

# 11 Street S.E. *External Stakeholder Meeting #1*

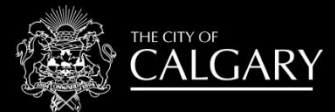
March 18, 2015

6:30 – 8:30 p.m.



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# Agenda

1. Introductions
2. Project Overview & Public Engagement Process
3. Existing Conditions, Issues and Opportunities
4. Next Steps



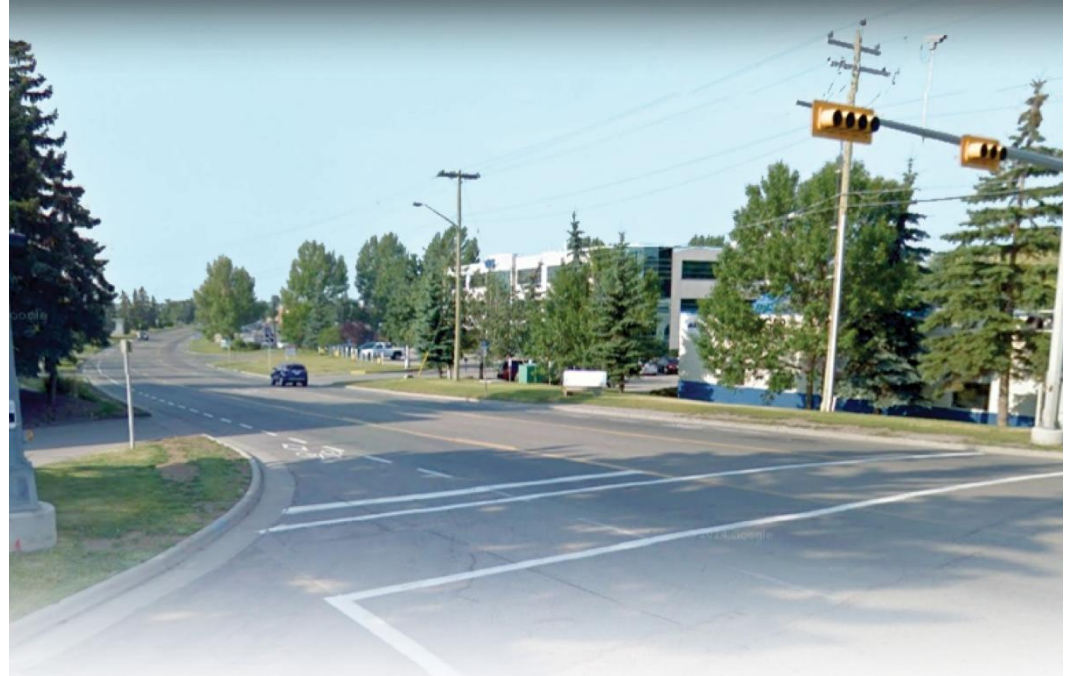
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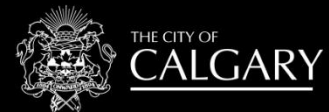
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# Purpose of Tonight's Meeting

- Describe why we are reviewing this project
- Outline communications & engagement program
- Listen to your input
- Identify and understand issues and concerns
- Talk about next steps



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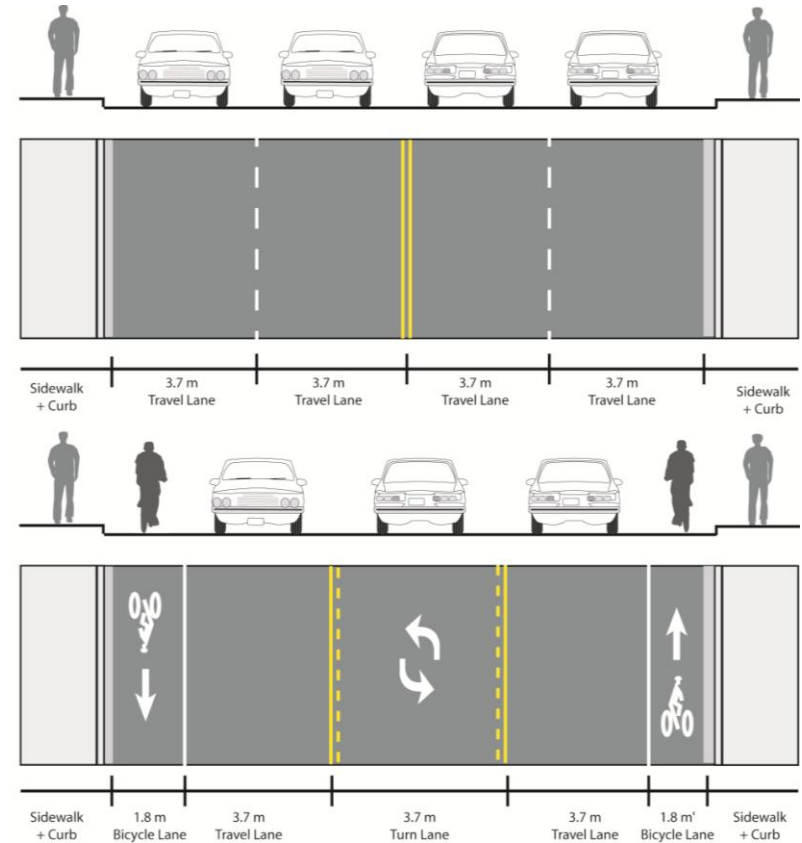
# Project Context

- 11 Street originally reconfigured in 2008 as part of a surface overlay.
- Bicycle lanes were provided as part of safety improvement project from 46 Avenue to 64 Avenue SE
- Since the redesign, concerns have been raised about perceptions of increased levels of traffic congestion, particularly southbound in the afternoon rush hour

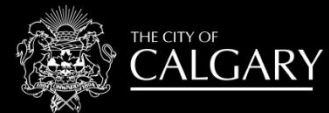


# Project Context

- One standard approach to reallocating road space is by removing one travel lane to provide enough space for bicycle lanes
- Typically appropriate on streets with less than 18 - 20,000 vehicles per day
- Research has found many benefits:
  - Minimal effects on vehicle capacity
  - Less lane changing
  - Lower speeds
  - Improved safety
  - Pedestrian and cycling benefits



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# Why are we doing this project?

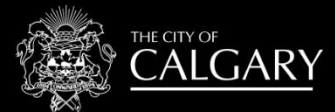
Improving Calgary overall by:

- Planning for and accommodating growth
- Providing and connecting transportation choices
- Creating vibrant healthy communities
- Improving traffic calming and safety for all road users



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# Why are we doing this project?

This study is looking to make further improvements to 11 Street SE and address identified issues by:

1. Improving traffic operations
2. Identifying opportunities to enhance the operation and quality of the existing bicycle facilities
3. Improving cycling and pedestrian connections to and from 11 Street SE



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# Community Engagement



External Stakeholder Meeting



Public Open House



Ongoing Communications

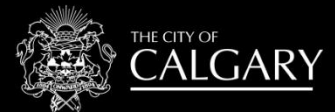


Construction Updates



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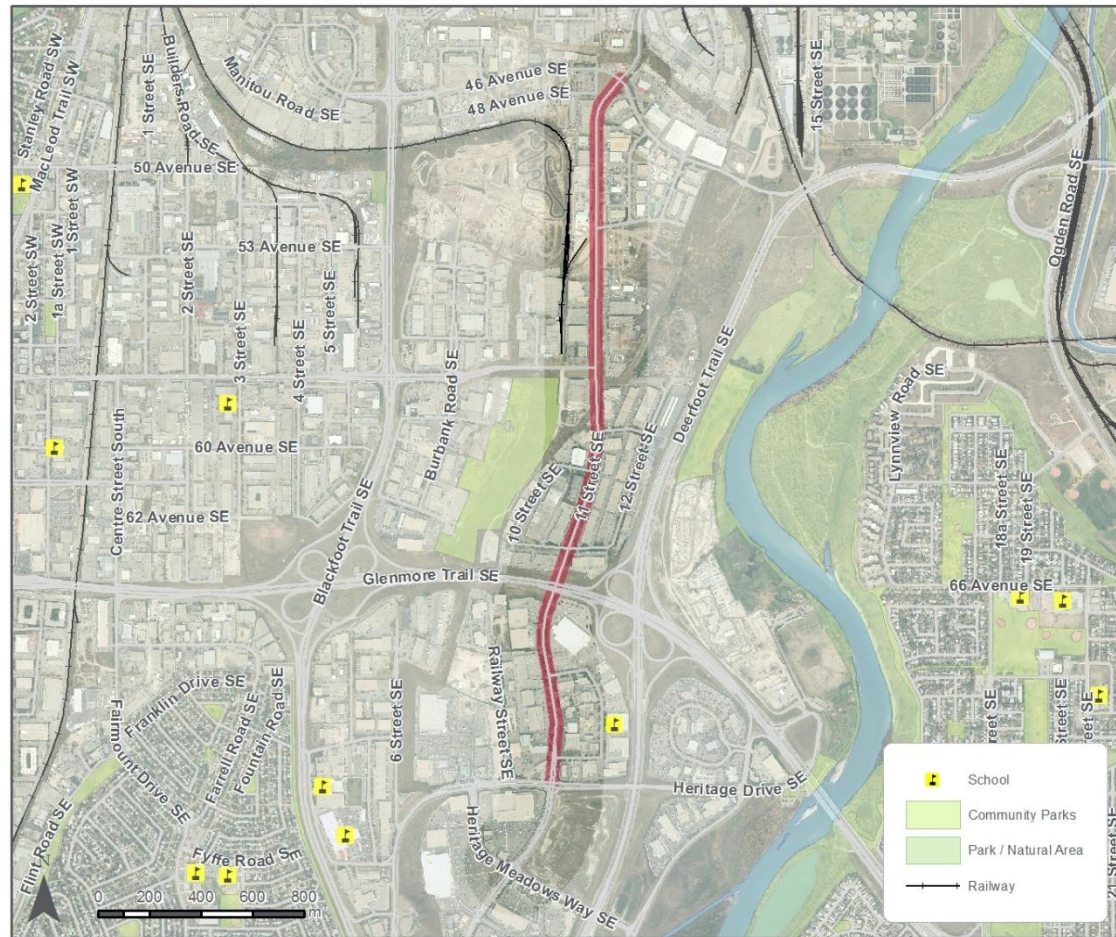


# Process



# Study Area – Context

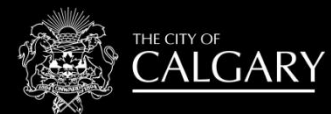
- 46 Avenue SE to Heritage Drive SE
- 2.8 kilometres long
- Considerations for broader connections



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# Study Area – Land Use

- Primarily industrial, office, large format retail
- Significant development has occurred in recent years



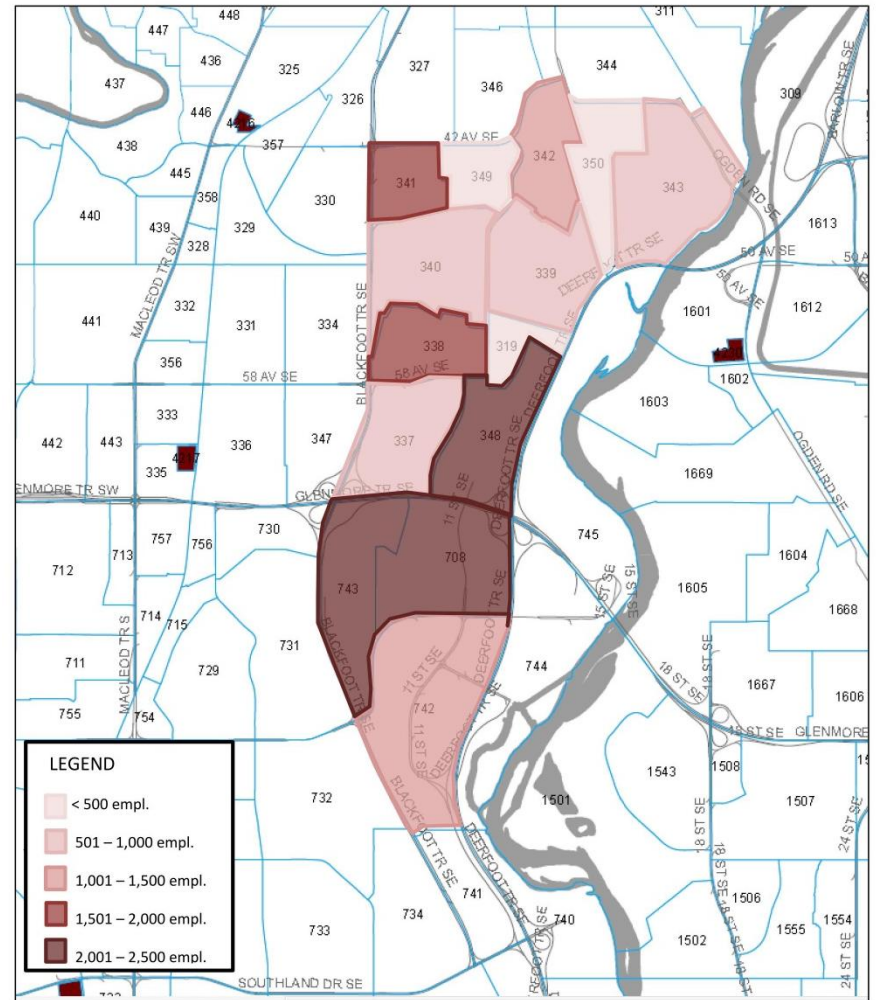
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# Study Area – Employment

- Industrial, office and retail uses result in large employment base
- Over 16,000 employees travelling to/from area every day



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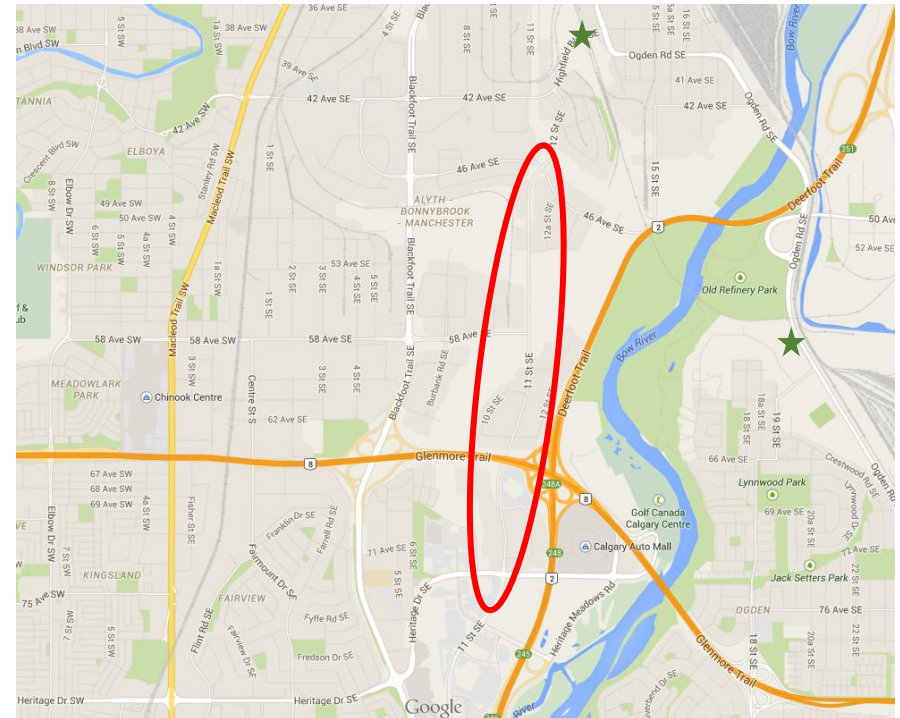


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# Study Area – Transportation

- 11 St SE provides access to retail, businesses and offices
- Provides important role in north-south road network (redundancy to Deerfoot Trail, Blackfoot Trail, and Macleod Trail)
- Traffic improvement with planned Green Line SE Transitway (Highfield Blvd)



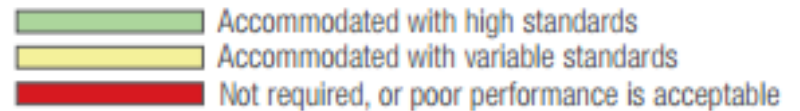
★ Future Green Line Transit Way Station



# Multi-Modal Streets

- Street design should consider the needs of all road users including pedestrians, cyclists and transit users
- Complete Streets Guidelines indicates walking, cycling, transit and autos should be all accommodated with variable standards

		TRANSPORTATION MODES					
CTP CLASSIFICATION		Walking	Cycling	Transit	Goods	Autos*	EXAMPLES
Skeletal	Skeletal Road	[Red]		[Yellow]	[Green]		Glenmore Tr. S.W.
	Arterial Street	[Yellow]	[Green]	[Green]	[Green]		Northland Dr. N.W.
Arterial	Industrial Arterial	[Yellow]	[Yellow]	[Green]	[Green]	[Yellow]	114th Ave. S.E.
	Local Arterial	[Green]	[Yellow]	[Green]	[Green]	[Yellow]	85th St. S.W.
Liveable	Urban Boulevard	[Green]	[Green]	[Green]	[Green]	[Yellow]	49th St. N.W.
	Parkway	[Green]	[Green]	[Yellow]	[Red]	[Yellow]	University Dr. N.W.
	Neighborhood Boulevard	[Green]	[Green]	[Yellow]	[Red]	[Red]	Garrison Gt. S.W.
Local	Primary Collector	[Green]	[Green]	[Green]	[Yellow]	[Red]	Fifth Ave. N.W.
	Activity Center Street	[Green]	[Green]	[Green]	[Red]	[Yellow]	33rd Ave. S.W.
	Collector	[Green]	[Green]	[Yellow]	[Red]	[Red]	24th Ave. N.W.
	Industrial Street	[Green]	[Yellow]	[Green]	[Yellow]	[Green]	53rd Ave. S.E.
	Residential Street	[Green]	[Green]	[Red]	[Red]	[Yellow]	Kensington Ct. N.W.
	Lanes (Alleys)	[Yellow]	[Red]	[Red]	[Green]		



# Designing for Mode Integration

Bicycle lanes benefit all road users by:

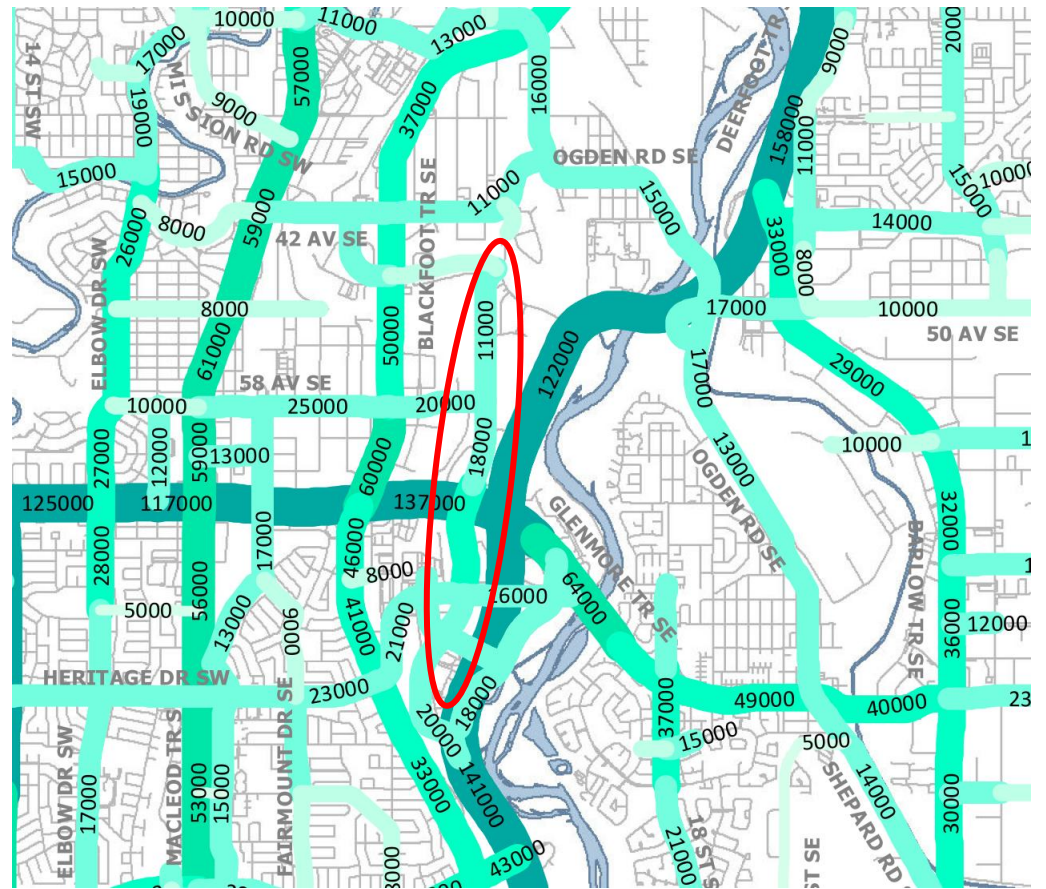
- Defining road spaces for more orderly traffic flow
- Keeping cyclists out of travel lanes
- Providing buffers between motorists and pedestrians
- Moderating traffic speeds
- Making crossing pedestrians more visible to drivers
- Increasing clear space between parked cars and moving vehicles
- Encouraging cyclists to obey traffic rules
- Improving safety compared to shared use lanes
- Providing buffer for pedestrians from faster moving traffic



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# Road Network

- Important north-south corridor in area transportation network
- Significant north-south capacity in surrounding area (approximately 250,000 vehicles per day on major north-south corridors)
- 11 Street SE only accommodates 5-7% of daily north-south traffic in area

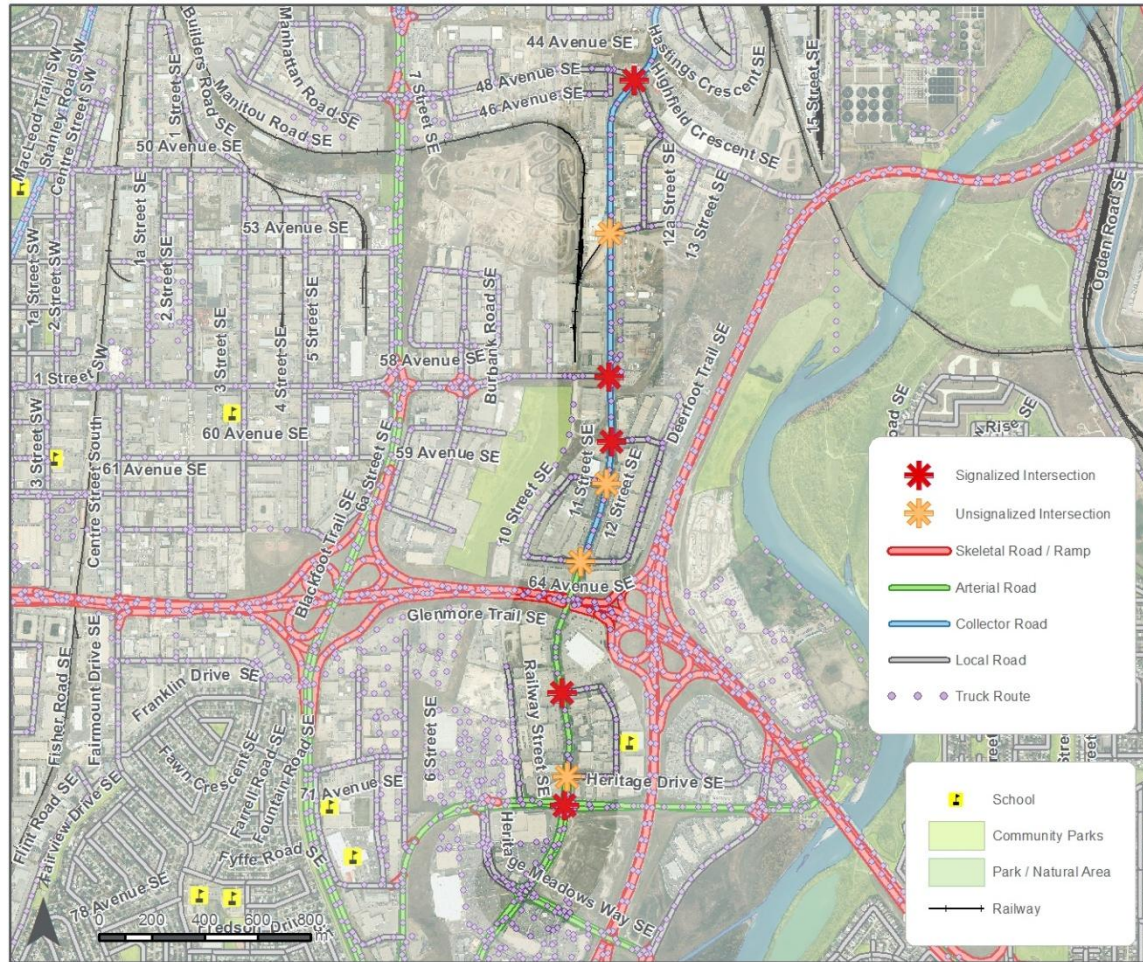


Corridor	Average Daily Traffic Volumes
Deerfoot Trail	120,000
Blackfoot Trail	50,000 – 60,000
Macleod Trail	60,000
<i>11 Street</i>	<i>11,000 – 18,000</i>
<b>Total (north-south corridors)</b>	<b>241,000 – 258,000</b>



# Road Network

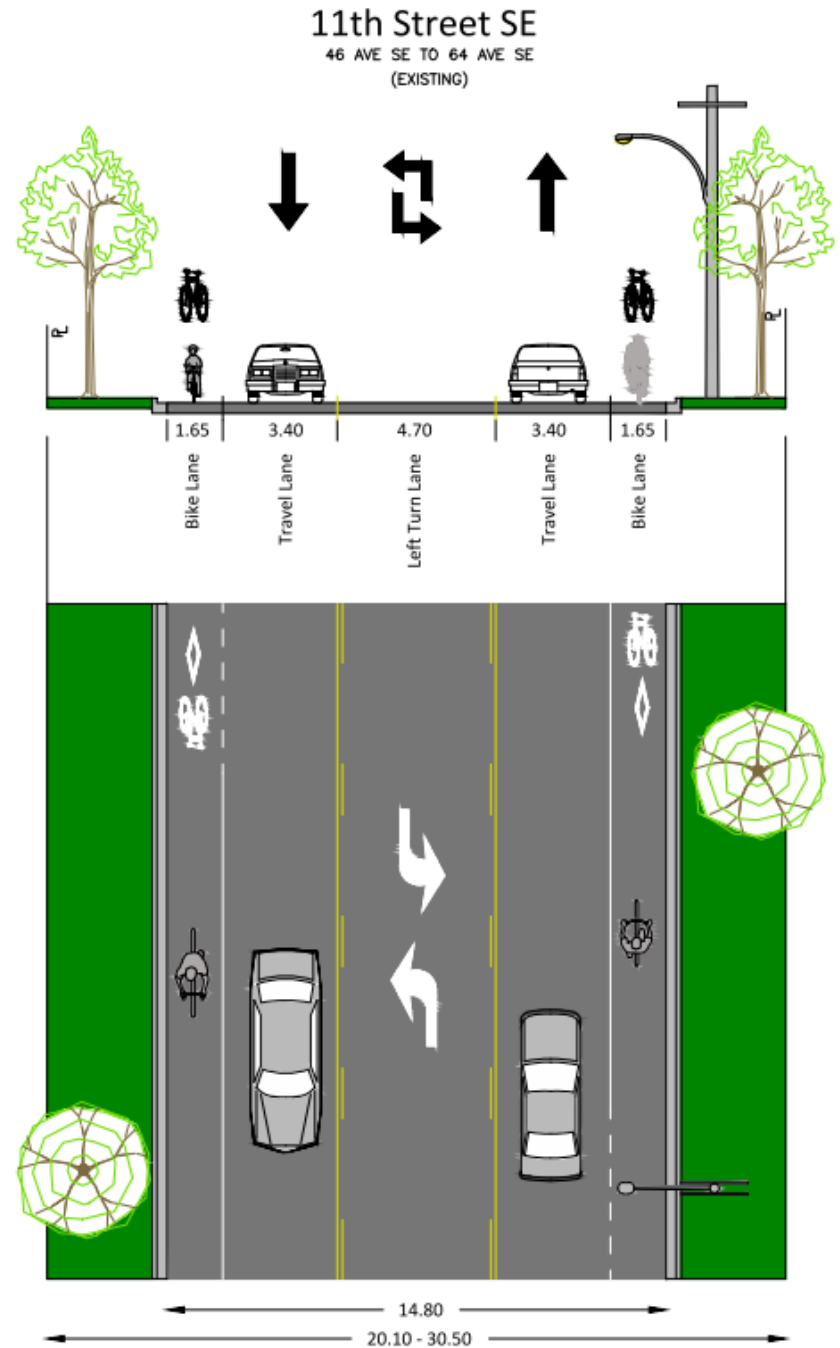
- 46 Ave - 64 Ave SE :
  - Collector Road
  - 11,000 vehicles per day
  - 3 lanes
- 64 Ave – Heritage Dr SE:
  - Industrial Arterial Road
  - 18,000 vehicles per day
  - 4 lanes
- Truck route
- Bus route
- Five traffic signals
- No on-street parking
- Numerous driveways/ accesses



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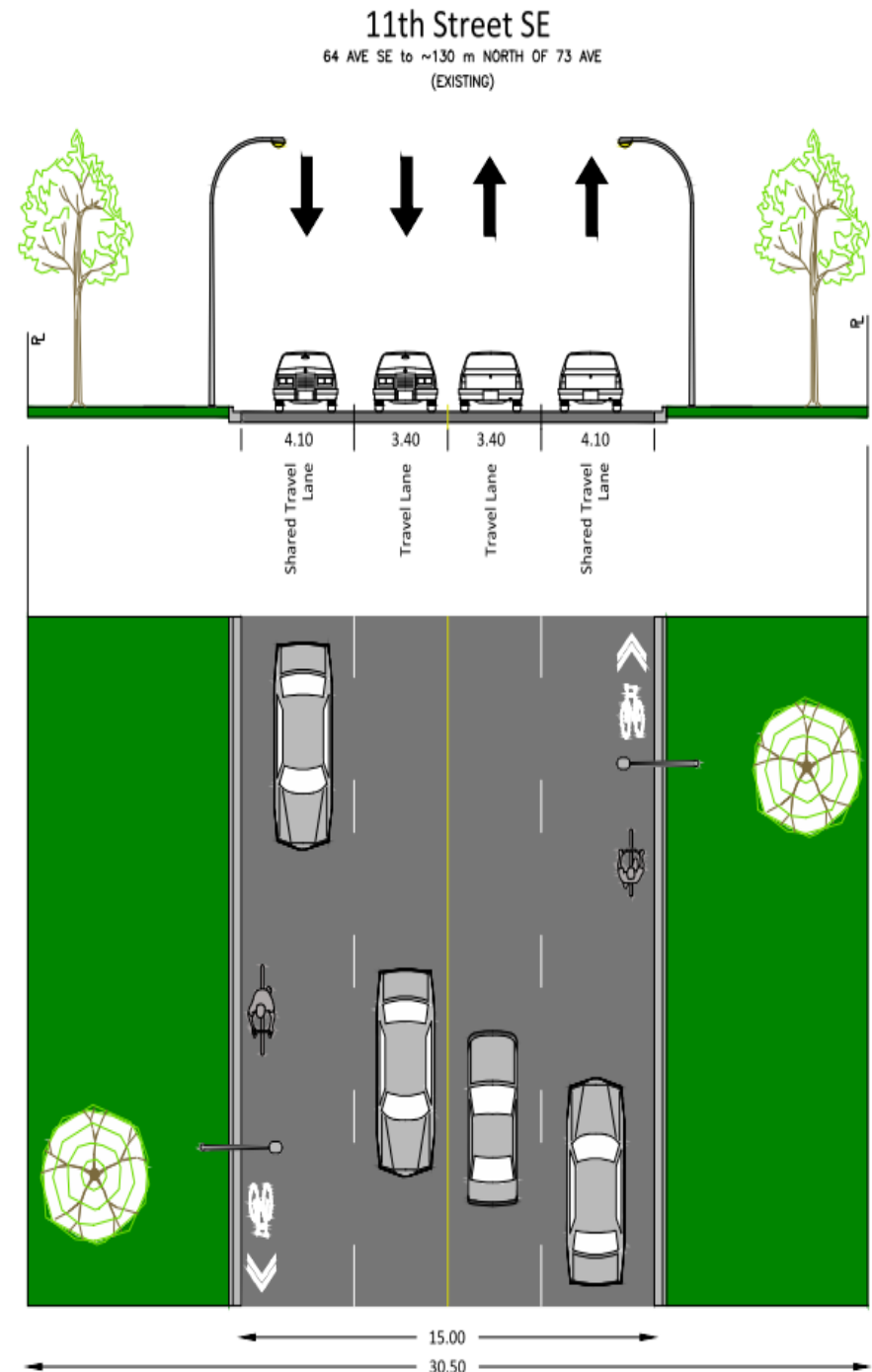
# Physical Characteristics: 46 Ave – 64 Ave SE

- Two through lanes
- One two-way left turn lane
- Painted bike lanes
- No sidewalks



# Physical Characteristics: 64 Ave – 73 Ave SE

- Four vehicle lanes
- Curbside shared use lanes with bicycles
- Few sidewalks



# Traffic Volumes

- Traffic volumes have not significantly changed over time
- Majority of travel is automobiles
- Trucks account for 4-6%
- Pedestrians and cyclists account for less than 1%

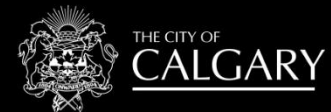
Year	Corridor Average Daily Weekday Traffic (ADWT)	
	North of 58 Ave SE	South of 58 Ave SE
2013	11,000	18,000
2012	11,000	17,000
2011	11,000	13,000
2010	13,000	15,000
2009	13,000	16,000
2008	14,000	15,000
2007	12,000	16,000
2006	12,000	16,000
2005	12,000	N/A

		Auto	Truck	Pedestrian	Bicycle
AM Peak	Volumes	1,126	71	7	4
	Mode Share	92.8%	6.2%	0.6%	0.4%
PM Peak	Volumes	1,522	61	7	5
	Mode Share	95.3%	4.0%	0.4%	0.3%

Represents average intersection traffic volume along corridor (total of 7 intersections)

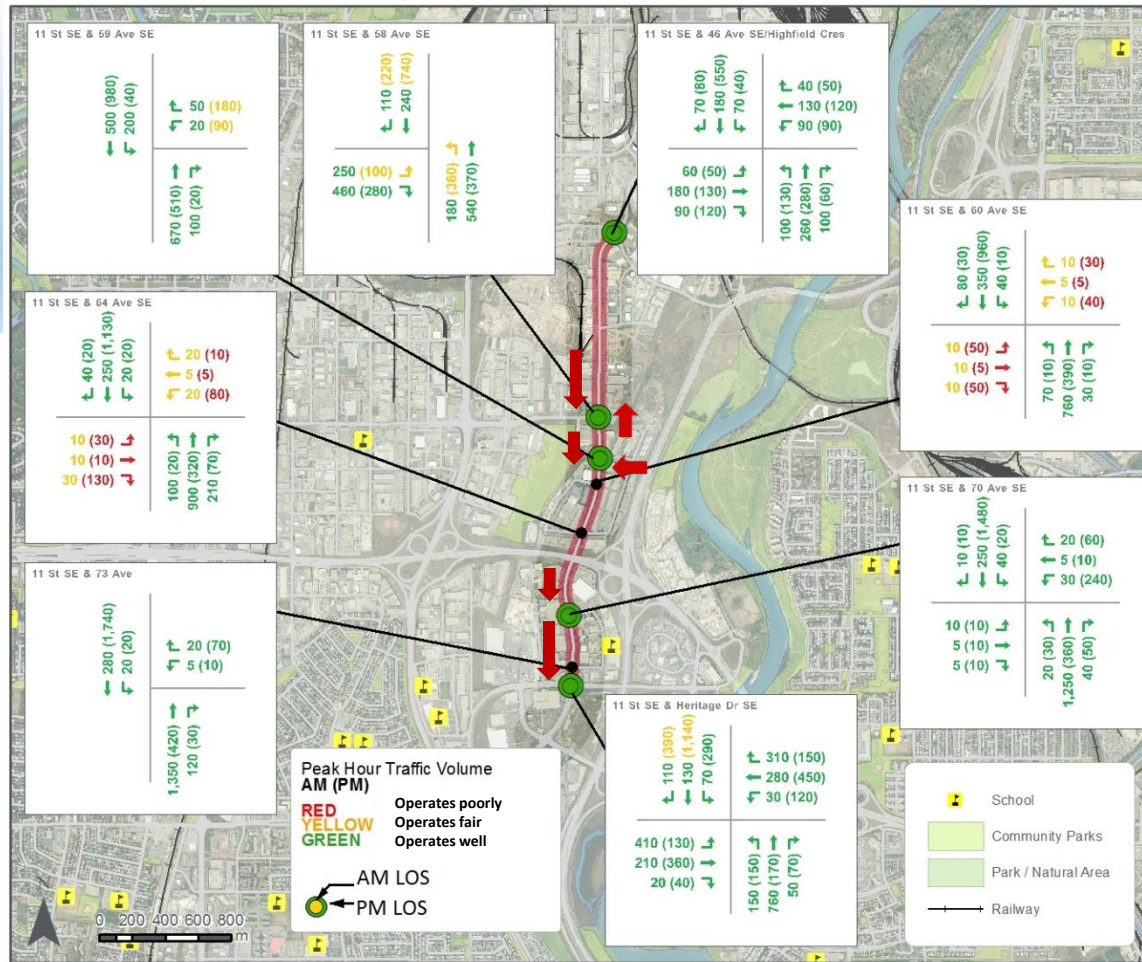


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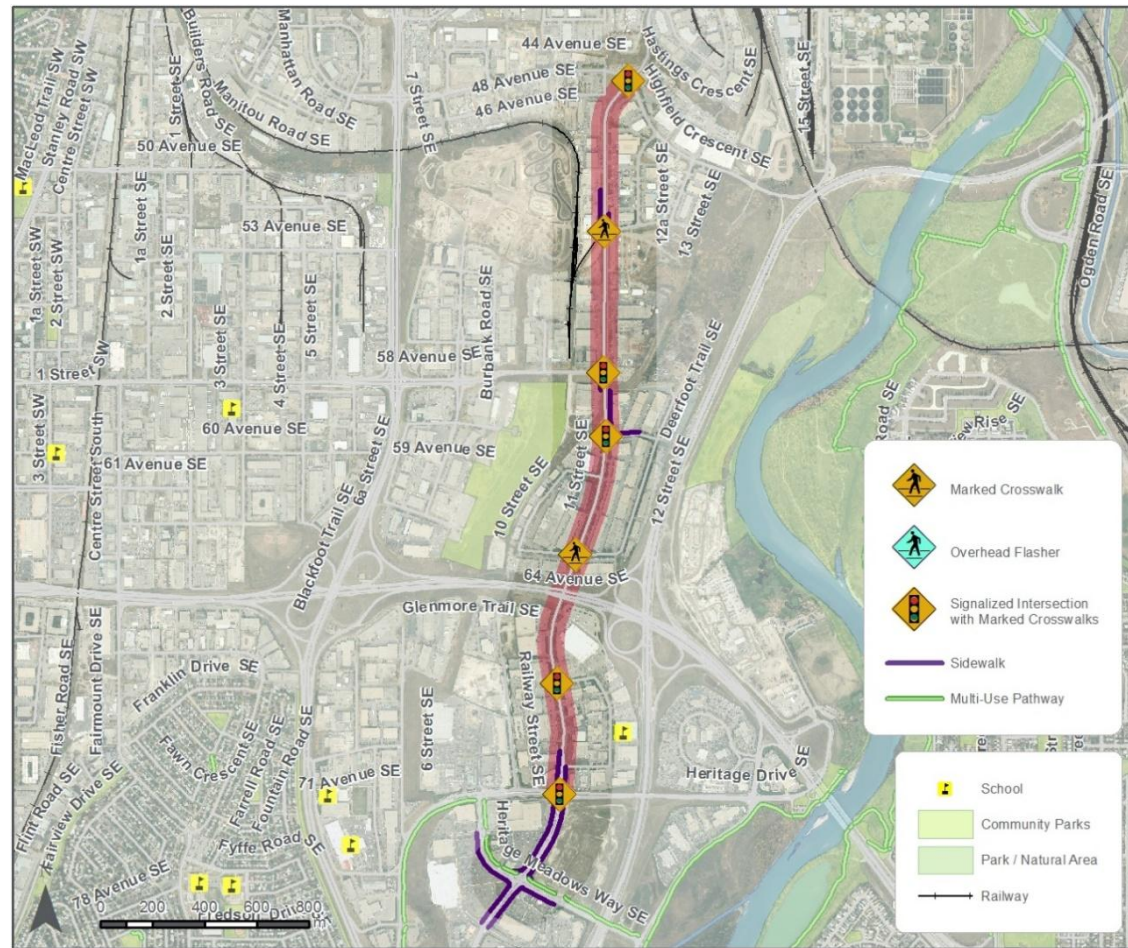
# Traffic Operations

- Overall, corridor is performing at acceptable levels with some poor movements at unsignalized intersections
- Some areas of congestion and delay during the afternoon peak hour, particularly southbound approach at 58 Avenue and Heritage Drive

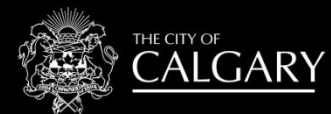


# Pedestrians

- Very limited sidewalk coverage
- Several pedestrian crossings
- Difficulty accessing bus stops
- Lack of connections to surrounding pathway network



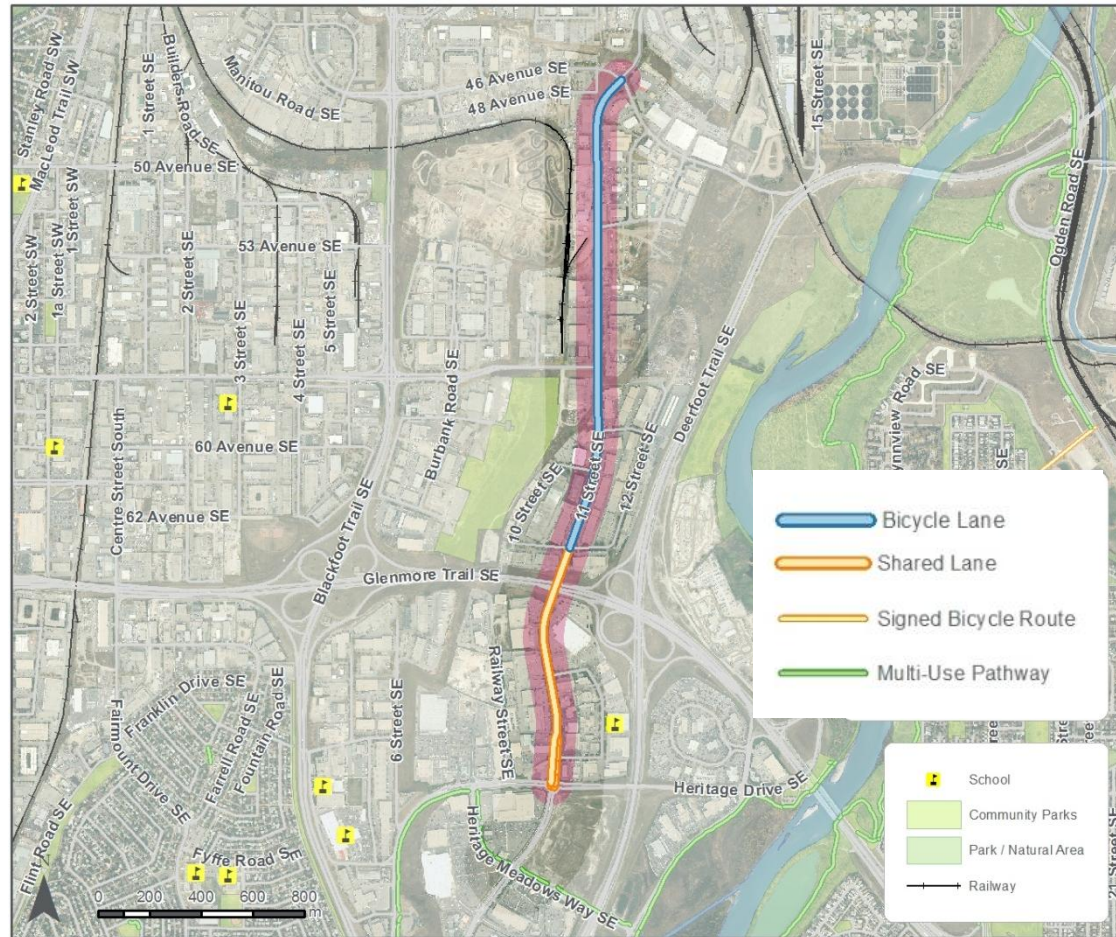
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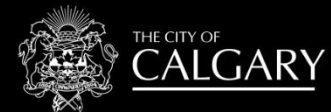
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# Cyclists

- Bike lanes north of 64 Avenue SE
- Shared use lanes south of 64 Avenue SE
  - Width of shared use lanes does not meet national or international guidelines
  - Shared use lanes are not appropriate given vehicle speeds and volumes
- Lack of connections to surrounding bikeway and pathway network

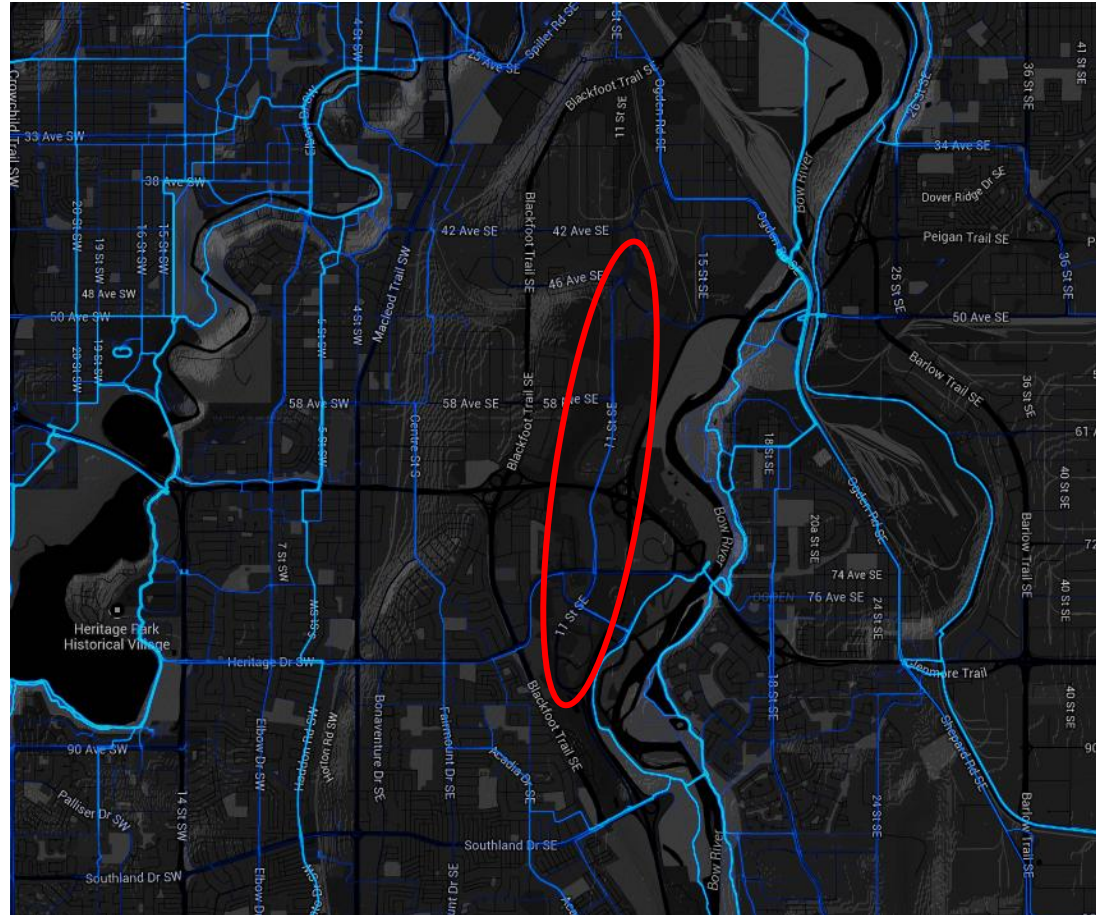


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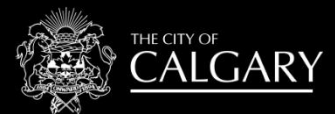


# Existing Cycling Use

- Strava data shows desire line is 11 Street SE in this area
- Moderately used corridor
- Important north-south connection regionally
- Shows connection to other area network
- Important for safe access to businesses



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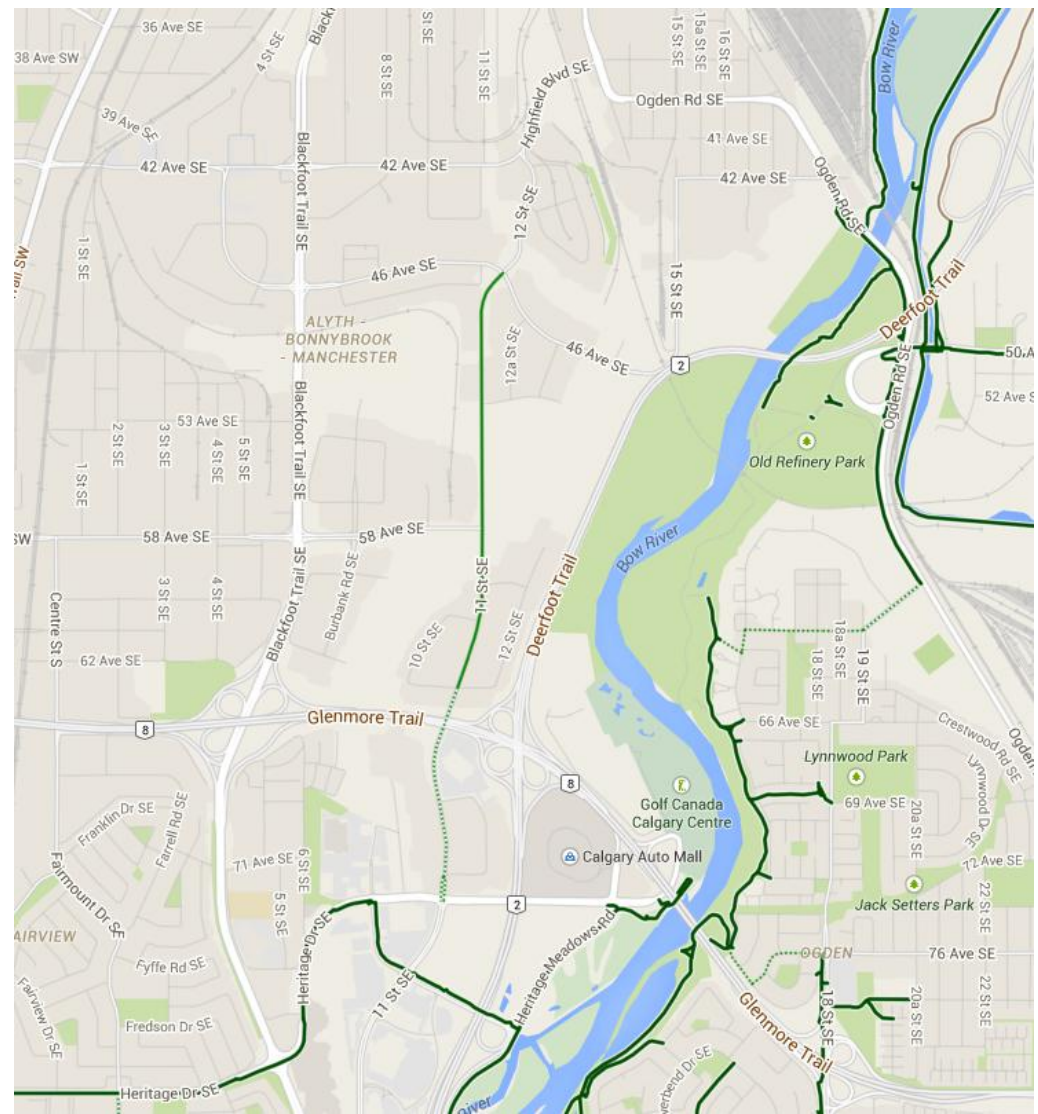


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# Network Connectivity

- Existing bicycle facilities do not connect to surrounding pedestrian and cycling facilities
- Need to improve connections to regional pathway and bikeway network



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# Transit

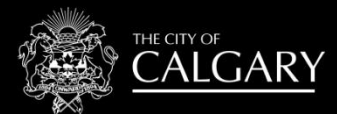
- Major employment area served by four transit routes
- Difficult to walk to a bus stop
- Lack of amenities (ie shelters) at bus stops



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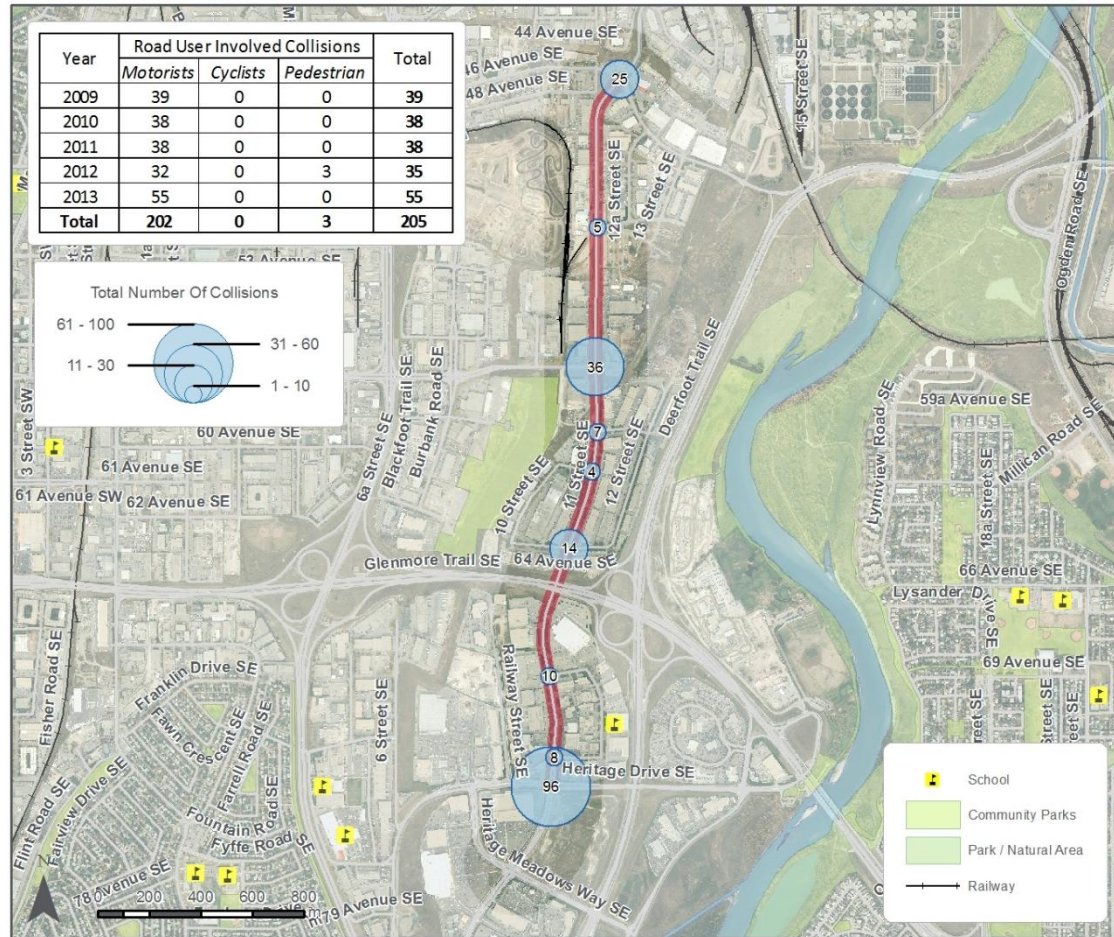
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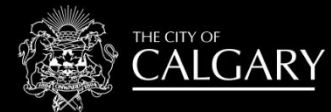
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# Safety

- 205 reported collisions along the corridor between 2009 and 2013 (41/year)
- This is less than 0.1% of the City's 44,000 collisions per year
- Highest collision locations at Heritage Drive and 58 Ave
- No cyclist collisions
- 3 pedestrian collisions



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# Challenges & Opportunities

## Challenges

- Limited bikeway connections
- Moderate traffic volumes, including high truck volumes
- Truck route
- Industrial and large format commercial land uses
- Traffic congestion and perception of delays at major intersections during peak periods
- Shared use lanes not appropriate bicycle facility
- Lack of pedestrian facilities
- Driveways

## Opportunities

- Improve connections to bikeways and pathways in surrounding area
- Improve traffic operations
- Create a more comfortable street to bike or walk on



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# What do you think?

1. What are the main issues and challenges as they related to:
  - Traffic Flow
  - Bicycle Facilities
  - Bicycle and Pedestrian Connections
  - Other?
2. How can we address these issues and improve 11 Street SE for all road users?



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# Thank You!

Please let us know if you have any questions.



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