don't make them pay attention to pedestrians. They only seem to check if it's their turn between cars to go.”</p>	<ul style="list-style-type: none"> New sidewalk missing links provided on the west side of 19 Street SW north and south of 11 Avenue SW. Removal of the channelized right-turn islands at 12 Avenue/18 Street SW and 10 Avenue/19 Street SW. This removes the two-stage crossing for pedestrians and effectively reduces the pedestrian crossing distance. At 10 Avenue/19 Street SW removal of the channelized right-turn island will also help to reduce vehicle speeds (and potentially volumes) around the corner. More, standard, and offset curb/wheelchair ramps at most intersections so that they line up with a pathway route crossing the street and for visual continuity. New curb extensions at 15 Street SW, 18 Street SW, and 19 Street SW will shorten the crossing distance across intersections, provide motorists with improved visibility of pedestrians, eliminate driving in the

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	<p>“I don’t walk through this area very much but a dedicated walking/cycling path to connect to the Bow River pathway would be a great improvement”</p> <p>“Slow down drivers wherever possible. Lit crosswalks, clear sightlines at intersections (minimize parking), ROW to pedestrians. Pedestrian refuges wherever possible. Safer walking experience through area, including connection to pathways.”</p>	<p>parking lane, and help reduce speeds by narrowing the roadway.</p> <ul style="list-style-type: none"> • New traffic signal and multi-use crossing at 10 Avenue/19 Street SW.
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Feedback about cycling improvements

Theme	Detailed explanation or examples	What we did, our response
<ul style="list-style-type: none"> • Protected and dedicated bike lane • Safe connection to River Pathway • Improved crossing at 10th Ave • Safety Concern with Bow and Crowchild (speed) • Consistent cycle-track • Add signal lights at 10th ave • Easy turns of bike (left, right) • Cyclist Priority thru lights • Improved visibility for cyclists • Crossing Lights (bike) 	<p>In general, feedback collected regarding cycling improvements suggested that stakeholders want protected and dedicated lane, preferably on north side to be consistent with 12th ave South.</p> <p>“Protected bicycle lane, with cement dividers.”</p> <p>“Please extend the cycle track to 19 St SW with an improved crossing at 10 Ave SW and experience at the rail crossing. Thanks!”</p> <p>“Consistent high-quality cycle track.”</p> <p>“Safe crossing of 10th ave. Maybe even a signal for bikes and have car traffic stop.”</p> <p>“Dedicated cycle lanes that cars can’t stop in (like on 11 St SW) would be nice.”</p>	<ul style="list-style-type: none"> • Extended the two-way cycle track facility on the north side of 12 Avenue SW from 15 Street SW to 19 Street SW, and then on the east side of 19 Street SW from 12 Avenue SW to 10 Avenue SW. • The cycle track will be a dedicated facility for all ages and abilities, separated from vehicular traffic by parking curbs and/or flexible delineators. • The on-street cycle track will help to physically narrow the roadway to reduce vehicle speeds and improve safety of pedestrians/cyclists. • The design retains consistency along the corridor with two EB vehicle travel lanes from 15 Street SW to 18 Street SW and

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<ul style="list-style-type: none"> • Traffic calming measures. • Bike racks (need) • Improved lightning for bikes 	<p>“I would be worried about crossing 10 Avenue. What will be done for bikes here? I would also be worried about being able to make the "right turn" from 12 Ave to 19 Street. Must be wide enough and well protected.”</p> <p>“A safe and preferably barriered cycle path.”</p> <p>“Keep cycling facility on same side of road throughout. Make a safe crossing at 10th ave.”</p>	<p>one vehicle lane from 18 Street to 19 Street, with parking consolidated to the south side of 12 Avenue.</p>
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Feedback about driving improvements

Theme	Detailed explanation or examples	
<ul style="list-style-type: none"> • Narrow Lanes (slow traffic) • Traffic Calming signs • Improve Signalization on 12th • Reduce vehicle volume on 12th • Implement 30hr/zone • Lower speed limit • Clear lane marking and improve sight lines • Speed bumps/curb bulbs 	<p>In general, stakeholder thought that traffic calming measures should be implemented on 12th ave, in particular slower speed limits and reduction of volume of vehicles on 12th ave.</p> <p>“Driving is easy and as people have learned the 30 km/h zone it has been more consistent and easy.”</p> <p>“Big SUVs and trucks driving fast behind and beside me make this area very stressful. 30km / hr please”</p> <p>“Clear lane markings and good sightlines consistent lower speed limit.”</p> <p>“Clear delineation between bike and car areas”</p>	<ul style="list-style-type: none"> • The design retains one consistency along the corridor SB vehicle travel lane from 10 Avenue SW to 12 Avenue SW, with parking consolidated to the west side of 19 Street SW. • The design remains consistent along the corridor because it retains two EB vehicle travel lanes from 15 Street SW to 18 Street SW and one vehicle lane from 18 Street to 19 Street, with parking consolidated to the south side of 12 Avenue.

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	<p>“Visibility of all road users. Road design promotes safe speeds. Good flow to minimize idling.”</p> <p>“Slower speeds. Clear sightlines, especially at intersections. Obvious/bright/clear when and where to expect cyclists and pedestrians, especially at intersections.”</p> <p>“More interesting, narrower streets would be good to keep speeds down. Maybe some speed bumps or curb bulb outs.”</p> <p>“Enough space to accommodate the regular ebb and flow of commuter traffic”</p> <p>“Clearly defined lanes, posted speed limit signs.”</p> <p>“Keep the lanes straight. No swerving back and forth people don’t realize it swerved or try to cut in when they realize their lane suddenly ends”</p>	
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Feedback about parking improvements

Theme	Detailed explanation or examples	What we did, our response
<ul style="list-style-type: none"> • Not a priority • Don’t park here • Bike Parking (need) • Keep parking on both sides • Provide parking for Uber and cabs, handicap pick-up • Current parking infrastructure is enough 	<p>In general, stakeholders were in favour of removing parking where it impeded safety of cyclists and other road users. There were comments collected that indicate that priority should be on safety of cyclists and not provision of on street parking.</p> <p>“Last priority.”</p>	<ul style="list-style-type: none"> • Parking consistently provided along the south side • Parking removed from the north side to allow for implementation of cycle tracks

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<ul style="list-style-type: none">• Where it impedes safety take it away• Provide parking near amenities• Needs to be based on current usage• Marked Parking	<p>“If possible, could we keep street parking between 19th and 17th on the north side as well - keeping a single lane of through traffic will communicate this is a residential area and discourage speeding.”</p> <p>“I don't park here.”</p> <p>“Parking is fine, lots of it.”</p> <p>“More bike parking.”</p> <p>“There isn't much parking at all so I avoid having any drive in the area and take Uber instead. You need to provide places for Uber and cabs to pick up, especially for handicapped”</p> <p>“The current parking infrastructure is fine.”</p> <p>“No concerns. Free street parking is a bonus, please take it away where needed for safe walking, biking and driving.”</p> <p>“Never park here. Occasionally park on 10th Ave to access some businesses there. Always sufficient parking.”</p> <p>“Parking reasonably close to amenities.”</p> <p>“Availability in some streets is important.”</p> <p>“Keep parking away from intersections to help cyclist visibility.”</p> <p>“Streets (12 Ave) are for driving, traffic flow + movement, not for parking (just my opinion!)”</p> <p>“Parking to protect the bike lanes”</p>	
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Feedback about taking transit Improvements		
Theme	Detailed explanation or examples	What we did, our response
<ul style="list-style-type: none"> • Bus Stops (need) • Priority over driving • Current infrastructure is sufficient • Better crosswalks and lines of sight improves bus usage • Seating, art and programming at bus stations • Safe, bright and cleared waiting areas • Wide sidewalks (to accommodate ramp access on buses) • Retain easy of access 	<p>In general stakeholders commented on the need to have safe and debris free access to bus stops, along with safe and bright areas where residents can wait for public transportation. Other improvements were about providing safe crosswalks and lines of sight to limit the potential of a bus, pedestrian and cyclist conflicts.</p> <p>“Bus stops.”</p> <p>“Priorities over driving.”</p> <p>“The current transit infrastructure is fine.”</p> <p>“Better lines of sight and crosswalks that make for safer walking improve access to bus stops at the same time.”</p> <p>“Safe, bright, cleared areas to wait for the bus. Consistent snow and ice clearance.”</p> <p>“Consider safety of intersections between cyclists and transit users at bus stops.”</p> <p>“Keep the pedestrian lights on 16th st when accessing the c-train”</p> <p>“Dedicated lanes where possible.”</p>	<ul style="list-style-type: none"> - Improved connection provided to Sunalta Train Station - Project team will forward the information regarding transit infrastructure (bus stops), and safety at bus stops to Transit department for future review and future considerations.

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Feedback about using Mobility Assistive Devices improvements		
Theme	Detailed explanation or examples	What we did, our response
<ul style="list-style-type: none"> • Priority over cars • Safer crosswalks (no loose pavement) • Wider sidewalks • Dedicated pathway • Smooth Sidewalk Ramps (free of debris) • Curb Cuts (easy entry) • Effective and abundant transitions • Sidewalks that are free of debris 	<p>In general, stakeholder input suggested the need for accessible pathways to those who use mobility assistive devices (i.e. wheelchairs, scooters etc).</p> <p>“Make accessible for all, prioritizing people (including mobility impaired), over cars/parking.”</p> <p>“Crossing at rush hour w large SUVs and pickups coming off and readying to access bow tr. and Crowchild will be dangerous and feel unwelcome to mobility assisted people.. slow speed”</p> <p>“A dedicated walking/cycling/wheelchair/scooter path to connect to the Bow River pathway would be a great improvement”</p> <p>“Smooth Sidewalk ramps Please do a curb cut audit. Curb cuts should not angle you into traffic at 45 degrees; they should face directly across the road being crossed.”</p> <p>“Ensure the sidewalk and paths are free of debris and loose pavement. Ensure that the transitions are effective and abundant.”</p>	<ul style="list-style-type: none"> • More, standard, and offset curb/wheelchair ramps at most intersections so that they line up with a pathway route crossing the street and for visual continuity. • New curb extensions at 15 Street SW, 18 Street SW, and 19 Street SW will shorten the crossing distance across intersections, provide motorists with improved visibility of pedestrians, eliminate driving in the parking lane, and help reduce speeds by narrowing the roadway. • New traffic signal and multi-use crossing at 10 Avenue/19 Street SW. • New multi-use path connection from 10 Avenue SW to the pathway under the bridge.

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Next steps

Thank you to those who provided your input. The final designs for Phase one, Phase two and Phase three are now available online at calgary.ca/12ave. Phase one and two will be constructed Summer 2019, additional details and timelines are available on the project website. Construction for Phase three is scheduled for Spring/Summer 2020.

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Verbatim Comments

Online Input collected for Phase 3 of the project May 28, 2019 to June 11, 2019 Phase Three (Connection to the Bow River Pathway) of the project

What are the improvements that you would like us to consider when designing the street (16 Street S.W. to 19 Street. S.W.) to improve your experience, why?

Question:	Your answer:
When walking?	<ul style="list-style-type: none">• Sidewalk.• The crosswalk and reduced width at the curve from 19th St turns into 12th Ave is LOVED because it makes walking to Sunalta School so much safer.• The lights at 18th St to cross the road to then go up the road to get to Sunalta School should stay.• Getting from the pathway to the crossing on the east side of the 19th Ave is very cumbersome - the sidewalk is very narrow.• Drainage in and around the pathway connection from 10th Ave to the CPR tracks is poor. The crossing at Pumphouse Road during AM Peak also has a fair number of drivers not looking for pedestrians.• Well marked crosswalks.• More lighting on the sidewalks not the roads. More curb extensions!!• I don't walk I. Sunalta. I live in lower Mount royal• Crossing at rush hour w large suvs and pickups coming off and readying to access bow tr and crowchild will be dangerous and feel unwelcome to walkers• Wider sidewalks.• Need space separated from cyclists and cars.• Crossing signals for 10th avenue area. The stop signs slow drivers down, but don't make them pay attention to pedestrians. They only seem to check if it's their turn between cars to go.• n/a• I don't walk in the area• I used to walk in the area all the time but construction keeps me from going there lately. You never know when a sidewalk is suddenly going to be closed• Better wider sidewalks• I don't walk through this area very much but a dedicated walking/cycling path to connect to the Bow River pathway would be a great improvement• Trees

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	<ul style="list-style-type: none"> • Please consider raised crosswalks at low-visibility areas (most corners, unless corner no-parking zones are extended) and where 12 Ave turns into 19 St. • Pedestrian crossing lights. Ensure sidewalks are wide enough to accommodate 2 people with strollers or a wheelchair and pedestrian side by side. Would also like to see some traffic calming on these streets as vehicles travel at high speeds. • Safe crossings. Wide well-built sidewalks. If visiting a business, pleasant environment, relatively quiet (i.e. trees, vegetation &/or architecture to offset traffic noise). • Wider sidewalks with better drainage. Sufficient light; it can be dark along some stretches. • Slow down drivers wherever possible. Lit crosswalks, clear sightlines at intersections (minimize parking), ROW to pedestrians. Pedestrian refuges wherever possible. Safer walking experience through area, including connection to pathways. • Wide sidewalks, a bit of separation from moving vehicles • No / narrow /poor quality sidewalks. Challenge is high speed cars that have little incentive to slow down. Makes crossing dangerous. I suggest more signals and controls to make them stop and slow. • It'll be important to be able to safely cross 10 Avenue. This feels like a place where cars can go really fast really easily. • Nice wide sidewalk to encourage walking. • Bright lights, clearly defined pathways and crosswalks. • There should be flashing lights at pedestrian crossings at all intersections. The crossing at 19th St. and 10th Ave. SW will be very dangerous. Care should be taken to ensure that signals are in place to protect walkers and cyclists. help protect cyclist • Keep the lanes straight
When cycling?	<ul style="list-style-type: none"> • Protected bicycle lane, with cement dividers. • Being able to connect to the river pathway from 12th Ave is awesome. • Getting from the pathway to the crossing on the east side of the 19th Ave is very cumbersome - the sidewalk is very narrow. Because of it I normally take the backlane below the LRT. • Getting from the pathway to the crossing on the east side of the 19th Ave is very cumbersome - the sidewalk is very narrow. • Drainage in and around the pathway connection from 10th Ave to the CPR tracks is poor. The crossing at Pumphouse Road during AM Peak also has a fair number of drivers not looking for cyclists. • Protected Cycletrack • Right now I use the back alley towards the C-train station, it is unsafe and has broken glass. Plus all the illegal park and riders drive dangerously. This will help that but please start to ticket these bad parkers.

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- Please extend the cycle track to 19 St SW with an improved crossing at 10 Ave SW and experience at the rail crossing. Thanks!
- I bike to two wheel view and sometimes century box. Usually I ride on the sidewalk on 10 Ave to avoid the cars as that cycle shared lane is a death trap
- Crossing at rush hour w large suvs and pickups coming off and readying to access bow tr and crowchild will be dangerous and feel unwelcome to cyclists
- Make it easy to get onto the cycle track from the Sunalta school overpass side too please.
- Consistent high quality cycle track.
- Similar treatment to the rest of the cycletrack .. but how are you planning to get from 19th St NW across 10 Ave and through the morass under Crowchild?? It is a giant mess currently.
- Safe crossing of 10th ave. Maybe even a signal for bikes and have car traffic stop.
- Make sure the barriers are not crappy. Like they can withstand a few winters. Are there going to be lights to handle cars turning?
- Dedicated cycle lanes that cars can't stop in (like on 11 St SW) would be nice.
- A protected bike lane is warranted
- Easy access how cyclists would make left and right turns on this route.
- This will speed up and add a safer route to the south side of downtown.
- Prioritize cyclists to go through lights faster
- I typically avoid the area and take the existing bike path along the Bow River but a dedicated walking/cycling path to connect to the Bow River pathway would be a great improvement
- Unobstructed flow to bikepath system. Visibility.
- Please provide a AAA (all ages and abilities) connection between 12 Ave cycle track and the Bow River pathway. This will create a safe commuter travel route into Beltline from SW communities; and connect Shaganappi / Sunalta communities for people biking
- Bike crossing lights. Traffic calming measures as above. Ensure there are sufficient bike racks in neighbouring areas i.e. 10th Ave where Sunalta Comm. Association, 2 wheel view. Please refrain from placing racks close to street where easier to steal.
- Physical separation "AAA". Safe intersections. Guidance for all required turn movements. Improved CPR crossing. Robust pathway connection/associated pathway improvements. Access to/promo of business & amenities. Efficient; "green wave". Bike parking.
- making sure we can safely cross 10 Ave
- Lighting. Very excited to hear about the extension of the cycle track. A huge benefit & something I'll use often. I have friends that live in that area and biking at night is currently a bit sketchy.
- Fully-separated cycle tracks. Easier travel through intersections crossing 12/11/10 Aves. Separated signalization from cars. Easy travel once turning OFF the

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	<p>cycletracks (e.g N/S other than 19 St.). Protected intersections. Safe connection to MUP. SNIC</p> <ul style="list-style-type: none"> • A cycle track separated from cars. • Challenge getting across 10th Ave to the connection by the CPR tracks, high speed cars with limited room for bicycles. • I would be worried about crossing 10 Avenue. What will be done for bikes here? I would also be worried about being able to make the "right turn" from 12 Ave to 19 Street. Must be wide enough and well protected. • Bi-directional travel lane separated from motorized vehicles and good crossing locations which make getting to the pathway clear, easy and safe. • With the reduction in permeability to the lane under the LRT (businesses locking gates) - a safe route to connect to the Pumphouse is needed. • A safe and preferably barriered cycle path. • Same comments as for walkers. • Sightlines at this intersection are poor. Consider moving the crossing to 18th St. RFID becons for cyclists crossing are a MUST at both locations. • Keep the lanes straight. Also put signs with the rules and cameras to capture offenders. Also require bikes to have license plates
When driving?	<ul style="list-style-type: none"> • Narrow lanes to force slow driving. • Driving is easy and as people have learned the 30 km/h zone it has been more consistent and easy. • The traffic calming at the curve until 18th St. helps communicate this is a residential area. • The traffic calming at the curve until 18th St. helps communicate this is a residential area. • I don't drive here. • I drive down 12th, cars run the red light on 12th ave and 14th street SW a lot. Maybe ban right on reds and give them an advanced green • I drive down 11th or 12 sometimes from crowchild. But normally I bike from crowchild to memorial pathway and then come south on 11street • Big SUVs and trucks driving fast behind and beside me make this area very stressful. 30km / hr please • Clear lane markings and good sightlines consistent lower speed limit. • Reduce vehicle volumes. • Turning right from the Sunalta streets onto EB 12 Ave has very limited visibility due to parked cars and is more difficult than it should be. I often take 12 Ave from Crowchild SB to get home (live in Beltline)... don't slow it down too much, please :) • Fix the mess that is the current access to north bound Crowchild • Easy for drivers to understand we're cyclists are and can turn • Generally drive in EB in 9th and either continue EB or go NB by Mewata to 5th Ave EB. Don't foresee a problem with this track.

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	<ul style="list-style-type: none">• Clear delineation between bike and car areas• I think the existing driving infrastructure is missing a link to connect 12th Ave SW around 19th ST SW to Crowchild south. Currently you can only go north on Crowchild from this point.• 18 lanes in both directions. (Satire conmen)• Clearer sight lines to cross walks and intersection with bike lanes please.• I rarely drive here...try to use active modes of transportation.• Visibility of all road users. Road design promotes safe speeds. Good flow to minimize idling.• Smooth flow of traffic. Glad to hear about parking being taken away. Cars are often parked there poorly & they stop the flow of traffic when free flow lanes them become parking.• Slower speeds. Clear sightlines, especially at intersections. Obvious/bright/clear when and where to expect cyclists and pedestrians, especially at intersections.• Slow speeds• Driving is easy here (perhaps part of the problem). Cars often roll through stop signs, need signals and tighter curves to discourage speeding.• More interesting, narrower streets would be good to keep speeds down. Maybe some speed bumps or curb bulb outs.• Enough space to accommodate the regular ebb and flow of commuter traffic• Clearly defined lanes, posted speed limit signs.• Again, RFID at the crossing.• Keep the lanes straight. No swerving back and forth people don't realize it swerved or try to cut in when they realize their lane suddenly ends
When parking?	<ul style="list-style-type: none">• Last priority.• If possible, could we keep street parking between 19th and 17th on the north side as well - keeping a single lane of through traffic will communicate this is a residential area and discourage speeding.• I don't park here.• Parking is fine, lots of it.• I don't• More bike parking.• There isn't much parking at all so I avoid having any drive in the area and take Uber instead. You need to provide places for Uber and cabs to pick up, especially for handicapped• The current parking infrastructure is fine.• Unrestricted free parking (satire)• No concerns. Free street parking is a bonus, please take it away where needed for safe walking, biking and driving.

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<ul style="list-style-type: none"> • Never park here. Occasionally park on 10th Ave to access some businesses there. Always sufficient parking. • Parking reasonably close to amenities. • Clear spots. • I won't be parking here. • Lots of places to park • I do not park in Sunalta. • Sufficient availability based on current usage. • Keep the lanes straight. Do it once and do it all the same way - design 101
When taking transit?	<ul style="list-style-type: none"> • Bus stops. • NA • I use the c-train, some more security on the train would be nice • I don't • Priorities over driving. • Between construction and changing routes and schedules I have given up on transit for a while and have been using Uber. I used to use the 6, 7 and 17 • The current transit infrastructure is fine. • This shouldn't impact transit imo. More nearby greenery to look out onto? • Better lines of sight and crosswalks that make for safer walking improve access to bus stops at the same time. • Would like to see the transit station and surrounding area have some seating, interesting art, pop up vendors or other types of programming. Would like this at all CT stations. • Frequent and convenient buses that arrive and depart stops on schedule. • Safe, bright, cleared areas to wait for the bus. Consistent snow and ice clearance. • Make the walk to the transit station more inviting. It's sketchy now. • No / narrow sidewalks • I take the 90 through this area. Bus stops should be protected from fast-moving cars and should allow people to wait with dignity. • Retained ease of access
When using Mobility Assistive Devices? (i.e. wheelchair, mobility scooters)	<ul style="list-style-type: none"> • Make accessible for all, prioritizing people (including mobility impaired), over cars/parking. • NA • Crossing at rush hour w large suvs and pickups coming off and readying to access bow tr an crowdchild will be dangerous and feel unwelcome to mobility assisted people.. slow speed • Wider sidewalks.

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<ul style="list-style-type: none"> • A dedicated walking/cycling/wheelchair/scooter path to connect to the Bow River pathway would be a great improvement • Smooth Sidewalk ramps • Please do a curb cut audit. Curb cuts should not angle you into traffic at 45 degrees; they should face directly across the road being crossed. • N/A personally but friend in wheelchair and when travelling with him the sidewalks are always too narrow. • N/A on mobility devices, but consider the need for wide curb cuts for anyone pushing a stroller, etc. • No / narrow / poor condition sidewalks • I do not use these devices. • Ensure the sidewalk and paths are free of debris and loose pavement. Ensure that the transitions are effective and abundant.
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Open House Verbatim May 28, 2019.

Phase Three (Connection to the Bow River Pathway) of the project

What are the improvements that you would like us to consider when designing the street (16 Street S.W. to 19 Street. S.W.) to improve your experience, why?

Question:	Your answer:
When walking?	<ul style="list-style-type: none"> • Crossing points in particular making sure clear visibility for people wishing to cross. • Improve visibility for pedestrians at crosswalks.
When cycling?	<ul style="list-style-type: none"> • No need to extend bicycle path. Not beyond 14th street. I strongly oppose more bicycle lanes. Creates traffic problems. • Protection is key. Some form of separation is important especially given the volume of traffic on 12th. • Keep cycling facility on same side of road throughout. Make a safe crossing at 10th ave.

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

November 25, 2019

When driving?	<ul style="list-style-type: none"> • Few turning lanes to drive now. Two parking lanes and one bicycle lane. • Consistency of lane alignments, lanes between 6th street and 4th street can be confusing especially in winter. • Don't encourage 12th ave west of 14th as a commuter route. This is residential setting that is hampered by through traffic volume.
When parking?	<ul style="list-style-type: none"> • Lots of parking problems. There is limited space on rush hr traffic. no parking from 14th street to Safeway? • Availability in some streets is important. • Keep parking away from inersections to help cyclist visibility.
When taking transit?	<ul style="list-style-type: none"> • n/a • consider safety of intersections between cyclists and transit users at bus stops.
When using Mobility Assistive Devices? (i.e. wheelchair, mobility scooters)	No input collected.

Open House Verbatim June 4, 2019.

Phase Three (Connection to the Bow River Pathway) of the project

What are the improvements that you would like us to consider when designing the street (16 Street S.W. to 19 Street. S.W.) to improve your experience, why?

Question:	Your answer:
When walking?	<ul style="list-style-type: none"> - Safe transitions across 10th ave, well lit, slow speeds for cars, <u>not</u> 2 lanes for cars, coloured road.....<u>something</u> to slow drivers down. - Crossing 10th ave is unsafe- cars + trucks accelerating onto crowchild/bow + or coming off those are aggressive. - Traffic lights considering cyclists i.e. often there is advanced green turn (opposite) when there are no cars

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<p>turning left = this slows cyclists down and are waiting unnecessary</p> <ul style="list-style-type: none"> - Wide, well -lit sidewalks - Very industrial looking – personally, I prefer to walk along 13 ave or 14 ave = much prettier! - I rarely walk here - More visibility and highlight children cross where 12th turns into 19th going to/from Sunalta School. Wider sidewalks! - Traffic can be noisy - Wider sidewalks, longer green lights, less traffic. - The whole area relies on a lot of trust on behalf of drivers, which is much harder at night and rush hour. - n/a - can you get rid of the slip lane at 10 ave and 19 st? Put the cycle track on the roadway please! And have mode separation all the way to the pathway. - Access to the river pathway (more direct) the sidewalks are too narrow along 10th, 11th, 12th avenues/traffic calming to slow traffic flow. Better curbcuts. - None, dont walk in this area - A concern right now is 12th ave s.w. the wide corner before the crosswalk on 18th st s.w. as drivers tend to speed around and if not seeing flashing lights. - Wide even sidewalks-tree canopy. - Sidewalks on west side of 19st SW-difficult to connect to bus stops/neighbourhood from 10 ave and 19st corner. Controlled/light intersection @ 19 st, signalled crosswalk is <u>murder</u> no one stops. Turnoff from 10ave going west onto 19st is extremely dangerous for pedestrians. not well lit and drivers burn thru it.
When cycling?	<ul style="list-style-type: none"> - Transition/Crossing on 10th ave is likely to be dangerous due to high car traffic from crowhicl. Alos, no interruptions to continued cycling-no “walk your bike” here please. - Safe transition across 10th. Cycling get priority? do we have to dismount? - Sepeareted cycletrack - Bike lane- well defined and marked - I would use this connection to get to football games we as well as Bowness biek rides - Multi-use crossing to go N on 18th to go up hill. - Separated cycle track please! - Not on one way streeets. 10th ave would have been a better option.

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<ul style="list-style-type: none"> - I hope there is a beg button withj light for nighttime crossing at 10th. - Please create safer north-south from 12th to 10th especially connecting to sunalta station, add signalization on 11th and 10th to pause fast-moving traffic for us to cross. - Access from sunalta/scarborough side (18st)-clear path to opposite side on 12 - n/a - no bollards blocking access to the pathway! Can the pathway rail crossing be improved? - Direct connection to river pathway. Separated lane from traffic. put the cycle track on the roadway.get rid of bollards in pathway transitions - Easy connection from bike pathway.safer crossing CP rail.protected lane. - Separated bike lanes.lower car speed. - For both walking and cycling, if possible a grade separation for the cycle path and train crossing would be sublime. - Dedicated lane crossing 10 ave sw at a light-controlled intersection. Current pedestrian crossing is dangerous. Better paved connection from 10 ave to train track crossing. A bike lane going straight thru on 12th ave would <u>we awesome! we need way more bike racks on 19st blocks, most of us there bike.</u>
When driving?	<ul style="list-style-type: none"> - I don't think drivers in this situation need prioritizing. A lot of consideration needs to be placed on slowing drivers down as they come off Bow or Crowchild onto 10th. - Give bikes a clear path- think desire lines- so they don't wave around us. - Lower speed limit for safer streets - Get rid of parked cars! Roads should be for 1) cars, 2) cyclists, 3) pedestrians on the sidewalks - I rarely drive here - More stop/signs around intersections.greater visibility@stops intersections for pedestrians. - Let's drive less where possible 😊 - Would never drive here - Getting onto 12th ave could be easier. - Clear and ealry indication where to be for croschild N, Bow Trail W. - Can the lane widths be made consistent all the way along?

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PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<ul style="list-style-type: none"> - Convert 11th and 12th avenue back to 2-ways. - Clear direction and lanes - People tend to drive too close behind you when you are going the speed limit here - Straight lanes, repeating patterns. - I run a non-profit in 10 ave and 19st and the streets to get into our parking lot behind 2011 10 ave sw etc. is exceedingly difficult to navigate with all the one-way streets. alleys need to be paved as they'r used a lot to get around one way streets.
When parking?	<ul style="list-style-type: none"> - No - The city spends enough time focused on parking- 71.4% of the bullet points on the first 2 poster boards started with the word "parking" - Streets (12 Ave) are for driving, traffic flow + movement, not for parking (just my opinion!) - I never park here - Parking to protect the bike lanes - Charge more money 😊 - Would never park here - I live in the area, not a problem for me. - n/a - n/a - rarely park in this area - consistent parking patterns - there is a city-owned lot right beside 2011 10 ave s.w. that functions as parking but als a really dangerous way for cast to get fomr behind that complex onto 10 ave. curb not cut, bad visibilityfor oncoming traffic. formalizing it as exit is needed.
When taking transit?	<ul style="list-style-type: none"> - Safe crowswalks? Coloured rods? Single lane? To get people safely across Sunalta Stn. - Well-lit stops - Keep the pedestrian lights on 16th st when accessing the c-train - I don't use transit - Dedicated lanes where possible. - Don't use transit - It would be nice to have something that connects sunalta station to the cycle track. - All good. - n/a - rarely take transit

12 Avenue South Improvements

PHASE 3: Stakeholder Report Back: What we heard / what we did

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	<ul style="list-style-type: none">- bus stops at 11Ave and 19 street isn't connected to any sidewalks, have to walk on road to access. Difficult to reach in winter.
When using Mobility Assistive Devices? (i.e. wheelchair, mobility scooters)	<ul style="list-style-type: none">- Curb cuts. & same as above for safe transitions across the road.- These should be allowed on the cycletrack or have wide enough sidewalks for them if they choose to use the sidewalk- n/a to me!- Don't use a wheelchair but longer pedestrian signals and making sure construction projects ensure access (experience from when I had an injury)- Don't know.- Better sidewalk maintenance!- n/a- n/a- better curbcuts! Many curbcuts required that you unsafely swing into traffic to cross many streets.- n/a- The sidewalks along 10th ave terribly narrow and not regularly plowed, very difficult for those with mobility issues to reach end of 10 ave, especially on the north side. Crossing 10 ave at 19 street is difficult if you don't move fast. Corner onot 19st (200 block) is very difficult to navigate for wheelchair users.