

Calgary



City-wide Bikeways

11 Street S.E.
Corridor
Improvements

Public Input
Summary



11 Street S.E. Corridor Improvements Input Summary (Spring 2016)

PROJECT OVERVIEW

Currently, 11 Street S.E., between 46 Avenue S.E. and Heritage Drive S.E., is a three to four lane arterial road with bike lanes north of 64 Avenue S.E. and shared-use lanes throughout the rest of the corridor, with limited cyclist connectivity. It is served by four bus routes and has limited pedestrian facilities. The corridor has been identified for review to determine how The City can improve conditions. The review area is approximately three kilometres long.

Please note, the percentages presented in this summary are based on the number of respondents and are not a representative sample of the population.

ENGAGEMENT PROCESS



STAKEHOLDER MEETING #1

The City met with stakeholders on Wednesday, March 18, 2015 at Hotel Blackfoot to discuss the existing conditions on 11 Street S.E. and identify improvement areas. Approximately 14 people attended, including representatives and employees from area businesses such as Convergent Technologies, Standen’s Limited and Calgary Food Bank.

Meeting attendees heard a [presentation](#) about why the 11 Street S.E. corridor needs to be reviewed and improved, the existing conditions for all road users and some of the challenges and opportunities around the improvements. The project team and attendees discussed the possibilities for the corridor and identified concerns and potential solutions for improvements.

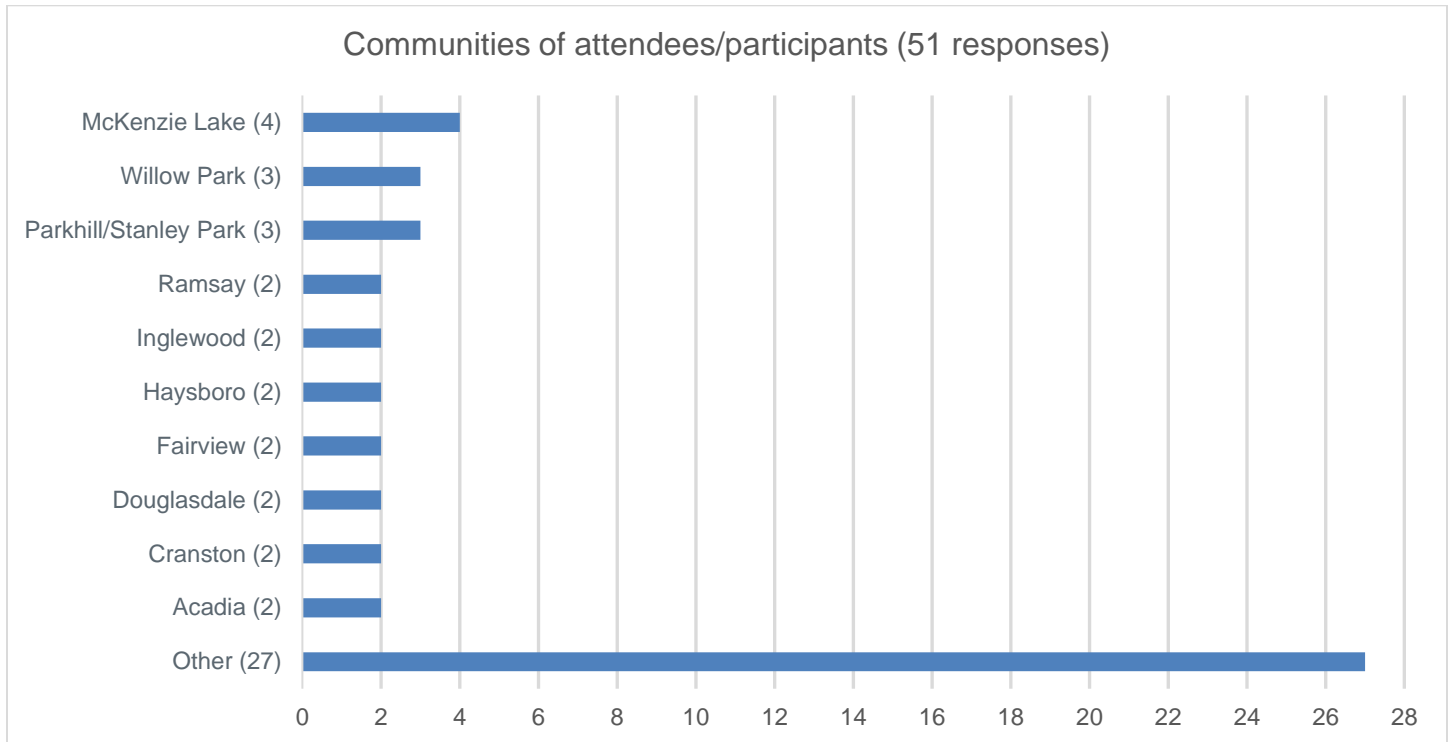
At the end of the meeting, stakeholders were asked to complete a feedback form and three forms were submitted. The presentation and a link to the online feedback form were sent to 114 stakeholders. An additional nine forms were completed online for a total of 12.

What we heard:

- Sidewalks are needed throughout 11 Street S.E.
- Congestion and pedestrian/cyclist safety are the top traffic issues
- Speeding is a concern
- Improve traffic operations
- Improve existing cycling facilities and connections

OPEN HOUSE AND ONLINE FEEDBACK

An open house was held on Tuesday, March 8, 2016 at Hotel Blackfoot from 5 – 8 p.m. More than 40 people attended and 18 feedback forms were collected. The feedback form was available online for one week after the open house and 53 additional forms were collected.



Other responses:

- 10 Street S.E.
- Bankview
- Bridgeland
- Canyon Meadows
- Dalhousie
- Deeridge
- Downtown
- Evergreen
- Killarney
- Lower Mount Royal
- Millrise
- Montgomery
- Mount Royal
- Ogden
- Okotoks
- Pineridge
- Radisson Heights
- Richmond
- Riverbend
- Shawnessey
- Silver Springs
- South
- Southwood
- Sunalta
- Sundance
- Tuscany
- West Hillhurst

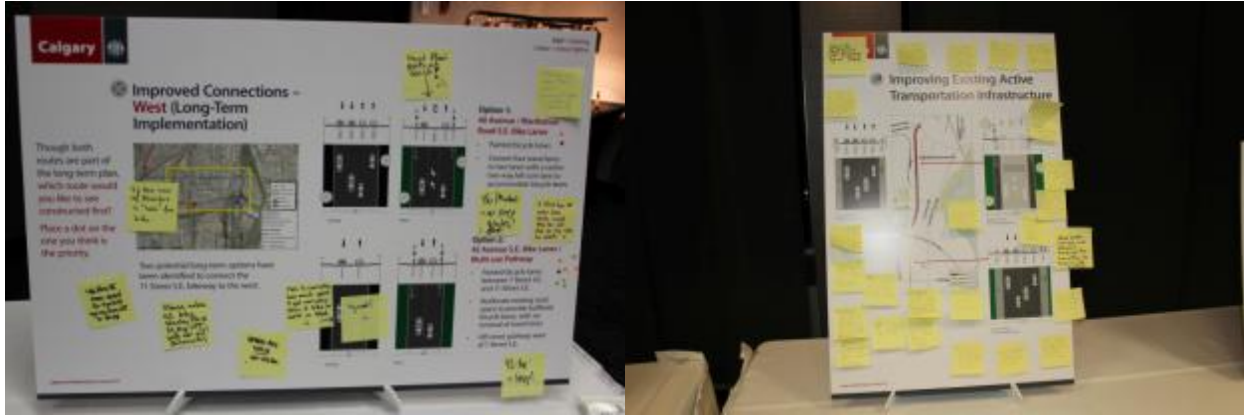


What we asked

Participants were asked to provide feedback about improvement options and long-term improvement priorities. This input will be used to select and refine the best options to improve the corridor.

Participants provided this feedback by:

- Completing feedback forms either in person or online
- Providing suggestions about how to improve connections on sticky notes and placing them on display boards
- Placing dots on display boards to indicate their preferred connections, options and priorities



Information boards with comments from open house participants

What we heard

- The majority of participants prefer a multi-use pathway on Ogden Road S.E. vs shared lanes on interior roads as the long-term north connection
- Although both long-term west connections are part of the long-term plan, participants prefer bike lanes or a multi-use pathway on 42 Avenue S.E. to be constructed first, before the construction of bike lanes / Manhattan Road S.E.
- Participants ranked the north connections as the highest priorities for long-term implementation
- The majority of participants would like to maintain the centre left turn lane on 11 Street S.E., rather than converting it into a southbound lane because it will reduce vehicle speeds and is safer
- Upgrading the pedestrian crossing with overhead flashers or installing a new signalized intersection control at 64 Avenue S.E. was ranked as the highest pedestrian improvement priority

Detailed feedback is provided in the remainder of the report and verbatim comments are available on page 20.

NEXT STEPS

Public input along with technical analysis and budget considerations will be used to select and refine the best options to improve the corridor. The City will report back to stakeholders when designs are finalized.

FEEDBACK FORM QUESTIONS AND RESPONSES

The results from feedback forms received at the open house and online are combined in the results following.

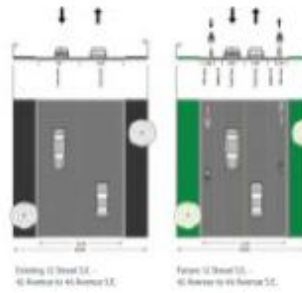


Improved Connections – North (Short-term Implementation)

Do you have ideas about how to improve this connection?
Use a sticky to make suggestions.

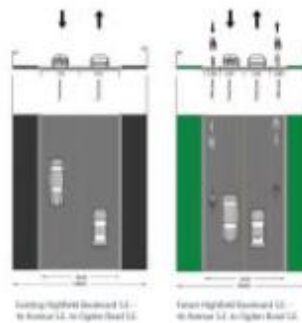


Bicycle network connections will be improved by extending bicycle facilities north on 12 Street S.E. and Highfield Boulevard S.E. to connect with Ogden Road and the planned Green Line LRT.



12 Street S.E. Buffered Bicycle Lanes

- Reallocate existing road space to provide buffered bicycle lanes from 42 Avenue to 46 Avenue S.E.
- No change to existing parking restrictions



Highfield Boulevard S.E. Bicycle Lanes

- Reallocate existing road space to provide painted bicycle lanes from 46 Avenue S.E. to Ogden Road S.E.
- No change to existing parking restrictions

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12 Street S.E.

Buffered bicycle lanes from 42 Avenue S.E. to 46 Avenue S.E.

Highfield Boulevard S.E.

Bicycle lanes from 46 Avenue S.E. to Ogden Road S.E.


This connection will be implemented when the roadway is due for re-paving.

Do you have ideas about how to improve this connection?

- Suggestions for bicycle facilities (22)
 - Separated/buffered bike lanes (10)
 - No bike lanes (7)
 - Not enough users (2)
 - Concerned about congestion (2)
 - Focus on transit
 - One/single bike lane (2)
 - Bike lanes (2)
 - Off-street bike/walk pathways
- Satisfied with connection (6)
- Ensure alignment with Green Line LRT (2)
- Choose an alternative route (7)
 - 42 Avenue near Macleod Trail and Highfield Boulevard (2)
 - Along CN rail line
 - 15 Street S.E. and 42 Avenue S.E.
 - 46 Avenue to Ogden Road
 - Heritage Meadows Way and 11 Street S.E.
 - By the Bow River pathway at Ogden Road to 15 Street S.E.
- No feedback (3)
- Add sidewalks (3)
- Route requires maintenance (2)
- Wayfinding/signage (2)

- At southbound 12 Street S.E. and 46 Avenue S.E.
- To make a safe left turn from Highfield Boulevard to 12 Avenue south
- Return to four-lane traffic (2)


Improved Connections – North (Long-term implementation)



BSW – Existing
Colour – Future Option

Improved Connections – North (Long-Term Implementation)

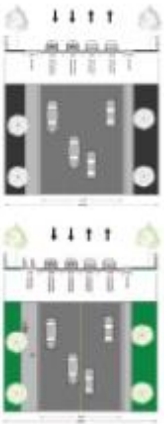
Which connection do you prefer?
Place a dot on the one you like best.



Potential connections to be integrated with Green Line LRT

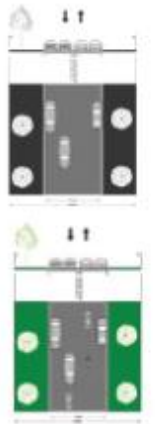
Three potential long-term options have been identified to connect the 11 Street S.E. bikeway to Ogden Road S.E. and the Bow River Pathway. These options will be considered for further review and implementation as part of the Green Line LRT planning and design process.

Option 1: Ogden Road S.E. Multi-use Pathway




- Most direct connection
- Physically separated off-street facility
- Shortest connection from the Bow River Pathway
- Highest cost
- Facility runs along a marsh route
- Several conflict points at driveways and intersections

Option 2: Bonnybrook Road / 34 Avenue S.E. Shared Lanes



- More direct connection for users from southeast of the Bow River
- Lower cost
- Less direct connection to the north
- Lower cost, but still requires a short segment of off-street pathway
- More circulation for users coming from north of Bow River Pathway

Option 3: 15a Street / 38 Avenue S.E. Shared Lanes



- Lowest cost
- Direct connection
- Extension of Highfield Boulevard S.E. bicycle lanes
- Unless proposed bike lane connection on 42 Avenue S.E. to the Bow River Pathway
- Slightly more indirect connection with several jogs
- No physical separation from traffic
- Intersection upgrades required at Ogden Road S.E.

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Which option do you prefer?	Feedback Forms	Dots on Maps	Total
Option 1 Ogden Road S.E. (multi-use pathway)	48	6	54
Option 2 Bonnybrook Road / 34 Avenue S.E. (shared lanes)	5	1	6
Option 3 15a Street / 34 Avenue S.E. (shared lanes)	11	1	12

- Additional dots placed:
 - 46 Avenue S.E. (3)
 - 42 Avenue S.E. (2)
 - Blackfoot Trail S.E. (1)
 - 15 Street S.E. (1)

Why do you prefer that option?

Option 1

- Safety (13)
- Better than other options (8)

- Includes pedestrian accommodation (7)
- Separation from vehicles (7)
- Most direct option (6)
- Provides connections/access (2)

Option 2

- Less traffic volume (3)
- Flat grades (1)
- Lower speed (1)
- Safer option (1)
- Provides connection to Ogden Road (1)
- Prefer separated bicycle lanes (1)


Option 3

- Provides more connections (3)
 - Connection to Bow River Pathway (1)
- Lower cost (3)
- Less traffic volume (2)
- Suggest alternative design (2)
 - Separated bicycle lanes (1)
 - No bike lanes (1)
- Will improvement 42 Avenue S.E. (1)

Additional connection drawn on map:




Improved Connections – East (Long-term implementation)



BBW - Existing
Calcar - Future

Improved Connections – East (Long-Term Implementation)

Do you have ideas about how to improve this connection? Use a sticky to make suggestions.



Highfield Crescent/46 Avenue S.E. / 15 Street S.E. has been identified as a proposed priority connection to the Bow River pathway system.

Highfield Crescent / 46 Avenue S.E. / 15 Street S.E.

- Requires widening road by paving shoulders to accommodate bicycle lanes
- Connection to 42 Avenue S.E. bicycle lanes and 15a Street S.E. shared use lanes (North Option 3)

42 Avenue S.E.

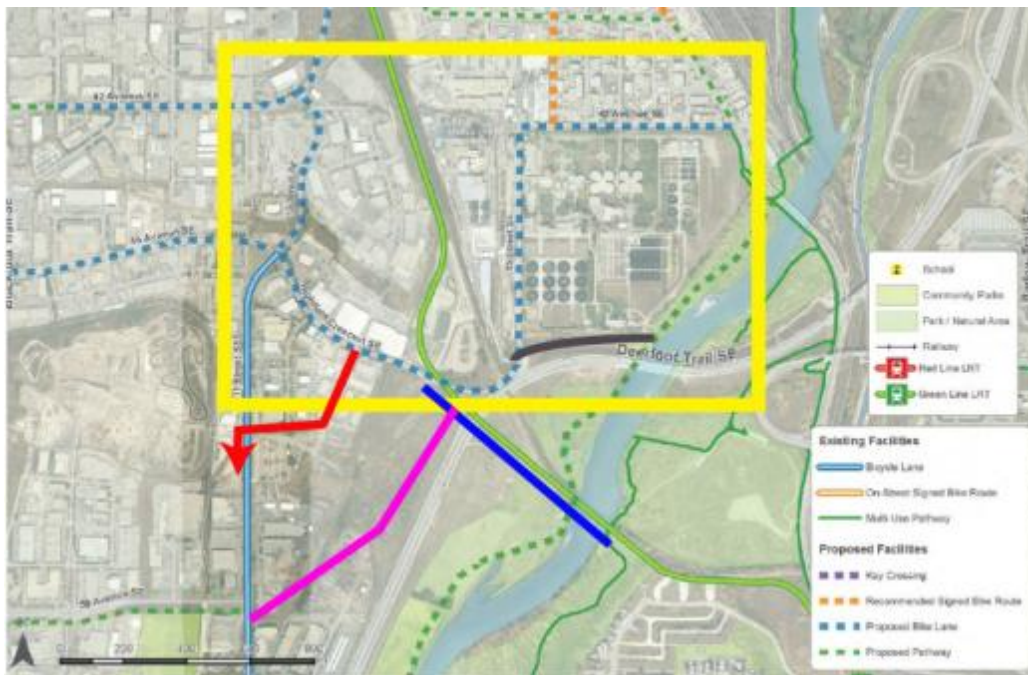
- Painted bicycle lanes between 7 Street S.E. and 11 Street S.E.
- Reallocate existing road space to provide buffered bicycle lanes, with no removal of travel lanes
- Off-street pathway west of 7 Street S.E.

calgary.ca/7466/projects/connected-2019

Do you have ideas about how to improve this connection?

- Design ideas (13)
 - Protected/buffered bike lanes (4)
 - No bike lanes (3)
 - Bicycle lanes (1)
 - Two-way cycle track (1)
 - Do not remove lanes of traffic (1)
 - Four-lane traffic and widen for buffered lanes (1)
 - Two southbound and one northbound lane (1)
 - Multi-use pathway (long-term) (1)
- No (7)
- Support (6)
- Connections (5)
 - Connect proposed path on west side of Bow River to proposed bike lane on 15 Street S.E. (2)
 - Pathway connection between Highfield Crescent and Bonnybrook bridge (1)
 - Follow river until Deerfoot Trail and connect to Highfield Crescent (1)
 - Southeast around treatment plant, into Bow Valley Pathway (1)
- Comments regarding 42 Avenue (3)
 - Make it a priority (1)
 - Match Highfield Crescent segment (buffer) (1)
 - Need bike box at westbound 42 Avenue S.E. (1)
- Comments regarding Highfield Crescent (3)
 - Agree with widening (2)
 - Road maintenance needed (1)
- Requires winter maintenance (2)
- Include pedestrian improvements (2)
- Concerned with smell from water treatment plant (2)

Additional connections drawn on map:





BBW = Existing
Colour = Future Option

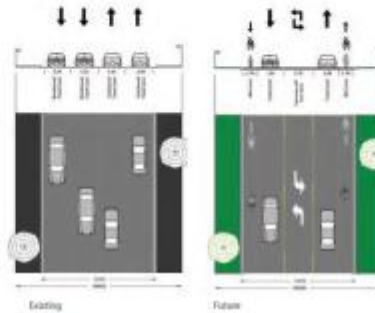
Improved Connections – West (Long-Term Implementation)

Though both routes are part of the long-term plan, which route would you like to see constructed first?

Place a dot on the one you think is the priority.

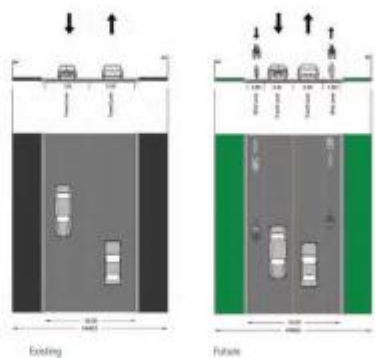


Two potential long-term options have been identified to connect the 11 Street S.E. bikeway to the west.



Option 1: 46 Avenue / Manhattan Road S.E. Bike Lanes

- Painted bicycle lanes
- Convert four travel lanes to two lanes with a centre two-way left turn lane to accommodate bicycle lanes



Option 2: 42 Avenue S.E. Bike Lanes / Multi-use Pathway

- Painted bicycle lanes between 7 Street S.E. and 11 Street S.E.
- Reallocate existing road space to provide buffered bicycle lanes, with no removal of travel lanes
- Off-street pathway west of 7 Street S.E.

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Though both routes are part of the long-term plan, which would you like to see constructed first?	Feedback Forms	Dots on Maps	Total
Option 1 46 Avenue / Manhattan Road S.E. (bike lanes)	23	4	27
Option 2 42 Avenue S.E. (bike lanes / multi-use pathway)	39	8	47
Neither option	3	-	3

Why did you select that option?

Option 1

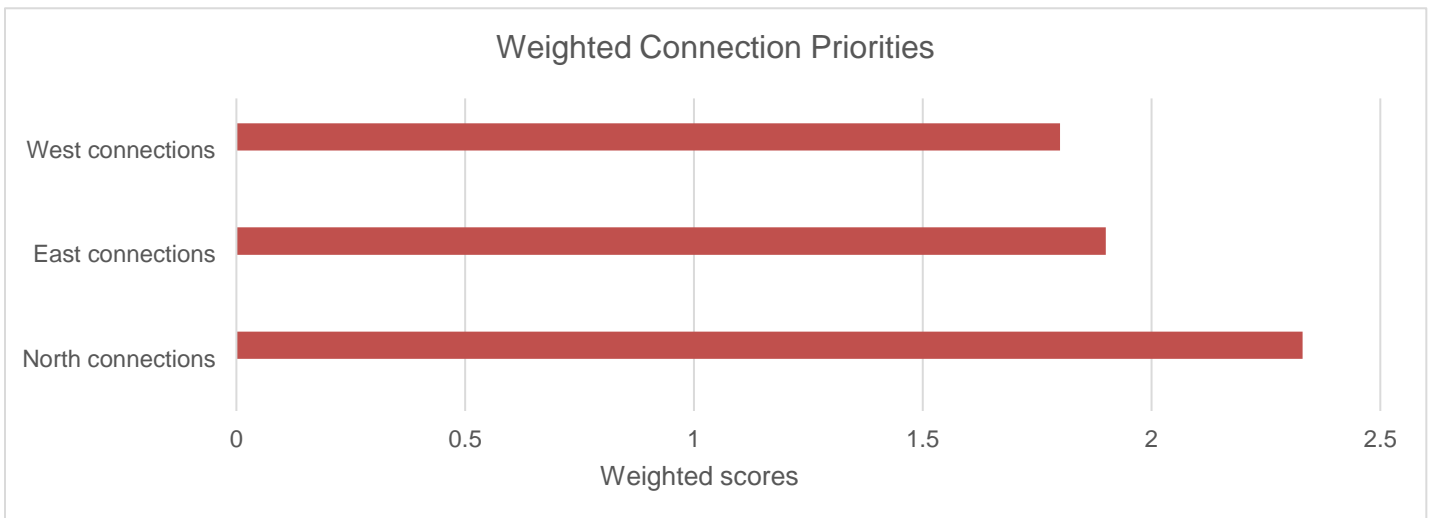
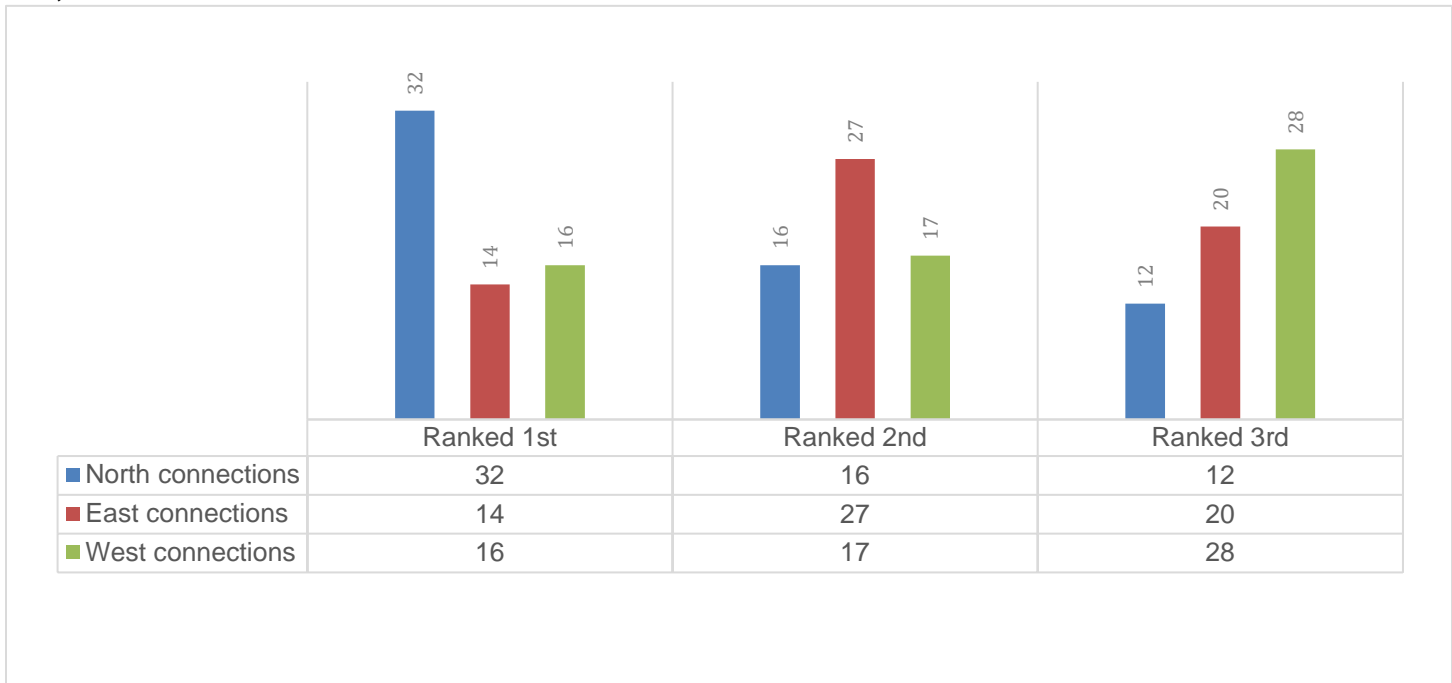
- Less hills (9)
- Less traffic (5)
- Safer (1)
- Wider lanes (1)
- Prefer over option 2 (1)

Option 2

- Safer (6)
- More direct route (5)
- Maintains vehicle travel lanes (4)
- Prefer multi-use option (4)
- Less conflict with vehicles (3)
- Access to LRT (2)
- Better connections (1)
- Access to 42 Avenue S.E. (1)
- Less pollution (1)

Long-Term Recommendations

Please rank the long-term recommendations in the order you would like to see them implemented, where 1 is first, 2 is second and 3 is third.



Improve Traffic Operations (Short-term Implementation)

Which option do you prefer?
Place a dot on the one you would like to see implemented.



Both options include optimizing and coordinating the traffic signal timing at the intersections listed below, resulting in modest reductions in travel times.

46 Avenue S.E. | 58 Avenue S.E. | 59 Avenue S.E. | 70 Avenue S.E. | Heritage Drive S.E.

Buffered bike lanes are also provided in both options, improving safety and comfort for people who bicycle.



Option A: Maintain centre left turn lane

- + Travel time savings of approximately five seconds in the AM peak direction and approximately 20-40 seconds in the PM peak direction
- + Slight reduction in delay and queues at key intersections such as 58 Avenue S.E. and Heritage Drive S.E.
- + Improve pedestrian/cyclist safety and comfort by increasing separation from cars
- + Does not encourage more speeding (data shows most drivers are traveling above the speed limit most of the day)
- + Narrowed dedicated left turns maintain access to properties and cross streets
- + Buffered bicycle lanes can be maintained through the 58 Avenue S.E. intersection
- Modest changes to overall traffic operations

Option B: Convert centre left turn lane into a southbound lane



- + Travel time savings of about 20 seconds in the AM peak direction and about 10 minutes in the PM peak direction
- + Reduced delay and queues at key intersections such as 58 Avenue S.E. and Heritage Drive S.E.
- May encourage more speeding (data shows most drivers are traveling above the speed limit most of the day)
- Increased speeding will decrease comfort for people who walk and bicycle
- Lack of dedicated turn lanes may present access issues
- Southbound left turns require crossing two lanes of traffic and may lead to queuing
- Increased potential for multiple threat and pedestrian collisions
- Additional cost of off-street northbound bicycle lane at 58 Avenue S.E.
- Narrowed, less comfortable southbound bicycle lane at 58 Avenue S.E.

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Improve Traffic Operations (Short-term implementation, planned within 2-3 years)

Why do you prefer that option?

Option A

- Reduced vehicle speeds (12)
- Safer (8)
- Better for left hand turns (6)
- Less disruptive (3)
- Lower cost (2)
- Maintain buffer (2)
- Suggest lane reversal (2)
- Improve bus stops (1)
- Extra lane is not needed (1)
- Better option for pedestrians (1)

Option B

- Reduces traffic congestion (5)
- Prefer to have additional traffic lane (3)
- Keep bikes off the road (1)
- Remove lights at 68 Avenue S.E. and no left turns (1)
- Make 64 Avenue S.E. intersection safer (1)
- Pedestrian crossing at 50 Avenue S.E. (1)

Which option do you prefer?	Feedback Forms	Dots on Maps	Total
Option A Maintain centre left turn lane	46	13	59
Option B Convert centre left turn lane into a southbound lane	18	1	19
Neither option	7	-	7

Improve Existing Active Transportation Infrastructure

<p><i>Short-term implementation</i></p> <p>A 0.5 metre buffer will be added to the bicycle lanes from 46 Avenue S.E. to 64 Avenue S.E.</p>	<p><i>Long-term implementation</i></p> <p>A multi-use pathway will be added to 11 Street S.E. from 64 Avenue S.E. to Heritage Drive S.E.</p>
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Bicycle Improvements



Please provide comments on the short- and long-term bicycle improvements.

Short-term comments

- Like the buffer (4)
- Safest option (2)
- No buffer (1)
- Slows traffic (1)
- Add flex poles (1)
- Road improvements needed (1)

Long-term comments

- Like the multi-use pathway (7)
- Need a better connection to Heritage Drive (5)

- Separate bikes and pedestrians (2)
- Concerns about crossing driveways/roads (2)
- Make this short-term plan (1)
- Safest option (1)

Other comments

- Don't support either options (8)
- Neither (3)
- Implement ASAP (2)
- Prefer two-way cycle track (2)
- Not enough users (2)
- Need connection at Deerfoot Meadows (2)
- Consider those with mobility issues (1)
- Focus more on pedestrians (1)
- Lane reversal at 11 Street S.E. after Glenmore Trail bridge (1)
- Need lights at 64 Avenue S.E. (1)

Pedestrian Improvements



Pedestrian Improvement Priorities

Six potential pedestrian improvements have been identified. Funding is limited and the cost of the proposed improvements varies. Some of these potential pedestrian improvements may be implemented in the short-term as funding becomes available.

Place a dot on the pedestrian improvement that you think is most important.



Locations of dots placed on maps at open house					
Improvement A	Improvement B	Improvement C	Improvement D	Improvement E	Improvement F
2	3	0	1	8	1

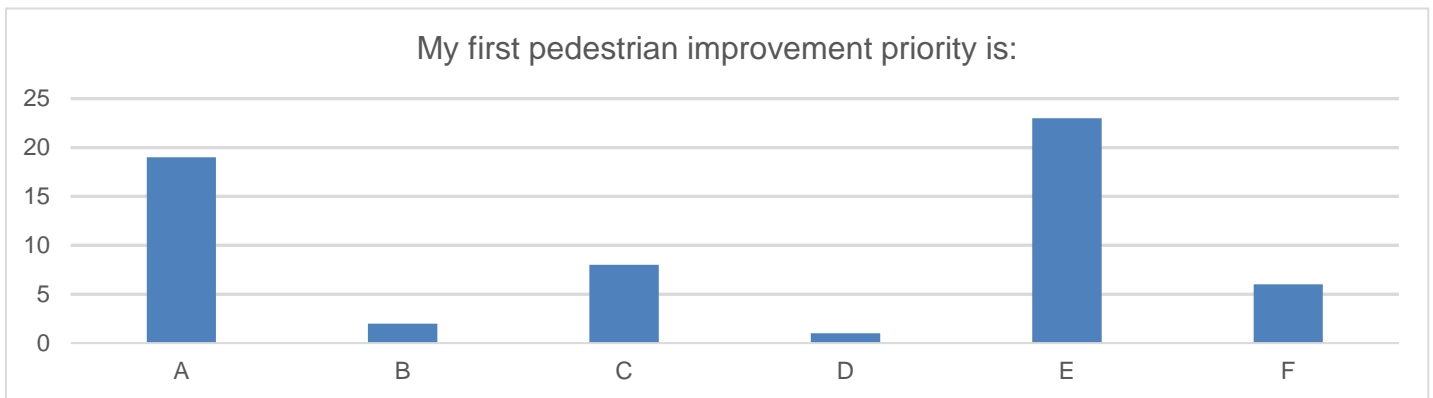
In the long-term, The City aims to implement sidewalks along the entire corridor. At this time, funding is limited and the cost of the proposed improvements varies. Six potential pedestrian improvements have been identified and will be implemented as funding becomes available. Please prioritize the three improvements that are most important to you:

Responses collected from feedback form and online survey:

Please prioritize the three improvements that are most important to you:

My first pedestrian improvement priority is:

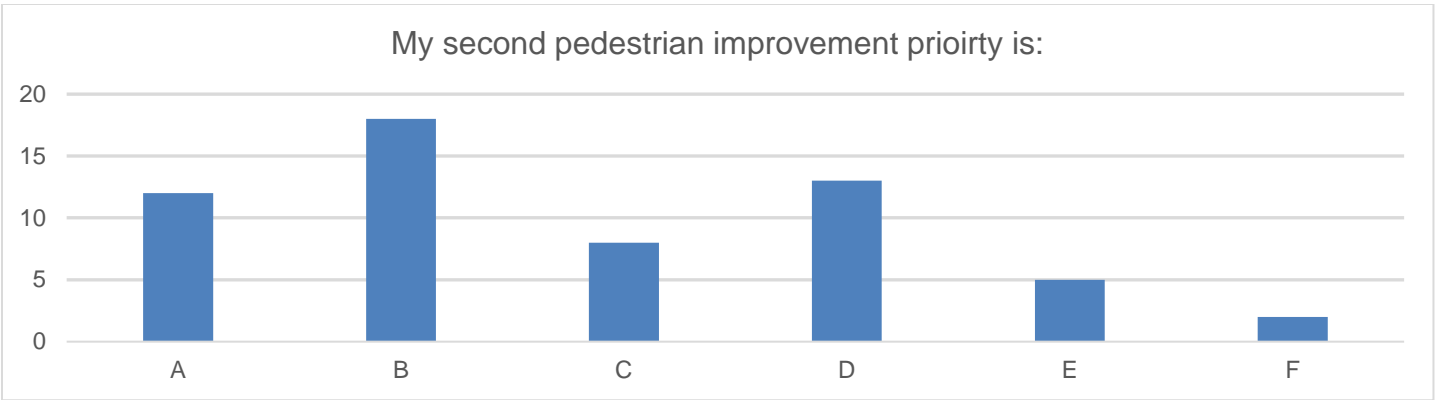
- A) New sidewalk connections to bus stops at 58 Avenue S.E.
- B) New sidewalk connections to bus stops at 59 Avenue S.E.
- C) New pedestrian crossing with overhead flashers (subject to hourly pedestrian volumes)
- D) New sidewalk connection to bus stops at 64 Avenue S.E.
- E) Upgrade pedestrian crossing with overhead flashers or install new signalized intersection control at 64 Avenue S.E.
- F) New sidewalk connections to bus stops at 70 Avenue S.E.



Please prioritize the three improvements that are most important to you:

My second pedestrian improvement priority is:

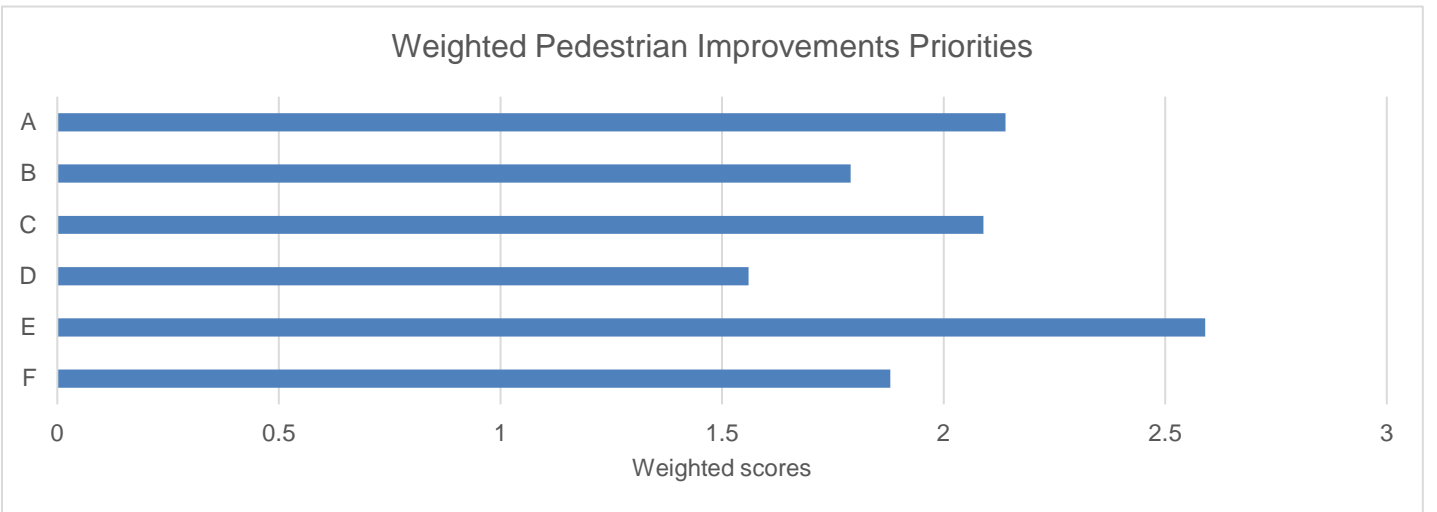
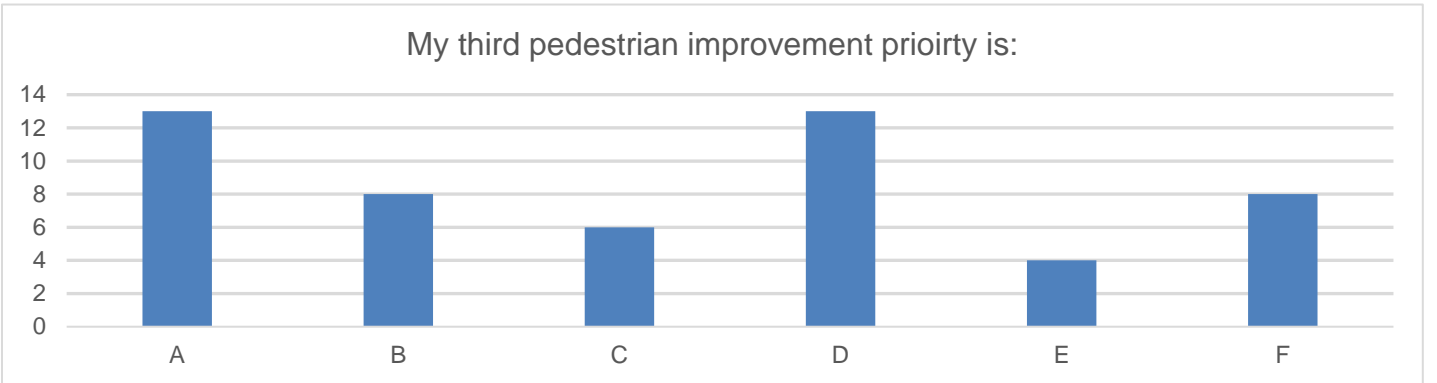
- A) New sidewalk connections to bus stops at 58 Avenue S.E.
- B) New sidewalk connections to bus stops at 59 Avenue S.E.
- C) New pedestrian crossing with overhead flashers (subject to hourly pedestrian volumes)
- D) New sidewalk connection to bus stops at 64 Avenue S.E.
- E) Upgrade pedestrian crossing with overhead flashers or install new signalized intersection control at 64 Avenue S.E.
- F) New sidewalk connections to bus stops at 70 Avenue S.E.



Please prioritize the three improvements that are most important to you:

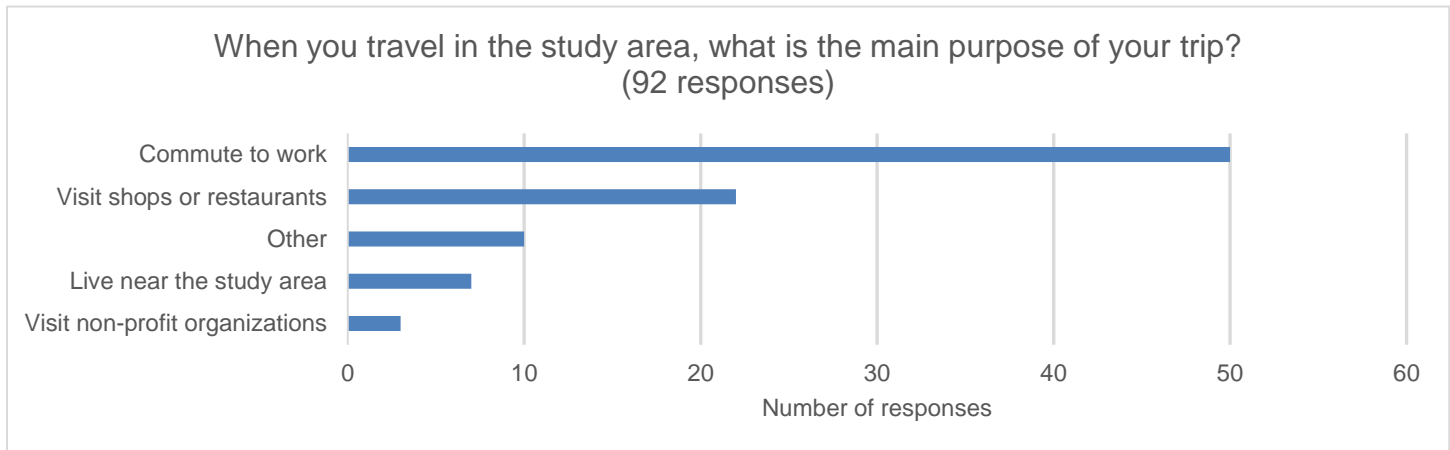
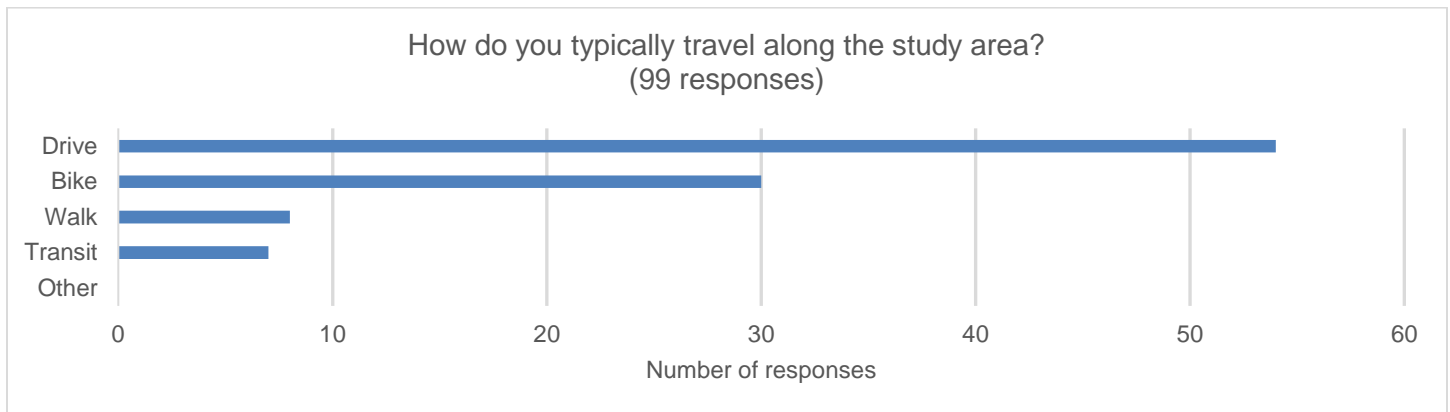
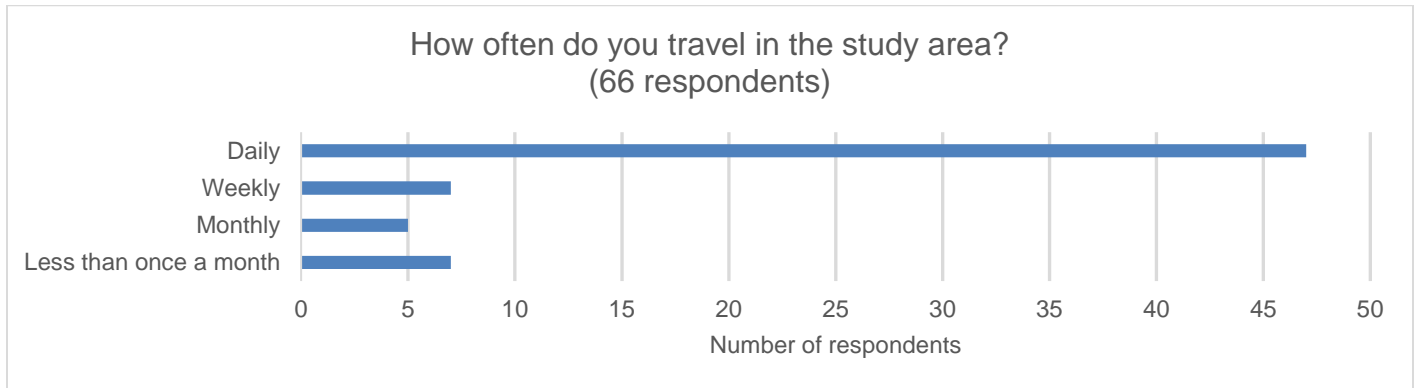
My third pedestrian improvement priority is:

- A) New sidewalk connections to bus stops at 58 Avenue S.E.
- B) New sidewalk connections to bus stops at 59 Avenue S.E.
- C) New pedestrian crossing with overhead flashers (subject to hourly pedestrian volumes)
- D) New sidewalk connection to bus stops at 64 Avenue S.E.
- E) Upgrade pedestrian crossing with overhead flashers or install new signalized intersection control at 64 Avenue S.E.
- F) New sidewalk connections to bus stops at 70 Avenue S.E.



Road Use & Demographics

Respondents were asked demographic and road use questions to help the project team better understand and analyze the input received. Respondents could select more than one answer.



Please specify:

Commute to work:

- 64 Avenue S.E. (5)
- 42 Avenue S.E. (4)
- 12 Street S.E. (4)
- ISL (3)
- Mark's Work Wearhouse (3)
- 59 Avenue S.E. (2)
- Waterline Resources (2)

Visit non-profit organizations:

- Marker Faire (2)
- Calgary Food Bank

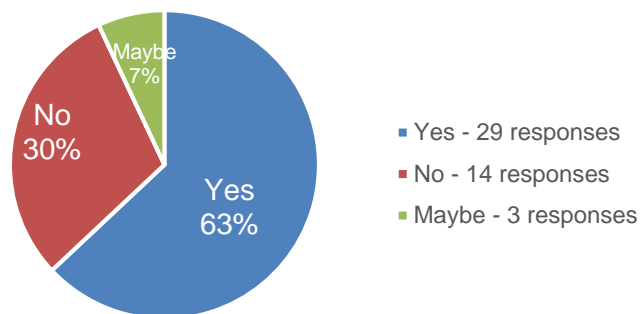
Visit shops or restaurants:

- Holy Smoke BBQ
- DJ's Market
- Ikea

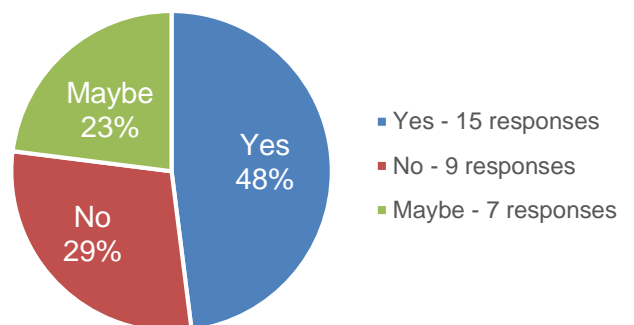
Other

- Businesses in the area (2)
- Walks at lunch
- Shopping
- Bonnybrook Waste Water Treatment Plant
- Bike through on way south

If you currently bike in the study area, would improved connections and bicycle facilities encourage you to bike in the area more often?
(46 responses)



If you do not currently bike in the study area, would improved connections and bicycle facilities encourage you to bike in the area?
(31 responses)

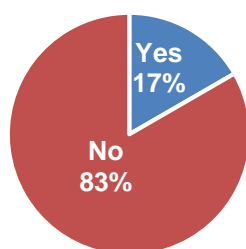


Open House Evaluation

Respondents were asked about the quality of materials to identify improvements and information gaps.

The following two questions were only asked online.

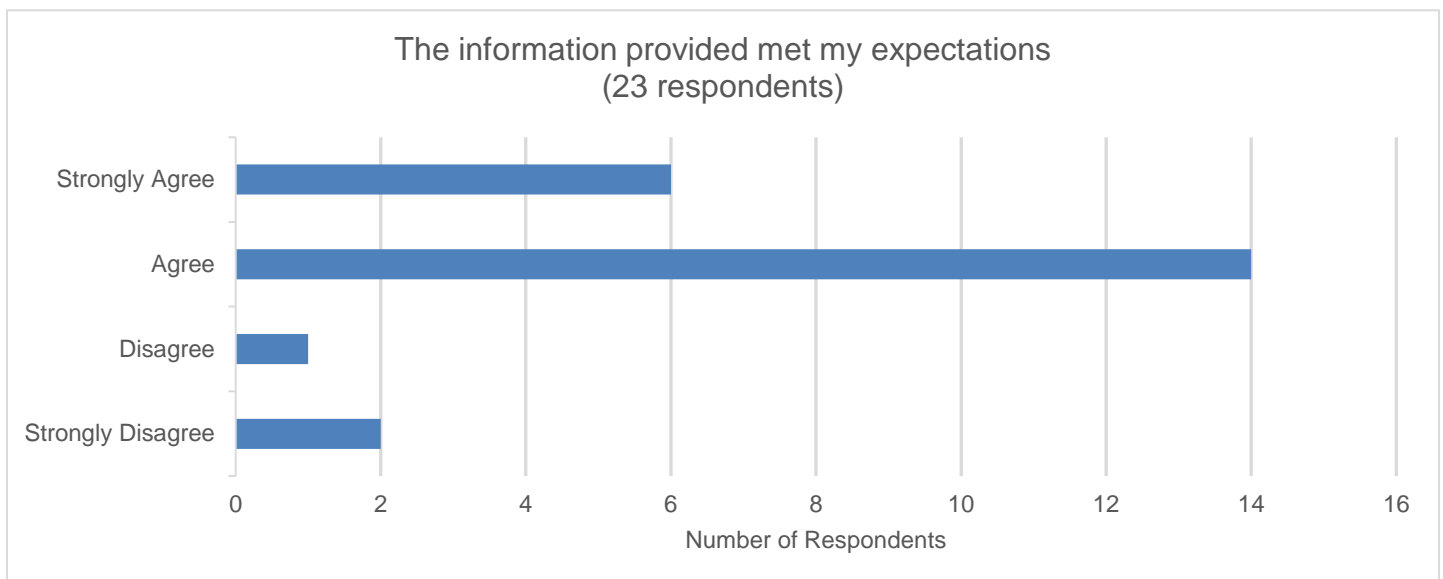
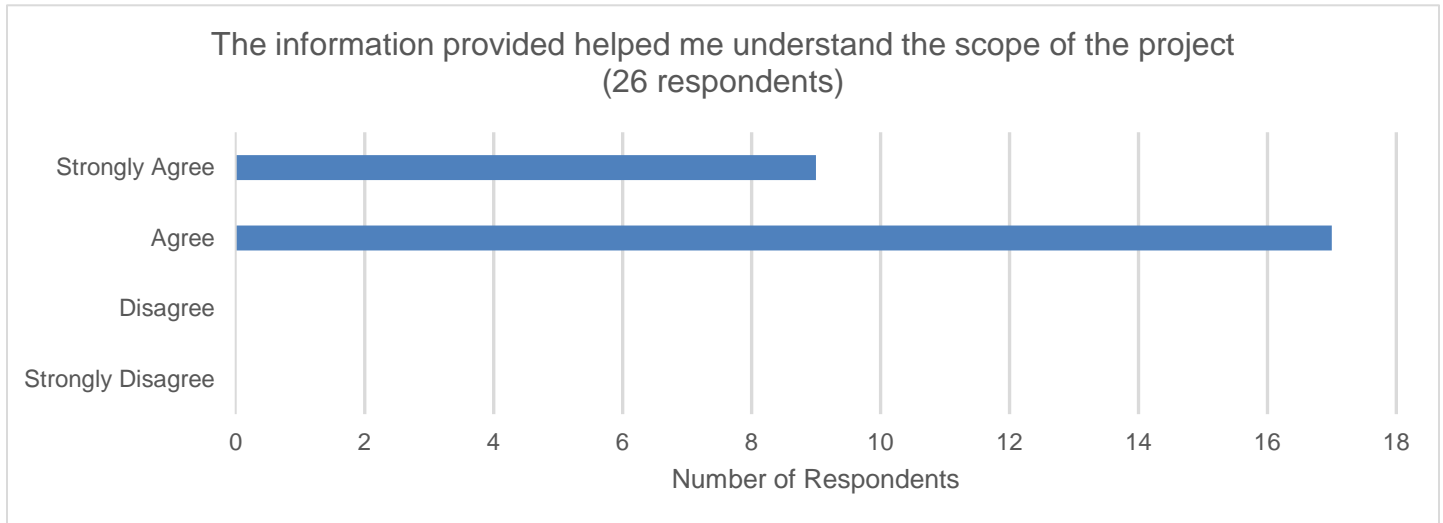
Did you attend the open house on Tuesday, March 8, 2016?
(48 respondents)



Please help us better understand the feedback we receive by telling us which community you live in:

- McKenzie Lake (4)
- Cranston (2)
- Douglasdale (2)
- Fairview (2)
- Haysboro (2)
- Inglewood (2)
- Park Hill (2)
- Ramsay (2)
- Other (26)

Please select your level of agreement with the following statements:



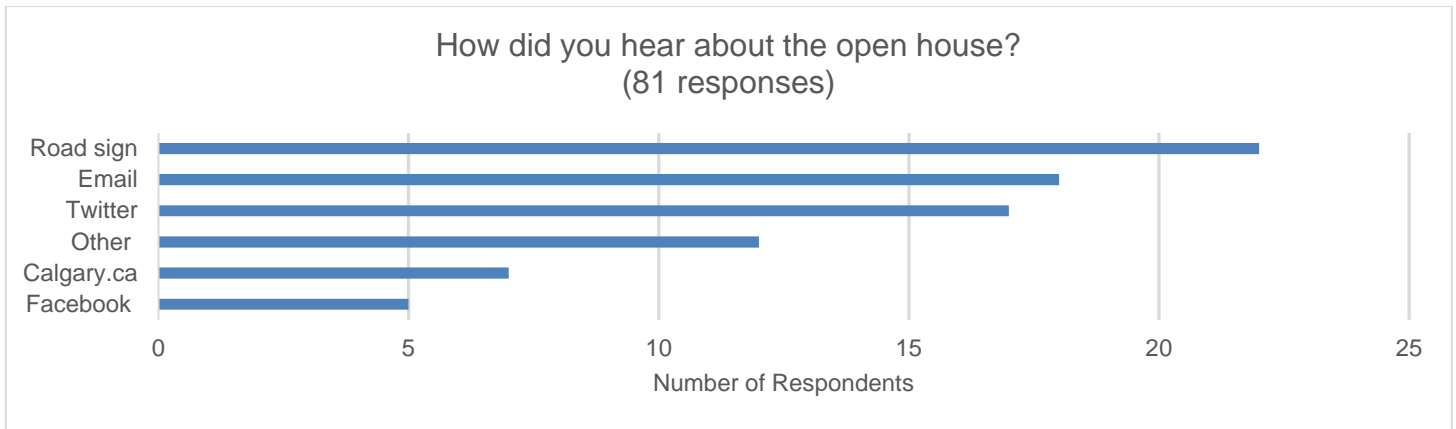
Is there other information that would have been valuable?

- No (7)
- Design (6)
 - Prefer four lanes of traffic (2)
 - Prefer two-way cycle track
 - Longer turning lane westbound Heritage Drive
 - Longer lights at 59 Avenue
 - Lights needed at 64 Avenue S.E.
- Additional information available at open house (5)
 - Better open house advertising needed
 - Would like a presentation at the open house
 - More detailed pedestrian improvement plans at open house

- Better maps at open house
- Information missing from first engagement session
- South connections (3)
- Pedestrian improvements needed (3)
- Pedestrian lights needed (3)
 - 60 Street S.E.
 - 64 Street S.E.
 - 12 Street S.E.
- Data (4)
 - More information on bicycle usage (2)
 - Traffic study information
 - Median and variance values
- Information on funding/cost (2)
- Long-term south solutions (2)
- Winter maintenance
- Options for bus lanes
- Improvements for bus stops
- Improving traffic flow
- Bike parking facilities at 39 Avenue LRT
- South LRT multi-use pathway
- Satisfied with online information
- Not satisfied with engagement process

Additional comments about the open house:

- Additional comments about 11 Street S.E. (19)
 - Design (5)
 - Dual turn lane west on 46 Avenue for southbound turn onto Blackfoot needed
 - Divert bike path west on 65 Avenue, under Glenmore on rail track, build path down Railway Street, connect with Heritage bike path
 - Congestion at 64 Avenue onto 11 Street due to one turning lane
 - Two-lane reversals for peak times between Heritage Drive and 42 Avenue
 - More vehicle lanes needed
 - Sidewalks needed (3)
 - Safety issues (2)
 - 11 Street at 59 Avenue S.E.
 - Crosswalk at 64 Avenue S.E.
- Engagement (2)
- Good work
- Thank you
 - Happy with engagement process
 - Disappointed in engagement
- Good staff
- Option presentation and legends were hard to follow
- Shorter feedback forms

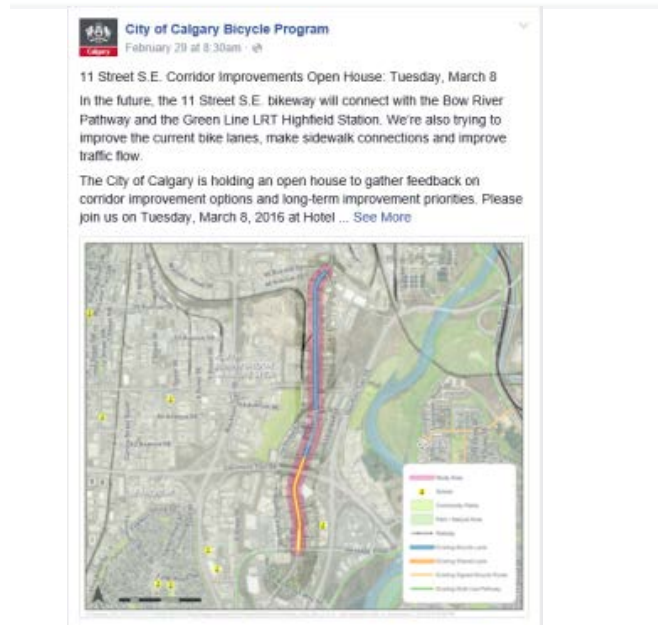
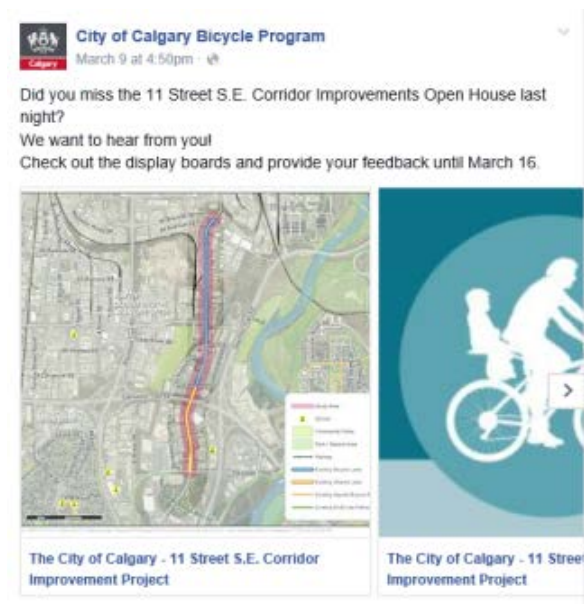
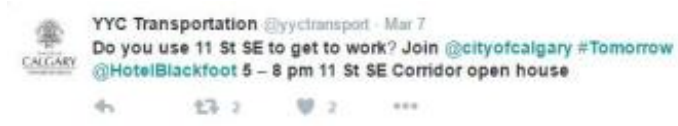
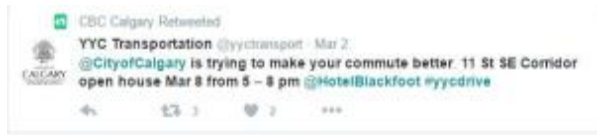


Those who heard about the open house in *other* ways stated: colleague/office (6), Bike Calgary (2), friend (2) and word of mouth (1).

Open House Advertising

The open house was advertised in the following ways:

- Email invitations were sent to 292 subscribers on February 22, 2016 and a reminder email was sent on March 4, 2016
- Three road signs along 11 Street S.E. advertised the open house from March 1-8, 2016 and the online survey from March 9-15, 2016
- Information about the open house and online survey was available on The City of Calgary engage! portal
- Two posts on The City of Calgary Bicycle Program Facebook page
- Seven tweets from @yyctransport prior to the open house, advertising the event
- Four tweets from @ycctransport after the open house, directing people to the online survey



Verbatim comments

Improved Connections – North (Short-term implementation, planned within 2-3 years)

Bicycle network connections will be improved by extending the existing bicycle facilities on 11 Street S.E., north on 12 Street S.E. and Highfield Boulevard S.E. to connect with Ogden Road and the future Highfield LRT Station.

12 Street S.E. Buffered bicycle lanes from 42 Avenue to 46 Avenue S.E.	Highfield Boulevard S.E. Bicycle lanes from 46 Avenue S.E. to Ogden Road S.E.
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Open House Feedback Form

Do you have ideas about how to improve this connection?

I would be travelling from south of Heritage Dr. north so this wouldn't help me
Looks good, make sure it aligns with implementation of Green Line
Definitely require buffered bike lanes up both hills, not as much a priority downhill, but SNIC and gravel are issues.
Barriers to bike commuting are 42 Avenue near Macleod and Highfield. More important than enhancing 11 Street. I continue to bike but these barriers prevent many of my co-workers from biking.
Bike lanes if possible on 15 Street and 42 Avenue
Good idea adding bike lanes - the road is a weird width, lanes way to wide
Grades steeper, but good connection.
4 Lane traffic
Physically separate lanes if it is to be effective and wayfinding is also an issue
I prefer bike lanes from 46 Avenue to Ogden
Buffered/separated bicycle lanes are preferred

Stickies on Information Boards

Do you have ideas about how to improve this connection? Use a sticky to make suggestions.

Mission Road to 39 Ave to 42 Ave is a logical route to and from downtown. Need to connect west!
There should be a bike lane/path that connects the bow river path by Ogden road to/on 15 Street S.E. to Highfield Crescer to 11 Street toward Deerfoot Meadows.

Online Feedback Form

Do you have ideas about how to improve this connection?

Gave feedback at open house
Bike lanes separated with bollards or concrete from car traffic to increase safety for all users
Sidewalks are necessary. Can't be walking in the snow and standing in a snowbank waiting for the bus. I would also LOVE it there were some posts or barrier between the cars and the bike lane. I cycle year round and the bike lane is either full of snow, full of gravel, or has cars in and out of it.
Please ensure that whatever goes forward at least includes a buffer and preferably also plastic posts or some other vertical feature. I strongly support extending this cycling facility to connect to the Green Line.
nothing, but in agreement that sidewalks are much needed
By providing independent cycle counts the public can decide if this is feasible as at this point to impact to motorists, increased pollution to long lines of idling vehicles makes this questionable at best. The videos and photos have documented this clearly...
Off-street bike/walk pathways
One single bike lane for bikes to go both ways on. I have worked here for 23 years and the only bikes I see are ridden by bottle pickers. You guys are focusing too much on bikes. This is an out of the way area that most people have to drive to.
Not so much in this section but the area between Heritage Drive and Heritage Meadows Way is the biggest problem area in my bicycle commute. The existing bow river bike pathway ends at 11th & Heritage Mead Way. There is 1 block

from this location to the existing bike lane that is the most dangerous. The sidewalk alternative is always busy with the bus stop.
No.
Yes don't do it! The amount of bike traffic on 11st now is so small if any but the lost car lanes slows traffic cause more pollution!
These are pretty steep hills - downhill speed could be an issue if the road surface isn't improved and kept clear.
Key in my mind is space away from vehicles. Buffering is very important. Also, making sure turning left from Highfield Blvd to 12 ave se going in a southerly direction is safe and simple.
Physical separation from the cars and bikes is needed, the whole bike lane should also be painted green or other to show it is different
The more separated and protected the bike lanes the better!
no
Save any allocated short term money for improvements to bus shelters and/or pedestrian connections. There are two few bicycles to justify any cost and there are MANY transit riders that DO justify the increased services.
Painted and buffered bicycle lanes very positive step. Possibly construct sidewalk if none exists.
Remove the bike entirely. Until bike riders obey the rules of the road they should NOT be allowed to make a mess of busy vehicle corridors. They are a menace to both driver pedestrians alike.
No bikes. More room for cars. Add more car lanes. We need more car lanes.
12th St. is steep, winding and dangerous for cyclists especially cold rainy or winter days, when there is sleet on the roads. It's frustrating that people are treating the single lane as a double lane already. If that's the case then 2 lanes going southbound should be created. I've seen one car drive on the opposite lane to turn left to bypass a bus turning left too!!! Another incident was when the driver behind me try to bypass me and a driver in front (trying to turn left) so he can pass and cross 46 Ave. It's a single lane right now but the road is wide enough for to think it's 2 lanes to pass!!!
Install proper signage allowing for left turn and right turn/straight thru at southbound 12th at 46th
Return to four lane traffic and put in a sidewalk in wide enough for pedestrians and cyclist.
The bike lanes are a colossal waste of taxpayer money, it's barely used and when driving to work I may see 71 bikes all year.
I would suggest only one bike lane and 2 southbound lanes. I have worked in this area for the past 40 years and only rarely see pedestrians and bicycles on 11 street but since the bike lanes were installed, the traffic southbound has been a nightmare between 3:30 and 5:30.
since implantation very few bicycles ever us this route yet traffic has been concentrated into two very busy lanes
add bike lanes
Why are bike lanes so important when there is so little use of them. There are far more cars!
Looks good. Should improve utility of 11 St bicycle lanes.
Looks ok
Rather than further disrupt vehicle flow with bicycle lanes, run a paved path down the former CN rail line. As an owner of part of that rail line, I would be happy to communicate with the other land owners to explore this option.

Improved Connections – North (Long-term implementation)

Three potential long-term options have been identified to connect the 11 Street S.E. bikeway to Ogden Road S.E. and the Bow River pathway. These options will be considered for further review and implementation as part of the Green Line LRT planning and design process.

Option 1 Ogden Road S.E. Multi-Use Pathway	Option 2 Bonnybrook Road / 34 Avenue S.E. Shared Lanes	Option 3 15a Street / 34 Avenue S.E. Shared Lanes
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Which option do you prefer? Option 1 Option 2 Option 3

Open House Feedback Form

Why do you prefer that option?

1	I can more easily access Ogden Road from Riverbend than the other option. I would like to see some options connecting the pathway already in existence through Deerfoot Meadows to 11 Street north of Heritage Drive.
1	Use a cut-across pathway along the south and east sides of Bonnybrook WWTP to connect more directly and avoid any on-road conflicts
1	Most direct - would rather see this on road as there are large stretches that do not offer easy crossings
3	More connection
3	This option will offer some improvements to 42 Avenue at the end of the current (Bow River) pathway
1	Most direct connection to pathway
1	Either one or two is fine. 3 involves extra turns, harder for wayfinding
2	Flat grades, low traffic
1	Multi-use is more attractive to users
1	Most direct - also the main business corridor. Most business
3	It is quicker but needs separate lanes for bikes
1	Less vehicle/bike interaction

Online Feedback Form

Why do you prefer that option?

1	Gave feedback at open house
1	The bike lanes look to be more safe than the other options.
2	Having cycled 1 and 2. 1 is just too dangerous now unless you are on the sidewalks which is illegal. Option 2 is quieter and connects to Ogden Road where I need to go.
1	I ONLY prefer it due to the fact that there is no 'shared' car a bike space. This NEVER works out in favor of the cyclist. However, you need to recognize that Option 1 has a big hill, which cyclists often try and avoid. For that reason, I would look further at option 2 but integrate isolated and dedicated cycle tracks.
2	I like the idea of having a slower speed, lower vehicle volume alternative to Ogden Road. Would however like to see any kind of shared proposal either complemented with traffic calming/access restrictions (to ensure volume and speed stay low) and/or protected facilities (buffers, plastic posts).
1	seems to be the most logical
1	As shared roadways with heavy truck traffic will just ensure injuries, we will grow and with that will come more vehicles not bikes, as this is an industrial area not recreational...
1	separated and direct connection
1	it provides a walking path as well
1	Sharrows do not constitute cycling infrastructure, so Option 2 & 3 are out. MU paths are not ideal either. How about an additional sidewalk right beside the path to separate modes - sidewalk and bike path
1	NO real preference but it seems to have most coverage.
2	Dislike Option 1 because of heavy truck traffic and safer then Option 3 for pedestrians, especially those with mobility problems.
1	Less traffic flow problems also less pollution.
1	Easiest for navigation, feels safest and most direct - Option 3 also not bad but feels exposed to more intersections - potential conflicts.
3	I already enjoy using 42 ave (past the water treatment plant) as a connector to the Bow River pathway. I find it to be safe, even when there are vehicles around.
1	A multi use path is great because it can offer other users like dog walkers and lunch time runners a place to excursive. This will also probably have no media getting mad, it is by far the safest of all 3 options. Option #1 is the best by far
1	physically separated
1	sharrows aren't effective at encouraging drivers to share the road
1	safest, longer term vision, most efficient timewise.

1	Most direct w/separation from traffic; safer for family riding (kids <10)
1	Will be used the most and safest option. Shared lanes don't work and won't encourage more to ride.
1	I am in favour of an option that increases safety and facilities for PEDESTRIANS and TRANSIT users but only after upgrades have been done for 11th Street from 58th to Heritage for PEDESTRIANS FIRST. I do not take the bus but feel there are very few cyclists on this route but there are a large number of current transit users that do not have adequate facilities. It is poor policy and a poor use of funds to upgrade cycling facilities when the safety hazard is more significant for the pedestrians who are currently having to walk on the road and do not wear helmets or reflective clothing.
1	It keeps the bike riders away from the car traffic. However the trade-off is very dangerous for pedestrians and the bike riders have no respect for anyone on foot.
1	People need sidewalks in this area. Everyone is walking on grass.
3	Cyclists can avoid traffic on busy Ogden Road
3	cost factor vs. usage for bike traffic
1	Widen and add a barrier to protect cyclist and pedestrians
3	lowest cost
1	11 street reduced to 2 lanes, now the traffic is so clogged during rush hour that one can barely get onto it
1	allows mixed-use and encourages pedestrian, transit and cycle use.
1	To me it makes more sense
1	Ogden road is in much need of any improvements and this is an opportunity to address more then just the issue of bicycle lanes
1	It seems safer for motorists and bikes
1	best connection to bow river pathway. Safer and will encourage more users
1	Off street
1	Get the bikes off the road!
1	Multi-use pathway preferable to shared lanes, even though both inferior to on-street dedicated bike infrastructure.
3	Provide direct connection at lower cost
Blank	Take away all bike lanes
Blank	I prefer my suggested option.

Improved Connections – East (Long-term implementation)

Highfield Crescent / 46 Avenue S.E. / 15 Street S.E. / 42 Avenue S.E. has been identified as a proposed connection to the Bow River pathway system.

Open House Feedback Form

Do you have ideas about how to improve this connection?

This is the route that I take to bike to work. If a pathway went south and east around BB treatment plant and into the Bow Valley Pathway.
Traffic calming on 42 and 46 - people fly through as cut through. Bike lanes would facilitate this. Bike box at ambiguous crossing at 42nd westbound - lanes become very wide, tough to maintain lane position with dedicated markings.
Need space for bikes, currently no shoulder and many potholes along Highfield. Most co-workers who very occasionally bike prefer this center access along Highfield. I use both 42 Ave and Highfield, not possible to use 58th on the road on a bike.
A separate bi-directional multi-use pathway along here would be ideal. In the short-term, widening the road where necessary and adding painted bike lanes (like on 11 Street) is very necessary. This is a dangerous stretch of road to cycle along.
Definitely a connection that needs improvement. Proposed improvements look greatn, especially widening. Would prefer buffered bike lanes all the way from Highfield to 42nd.
Can't wait for pathway along Bow River in front of Bonnybrook WWTP
Looks good

Road desperately needs accomodation for cyclists.
Still need connection along 15 Street S.E. How to improve: Bike lanes obviously. A bike/ped bridge over the bow and Deerfoot also needed. Traffic is an issue - speeding - need to consider separate bike lanes - Green Line - path is to be twinned in near future - path on west side as well.
Nope sounds good

Stickies on Information Boards

Do you have ideas about how to improve this connection? Use a sticky to make suggestions.

Issues of cyclists being run off the road on 15 Street (1 agreed)
42 Avenue option will require extensive wayfinding
Add plastic posts (1 agreed)
Bridge! Tie in with creek line and path
Potential for path on west side of Deerfoot?
Bike lanes along 42 Avenue, 15 Street and Highfield Cres should be looked at in the short (improved) term. It is dangerous to cycle along.
Issues under the structure. Need more existing pathway (green existing dashes) to connect to lanes – how to cross?
Connection between 15 Street and pathway is more direct (1 agreed)

Online Feedback Form

Do you have ideas about how to improve this connection?

gave feedback at open house
42 ave se should be a priority 1, it's very dangerous to bike on right now
Both routes would have very low ridership because you are driving around a waste treatment plant which reeks of odor a lot of the time.
I am an AVID cyclist. The key thing you have to remember is that cyclists and cars don't work, particulalry in the winter, which is the bulk of Calgary's weather! The bike lanes are ALWAYS full of snow, and when it melts, they are full of gravel which is dangerous and frustrating when you pop a tire. I think our best option here is to construct a two-way cycle track on one side of the road only, similar to the downtown cycle tracks. These work so well because they can be plowed and kept clear year-round. As we have seen, if you build it, people will use it. While a cement barrier between the track and the road is great, I realize it is expensive. Consider using metal posts as they have done downtown in some sections. This keeps the cars out and the track safe. Forget the painted and buffered lanes for bikes, cyclists are scared to use them. Designated two-way cycle track on one side of the road is the best option in my opinion.
If the Highfield Crescent segment requires widening, why not make it match the 42 Avenue segment (eg, include a buffer). For all of this, please ensure that there is at least a buffer and preferably also plastic posts (at least at key locations). Why no pathway connection south of the Bonnybrook treatment plant between Highfield Crescent and the Bonnybrook bridge (eg, extending the Bow River pathway to the west between the treatment plant and Deerfoot Trail? That seems like an obvious desire line given the surrounding network and maybe that could provide an alternative to 15 Street.
nothing
Do not remove any lanes of traffic. This trend justs shifts traffic to already congested roads such as what has been documented with the 10th ST NW disaster....
Connect proposed path on west side of Bow River to proposed bike lane on 15 Street via a path north of Deerfoot / South of Bonnybrook
No. Hard to tell options from this map.
No mention of pedestrian traffic?
No
Any possibility to go under Deerfoot (where 15th curves) to connect directly with proposed new pathway on west side of the river?
I whole-heartily endorse creating this connection as I already use it.
These options look good, remove parking
marked and protected bike lanes!
follow river until deerfoot then follow deerfoot on city land until connect to highfield. Treatment plant will have to plant flowers as wind will blow smell in any direction anyway.

Consider the actual users of the area (industrial zoning). Revisit the actual project goals like "planning for growth" and "improving safety for all road users". There were 3 pedestrian accidents in the study area in the statistics presented. Pedestrians are not considered at all. Lanes are being taken away from cars, this was done on 11th Street and now the City is trying to backtrack and "fix it". There is no indication of how many cyclists there currently are or would even use these paths/areas and current cars and pedestrians/transit users are being completely ignored in favour of these "potential" users. Growth of only cyclists is considered. Page 24 of 34. Transit users is ignored. It is likely that future users will continue to use trucks, cars, and transit. Growth should be planned for these users. Current users should be accommodated before making provisions for "potential" cyclists. Bus shelters and sidewalks are needed. I do not support wasting any money on repainting lines when people are without bus shelters and proper sidewalks in this area.
If widening the road to accommodate bicycle lanes, why not widen a bit more to create buffered lanes?
Again - keep the bikes off this road.
Adding additional room for bikes are fine if additional car lanes can't be added.
Would this hill/road be icy/slippery on rainy/snowy days too?
Return the corridor to four lane traffic and widen space for cyclist and pedestrians with a barrier to protect them.
probably half a million cars a year on 11st maybe 100 bikes, absolutely stupid to take out two lane
2 southbound and one northbound
do not, I say do not concentrate traffic for a few bicycles, give them a lane on the shoulder, do not squeeze traffic, this is just a stupid idea that is short sighted and unsafe.
No
Not at this time

Improved Connections – West (Long-term implementation)

Two potential long-term options have been identified to connect the 11 Street S.E. bikeway to the west.

Option 1 46 Avenue / Manhattan Road S.E. Bike Lanes	Option 2 42 Avenue S.E. Bike Lanes / Multi-use Pathway
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Though both routes are part of the long-term plan, which connection would you like to see constructed first?

- Option 1 Option 2

Open House Feedback Form

Why did you select that option?

1	Best for me now, but from a network position maybe not. Option 2 - makes sense to connect to BUP but less sense to 11 St. The hill @ highfield/46/11 is undesirable as a bike cross point going n/s
2	Offers the most direct route through the area, although 46th offers many destinations
2	I regularly bike along Manhattan/46 Ave, not nearly as dangerous as 42 Ave near Macleod. Manhattan/46 Ave is lower traffic volume and get buzzed less than at 42 Ave where I've often had people coming within 1-2 feet of me while I am biking. This is a strong negative to not bike. Could go illegally on the sidewalk, but it is covered in gravel for most of the year.
2	More connection
1	Avoids the hill :)
1	No steep hills on 1 - steep on 2
1	Flatter grades, lower traffic
2	Multi-use is very attractive and more likely to attract more people to use it
2	I use Option 1 right now - both have pluses/minuses. 42 Avenue much more dangerous (especially west of Blackfoot) so should be a priority.
2	I use 42 Ave the most

2	I work in the area of 9 Street and 42 Avenue, coming from the N.W. (Montgomery) along the Bow River Path. Access to the area is currently via Highfield Road (narrow, no path). Access to 42 would reduce my time on the shared roads.
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Stickies on Information Boards

Bike lanes need flexi posts at least (1 agree)
Concern with more TWLT lanes (issues with people using them on 11 Street S.E.)
46/Marhat = no steep grades = good
A 42 nd Ave S.E. safer bike route would help me not die on my ride to work
42 Avenue = steep
Currently not enough space beside vehicles when I bike to work on 42 nd (1 agree)
Speed is big issue on 42 nd
Please make 42 between Stanley Park and 39 Ave LRT safe for all (bike and walk)
46 Ave SE more direct for cyclists going from downtown to south
42 Ave west of Blackfoot is "hell" for bikes

Online Feedback Form

Why did you select that option?

2	Gave feedback at open house
2	I bike on this and I see other bikes on it too. We need this route to be more safe.
2	Option 2 is the more direct route. It would provide more access to future LRT stop.
2	Again, I think you are really missing a 3rd and better option: two-way cycle track on one side of the road.
1	I like the 46/Manhattan alignment because it avoids hills. That said, a connection to the west from 42+Manhattan all the way to Stanley Park (linking up with the 39 Avenue LRT station and a potential LRT corridor pathway en route) seems absolutely essential. The description above mentions an off-street pathway along 42 Avenue west of 7 Street SE but doesn't give any detail. My preference would be to fix 42 Avenue between Stanley Park (1A Street SW) and Manhattan Road with some combination of protected bike lanes, better sidewalks, and/or a well-designed off-street pathway, and then to do the above concept (with a buffer and plastic posts at key locations) on Manhattan Road and 46 Avenue/Highfield Crescent east to the Bonnybrook treatment plant.
1	seems to be the best
2	Removing more lanes of traffic will just add to the congestion and the long lines of idling cars will just poison us all that much quicker. Is no one really understanding the long term health impacts due to poorer air quality with this engineered gridlock pattern? You are responsible for actually lowering the quality of life in Calgary due to increased pollution. Look at the videos from 11th St SE and ask yourselves, are you really making the air quality worse for Calgarians???
2	less conflict/contention with losing road lanes
1	You would encounter less hills to connect to the 12 St bike lane
1	Less travelled roadway but pavement must be improved.
2	Multi-use - encourages pedestrian traffic and people with wheel chairs or scooters.
2	Again less problems for traffic. Does anyone in planning drive these routes? Doesn't seem like it! Try a few days including rush hour!
1	Less hilly, also goes by Holy Smoke. Is more useful to people who could use 11 st as a route from SE to downtown if 42nd connects to Elbow path at Stanley Park.
2	Less elevation gain/loss on this route. 42 Ave is just too scary near Blackfoot.
2	Better connectivity to LRT
2	my husband bikes this route every day and I want him to be as safe as possible
1	less vertical for bicyclists.
2	The middle left turn lane seems dangerous for cyclists and drivers.
1	Less traffic on this route makes for a more enjoyable ride.
2	I prefer option 2, but do not like either one. They are both completely focused on the bike path and do not address any of the other users. When I attended the open house I was really hoping to see at least some consideration for

	other users. It was disheartening to see that this was really all about the cyclists. For 46th you are considering something that has already caused issues on 11th as the volumes have grown.
2	More direct. Center turn lanes are not useful.
2	Keep them off the road and make the path connection instead.
2	Don't take away car lanes for biking.
1	42 Ave is too narrow and I take that route to work every weekday. 46 Ave is wider and can accommodate cyclists better.
2	Cost vs usage for bikes. longer traffic times cause greater carbon footprint
1	neither, return to four lanes and widen add sidewalks for pedestrians and cyclist. there is lots of room for this to happen.
1	Don't know the area
2	give the roads back to the industrial area with big trucks, make pathways for your 100 bikes
2	multi-use option
1	42 ave is way more congested and the 46 ave is safer for cyclists.
1	Less traffic on 46 ave
2	see previous comments, do not concentrate traffic and put in a centre turning lane, it is UNSAFE.
2	46 avenue option seems like a long detour from the train stations and other proposed paths
1	Have the option of a turn lane if needed
2	So as not to reduce vehicle flow
2	More direct.

Improve Traffic Operations (Short-term implementation, planned within 2-3 years)

Option A Maintain centre left turn lane	Option B Convert centre left turn lane into a southbound lane
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Which option do you prefer?

Option A

Option B

Open House Feedback Form

Why did you select that option?

A	Seems to be least disruptive and more cost effective, but would require more signage or information regarding use of centre lane.
A	It provides for vehicles to turn into the building parking lots along 11 Street S.E. I use this lane every day when I drive to work
A	It allows a turn lane off of 11 and it gives a lane to turn in to from the business
B	64 Ave and 11 Street is an accident waiting to happen
A	Slows already speeding traffic making safer for all modes - offers safe area for turning traffic - many collisions with previous 4-lane configuration
B	Traffic is often worst going south and most traffic problems are in this direction.
B	One lane southbound flow is too heavy. Converting to 2 will lesson the flow making it easier for me to turn on 11 Street
A	Fine the way it is, SB does not need an extra lane
B	The queuing here poses an issue for all modes - transit is delayed, and less safe for cyclists going along a 1 km queue of stop-and-go/ frustrated drivers
A	B is okay, but not as easy to accomplish
Neither	Lane reversal/4 lane traffic with multi-use pathways for bike/pedestrian
A	Safer for cyclists. Traffic less likely to speed. Traffic not impacted by centre lane - delay is at Heritage.
A	The safest
A	Less negative implications

Stickies on Information Boards

Need more frequent sweeping on bike lanes – gravel collects in them year-round
Add SBR bay from 11 St to Heritage = reduces blocking
B looks good!

Online Feedback Form

Why did you select that option?

A	gave feedback at open house
A	It looks like cars will go slower with this option. Speeding cars is a problem.
A	There is way too much speeding as it is now. Allowing more speeding to occur with option B seems pointless to save 2 minutes at high traffic time.
A	Low cost
A	Try turning left off of 12th Street SE there at 5pm and you will see why the centre lane is so critical. Trying to cross two lanes and join a third going the opposite way during rush-hour is suicide. If you are to convert this lane, you MUST put in lights at one of the ends of the 12th street connection.
A	I'm indifferent here, as long as the lanes stay and the buffer is maintained (and preferably enhanced with plastic posts).
B	reduce southbound traffic
B	Photos, and time stamped videos clearly show the impact of the decision NOT to involve the public before 2 lanes were removed for 6-8 summer cyclist at the cost of 11,000 o 18,000 motorists. I reality the City needs to fix this instead of continuing to shut out the public. If you want these unused unwanted bike lanes, restore the 2 lanes you took from us, and build the bike lanes along the edge of the road. But we know you won't no matter how pollution and public outcry you hear. An epic fail.....
B	none of the above - was forced to pick one but both bad- consider lane reversal or removal of bike lanes (ideally to off-street pathway)
B	too much emphasis on bike travel that is non-existent and will never be that heavy - focus on cars
A	Slow is your friend. Congestion is your friend.
A	Without lights at 64 Ave, removing the centre lane would make it more difficult for commuters to turn left from the businesses on 12st onto 11 st to commute home during PM rush hour. Also, the pedestrian crossing situation at 64 ave is already dire. We need pedestrian crossing lights to help increase safety there, instead of adding a multiple threat crash scenario into the mix.
A	Keeps the speed down. I agree the pedestrian/bike risk is amplified there.
A	Still don't like it but preferred to other option for pedestrian and wheel-chair bound pedestrians and also bicycles
A	Speeding is a serious issue.
B	Neither is good but I can't choose that option
A	Safer for vulnerable users too much speeding already. Is there any possibility for lane reversal? Second lane at afternoon peak only.
A	Safer for all, reduces speeds
A	Safer
A	I prefer anything that has a lower speed limit
A	safety
A	Car speed is better maintained than option B. Too fast = unsafe for bikes (and other drivers)
A	Option A but without any changes to bicycle buffer. Save paint costs to provide bus stop amenities. I know that sidewalks are expensive, but at least give them some additional bus shelters/benches. Add sidewalks as funding permits. Here is a suggestion - four lanes, two outside lanes are shared (bike/car). As funding permits add sidewalks, first priority needs to be BUS SHELTERS/AMENITIES.
A	Reduced risk of speeding and collision with cyclists or pedestrians.
A	There is no need to screw this up for bikes. Until bike riders respect the rules of the road and police enforce things, they should be kept OFF THE MAIN THOROUGHFARES
B	More car lanes please.

A	It keeps traffic flowing for those who want to go straight. Why not implement the lane reversal on peak times and have traffic arms & lights during rush, just like on Memorial Dr near Kensington? More cars travel north in the am to go to work, and there is a higher volume of traffic going southbound in the pm when people get off work. Please consider this lane reversal option. Please?
B	bike traffic should be off the roadway and be combined with pedestrian walkway
B	Neither - make it four lanes traffic and build a sidewalk for pedestrians and cyclist
A	safer option!
B	Its all stupid make pathways
A	safer for all users and provides opportunity for users turning left (south) onto 11 St.
B	Neither really. Why they would install lights at 68ave is beyond me. Remove lights on 68ave and have a no left turns from or onto 11 st. Install +15 for pedestrians to cross safely at 60ave crossing over to the east side of 11st, with out halting traffic. Traffic turning south off of 58th ave onto 11 st SE should only be done on a green light. No turns on red. They all filter onto 11 st south and if there is a red light at 68th then it continues to back up on 11st up towards 46ave. Especially if Deerfoot and or Blackfoot are backed up. Install lights and have turn signals and pedestrian crossing at 64ave and 11 ST. Hope that makes sense.
B	Good idea
B	both of these option are unreasonable and not of the best interest to motorized traffic, who are the number one users of this roadway. concentrated the traffic into just one lane each way has caused double the traffic density during peak times, and unsafe driving conditions. It is also confusing for many drivers as the centre lane starts and stops abruptly, cause people to make unsafe lane changes or driving in the centre turn lane for long distances. it is also nearly impossible to make a left turn during peak hours and many dangerous maneuvers are done to exit the side streets onto 11th.
A	two lanes south will make it harder to turn left onto 11th from 64th and 60th avenue!
A	traffic is not blocked if somebody wants to turn left. Less drawbacks
A	Pedestrian safety. Already dangerous crossing at 64th Ave & 11th street. Do not need an added threat!
B	Far too congested going south why cant it be put back to 4 lanes!

Improve Existing Active Transportation Infrastructure

Bicycle Facility Improvements

Short-term implementation	Long-term implementation
A 0.5 metre buffer will be added to the bicycle lanes from 46 Avenue S.E. to 64 Avenue S.E.	A multi-use pathway will be added to 11 Street S.E. from 64 Avenue S.E. to Heritage Drive S.E.

Open House Feedback Form

Please provide comments on the short- and long-term bicycle improvements:

The buffer should help, but the pathway would be best overall (safer)
Can you add barriers like they are used downtown. I bike from downtown and travel from 9 Ave/12 St. (near Spolumbo's)
46 to 58 Ave bike lanes are plenty wide (from a biker) but further south definitely be very nice. Pathways are also cool.
Before any money is spent on bike lane improvements - we absolutely need lights at 64 Avenue and 11 Street
Buffer will help make lanes feel safer, further slow traffic. Multi-use pathway would need to have proper crossings to connect
This makes sense to me.
Multi-use allows pedestrian movement
Looking forward to both improvements
See my notes on back page re: 14 Ave S.E.
Both great ideas. Can't wait.
Good improvement. 2-way LTL was installed wide and can shift space to buffers.

Very helpful, wish there was more that could be done under Glenmore Trail
Short-term: Additional buffer is good - look at physical barrier - flexi crossing multiple driveways right now with "bike lane". This is not an issue - should be a short-term priority
Long-term: Concern about cyclists/peds - should be a short-term priority
Short-term needs flex posts for the buffer zone. Long-term sounds good
The current 11 Street route has a crease b/w curb & asphalt running down the centre. Asphalt the whole way to the curb may reduce the need to expand the 0.5m.

Stickies on Information Boards

Desire for northbound left protected signal phase
Get rid of turning lane... go back to 2 NB and 2 SB lanes!!
Priority for 11 St. South of Heritage Dr. (Short pathway connection to complete the network)
People crossing 60 Avenue on the north side to get to bus stop
Poor lighting at 64 Avenue and 11 Street. (Better access at 60 Avenue)
Add bike ramp on S-bound 11 St SE south of Heritage Dr by Superstore
Flexi posts at least, please!
A buffered bike lane is a good safety improvement over the single line of separation people on bikes have from cars right now.
Yes to buffered bike lanes - TWLTL way wider than necessary
Need better signage and pavement markings for transition to TWLT in SB direction
Concern with westbound left turn out at 64 Avenue
Need better signage at all accesses on to 11 Street TWLT Lane
More education needed for use of TWLT lane
Issue with signage in the northbound direction at transition to TWLT lane
Better connection to Sue Higgins and Bow River/Twin Graves crossing to get to 11 th
11 St & Heritage - long queue for SB 11 St - no queues on Heritage. Re-timing signal could substantially reduce 11 St queues without creating delay on Heritage
Challenge of parking on both sides constraining vehicle and truck traffic on 12 Street
Better signage for two way left turn
64 Avenue: - East leg: no adherence to stop sign (stop sign location). - Southbound lane changing through the intersection. - Northbound right speeding. - Sight line issues in westbound direction. - Pedestrian crossing issue - near misses (and with the transit stop). - Westbound left turn backs up. - Emphasis on speeding issues
Congestion at Food Bank: 10:30-11:30 Tues, Thurs, Friday and 12:00-1:00 Mon, Wed
Hard to make left turn from 11th WB onto 46th. Most traffic treats stop sign as yield.
Turning south and especially north off 64 Ave is a nightmare. At rush hour you just pull out and hope somebody slows!!
Do not convert back to 2 S and 2 N bound lanes. Bad for cyclists.
The lights at 59 Ave should go on "flash" after 7 PM. Later at night you can wait at a red with no traffic in sight.
Bike connection connecting path to bicycle lane at 11 Street - facility currently just ends.

Online Feedback Form

Please provide comments on the short- and long-term bicycle improvements:

gave feedback at open house
The long term plan looks good.
As a near-daily rider on the 11th St bike lanes the buffer space in the lanes would not affect me as they are much better than having no lane at all. For Long Term having a better connection to Heritage would be welcome.
You are missing a CRITICAL option here: dedicated two-way bike lane just like downtown. This is the only way to have a clear cycle track (plowed) and clean (gravel free) that people will use year round. I highly recommend your planners try biking in one of those lanes in mid-January and tell me how comfortable they feel with the lane full of snow and gravel. Dedicated two-way track on one side of the road fixes all of this.
Make the long-term ones short-term! Getting that connection to the pathway along Heritage Drive would be a big win - the current facility leaves you stranded once the cross-section goes to 4 lanes at 64 Avenue.
no comment
Reduce pollution, design for increased motor traffic, and build the bike lanes beside the 4 lanes. Time to correct this mess...
multi-use pathway down the entire road is ideal

Multi-use paths should be made not multi-use - bike pathway (even if narrower) and adjacent sidewalk in both directions
Buffer between traffic and cyclists is ideal. I've witnessed drivers put a wheel in the gutter, oblivious to the fact that they are completely driving over the bicycle lane
You have the West, North and East options. What about the south. There is only 1 block that needs to be addressed to connect existing infrastructure south of Heritage. A multi use pathway that joins to existing pathways is the best option and easiest option to implement.
What about the safety effects on pedestrians and those with mobility issues? What is the current bicycle use?
So glad I'm planning on moving these are not improvements more annoyances
The connection to the existing paths at Deerfoot meadows is imperative - the current gap, though short, puts up a real barrier to people using this route.
I want to ride my cargo bike safely into Deerfoot Meadows (Ikea, etc)
Both are great!
introduce the safer methods as soon as possible.
na
Seems like a solid plan.
Any improvements done ASAP would be greatly appreciated.
UNACCEPTABLE. Bikes are a priority over pedestrians and vehicles in red area. I do not feel the buffer is necessary and would take away from the available centre lane often used for merging into heavy traffic. Bike upgrades should come only after other users, most importantly ALL pedestrian improvements, have been completed.
Buffered bike lanes are a good idea.
Again - there is no good reason for bikes to be here. Leave the road alone
We need more car lanes
Make 11 St after Glenmore bridge into 2 lanes northbound in the morning and reverse it to 2 lanes going southbound in the pm.
install multiuse pathway to entire route north of heritage and get back to moving road traffic. Your times of travel do not reflect winter when congestion is worst and bikes are not in use. this is an industrial area, not normally associated with bikes as a mode of transport
Build sidewalks for cyclists and pedestrians there is enough room and then they would be safer, especially the cars and pedestrians using the food bank which block the 11 street corridor
I fully agree with moving towards the long-term solution of having a mixed use lane for ped/bike
get the bikes off Heritage and give them a multi use pathway.
both look good
Stop focussing on the bikes and start putting some focus on the pedestrians. we have almost NOTHING in this area for our safety. We hardly see any bikes in this area.
Again why is everything being done for bicycles? There is limited usage!
Multi-use pathways offer reduced intersection safety as compared to on-street cycling infrastructure.

Pedestrian Improvement Priorities

Stickies on Information Boards

Divert bike path/pedestrians west on 64 Ave, then underneath Glenmore (old rail track) then down railway Ave to Heritage
The crosswalk at 64 Ave and 11 St. S.E. is a fatality waiting to happen (I see it daily from my office window)
Abandoned rail corridor east of 11 St.
Make traffic lights "on demand" with detection loops and variable green time.
Sidewalk needed along 11 Street, at least from Heritage Drive to 58 Avenue.
Pedestrian/bike multi-use or sidewalks north of Heritage to 64 th
Pedestrians are often walking in the bicycle lanes.
Grade issue for pedestrians south of 58 Avenue (and vehicles when road is icy)
Road conditions 11th St. and Heritage intersection are very bad
Grass isn't mowed on 58 Ave. Can't walk here. If the grass was cut, at least we could walk.
A sidewalk from 11 St. SE to Blackfoot Inn would be very helpful to connect walkers to the 58 Ave sidewalk from Macleod to 11 St. A barrier to alternative transportation

Improvement to merge/left turn configuration at 42 Ave and 7 St (eastbound)
Snow removal - actually take the snow away

Open House Evaluation

Open House

Is there other information that would have been valuable?

Options for bike path connections from south of Heritage Drive on to 11 Street.
The Green Line would mean I no longer to work
Median and variance values along with averages.
A presentation - (like 1 every hour for 10 minutes) to get some discussions going and to better explain the posters - though the posters were great
A better plan (larger/more detail) of the pedestrian improvement priorities would have been helpful.
All good
Was light on details on long-term solutions in the south section.
After feedback from businesses last meeting, thought there would be more of a focus on pedestrian safety and traffic flow for businesses as many businesses have vehicles (service) that are required for access points to get around the city.
Nope
I would like to know more on the plans to connect Ramsay/Inglewood to 42 Avenue

Additional comments about the open house:

Very knowledgeable staff, very friendly and helpful also
Some of the option presentation and legends were hard to follow
Just a comment - critical to connect it to our LRT. Really like that it's in the plans.
Idea: there are no sidewalks etc. southbound 11 Street south of 64 Ave. Divert bike path west on 65 Ave, go under Glenmore Trail on the old rail track route and then a path down railway St. to hook up with bike path on Heritage. Lots of bikers/walkers already use it as it is much more direct to the Costco shopping area. Note: My office window overlooks 645 Avenue crosswalk. It is a crosswalk just waiting for a fatality. Note: Turning off 64 Ave onto 11 Street S.E. at rush hour is a nightmare due to the one lane only.
Would like a shorter feedback form - would like space for general comments. General Comments: 1) Biggest car issue: lack of green time for SB 11 St. Heritage does not have queuing. 2) Biggest ped/cyclist issue: lack of sidewalks. More bike lanes are nice, but sidewalks are so desperately needed. 3) If no sidewalk along 58 Ave is forthcoming, at least mow the grass along the worn trail. Grass gets 3 feet high in summer, makes an uncomfortable walking environment even worse.
Good work team!
Thanks for dealing with the crazy people!
Business in the area rely on improved traffic flow - not accommodating bike lanes. Suggest: Double turn lane - west on 46 Avenue to turn south on Blackfoot. Note: Safety issue north on 11 Street at 59th - Suggest: longer green lights for n/s traffic. Suggest: Lane reverseal on 11 Street from 46 Avenue to 64 Street.
Focus: should be on connection 11 Street S.E.

Online Feedback Form

Is there other information that would have been valuable?

We NEED lights on 64th ave. It is not safe without them
The info online was great!
I am honestly shocked that there are no options here with two-way cycle tracks on the road. You have the space and it makes SO much more sense for ease of access for cyclists. The snowplows can drive down the track, the street cleaners can drive down the track, the cyclists elbows are no next to car mirrors (seriously!). As someone who has cycled all over this city and considers themselves a very good city and traffic aware cyclist, I can say whole heartedly

that I am terrified of being in painted on bike lanes. Moreover, painted on lanes just become collectors for snow, gravel and road debris which makes them UNUSABLE in the winter and shoulder seasons. I have popped tires on 11th st SE many times, its awful. I have had to cycle in the middle of the road in 11th st SE because the bike lanes are full of snow. I have seen people walking and standing in the bike lane waiting for the bus because there are no sidewalks and the shoulder is full of snow. Please, please consider the option of a two-way cycle track on one side of the road. It just MAKES SENSE!!!!
No
100% expected the falsified stats, and lack of ANY pictures showing the gridlock, as the City choose to ignore the provided proof from 2015. This was a very clear example on how to run a clever misinformation PR campaign. I would love to see what taxpayers are on the hook for with consultant fees to design these misinformation sessions. Tom was guarded, excepted NO responsibility for ignoring the photographs, videos, and date-time stamped emails. The fact that the Food Bank is unfunded while \$12,500,000.00 is allotted for the cycling program clearly shows families in need are not a consideration, just shameful. I was appalled when I was told the number of cyclists (6-8) is not important when compared to 11,000 to 18,000 motorists gridlock emissions. This is a clear example of how public input is not valued, that the designed congestion and assault on motorists has been decided. In reality public concerns will be dismissed as whining, as the decision has been made, and these open houses are nothing more than smoke shows. At least we can now see the rainbows and unicorns wonderful Federal messages and Municipal messages are the same, the future is just so bright isn't it? After years of trying to get the City to listen, at the meeting I came to the realization nothing the public can say will change what has been decided. So my commitment is to continue gathering proof, as you have already forced me and other motorists to Blackfoot Trail. This is now a matter of me doing what's right, and not being lulled into silence. My conviction is one of principal and not one of giving up, as the City are masters at wearing concerns citizens down. I will post comments on every Blog, every comments section of every news feed. In order to get the message out, that is my personal promise to those responsible for reducing my family time and helping add to Calgary's poor air quality, thank you....
Seems to be lacking a lot of things that were discussed at the initial engagement session and has turned into very heavily a bike lane survey (and I am a cyclist, but not at the expense, and therefore confrontation, of vehicles).
SIDEWALKS are DESPERATELY needed! A longer turning lane from southbound 11 St onto westbound Heritage. The light at 59th Ave to get onto 11 Street is ridiculously short at peak times...only 4 vehicles get thru if everyone is paying attention and on the ball. If one dodges, then only 2 or 3 get out. The only bikes I see along 11 Street are bottle pickers. RARELY do I see a bike, yet SO much is being put into bike lanes. I get it...but make one lane, going both directions.
Amount of funding allocated toward project
No. Would have attended but was out of town on business.
I had a hard time trying to read some of the open house maps as I could not enlarge the images
Was pleased with the connection options at the north end of the corridor but was sad to see there is no plan to close up the gap at the south end - many many more people on bikes would use this route if they were able to get to it.
no
Would this new bike way be maintained throughout the winter? I would cycle year round if I knew safe bike way conditions were maintained.
Traffic study information. In particular, accurate bicycle traffic information and expected bicycle traffic if corridor improvements are completed. Data on the info boards was based on "strava.com" and info looks suspiciously close to the planned bike path network. No actual cyclist numbers were presented. Based on experience there are only a handful of daily users. More information about transit and other users. Project is portrayed as "11 Street S.E. Corridor Improvement Project" but it appears to be just a bike project. Stated project goals appear to be misaligned with information presented on info boards. Cost information. Particularly costs per user. It is shown that there are 4 bus routes, at least 18,000 vehicles PER DAY, no word on the actual number of cyclists. The financial impacts on businesses can be significant due to traffic delays and since there are numerous services industries in the area, this needs to be considered and not just done for a handful of active cyclists that would cycle regardless.
Is it appropriate to pass vehicles and use the middle lane on 11 St between & 46 Ave when: -a bus has pulled over at a bus station? Or should a separate bus lane be created? -cars are pulled over northbound and lined up over the bike lane to get into the Food Bank? Or should another lane/driveway be created for that reason?
I have been driving that road for over eleven years. Since you put in single lane traffic to provide two bicycle lane there have been more serious accidents at 11th and highfield road. For everyone's safety there is enough room to put the road back to four lanes add a side walks on both sides of the road wide enough to accommodate pedestrian and cyclists. I also agree the needs to be pedestrian lights on especially 60 and 64 street right after the Glenmore bridge. As for the extension to the Future LRT defer it to when it is build that will the additional fund needed for the above mentioned plan.
The area has become much worse off since taking away the two driving lanes. Big trucks trying to turn when its a snake of one lane traffic is almost impossible. Two lanes one way provided breaks in traffic for drivers to pull in. You

evidently haven't spent much time there. Almost all the bus stops have no shelter, a post on a muddy or dirty windswept patch of grass. I'm old enough to remember bus shelters that had a red button to push that would give heat from a electric heater. I wouldn't give one nickel to Calgary Transit. Take a look at the horrendous bus stops. The city should be embarrassed!
consider installing traffic / pedestrian signals at 12 St. SE
No it was good. Just had previous engagements.
No
Tell us why the city continues to pander to bicycles yet makes the road system unsafe for drivers and pedestrians? You want people to take rapid transit yet they are left to walk on the side of the road with poor lighting, and the cars are forced to crush together and make desperate maneuvers to get into and out of businesses.
We were not aware there was even an open house. You would think info about this to the businesses in the area could have been distributed. The biggest issue for employees along 64th Avenue, 10th street and 64th avenue is turning left onto 11th street to go North. There are no lights and it can get dangerous at times trying to cut across the traffic.

Additional comments about the open house or online survey:

You all need to really look yourselves in the mirror ask yourselves should we come clean about the cooked stats, misinformation, and spin doctor tactics? But you won't as at the end of the day, the decisions are made with little consideration of the true impact to Calgarians. I challenge the City to put the cycling plan to public vote... But you won't, as in reality you know the cleverly worded surveys are designed to provide as much false reporting as possible. You have \$12,500,000.00 to blow, and while Women's Shelters are full, and Food bank empty, it's not really about families, it's about your egos and deciding what is best for a few cyclists.....
Provision of bike parking wouldn't be a bad idea for these sessions.
Very disappointed that the City would let transit users stand out in the cold without shelters or even benches in some cases while they concentrate on building "better" bike lanes and connections for the handful cyclists that use this year round. I would suggest changing the title of the project from "11 Street S.E. Corridor Improvements" to "11 Street Bike Upgrades" at least then everyone will know what this is really about. There are a few token items thrown in to try to appease people but the intentions are clear, the 18,000+ people that use this road daily do not matter.
Until there is some type of licensing of bike riders and enforcement for breaking the law - I DO NOT support any type of bike lanes on main thoroughfares. They are a menace. The cause accidents, run over pedestrians and if they cause the accident the driver is automatically at fault.
We need more car lanes and sidewalks
Happy to attend the open house and have online info and feedback available. I'm still strongly recommending 2-lane reversals for peak times between Heritage Dr & 42 Ave, to avoid bottlenecks and traffic jams. Please and thank you.