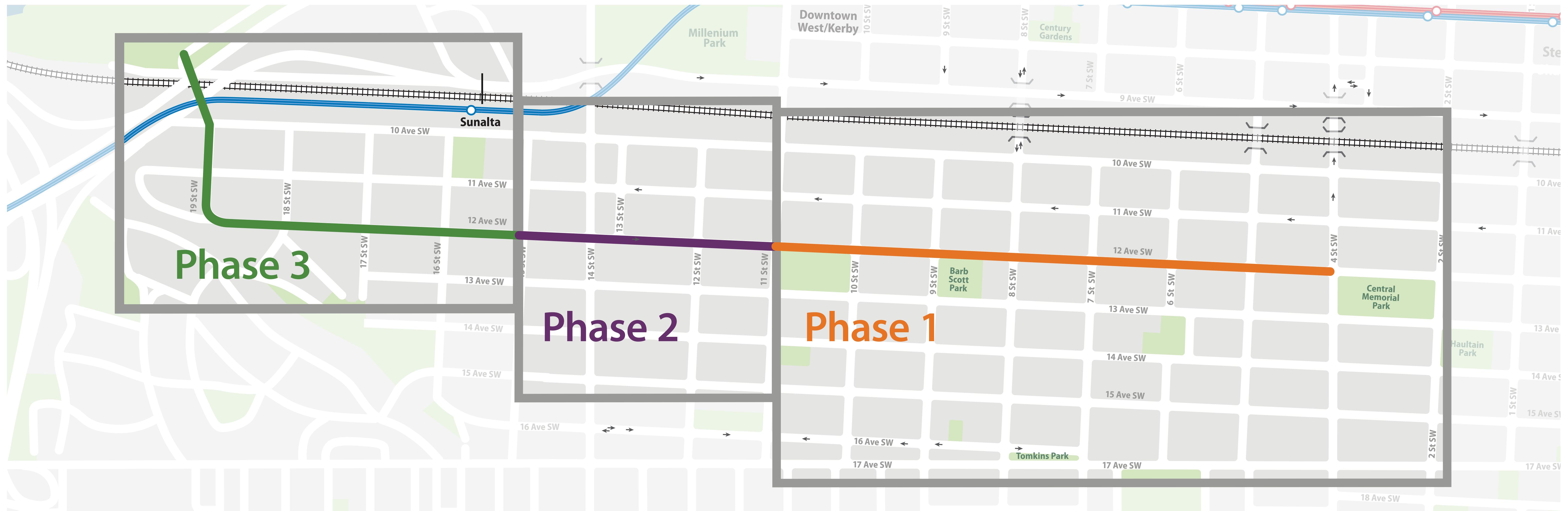




12th Avenue South improvements – Phase 3

Information session

Timelines



Phase 1

Upgrade driving lanes along 12th Ave. South between 11th St. S.W. and 4th St. S.W.

Phase 2

Extend the cycle track west on 12th Ave. South between 11th St. S.W. and 15th St. S.W.

Phase 3

Extend the cycle track on 12th Ave. South from 15th St. S.W. to 19th St. S.W. then north across 10th Ave. to the Bow River Pathway

Spring 2019

Summer 2019

Fall 2019

Summer 2020



Project introduction and first round of public engagement

Construction for Phase 1 and Phase 2

Present Phase 3 design and What we heard report

Construction starts for Phase 3

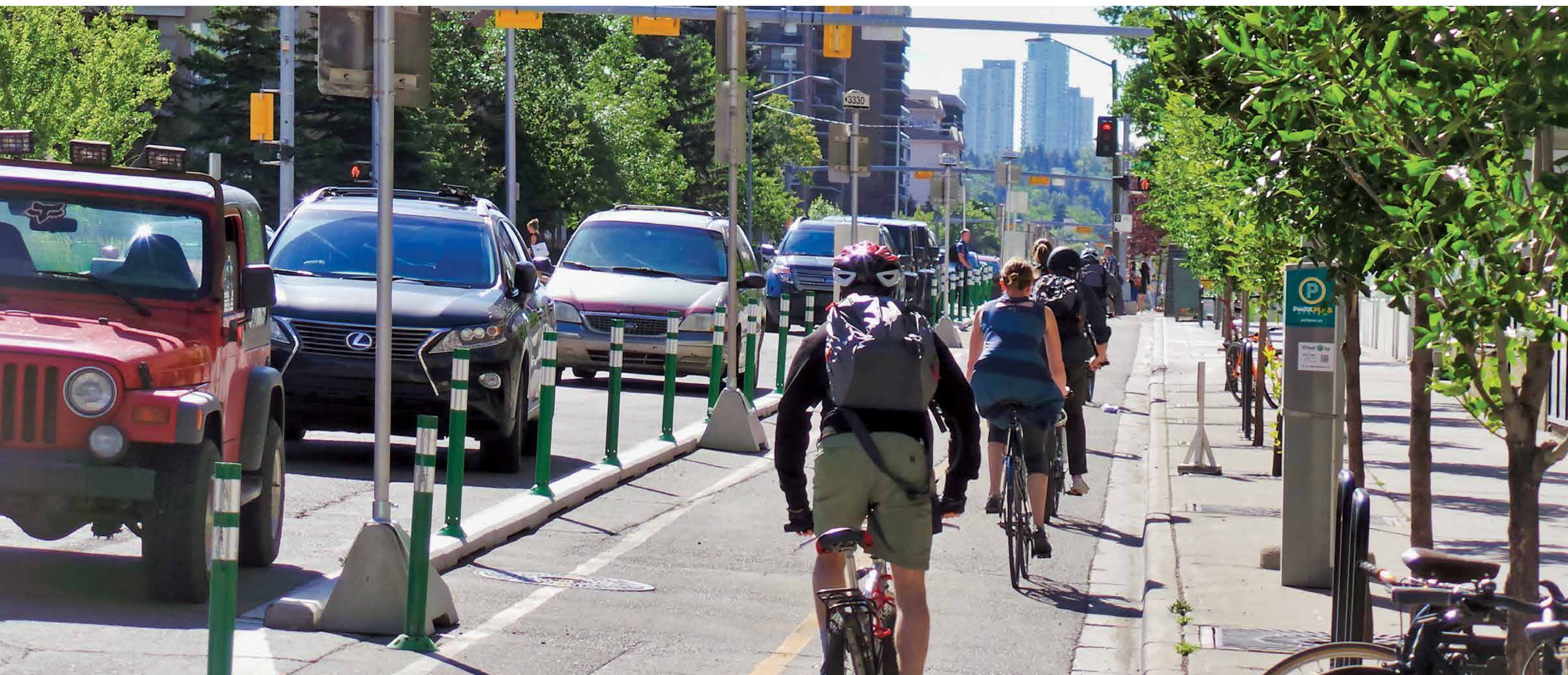
Phase 3 – What we heard



Phase 3 proposed changes for 12th Ave. S.W.

This past summer, The City was in communities talking to residents and businesses, collecting input to inform the design of Phase 3 (15th St. S.W. to 19th St. S.W.).

Stakeholders were asked **“What are the improvements that you would like us to consider making when designing the street (15th St. S.W. to 19th St. S.W.) to improve your experience? When: walking, cycling, driving, parking, taking transit, when using mobility assistive devices.”**



Phase 3 – What we heard

Improving the experience when walking

- Dedicated/defined sidewalk
- Wider/marked sidewalk
- Additional park amenities (trees)
- Sidewalk lights
- Safety concern (with 10th Avenue crosswalk)
- Crossing signals (lights)
- Raised crosswalks (at low visibility areas)
- Traffic calming measures (slow traffic down)
- Clear sightlines at intersections

Improving the experience when cycling

- Protected and dedicated bike lane
- Safe connection to river pathway
- Improved crossing at 10th Avenue
- Speed concern at Bow Trail and Crowchild Trail
- Add signal lights at 10th Avenue
- Cyclist priority signal
- Improved visibility for cyclists
- Crossing lights (bike signals)
- Need traffic calming measures
- Need bike racks



Phase 3 – What we heard

Improving the experience when driving

- Narrow lanes to slow traffic
- Traffic calming signs
- Improve signalization on 12th Avenue
- Reduce vehicle volume on 12th Avenue
- Lower speed limit (implement 30 km/h zone)
- Clear lane marking and improve sight lines
- Need speed bumps/curb bulb outs

Improving the experience when parking

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



Phase 3 – What we heard

Improving the experience when taking transit

- Need bus stops
- Transit priority over driving
- Current infrastructure is sufficient
- Better crosswalks and lines of sight improves bus usage
- Seating, art and programming at bus stations
- Safe, bright and cleared waiting areas
- Wider sidewalks (to accommodate ramp access on buses)
- Retain ease of access

Improving the experience when using mobility assistive devices? (i.e. wheelchair, mobility scooters)

- Priority over cars/parking
- Safer crosswalks (no loose pavement)
- Wider sidewalks
- Dedicated pathway
- Smooth sidewalk ramps (free of debris)
- Curb cuts (easy entry)
- Effective and abundant transitions
- Sidewalks that are free of debris

What we did



Overall changes

- The design extends the two-way cycle track facility on the north side of 12th Ave. S.W. from 15th St. S.W. to 19th St. S.W., and then on the east side of 19th St. S.W. from 12th Ave. S.W. to 10th Ave. S.W.
- The cycle track will be a dedicated facility for all ages and abilities, separated from vehicular traffic by parking curbs and/or flexible delineators.
- The on-street cycle track will help to physically narrow the roadway to reduce vehicle speeds and improve safety of pedestrians/cyclists.
- The design retains two consistent eastbound vehicle lanes on 12th Ave. S.W. from 15th St. S.W. to 18th St. S.W. and one vehicle lane from 18th St. to 19th St. S.W., with parking consolidated to the south side of 12th Ave. S.W. Additionally, one southbound vehicle lane is retained on 19th St. S.W. from 10th Ave. S.W. to 12th Ave. S.W., with parking consolidated to the west side of 19th St. S.W.
- The design improves sidewalk ramps at most intersections to line up with pathway routes crossing the street.

Detailed changes

- A** The design provides missing sidewalk links on the west side of 19th St. S.W. north and south of 11th Ave. S.W.
- B** Removing the right-turn islands at 12th Ave./18th St. S.W. and 10th Ave./19th St. S.W. shortens pedestrian crossings while also reducing vehicle speeds around the corners.
- C** New curb extensions at 15th St. S.W., 18th St. S.W. and 19th St. S.W. shorten the crossing distance across intersections, provide motorists with improved visibility of pedestrians, eliminate driving in the parking lane, and help reduce speeds by narrowing the roadway.
- D** The design includes a new traffic signal and multi-use crossing at 10th Ave./19th St. S.W.
- E** The design includes a new multi-use path connection from 10th Ave. S.W. to the pathway under the bridge.