



12 Avenue South Improvements

Stakeholder Report Back: What we heard / what we did

July 17, 2019

Project overview

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

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

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

Engagement overview

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

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

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



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Engagement Promise

Phase one

The project team developed a design for the road improvements which was taken to stakeholders for information only.

Phase two

The project team asked for input and general comments to identify gaps in the proposed design to extend the cycle track west on 12 Avenue South from 11 Street S.W. to 16 Street S.W.

Changes to the Phase two design were incorporated after engagement with stakeholders. Please see the “What we heard, what we did” section of this report (pg. 5) for more details.

Phase three

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

Due to the difference in project timelines for the different phases, the decision was made to release the feedback for Phase one and Phase two prior to sharing feedback on Phase three. Doing so allows The City to report back to Calgarians before construction begins. This report includes what we heard from Phase one and Phase two of the project. The What We Heard Report for Phase three will be shared in Fall 2019.

What we asked

| Phases | Questions | Engagement Promise |
|---|--|---|
| Phase one: Road improvements | | Inform; Provide information that is timely, accurate, balanced, objective, and easily understood. Respond to questions for clarification and direct citizens and stakeholders to sources of additional information. |
| Phase two: Western extension | Do you have any comments regarding the design for Phase two (11 Street S.W. to 16 Street S.W.)? | Listen and Learn; We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas. |
| Phase three: Connection to the Bow River Pathway | What are the improvements that you would like us to consider making when designing the street (16 Street S.W. to 19 Street S.W.) | Listen and Learn; We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas. |



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to improve your experience? When: walking, cycling, driving, parking, taking transit, when using mobility assistive devices.

What we heard

There was a limited opportunity for input in Phase one of the project, however, the project team was able to connect with most businesses on 12 Avenue South between 4 Street and 16 Street S.W. to inform them of the project. During the door knocking sessions with businesses, the team collected comments and concerns from over 60 businesses.

In general, participants told us:

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

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

In general, participants told us:

- They support the cycle track extension and that a cycling connection to Sunalta on 12 Avenue S.W. is important for safety, access and connectivity with the rest of the downtown cycling network.
 - Parking and loading is important for area businesses and residents.
 - Businesses rely on loading zones for deliveries.
 - The design for Phase two offers people cycling a safe crossing of 14 Street S.W.
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.



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What we heard, what we did

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

Phase two:

| General (151) | | |
|--|--|--|
| Theme | Detailed explanation or examples | What we did, our response |
| In support of the design/project (141) | <p>In general, people are very excited and offer their support for the extension of the cycle track on 12 Avenue South. This cycle track connection is considered an integral part of downtown cycle network and will improve safety, connectivity and access.</p> <p><i>“This is fantastic! So glad to see this expanded with physical barriers.”</i></p> <p><i>“This is such an important extension. I strongly support the pinned curb in addition to the flexible posts. My four-year-old and I regularly use the 12th Ave cycle track to visit friends, daycare, library, etc. This lets us get further safely. Plus we have friends close to the new western end :)”</i></p> <p><i>“I like the extension. I often bike to pug and Duke and that last road where the cycle track ends is awkward to navigate. This may being more walking / cycling traffic to those restaurants as well. Especially if it connects to bow River.”</i></p> <p><i>“Very excited for the extension of the cycle track, this is a key downtown connection that has been missing”</i></p> | <p>Construction for Phase two is scheduled for Summer 2019. The final design includes a two-way cycle track from 11 Street S.W. to 15 Street S.W. The cycle track is separated from vehicle travel lanes for the most part with pinned curb and flexible posts. Bicycle signals will be added at signalized intersections and dashed green paint will be applied at key intersections, alleys and driveways.</p> <p>Change to Phase two end location:</p> <p>To minimize the community impact of a temporary roadway change at 12 Avenue and 16 Street S.W. The City will end Phase two at 15 Street S.W. This will also provide us more time to examine the design of 12 Avenue S.W. in Sunalta and review additional feedback from the Sunalta Community Association.</p> |



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| | <p><i>"I love that this is going to be done. Not only does it directly impact me on my daily, year-round bike commute from Inglewood to Sunalta/Beltline, making the route more straightforward and safer, but I like that it also allows cyclists to get closer to a connection to the Bow pathway."</i></p> | |
| Not in support of the project (10) | <p>Respondents who did not support the extension had questions about the corridor being on 12 Avenue (instead of another road) and concerns about cycling infrastructure not being a priority given the current economy. There was also concern about the impact of removing on-street parking.</p> <p><i>"Business is tough in this city and you are making it harder. Great that you are making it better for cyclists to get around but the rest of the people need to get around too and park. So many businesses closing so there may not be any reason for people to get around at all if businesses close"</i></p> <p><i>"Why does the City insist on having a cycle track on 12 Ave.? Why can't it be on 13 Ave. where further east there is a 'greenway'. I'm not sure what the purpose of the greenway is but there is extra wide pedestrian facilities with few pedestrians on them, and a narrowed carriageway for cars."</i></p> | <p>Cycle tracks improve mobility options for Calgarians and create a safer space for everyone on the road.</p> <p>12 Avenue South was identified as a cycling corridor in the Centre City Cycle Track Network Development and Recommendations Report. A number of corridors, or groupings of streets, were identified for the Centre City study area based on the idea that a single cycle track within the corridor would be able to appropriately serve the demand for that specific area. Once fully implemented, the 12 Avenue cycle track will provide an all ages and all abilities cycling connection from the Bow River Pathway to the Elbow River Pathway.</p> |

Feedback about cycling experience (33)

| Theme | Detailed explanation or examples | What we did, our response |
|---|---|---|
| Concerns/ questions/ ideas about cyclist safety at driveways and intersections (15) | Concerns with crossing driveways and intersections where drivers make a left turn across the cycle track. The feedback on the Phase two cycle track extension entering Sunalta was positive in that stakeholders felt that it | Safety at intersections and driveways is important. The cycle track includes many design features that improve safety where people cycling and people driving are mixing. |



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| | <p>offered a safe crossing of 14 Street S.W.</p> <p><i>"....I would like to see smaller gaps in the separation of driveways."</i></p> <p><i>"Continued and increased signage for drivers!"</i></p> <p><i>"I am really excited for this extension, it will make for a nicer bike commute home. Having a safer way to cross 14 st is a game changer...."</i></p> | <p>Intersections will have bicycle signals and some intersections will have a separated signal phase for people turning left and people cycling.</p> <p>"Yield To Bikes" signs will be installed at intersections and driveways to remind drivers they must yield to before turning left across the cycle track.</p> <p>Driveways and intersections with high volumes of people cycling and driving will have dashed green paint.</p> <p>The project team reviewed each driveway opening and narrowed the opening distance at several driveways while maintaining room for large vehicles to turn.</p> |
| <p>Type of cycle track barriers (9)</p> | <p>Respondents shared a preference for a more durable concrete/permanent curbs to separate people cycling and vehicles.</p> <p><i>"Yay a 2-way cycle track, please ensure it connects to the river pathway, as leaving gaps is difficult for younger riders. Also flexiposts don't seem to last long, please consider a more permanent construction."</i></p> <p><i>"If investing in cycle tack, please use permanent separation like on 7 street instead of temporary fix. 12 ave was supposed to be a pilot...it has proven successful, so why not invest in permanent curbs? They are more attractive and durable."</i></p> | <p>To align with Phase one construction timelines, pinned curb and flexible posts will be used. Other types of separation materials will be considered for future on-street cycling projects.</p> |



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| | <p><i>"more barriers between bikes and cars please!"</i></p> | |
| <p>Interested in improvements for bicycle turning movements at intersections (bike turn boxes) (5)</p> | <p>The importance of the size and location of bike turn boxes was noted along with an interest in having bike turn boxes at more intersections.</p> <p><i>"Please take care to create visible, safe turn boxes at 11 St SW, for NB to WB turns and EB to SB turns. The turn boxes should *not* be behind pedestrian crosswalks..."</i></p> <p><i>"Make the bike box bigger to accommodate cargo bikes"</i></p> | <p>Bicycle turn boxes have been provided at:</p> <p>12 Avenue and 11 Street S.W., based on feedback we also added a ramp into the bike turn box for easier access</p> <p>12 Avenue and 15 Street S.W., Located at the end of the cycle track for 2019 construction, the bike box will help people cycling continue south on 15 Street S.W.</p> <p>If you aren't familiar with bicycle turn boxes, learn how to use them by watching this video.</p> |

Feedback about parking experience (18)

| Theme | Detailed explanation or examples | What we did, our response |
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| <p>Concerns/questions/ideas about parking changes/parking loss (12)</p> | <p>Loss and lack of parking in the area is of concern with people who live and have businesses in the area. Street parking is used for customers and visitors.</p> <p><i>"The changes between 15 St and 14 St seem like quite a major loss in parking for those buildings. Only having 1 lane turning to NB 14 Street will hopefully help with the PM rush hour issue of cars blocking the intersection and preventing me from turning from SB 14 Street to EB 12 Ave."</i></p> <p><i>"Consider more angle parking for lost avenue parking. I support no parking between cycle lane and traffic lanes."</i></p> <p><i>"Although, I appreciate the open house, my biggest concern is lack of</i></p> | <p>The project team understands that changes to on-street parking can be difficult and decisions about changes to roadways in established neighbourhoods often involve challenging trade-offs.</p> <p>The project team reviewed parking data from a parking study and Calgary Parking Authority parking usage in pay-zone locations and found that parking is underutilized on 12 Avenue South between 11 Street and 15 Street S.W. The average occupancy is below 50 per cent. Given this data, we anticipate that the proposed parking changes will meet the parking needs of area.</p> <p>After Phase two is installed, we will continue to monitor parking along the corridor.</p> |



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| | <p><i>provision for permit parking for people directly affected by single resident homes....”</i></p> | <p>Additional changes to parking Based on feedback from local businesses we kept parking as it is today on 13 Street S.W. north of the new accessible loading zone.</p> <p>Local business stated they prefer short term parking versus a loading zone for their customers.</p> <p>On the north side of 12 Avenue between 15 St SW and 16 St SW, we will remove the rush hour parking restriction.</p> |
| <p>Concerns/questions/ideas about loading zones changes (6)</p> | <p>Concern about changes to loading zones creating challenges for area residents when moving and for businesses who rely on them for deliveries.</p> <p><i>“.....Loading/unloading of business deliveries not addressed adequately. I understand need for protected bike lanes. I understand the need for protected bike lanes on 12th ave. why not use some of the sidewalk space?.....”</i></p> <p><i>“Provide space for moving truck parallel, short term 20 min or loading” (sticky at 12s s.w., north side)”</i></p> | <p>The final design relocates loading zones and accessible loading zones on the on the north side of 12 Avenue between 11 Street S.W. and 14 Street S.W. to the adjacent street.</p> <p>Additional changes to loading Based on feedback we added a loading stall is provided on the east side of 12 Street S.E. just north of 12 Avenue South.</p> <p>There will now be two angled loading stalls and five parking stalls.</p> |
| <p>Feedback about driving experience (13)</p> | | |
| <p>Theme</p> | <p>Detailed explanation or examples</p> | <p>What we did, our response</p> |
| <p>Traffic flow, signs and signals (13)</p> | <p>Respondents supported fixing travel lanes on 12 Avenue South to provide a smooth and predictable driving experience. There was feedback about congestion and traffic signal timing along 14 Street S.W. and that vehicles are getting stuck in the intersection while turning left from 12 Avenue S.W. There was a concern that the design</p> | <p>The final design for Phase one and two minimizes the need for drivers to change lanes by having parking mainly on the south side of the street.</p> <p>Traffic analysis does not indicate there will be operational issues with the final design.</p> |



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| | <p>prioritizes vehicles and may lead to speeding in Sunalta.</p> <p><i>“NBT vehicles get stuck in the intersection preventing EBL (pm worse (sticky note at 14 St intersection)”</i></p> <p><i>“Add no entry marking on key intersections to prevent cars blocking intersections”</i></p> <p><i>“This design prioritizes vehicles and is not consistent with section 5.2(6) of the Sunalta ARP. Three lanes of one-way traffic is excessive in a residential community and contributes to speeding, driver inattention and an unpleasant pedestrian and resident experience and should be reconsidered.”</i></p> <p><i>“Please stop changing the sides back and forth for parking and for lanes.....The Ave is straight. Just make everything straight.....”</i></p> | <p>The project team has shared feedback about congestion and signal timing on 14 Street and 12 Avenue S.W. with our Traffic Engineers for further investigation and review.</p> |
|-----------------------------|---|--|
| Other (33) | | |
| Theme | Detailed explanation or examples | What we did, our response |
| <p>Parking for cyclists</p> | <p>Respondents supported more bike parking along 12 Avenue S.W. and improving other community connections (11 Street S.W., connection to the Sunalta Train Station).</p> <p><i>“add bike parking with lane introduction”</i></p> <p><i>“Extend 11st bike lane south to 17th”</i></p> | <p>The project team will review opportunities to install more bike parking along 12 Avenue S.W. this summer.</p> <p>Other cycling connections will be considered for future implementation of the on-street cycling network.</p> |



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| | <p><i>“This is a great idea. Can you also put in at bike level buttons to operate the signals at 11th Ave & 16th st.”</i></p> <p><i>“This is a missing link in the bike network, expanding to Sunalta station gives more options to travel.”</i></p> <p><i>“Better signage of how to get to Sunalta Station and other landmarks.”</i></p> | |
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Next steps

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

The project team will review input provided for Phase three this summer and share a summary of feedback in the Fall. The input for Phase three will help inform the design of that phase and concepts will be shared with the community in Fall 2019. Construction for Phase three is scheduled for Spring/Summer 2020.



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Verbatim Comments

Phase One Verbatim

- “Bike box @11st. in this travel lane-do we need this”? (sticky on proposed map, west of 11st.sw)
- “I would like to see extension of 11st lane to 17th Ave (like the 5th)” (sticky on proposed map, east of 11 st)
- “time limited stopping/loading. o/s Mikey’s on 12th” (sticky on proposed map, north side between 9st and 8st)
- “ask Safeway for cyclist warning sign” and “they need more bike racks” (sticky on proposed map, north side between 8th and 7th street S.W.)
- “more signage for vehicles turning left this corner is bad” (sticky on existing map, at 7th street and 12th ave)
- “vehicles traveling SB on 5th St turning left onto EB 12th Ave come a little close sometimes to the bike turning base. A painted turning lane guide would be nice for suggesting to drivers to turn a bit wider” (sticky on proposed map, at 5th street s.w.)
- I’d prefer parking to be located on north side of the venue. As a cyclist, I prefer the sense of safety by physical barrier from moving traffic. And regular transit user this is likely to result in additional delays getting out from behind stopped cars.
- Check lane width where parking is converted to travel lane.
- Existing: 2 lanes on mostly free flowing on south side at 9 ave, 8 ave, 7 ave, 6 ave
- New: 2 lanes on the north side but the left lane will be impacted by the vehicle permissive left turn across cycle track.
- In the existing scenario, permissive left is stopped at the intersection, generally protected from backpressure because the left lane isn’t free flowing.
- Please investigate whether traffic flow would improve with the permissive left turns.
- As long as they are monitored as such and policed well so that the cars move
- As it stands now the loading zone in front of 918 12th ave is essential to the operation of my business (Mikey on 12th), we can do out due diligence in making sure people get cabs and uber. We also have many elderly patrons with mobility issues that like the way it is. We have musicians loading and unloading daily. We have large deliveries of good weekly.
- A loading zone is essential for dominion place on 12th ave s.w. The ballet school has drop offs and pick ups hourly/three restaurants need large deliveries including pallets of kegs of beer. And it provides no



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access for taxi pick up. I was explained the benefits. Taking away loading zone and 5 car lengths of parking can't be that much more a benefit than its consequences. An restaurant that serves alcohol is required by law to ensure intoxicated patrons get into a taxi/uber safely. This is not possible if vehicles can't stop.

- The only zone that might be problematic is the Stella/Luna/Nova complex at months start (move in/move outs)
- People will still park there and they wont move
- It is a major drawback, is a matter of safety and convenience (Mikey on 12th).
- The new design will make snow clearing way easier (phase 2)
- It seems to me that any change in the parking from 14th to 8th ave is unnecessary.
- The businesses need a loading zone. I am not sure how much the condo needs one (the only other place on this block.
- None I can think off.

Phase Two Verbatim

- "traffic concern from 2 to 1 thru lane" and "pedestrian safety in the Crosswalk" (sticky on north and south sides, west of 16th st s.w.)
- "currently no provision for permit parking for single family home. Closest permit within 10 meters from property line" (sticky on north side, at 15th street)
- "plans for signals at 11th and 10th to get across" (sticky at 15st s.w.)
- "breakdown between am/pm of parking utilization" (sticky on 15st s.w.)
- "can this gap w/o separation be shrunk" (sticky between 15st and 14 st, south side of street)
- "another wide barrier for east bound traffic turning left onto 14th street, to slow turning cars" (sticky on north side of street between 15st and 14th street s.w.)
- "the more extended curbs the better to slow traffic" (sticky on north side, between 14th and 13th street)
- "the condo board paid for the loading zone this year (Sunalta Place), what happens to \$\$" (sticky on north side, between 13th and 12th street).
- "will there be more bike parking? (sticky on north side, between 13th and 12th street)
- "more barriers between bikes and cars please!" (sticky on north side, between 13th and 12th street)



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- “look both way signs for vehicles turning on to one way “ (sticky on south side, between 13th and 12th street)
- “funding on the project” (sticky on 12th street)
- “year round planters-winterize to keep extra barriers 12 mo/yr please +seasonal fun 😊 “ (sticky on south side of 12th between 12th and 11th street)
- “add bike parking with lane introduction” (sticky on south side of 12th between 12th and 11th street)
- “make the bike box bigger to accommodate cargo bikes “(sticky on south side of 12th between 12th and 11th street)
- “extend 11st bike lane south to 17th “(sticky on south side of 12th between 12th and 11th street)
- “providing training signage/education for the turn boxes” (sticky on north side of 12th between 12th and 11th street)
- “protected cycle track on 11th please” (sticky on south side of 12th between 12th and 11th street)
- “more protection @ intersection along 11th Ave bike lanes” (sticky on south side of 12th between 11th and 10th street)
- “taller curb to separate cycling lane from traffic at intersections. -allows cyclists to rest one leg on curb. - check city of Edmonton complete streets. (sticky on north side of 12th between 11th and 10th streets).
- “I loved the pretty flower planters 😊” (sticky on north side of 12th between 11th and 10th streets)
- “ PPI don't slow down @ school zones” (sticky on south side of 12th between 11th and 10th streets)

- “Dynamite the bunker/island that makes 12th ave a single lane at 18th street” (west of 16th st SW sticky note)
- “contradicts ph 1 as” (sticky between 16th and 15th street, north side)
- “possible to maintain parking here?” (sticky between 15th st and 14th st, south side)
- “NBT vehicles get stuck in the intersection preventing EBL (pm worse)”, “marking in the intersection to prevent vehicles from stopping in intersection” (2 sticky notes at 14st intersection south side)
- “raise ct here and reduce ped xing distance from median to other side” (sticky between 14st and 13st north side)
- “space for moving truck parallel, short term 20 min or loading” (sticky at 12s s.w., north side)



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-“corner 14st and 12 ave s.e\w parking concerns traffic from all fo Calgary coming and parking. No left turns on 14st from 12 ave s.w. (sticky between 15st and 14 st, north side of drawing)

-“not representative of the businesses in each block” (sticky on 12th street, north side of drawing)

-Consider installing vehicle detectors at intersections with protected/separate left turn phases off of 12 Ave SW. The current phase separations at 9 St, 8 St, 4 St, 1 St SW are often too long in off peak hours, leaving peds and cyclists waiting unnecessarily while vehicles proceed on thru movements

-It would be really nice if a proper cement barrier (like 7th St), rather than flexi posts were used. Safer, and easier to maintain. Please align pedestrian and bike signals, unlike Edmonton Trail and 12 Ave/Macleod Trail SE. The short bike signal on those is ridiculous and should be fixed.

-Very supportive of the cycle track crossing 14th and making it safe to get to the cycle track

-Thank you for the curb bulb and additional protection on the east side of the 14th St. intersection

-I really appreciate separated bike lane as proposed however my main concern is left-turning drivers who carelessly pull into driveways/parking lots without considering the bike lane. Please consider a design that forces drivers to yield before crossing the bike lane

-No but I have a lot of comments about phase one. How do we provide feedback for that?

-Looks awesome! I live in the Beltline and volunteers for a children's charity in Sunalta. This will greatly improve safety for me and others as I go from one community to the other. Plus, I'll go to Pig & Duke or Pizzeria Gaga now, since they're on the cycletrack!

-Get it done! Much needed. Though without phase 3 this is of minimal value, why not do them at the same time?

-This is a great project for bike connection that is critical for safety.

-Cannot come fast enough!

-This is a great idea. Can you also put in at bike level buttons to operate the signals at 11th Ave & 16th st. Or. Install a bike light there similar to 50th Ave & 5th st SW.

-This is fantastic! So glad to see this expanded with physical barriers.

-I LOVE THIS PLEASE MAKE IT HAPPEN.

-I am so happy that you are pursuing this project. Can't wait to see it done! Please keep up the awesome - work. The more cycle tracks the better for me and my family.

-As a resident of Sunalta I support these changes. It will definitely improve my commuting options.



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-This is such an important extension. I strongly support the pinned curb in addition to the flexible posts. My four-year-old and I regularly use the 12th Ave cycle track to visit friends, daycare, library, etc. This lets us get further safely. Plus we have friends close to the new western end :)

-Looks great. Much needed connection.

Yes please! This is long overdue. I feel especially vulnerable crossing 14th St SW anywhere along its length - it will be super to have a protected way to get to Sunalta from the Beltline!

-Yay a 2-way cycle track, please ensure it connects to the river pathway, as leaving gaps is difficult for younger riders. Also flexiposts don't seem to last long, please consider a more permanent construction.

-This is great! Please, do more of this.

-This is long overdue, thank you for extending the cycle track!

-I like the extension. I often bike to pug and Duke and that last road where the cycle track ends is awkward to navigate. This may be more walking / cycling traffic to those restaurants as well. Especially if it connects to Bow River.

-Happy with the proposed design. Use the 12 ave cycle track already and this design will allow me to remain on it to 14th street where I would likely venture off to connect to the Bow River Pathway. Agree with the plan for driving lanes and parking restrictions as well. So happy with my city.

-Thank you so much for connecting this stretch of 12th to the existing cycle track. My husband and I use 12th every day to access the cycle track and this will make it much safer. I appreciate it!!

-This looks great! Being able to safely ride here will allow me and my family to shop more, enjoy the nearby parks, and visit family who live in the neighbourhood without wanting to jump in my car

-This upgrade looks phenomenal! I can't wait to be able to safely bike to Sunalta and visit all the shops along the way! I have friends that live in Sunalta that'll love this too!

-Why? I drive that route everyday, see maybe 4 bikes, fewer pedestrians. Why not split the sidewalk?

-This is going to be such a wonderful addition to 12. Coming from west Calgary and trying to enter the current track is a racers game now.

-Very excited for the extension of the cycle track, this is a key downtown connection that has been missing

-Please proceed in earnest! This is a critical piece of infrastructure to cross 14th St.

-Yes to the cycle track extension! The extended connectivity is much appreciated. Thank you for considering us cyclists.

-Love it. Great idea to provide safe bike infrastructure to cyclists.



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- It will be great to have an extension of the cycle track. I look forward to using it regularly!
- Keep up the good work
- I love that this is being extended. We should extend the network into Sunalta, down 4th Ave, and into Inglewood. The Cycle Network has allowed me to live car free!
- please hurry up and do this. I love the idea
- Can't happen soon enough. Is currently very scary to have to cross all the lanes to get from the right side to the cycle track.
- Can't wait! Glad to see the extension and hope there's more to come.
- Yes!! Finally! This will be great!
- What about extension of the cycle track east of Olympic Way to Inglewood and the Bow River?
- Making the cycle track go further west will be such a positive thing for the area. Right now it's hard to bike from Sunalta to Connaught, and hard to visit the school and restaurants on 12th. The cycle track extension will really help.
- What an awesome idea! Not only will this type of initiative will ensure more Calgarians feel safe when on their bikes, and would allow more safe accessibility to those who rely on their bikes to get around. The future is green in YYC and bike lanes are vital for that!
- I love that this is going to be done. Not only does it directly impact me on my daily, year-round bike commute from Inglewood to Sunalta/Beltline, making the route more straightforward and safer, but I like that it also allows cyclists to get closer to a connection to the Bow pathway.
- I support this design and look forward to connecting to and from Sunalta by walking, cycling and driving.
- Thank you for continuing the cycle track extension across 14 Street.
- Thank you for fixing the weird driving lanes to make it easier to know what lane to be in."
- A very logical extension. I use the 12th Ave cycle track daily and would love access to businesses past 11th Street (effectively a no-go zone for bikes due to heavy, one-way car traffic) as well as into Sunalta. - After learning this is planned we are considering our first home purchase in Sunalta.
- Fully support extending the cycle track. It should use permanent materials, not temporary.
- Looks great!
- This is a really helpful transition from the Beltline into Sunalta. Right now, that transition is risky.



12 Avenue South Improvements

Stakeholder Report Back: What we heard / what we did

July 17, 2019

-I support the extension of the cycletrack and the plans I see here. Thank you for doing this. It will make my commute from Bankview to Inglewood a lot safer.

-"The cycle track is so wonderful and immeasurably increases my quality of life as a downtown resident. Extending it will never be a bad idea.

-Thank you so much!!"

-Please, please do this. The cycle tracks make getting around in the core possible for me

-Love the cycle track extension. Live at 11 Ave and 17 st and this will help make my commute safer and more comfortable

-Thank you for adding this necessary connection to the cycle track infrastructure. Completing these "missing links" from the current track to our pathway networks will encourage more riders and benefit businesses along the track, while keeping riders and motorists moving along safely.

-This will be a significant important improvement to the cycletrack for me and my children

-Parking is already a huge issue in the area. How many parking spots in total (phase one and two) are you removing? I thought I had read that overall commute times hadn't increased very much so why remove all this parking? Glad you are extending the bike path.

-This is such a great idea! I'm using this cycle track a lot and have to swing down to 11th ave to get into Sunalta. It would be great having this connect to the bow river pathway so cyclists could safely access that bridge to cross over the river!

-Very excited for this project! I'm excited to be able to bike to Sunalta and I'm excited to be able to cross 14 St safely! Really looking forward to this!

-Thank you. Our office is just west of 14th and this will be a great boon to everyone coming to work.

-Please make this happen! A connected network of safe separated infrastructure is essential for increasing ridership. Build for the city we want to see! Streets are for people.

-Yes, that would be fantastic. Let's make it happen. 12 ave needs to go all the way to Sunalta and all the way east to Inglewood.

-Can't wait for the extension, glad there will still be a separated bike lane.

-The changes between 15 St and 14 St seem like quite a major loss in parking for those buildings. Only having 1 lane turning to NB 14 Street will hopefully help with the PM rushhour issue of cars blocking the intersection and preventing me from turning from SB 14 Street to EB 12 Ave.

-"Please implement this as quickly as humanly possible!



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-My objection is that putting in no stopping zones i.e. in front of Dominion Place will hurt those businesses. You will have little ballerina's and alcoholics jay walking to get picked up across the street. Parking is already hard in the area. This will hurt businesses around there

-I can't WAIT for this! Not only will it help with my commute but my niece and nephew will safer when they come to visit. Currently they're only allowed to ride where there are paths or bike lanes. What a wonderful way to connect the west of downtown. Will be visiting more shops out west now by bike!

-This is long over due. Just get it done.

-"Fully support extension of the cycle tracks. It's great to see families biking in these spaces!"

-My only question is how can this be implemented faster and how can we improve North and south connectivity in this area?"

-I can't wait for this to be done! I am a female rider and I live in the area. I have friends in Sunalta and this route will give me safe access. There is no room on the other roads with the cars parked on both side for bicycles and my children can ride as well.

-Please do this!! I use this cycle track often and would use the extension a lot, too.

-I am really excited for this extension, it will make for a nicer bike commute home. Having a safer way to cross 14 st is a game changer. People will complain about losing parking but the new lane set up sounds more efficient with better visibility for drivers and cyclists.

-Continued and increased signage for drivers! I commute daily and are almost hit regularly by drivers running the reds at the left turns/ not yielding to cyclists

-I am in support of the cycle track options!

-Thank you for extending this...it is currently dangerous not to have in that section. Thank you!

-Keep this up. More bike lanes!

-Sounds great. Keep up the great development of the cycle track network!

-"I support the west extension of the cycle track and look forward to using it! Thank you!"

-Adding this portion of the cycle track is important and necessary. I presently ride on 12th ave eastbound from 14th st to the beginning of the cycle track, and believe that adding the cycle track would make this portion of my commute safer, and reduce confusion for drivers.

-"If you build it, we will use it! But it must be done properly. To get optimum value, the cycle tracks must have a physical separation from traffic.

-Please have a look at the good work done by www.copenhagenize.org for best practices. Thank you :)"



12 Avenue South Improvements

Stakeholder Report Back: What we heard / what we did

July 17, 2019

-Yes. What's taking so long? Just build it - and phase 3 while you are at it. A cycle network only works if it is interconnected.

-I live in Bankview and cycle everywhere (I sold my car a few years ago). I will use this extension daily. The cycle tracks have been helpful for my partner (who is not as confident of a cyclist as I am). I am very excited about this extension.

-Very excited to have this live of cycle track coming - a great connection. Thanks :)

-I drive my car, and less frequently bicycle, in this area. The design looks to me like a good compromise. If I understand the long-term plan correctly there will be very good connectivity to the remainder of the bicycle network -- important for auto, bicycle, and pedestrian safety in my opinion.

-If investing in cycle track, please use permanent separation like on 7 street instead of temporary fix. 12 ave was supposed to be a pilot...it has proven successful, so why not invest in permanent curbs? They are more attractive and durable.

-I support phase 2 of the cycle track.

-This should have happened when the 12 Ave cycle track was originally planned. Strong support.

-So happy to see the tracks expanded! This makes bike travel so much safer and easier to access for everyone :)

-Love it! More cycle track connectivity is very important

-As a resident of Sunalta, I'm pleased that the cycle track will be extended into to my neighbourhood this year! Even more so, I look forward to phase three with improved connection to the river pathway as it is currently very awkward and doesn't feel very safe.

-When I lived in Bankview, I would have liked this to be in place. It seems good idea to go ahead on.

-No looks good and very consistent with what bike lanes are already in place along 12th Ave SW.

-I fully support this cycle-track extension, and look forward to its completion!

-This extension is so exciting and important. I'm going to a restaurant on 14th ave tonight, but it requires scary road and sidewalk riding. A cycle track will make so much safer and easier to go to great restaurants and visit friends around 14th Street and into Sunalta.

-This is great. It should have been done at the same time as the rest of this particular route. For the cyclist, there are few things worse than reaching the end of a cycle path with a sign saying "end of path". What is the rider supposed to do? Turn around?



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-Wanted to offer my support for this much needed addition to cycling infrastructure! Bikeability has improved substantially for someone like me biking in from chinook park - and waiting anxiously for the dam to reopen to cyclists.. Thanks for all the hard work.

-I'm excited to see the cycle-track extension and look forward to having it connect to more safe routes through the city. The design looks good. I support removing parking and encourage more pinned curbs and raised barriers to prevent cars from stopping in the cycle-track.

-A very necessary addition

-Such an important project, getting beltline connection to the River Pathway. It's key to getting newer cyclists (and families) able to commute to and through the downtown safely. Glad that there will be pinned curb and posts to bring driver's attention and keep cars in their lanes instead of paint

-Awesome. Always wondered why it wasn't extended to the end of 12th originally. Glad it's being implemented! And phase 3 connecting to patches system makes a lot of sense too. Can't wait to see it all unfold.

-We need more protected bike lanes downtown!

-this is a fantastic idea, extending safe cycling routes is a great investment for our city, reduce short journey car use and helping to keep us all healthy, myself and my partner will definitely make good use of an expanded route, thank you for taking our opinions into consideration

-Great addition to the Beltline cycle track!

-Midblock parking entrances could have a raised rubber curb between the car lane and the bike to slow drivers down and let them have a physical reminder of impending conflict

-I love that this is happening, but don't think parking should abut the cycle track. There could be issues with car doors opening into the track, and pedestrians having to exit their vehicle onto the track.

-Will help greatly with connections in the Beltline and Sunalta

-As an urban cyclist I am hugely in favour of these changes! Connections to/from Sunalta and the river pathway network need improvement and this will go a long way. I am very much looking forward to these new lanes!

-Please take care to create visible, safe turn boxes at 11 St SW, for NB to WB turns and EB to SB turns. The turn boxes should *not* be behind pedestrian crosswalks (*not* like 8 Ave / 5 St SW; more like 12 Ave / 5 St SW please).

-Happy to see the cycle track extended.

-you are building for the minority instead of the majority.



12 Avenue South Improvements

Stakeholder Report Back: What we heard / what we did

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-I support extension of the cycle track west. Please be proactive in ensuring residents and businesses are supported with respect to these changes. In the design, please provide formal turn guidance at all intersections cyclists need to turn, not just intersecting bikeways. Unpredictable otherwise.

-I am really encouraged to see that the cycle track is being extended. I do ride on 12th ave and find that I have to go through neighbourhoods or 17th Ave to get to friends in sunalta. A cycle track would be great! T

-I fully support it! Being able to bike to work has replaced our second vehicle!

-Only that I'm delighted that the cycle track will finally extend to my neighbourhood!

-It is a great idea and much-needed! It will make a better shortcut to the westbound Bow River pathway than having to go up 11 St over two sets of tracks and three sets of traffic lights. I can't wait for the full extension in 2020!

-I am excited to see that this extension is happening. I think that this will greatly increase usage of the 12 Ave cycle track since many cyclists may not be confident enough to use the 11 St bike lanes and crossing 14 St can be difficult and dangerous as well. I look forward to using it!

-I strongly support this plan for the western extension of the 12 Avenue cycle track.

-So excited to be able to cross 14th Street safely!

-I'm glad that a curb-separated cycle track will be added for this section. This will help me more safely travel home in Sunalta, to work downtown, and to my favourite businesses along this stretch by bike. What will the end of the cycletrack at 16 St. look like? Easy turning for cyclists south & N?

-Fully support the extension of the cycle track. This has been a critical missing piece in the network. Thanks!!

-Thank you for extending the cycle track! Please continue to expand the network and build more safe cycling infrastructure.

-I manage 358 units on 12th Ave and am very disappointed that there was no consultation regarding removal of the loading zone outside the Nova tower at 1118 - 12th Ave. There are several townhomes on 12th Ave - what are they to do when they have a moving truck to move in or out of their unit?

-I think this is an excellent extension of the current cycle track. Currently, I do not cycle in the Beltline, as I cannot safely get from my condo to the cycle track; however, this will allow me to reach the cycle track without having to enter traffic at any time.

-I hate losing parking on 12 Ave SW between 10 St and 11 St SW. At off peak hours, there is almost never any traffic on this part of 12 Ave SW and there is a lot of parking required from the three towers. Why can't the off-peak parking be left there as is? Failing that, PLEASE include a loading zone!



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-Great improvement

-I highly support the extension of the cycle track on 12 Avenue - I currently ride on this cycle track and it is inconvenient that it ends at 11th street so I am very happy it is being extended

-I ride through Sunalta on my way to work, and would welcome an extension of the cycle track past 11th street and connecting to the bow river pathway. Currently, I have to ride on tenth to connect, the lanes are - narrow and I often feel crowded out, especially in the winter.

-I'm supportive of this, and it's long overdue. It will be a major safety improvement for cyclists. Thank you.

-Parking is revenue. Bike lanes are an expense. Businesses and residents are suffering from high taxes and limited parking. Quit expanding the bicycle lanes. Cyclists do not need a double lane. Keep the existing parking on 12th Avenue SW. Reduce taxes. The money tree has dried up!

-The cycle track extension is an excellent idea.

-I support the 12 Avenue South improvements and cycle track.

-I think it is a great idea!! As a bike commuter going from bankview/sunalta to downtown, it is awkward to only be able to travel on 12 avenue for parts of it. This does not seem to lose too much parking either. My only concern is loss of parking between 14-16 st (esp. for the school traffic)

-A great idea to connect through to Sunalta, 14th Street is a giant barrier that can be unsafe to cross (on foot or bike). Plus extra lane is not needed here for cars, congestion is elsewhere. Good idea to cheaply re-purpose a street to better use.

-Great idea to extend the cycle track!

-Long overdue. It will promote more people to use the cycle tracks from the SW.

-This is an AMAZING idea and I fully support it, To be frank, too many drivers do not pay attention to cyclists, so this kind of infrastructure is the only way I'll cycle in the city. More of it = a better Calgary.

-This is gonna be awesome! This is the start of a really important link. I want to be able to bike all the way from the bow river pathway to places in the beltline and this will help me a lot. I don't feel safe on 12 Avenue as it is.

-Let's aim for continuity and less choppy transfers from one track to the next. PLEASE ensure debris is swept from all bike lanes and great work moving on with this. Will there be bus stops that interfere with bike lane traffic as there is on 8th ave?

-This looks great! I commute by bike from the Killarney area, through Scarboro, to downtown, and none of the connections I have tried between Scarboro and the existing 12th Ave cycle track are very smooth. An extension along 12th Ave would be FANTASTIC!



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- I believe this will enhance the safety of the cycling public in this area and will still keep traffic moving. A great Walton connect al zones.
- I support this project
- This design prioritizes vehicles and is not consistent with section 5.2(6) of the Sunalta ARP. Three lanes of one-way traffic is excessive in a residential community and contributes to speeding, driver inattention and an unpleasant pedestrian and resident experience and should be reconsidered.
- Much needed addition to 12th Ave Cycle Track
- Business is tough in this city and you are making it harder. Great that you are making it better for cyclists to get around but the rest of the people need to get around too and park. So many businesses closing so there may not be any reason for people to get around at all if businesses close
- Cycle tracks are important to our city to ensure safe travel of our cyclists and our motorists. These cycle tracks allow people to travel more effectively and safely around our city. An added bonus is more bikes means less cars and is better for the environment. I am not a cyclist and I support!
- Keep it up!
- Why does the City insist on having a cycle track on 12 Ave. ? Why can't it be on 13 Ave. where further east there is a 'greenway'. I'm not sure what the purpose of the greenway is but there is extra wide pedestrian facilities with few pedestrians on them, and a narrowed carriageway for cars.
- Please add bollards at the entry and exits for the 11th St. bike lanes. Cars cut the corner tight, creating a hazard for cyclists waiting to turn.
- I just want to speak in support of phase two happening. This is an important part of getting cyclists to downtown.
- Please stop changing the sides back and forth for parking and for lanes. You have had huge issues on 12 Ave with Kane's swerving back and forth with lines that disappear in winter. The Ave is straight. Just make everything straight. I don't want even more accidents b/c of swerving lanes
- Not a priority given Calgary's economic situation. Cancel it.
- Yes please!
- Change "no Parking" end at 9 am no 8:30 pm
- More traffic light filter for norht traffic flow and pedestrian safety
- Change suggested left turn only 9 st to dual left turn and straight lane
- Add no entry marking on key intersections to prevent cars blocking intersections



12 Avenue South Improvements

Stakeholder Report Back: What we heard / what we did

July 17, 2019

- This is a missing link in the bike network, expanding to Sunalta station gives more options to travel.
- Crossing the 14th street intersection is concerning, allowing enough time for cars to turn onto 14th without conflicting with bikes.
- Better signage of how to get to Sunalta Station and other landmarks.
- Grosvenor house, there are 4 businesses and a high loading zone use. 48 unit residential bldg-1/2 owner occupied/ how we will move in /out? Taxi access? Loading/unloading of business deliveries not addressed adequately. I understand need for protected bike lanes. I understand the need for protected bike lanes on 12th ave. why not use some of the sidewalk space? It is overly wide on North and South side. You could keep bike lanes and parking. Why not angle parking? People cannot parallel for their life. We need traffic calming. Motorcycles and lower exhausts echo between north and south buildings. My taxes increases (payable) 6.7% year over year this year, meanwhile my property's already valued lower than when I purchases it. Thanks.
- Between 14 street and 13 street instead of median island, put in a raised cycle tract/protected intersection type of design. Benefit: shorten crosswalk distance dual wcr for dedicated crossing realign for better movement better visibility. Con \$\$.
- Restricting 12th ave to a single left turn lane onto neighbouring 14th street will create more congestion, it backs up terribly already. Consider more angle parking for lost avenue parking. I suport no parking between cycle lane and traffic lanes. 10th ave is underutilised, why not make it one way during peak hours. Make peak no parking effective until 9am(not8:30). Consider filters for turning traffic for pedestrian safety and increase traffic flow.
- I am happy there will be parking on 12th ave after rush hour. I would really appreciate a loading zone in front of the Davenport (10th-12Ave). currently our back alley is a lane where moving van take room delivering furniture; cars have difficulty. I am disappointed that tonight was not a meeting where we could express our frustration. I feel the minority in Calgary i.e. bikes have more say than residents and business owners. We have no say, the city just makes decisions that we have to put up with. Big Mistake putting bike lane on 12th. Should have been 10thAve.
- We are losing parking, no need for bicycle path for the extension part.
- I think it looks great! I'd like to see some additional signage/education/training at the intersection of 12th ave and 11th st as they green arrow directing cyclists through the transition from one cycle lane to the other will take some getting used to. I like the relocation of the loading zones and the wheelchair accessible/stopping zones, too. Thank you for doing this feedback/info session and thank you for extending the cycle track!!
- I travel eastbound by bike on 12th ave s between 16th st W and 11th str W everyday on my bike commute, winter included. This phase looks great! Looking forward to these improvements. Currently very



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awkward to make this bike do to cycle-track on North side of 12th ave, but conventionally you'd ride on right side of road, so transition is awkward. Happy for improvement.

- Very happy the cycle track is being extended. It can be a confusing transition at busy hours at the corner where it ends. The cycle track makes me feel so much safer as a cyclist.
- The extension of the cycle track into sunalta will greatly improve the safety of my friends and I. I live in the Beltline (vic park) but visit Sunalta multiple times weekly to participate in volunteer activities and visit friends. I appreciate when the city considers active modes of transportation and keeping vulnerable road users safe 😊
- Very happy the cycle lane is going to be extended to 16st. Thank you. Just wondering why it was originally done (phase 1) on 12th ave and not 10th ave? doesn't 10th ave have less traffic?
- Ideally, getting rid of all the parked cars along 12th ave would be a huge improvement for traffic flow. Maybe condos (+ houses) should all have enough parking for reach residence? Just a thought-I realize nothing can be done about this at this point!
- It is indeed. It is incredibly dangerous to be spit out at 11Ave on to oncoming traffic
- I like the new bike pathways. There will need to be more bike parking in front of businesses (e.g pig and duke).
- On 10th ave, large suv's are getting ready to access Crowchild + bow tra+/- coming off it and are VERY aggressive. Please ensure crossing on 10th ave to sunalt aLRT is safer!
- Consider closing some street access to 12th (e.g. 9st, 10st, 12st, 15 st) b/w 12 ave +11 ave. they are low value and create extra hazards for pedestrians plus cyclists.
- Speed limit signs don't work=design the streets to force slower speed already!
- At evening rush hour, please synch lights for cyclists going west-lights car traffic going east.
- I use cycle tracks on a daily basis as part of my regular commute. The improvements + extensions outlined in phase 2 will significantly enhance my ease of commute and will minimize the amount of time I spend directly sharing the roads with cars. I'm looking forward to these improvements and the increased safety and efficiency of commute they'll bring.
- I cant wait! Currently I rarely use the cycle track because it suddenly end on 11th. It's not safe to get home to Sunalta, so I take 10th street, 15th or 16th street.
- I like it, however 17 ave is also a no stopping zone and there are always parked cars. Make sure there are traffic cops on duty to enforce. The advanced greens that the cycle track has to wait for west of 8th street are rarely used in the afternoon at least. Access to pig and duke is dangerous on bike, because 12th is one way cycle track wil allow access. 10th ave sw is scary as cyclists/12th as preferable.



12 Avenue South Improvements

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- Looking forward to seeing the cycle track extended as in its current state it discourages use for those travellers further west.
- Looks awesome! 14th street will be a careful spot but really like the barrier. My family is considering buying a house in sunalta because of this project 😊
- Bike infra has been a huge obvious success, lets keep it up.
- I wish the cross streets could have signals because the cycle track is great on 12th ave, its very scary to cross 12 Ave if you're a cautious cyclist. Anyways, I'm in favour of the extension. Please build it fast!
- If I can cross 14th street on a cycle track without being dumped into traffic immediately then I'm happy! 16 street s.w. is an alright end to phase 2. It calms down traffic-wise, continuing west on 12th ave will be impossible until phase 3 completed, not many options- go straight west into oncoming traffic, or go down an ave to 11 or 10 ave and attempt to cross two lanes of turning traffic on 17. If it was possible to extend Phase 2 past 16 street to cross 17 street safely it would improve safety exponentially. Once past 17 street its chill. Otherwise the end of phase 2 still empties cyclists out into an unsafe, structurally hard to navigate position.
- I wish the track was not on a one-way street prefer 10 ave. lights no long enough or timed for efficiency, more tracks less cars.
- The cycle track, on a whole, is so important. I will be riding it with my four-year-old. It will help us visit friends in sunalta more. Please make bike lanes + related turns larger + wider to accommodate cargo bikes.
- I would like to have poured concrete barriers in a more permanent design, like 7 st s.w. or Edmonton trail. I would like to see smaller gaps in the separation of driveways. It sounds like the gaps are excessive given the required turning radii for ingress/egress to the driveways. I'm very happy to have the cycle track extended west into sunalta!
- I am extremely happy to have the cycle track extended across 14th street into Sunalta. I cant wait. I would like the cycle track to use poured concrete and make it permanent from the start.
- Although, I appreciate the open house, my biggest concern is lack of provision for permit parking for people directly affected by single resident homes. The very least that the city can provide is parking permits for people that will have displaced parking. This project is "great" for commuters, but directly impacts the residents along this route.
- Love it can't wait. Concerned that while removal of lane shifting may improve traffic flow, it will result in higher speeds (phase 1)

These higher speeds might make left turns into towers/shops even more dangerous. Would also make flexi posts even more insecure.



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Please provide planters, raised curbs at intersections.

- Introduce safety measures for driveways + loading zones. Those pulling out of loading/parking garages. Only look one way w direction of traffic during initial use.
- I just have one comment is it really necessary to squander this money on this project at this time for the slight difference it will make? Tax's are surging to unbelievable heights because of projects like this that could be put off until the budget can afford it.

Notes from Business Conversations (*general comments, questions and concerns*)

- loss of parking, 8 spots being lost in front of the bldg. loss of parking=loss of business
- moving of the loading zone to side will be a challenge (safety, delivery time, cost increase). Would not want to see loading zone changes.
- only access to bldg is from the 12th ave and not 12th street and not in the back of the bldg.
- parking concerns
- loading zone changes (pay double for loading zone)
- security cost as people are moving in/out
- staff time to supervise loading/unloading
- loss revenue from tenants
- delivery business will suffer (skip the dishes)
- limited or no access to back alley for deliveries/move ins etc.
- City not being very honest and forthright in the intent (improvement vs change).
- will lose customers if City takes his parking.
- if will affect his ability to run a successful business (have been here for 10 years)
- "I can't sell my business without parking". (Business that thrives on area parking.)
- changing loading zone will cost him more to deliver to and from his business.
- emergency access can be an issue, have you thought of that?
- Density can/is an issue in the neighborhood.



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- Parking is an issue (both residential and business).
 - this change will make my customers have to park in other areas/if not go to other businesses.
 - inconsistency in the city departments on how the bike lane is used/should be used and by what mode of transportation. Are scooters allowed, are electric scooters allowed?etc.
 - Tax increase.
 - Loss of parking.
 - this will be better for the Safeway's parking and exit out of the parking.
 - this will allow our store to become a park and walk in store vs just a walk-in store.
- So you are looking at making the road simpler? Marked etc.
- Perfect for us to have south parking.
 - Perfect that cars will have a straight lane on north side of the street (12th).
 - There are a lot of accidents on the corner of 8th and 12th ave.
 - it is better to have parking on south side of the street (safeways parking exit can become challenging at times).
 - there are a lot of accidents out when people try to come out of Safeway parking.
 - rush hour traffic is slow, you have right side of the traffic slower than left.
 - in agreement with change of parking form north to south.
 - will provide update to management
 - this would be good, we have special needs patients and they will be able to get of on our street (on sidewalk) south side. This works very nicely for them.
 - No questions/comments
 - Another building in the area is getting a lane of parking taken away.
 - "Killing off" parking in the area with the cycle tracks.
 - Business has been going down in the area since 2013 now.
 - Tax has been increasing (both federal and the city).
 - My business tax/licence that I had to pay was \$207.



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- We have a high unemployment rate.
- Has not seen/or has been provided with the letter.
- Does not use the loading zone on the north side so not impacted by the north changes.
- Good that I keep my parking on the south side.
- There looks to be no impact to us as we get to keep what is in front of our business.
- This does not affect us too much if they are taking parking on the other side of the street.
- Left pamphlet. Manager not on duty.
- Not impacted as much as I have my own parking.
- Traffic is busy on this corner.
- There is no big change for us, we have a few parking spots here.
- We should get more bike traffic and foot traffic with the improvements.
- This change will be hard for us.
- Building does not have parking.
- No impact by the change of leading zone as we don't use it.
- We are going to lose business.
- Customers park in front of the barber shop.
- Business and facility is being sold to another person.
- Will contact if they have questions.
- This will create a problem for us.
- Lost of businesses use parking. Loading zone on 13th will be of benefit for us. We have a big truck that comes and leaves us with supplies.
- Good idea to extend the cycle network.
- Opposing the project.
- Tax increase.
- Taking away parking of the north side not good for business, where are we going to park?



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- There isn't a lot of parking on the street.
- We are going to lose customers.
- The restaurant next door will suffer as all their customers park on the street.
- We don't see any bikes going down the 12th ave.