

11 Street S.E. Corridor Improvements Stakeholder Meeting Group Discussion Notes

Wednesday, March 18, 2015 6:30 – 8:30 p.m.

Hotel Blackfoot (5840 Blackfoot Trail S.E.)

| Project Team Attendees | Company |
|------------------------|--------------------------|
| Ali Zaidi | The City of Calgary |
| Tom Thivener | The City of Calgary |
| Vivin Thomas | The City of Calgary |
| Marcia Eng | Urban Systems (USL) |
| Brian Patterson | Urban Systems (USL) |
| Erin Russell | Russell Public Relations |
| Violet MacLeod | Russell Public Relations |

| Attendees | Company/ Organization |
|------------------|--------------------------------|
| Kevin Lauke | Blitz Print |
| Thelma | Calgary Food Bank |
| Randy Hubscher | Citizen |
| Shirlee Moerke | Convergint Technologies |
| Will Lee | Convergint Technologies |
| Dave Eisenbart | Fairview Community Association |
| Fiona McColl | Hospice Calgary Society |
| Rick Shapka | MI Cable Technologies |
| Has Vanderlaan | Standen's Limited |
| Mel Svendsen | Standen's Limited |
| Rick Owen | Trail Appliances |
| Cameron Low | WSP |
| Jeremy Makortoff | WSP |

Project Overview

The City of Calgary is working to make Calgary a more liveable city by improving access and safety for all roadway users. 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 for those who drive, walk, bicycle or take transit.

Stakeholder Meeting Summary

A stakeholder meeting was held to discuss existing issues and identify improvements for the study area. Meeting attendees heard a presentation including a project introduction, reasons why 11 Street S.E. is being reviewed, an overview of the public consultation process, existing conditions for all road users, current traffic operations, and challenges and opportunities to improve the corridor for all road users. After the presentation, meeting attendees

discussed the study area's main issues and challenges and how to improve 11 Street S.E. for all road users. A number of themes emerged during the discussion and are summarized in the following pages.

IMPROVING TRAFFIC OPERATIONS

64 Avenue S.E.

- Speeding through the stop sign on westbound 64 Avenue S.E. at 11 Street S.E.
- Northbound vehicles are merging from two lanes to one at this location.
- Even if more lanes were added, some thought traffic would still funnel at 64 Avenue S.E.

Centre lane

- It was noted that the centre lane is not well used and causes safety issues because motorists use it to jump the traffic queue.
- During peak times, most motorists are not turning and the centre lane is not used.

Congestion

- The main issue along the corridor is motor vehicle congestion, which makes it uncomfortable for all road users (people walking, cycling, taking transit and driving). It is a safety issue and causes anxiety among all users.
- Many motorists use 11 Street S.E. when Deerfoot Trail is congested during the evening peak period.
- The corridor is always busy, not just during peak periods. There are often queues throughout the day from Heritage Drive S.E. and 42 Avenue S.E.
 - *(Project team) As the population grows, travel patterns change for several reasons, including different land uses, changes in employment and congestion, and road improvements along different roads in the area network. The south end of the corridor has experienced increased traffic volumes due to commercial growth and redevelopment. The future [Calgary Transit Green Line](#) will also affect how people travel.*
- The most congested section of 11 Street S.E. already has four lanes, so removing the bike lanes will not reduce congestion at the south end that backs up towards the north.
 - *(Project team) The southbound congestion in the afternoon is largely due to traffic queuing at Heritage Drive S.E.; 11 Street S.E. from south of 64 Avenue S.E. to Heritage Drive S.E. is already four lanes. There are no plans to reduce the number of lanes through this section and this section does not currently have bike lanes.*

Action items: USL will consider two southbound lanes and one northbound lane on 11 Street S.E. and off-street options for bike facilities from south of 64 Avenue S.E. to Heritage Drive S.E.

- Consider an exit from 11 Street S.E. to Glenmore Trail to relieve the traffic.
 - *(Project team) The City is currently working on improvements along Glenmore Trail, which may reduce traffic along 11 Street S.E. that was avoiding Glenmore Trail. However, due to interchange spacing requirements and the road classification of Glenmore Trail, there will not be a direct connection from 11 Street S.E.*
- Heritage Drive S.E. is backed up and it is difficult to make a left turn from southbound 11 Street S.E. to eastbound Heritage Drive S.E.
- Consider managing congestion and optimizing the traffic flow with lane reversals/contra-flow options
 - *(Project team) The funds for construction are limited and lane reversals require extensive signal work. The City will look for quick wins to ease congestion.*

Action item: USL will examine a reversible lane control system pilot project.

Speeding

- Speeding is a concern. The speed limit is 50 km/hour but it is not obeyed.
- Merging at 58 Avenue S.E. can be dangerous because of speeding vehicles down the hill.
- Consider adding signals to slow cars down.

Traffic signals

- The traffic signals are not synchronized:
 - during rush hour
 - especially at Heritage Drive S.E. & 11 Street S.E.
 - from 64 Avenue S.E. to Heritage Drive S.E.
- Turning left from westbound 64 Avenue S.E. to southbound 11 Street S.E. is unsafe as an uncontrolled intersection due to poor sight lines. Consider adding signals.
- Monitoring and adjusting the traffic signal timing is a cost effective way to potentially benefit all roadway users.

- There is not a lot of cross traffic on 11 Street S.E. during rush hour.
- The top of the hill is busy. A short light for the east-west traffic would have no negative effect at the top of the hill and would relieve traffic on 11 Street S.E.
- Consider adding green time (30 seconds) for northbound and southbound traffic.
 - *(Project team) The current signal timing gives most of the green time to Heritage Drive S.E. during rush hour.*

Action item: Project team to review the signal timing to improve coordination/synchronization.

IMPROVING BIKE LANES

Connections

- Bikeway connections are important.
- There is no bicycle infrastructure from Deerfoot Meadows to 11 Street S.E.
- At the north end, the Bow River River Pathway stops before Bonnybrook water treatment plant. If the north end of the bike lane were connected to the south end of the pathway network there would be an increase in users from Renfrew and other close areas.
- Because of the flood there is currently no option for cyclists who want to travel further south, 11 Street S.E. is the best option.

Maintenance

- Even with bike lanes, the conditions for people who bicycle are poor due to gravel on the road and traffic congestion.
- The bike lanes require regular maintenance.

CONCERNS ABOUT BIKE LANES

- Some felt there are few cyclists using the corridor.
- The City should consider re-opening four vehicle lanes along 11 Street S.E.
- Concerns about creating traffic congestion for many to accommodate a small number of people who bicycle.

SUPPORT FOR BIKE LANES

- Regardless of the number of cyclists currently using the corridor, all road users do need to be accommodated.
- Improving the bike facilities would result in more users; currently the conditions are not comfortable.

IMPROVING TRANSIT AND PEDESTRIAN INFRASTRUCTURE

- Sidewalks are lacking and needed throughout the corridor.
- Motorists use the parking lot a half block down when accessing the Food Bank. This can be a safety issue because there are no sidewalks.
- People would walk during their lunch breaks if there were pedestrian infrastructure.
- 64 Avenue S.E. and 11 Street S.E. is a poor crosswalk because of the long crossing distance and poor sightlines.
- Even if people took transit, there's no sidewalk connections from existing bus stops along 11 Street S.E.
- The bus stop on the right side of 58 Avenue S.E. (eastbound) at 9 Street S.E. has no crosswalk. Users walk along the dirt and snow bank.
- To keep costs low, The City should look at buses and connecting sidewalks.

MULTI-USE PATHWAY

- A shared cyclist and pedestrian route or a multi-use pathway along the boulevard could accommodate more users.
- Improved infrastructure would attract more users.
 - *(Project team) Pathways are more expensive and have more conflict points than on-street bike lanes, but they also have additional benefits because they would provide a pedestrian facility where there are no sidewalks and wouldn't impact the number of travel lanes in a congested area.*

Action item: Project team to explore use of multi-use pathways over time where bike lanes do not exist and where reducing the number of travel lanes is not practical.

IMPROVING TRANSIT SERVICE

- Buses have trouble getting up the icy hill and motorists can't drive around them.
- Transit is not accessible in this area.
- Transit service in this area is poor (long ride times).

PROJECT SCOPE AND BUDGET

- Consider less costly measures and be efficient with City resources.
- Some attendees were concerned the money may be misspent because bikeways may not be popular in an industrial area.
 - *(Project team) While we recognize number of users is a tangible measurement, there is a higher goal of providing transportation choice. We need to accommodate all road users and provide transportation choices.*
- What is the budget?
 - *(Project team) The project could potentially draw from a number of budgets. Since there are several projects city-wide, we will look for “quick wins” that provide benefit at a low cost and have a plan in place for additional improvements when resources allow.*

HISTORY

- How many collisions were there before the lane re-channelization/reduction?

Action item: *USL to look into collision numbers before the lane reduction.*

- Were the bike lanes on 11 Street S.E. created to encourage users?
 - *(Project team) Yes, it was part of the Calgary [Pathways and Bikeways Implementation Plan](#). It was also an opportunity to cost-effectively implement the bike lanes as part of a surface overlay (paving) on the road. However, only a small section was built, so the bike lanes do not connect to the regional network.*
 - *(Project team) 11 Street S.E. is the most suitable corridor because it connects to destinations and employment opportunities. This corridor is also important because Blackfoot Trail and Deerfoot Trail are not comfortable for all cyclists.*

GENERAL

- Does The City do independent bicycle counts?
 - *(Project team) The City of Calgary collects and analyzes [bicycle data](#) from a variety of sources to help with the planning of bikeways and to monitor trends over time.*
- What is the cyclist usage during winter?
 - *(Project team) Based on the City's count on 10 Street N.W., 30 per cent of summertime cyclists continue to cycle during the winter. More information will be available about winter cycling in 2016 from the automatic counters on the cycle track network.*

Next Steps

At the end of the meeting, the project team thanked participants for their input and said the improvements for 11 Street S.E. were planned for 2017. The following action items resulted from the meeting:

- Review traffic operations to better understand congestion in the area
 - Review lane reversal and report back on feasibility
 - Review the possibility of two southbound/one northbound lane(s) and report back on feasibility
- Analyze deficiencies in the pedestrian network and identify short and long-term improvements
- Develop a road design to accommodate all users
- Seek feedback on the design at a public open house