



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

Event Summary

Date: Four open houses held between May 25, 2017 and June 6, 2017

Location: McHugh House, 1515 Centre Street and online

Topic: One-way traffic and construction detours on 14 and 15 Avenues.

Attendees: 98 in-person

292 online surveys completed

The City hosted four drop-in style open houses to provide more information on the conversion of 14 and 15 Avenue to one-way traffic to accommodate detours around construction zones on 17 Avenue S. Information included:

- Why The City is switching 14 and 15 Avenues to one-way streets.
- How the switch will be implemented.
- How construction detours will work.
- Different types of traffic calming measures The City will be using and is reviewing for use on 14 and 15 Avenues.

After having the opportunity to review information and speak with project team members, participants were asked to fill out a feedback form to indicate their support for different types of traffic calming measures that were being considered on 14 and 15 Avenue, including speed cushions, SLOW trailers and bike lanes. This survey was also available online for those who could not attend in-person session.

Summary of feedback

Throughout the sessions main themes were identified based on local issues and opportunities, including:

Pedestrian safety and traffic calming

There were concerns around safety for pedestrians at un-signalized intersections that included:

- Requests for four-way stops
- Requests for painted crosswalks
- Requests to drop the speed limit to 30 km/h
- People were in favour of temporary curb extensions at un-signalized intersections to improve visibility for pedestrians and drivers.

Bike lanes



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There was overwhelming support for bike lanes by people who participated in the open house and filled out the comment form online. Some of the themes from those conversations included:

- Making the bike lanes as safe as possible.
- People did not want to see bike lanes in between the traffic lane and the parking lane (the door zone).
- Some said they use these streets to bike on because they are quieter with less traffic, so with increased traffic during detours there needs to be more protection for cyclists.
- There were differing opinions about the use of contra-flow bike lanes.

Phasing one-way traffic

Generally participants felt that one-way traffic should be implemented for a shorter amount of time and for fewer blocks at one time. The City recognized this as a concern and determined that one-way traffic would be implemented in phases. Once this decision was communicated people were generally appreciative.

Parking

- Requests were made for residential parking on 14 and 15 Avenue due to increased traffic and parking being removed on 17 Avenue for construction.

Noise and bus service

- Some participants were concerned about increased noise levels on 14 and 15 Avenues with bus service and vehicles being detoured.
- Participants requested additional details on where temporary bus stops will be located.

Other

Other comments we received during open houses included:

- Dissatisfaction with communications and engagement around the conversion to one-way traffic.
- Some participants who lived between Macleod Trail and 1 Street S.E. on 15 Avenue did not want their block to be one-way because it would make it challenging to get in and out of the high-rise tower located at the end of the cul-de-sac.
- Requests for more traffic management and congestion mitigation, including more traffic signals at major intersections (i.e. 14/15 Ave and 8 Street S.W. and 14 Street S.W. and 15 Avenue S.W.)
- There was conversation around how The City will be coordinating with the Enmax Downtown Calgary Transmission Reinforcement Project.

Please see full survey results and verbatim comments attached for more details.



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Next steps

Based on the feedback provided by citizens The City will take the following next steps:

- One-way traffic on 14 and 15 Avenue was implemented on Thursday, June 8, 2017.
- Temporary curb-extensions will be installed at all un-signalized intersections the week of June 12.
- Evaluate where and if speed cushions can be used on 14 and 15 Avenues.
- Begin the preliminary designs for a bike lane on 14 and 15 Avenues.
- Regularly monitor 14 and 15 Avenues for safety and efficiency as one-way traffic is implemented.

More details on next steps, including bike lanes, will be available at Calgary.ca/17Avenue as they become available.



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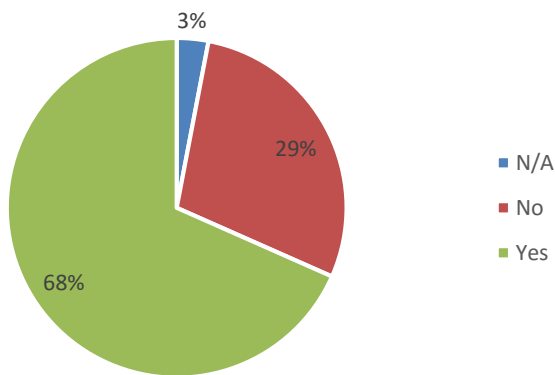
Traffic Calming Survey results (in-person and online)

Total surveys completed: 332

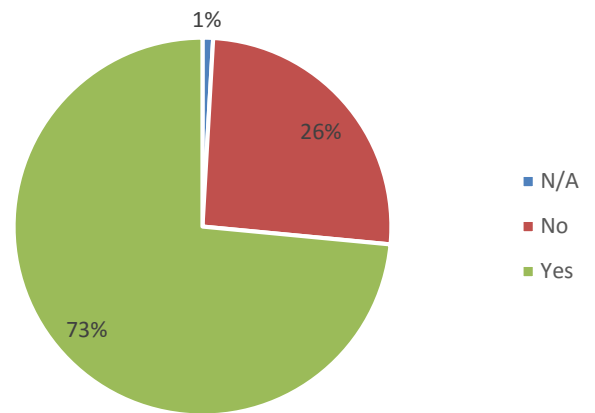
Online: 289

In-person: 43

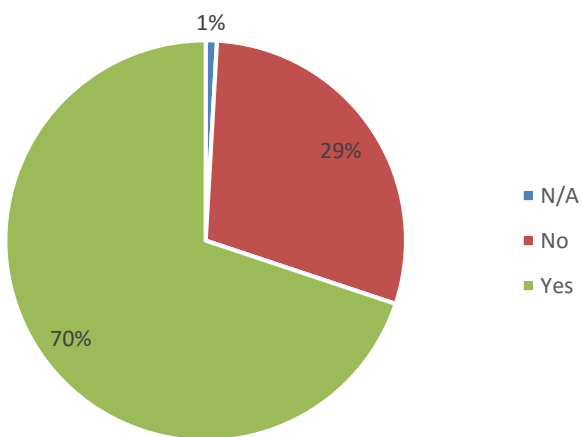
I have received enough information and understand how the one-way switch will work.



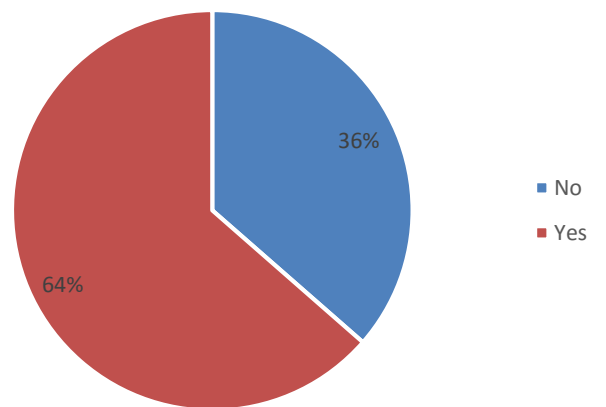
I understand why the switch to one-way traffic is necessary.



I understand how the switch to one-ways will be implemented.



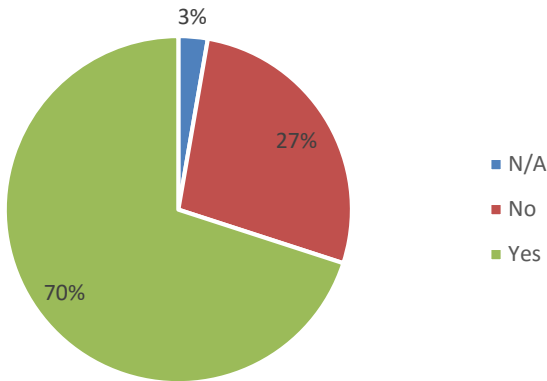
Count of Are you a resident in the Beltline?



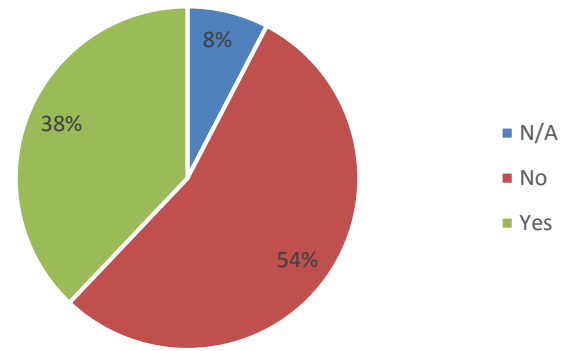
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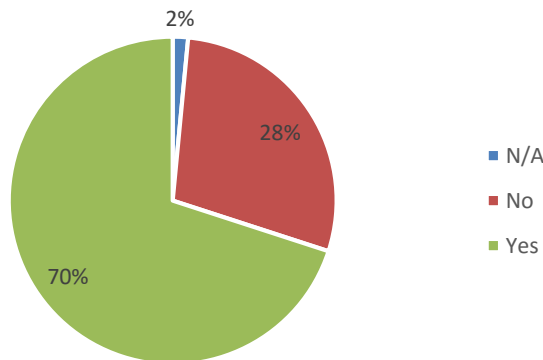
Count of Do you think extra traffic calming measures on 14 and 15 Avenues, like speed cushions or bumps, would help?



Count of Do you think an extra traffic calming measure on 14 and 15 Avenue S., like a SLOW trailer, would help?



Count of Do you think an extra traffic calming measure on 14 and 15 Avenue S., like a bike lane, would help?





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Verbatim comments

Question 10: Feel free to leave other comments, if you like.
Open-Ended Response
While I understand it is necessary this way, I as a resident, found out by social media AFTER the decision. I felt my opinion doesn't matter.
Overall I think the plan mitigates the worst issues. I like, pedestrian protection at corners, bike lanes, minimize the seed through bumps and keeping stop signs etc. I would like to see Counter-flow bike lanes. The current proposal does little to accommodate bikes. Bikes lose accessibility (because they can no longer go both ways). More traffic puts them at risk in general. Counter-flow bike lanes allow full access as now, and places cycling facing drivers so they can see each other. See Clark Street in Montreal for the exact situation and it works.
Bike lanes need to be implemented properly. Not in the door zone. Not a fan of contraflow lanes. Would like more info on snow maintenance plans. Possible after the project to see 15 Ave have bike lanes or a bike boulevard.
Now know more about bus service during this time. Hopefully the noise level will be bearable.
Please consider that 14 and 15 Ave currently fill a role in the community for local travel. My family and I use them to access businesses on 17 Ave as well as visiting friends in the Beltline - by foot and bike. The solution is there to accommodate walking, biking, driving and taking the bus by implementing the speed cushions *and* SLOW trailers for traffic calming, and the bike lanes to give space to people on bikes. The SLOW trailers should only be used to compliment speed cushions/bumps, not to replace them.
The advance communication WRT the one way re-alignment was non-existent and a poor example of public engagement. The advance warning to local residents was far too short.
We need a crosswalk at 14 Avenue and 6 Street S.W. (south of pedestrian walkway) - otherwise someone will get killed. Speed cushions on every block to slow down drivers. The ENMAX project needs to be halted until the 17 Ave project is done. Please employ the quieter "Excelsior" buses - there are 150 of them and they will remain quiet on our streets. Please ensure "local traffic only" signs are at the end of the detours to prohibit commuters from going past the detour through our community. Please put the bike lanes through the community on these streets. Please return our blocks back to two-ways when the adjacent blocks of 17 Ave SE is complete.
How will the city address the newly formed parking challenges by removing them from to the avenues?
While I understand it is necessary, the way I as a resident found out by social media AFTER the decision I felt my opinion doesn't matter.



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Overall I think the plan mitigates the worst issues. I like: Pedestrian protection at corners. Bike lanes. Minimize the speed through bumps, keeping stop sign, etc. I would like to see: counter-flow bike lanes. Current proposal does little to accommodate bikes. Bikes lose accessibility because they can no longer go both ways. More traffic puts them at risk in general. Counter flow bike lanes allow full access as now and places cycling facing drivers so they can see each other. See Clark Street in Montreal for the exact situation and it works.

Bike lanes need to be implemented properly. No in the door zone. Not a fan of contra flow lanes. Would like more info on snow maintenance plans for bike lanes. Possible after the project to see 15 Ave have bike lanes or a bike boulevard.

How does the city will compensate the street parking? All residents along 14 avenue and 15 avenue are in "Zone C" but most of the streets are already packed. Other residents other than 14 avenue and 15 avenue will eventually have more unwanted effect. Making slow bumps does slow down but it would create more noise of engines in the low gear. Detour should only be in effect business hours (9:00-17:30). Other than that, street should be open only for residents and both side of the streets should be allowed to park for "zone C" parking pass holders. City should compensate the residents regardless how much money are invested towards the 17th avenue. City people voter's neighborhood, resident's along beltline should get direct compensation.

Bike lanes please!

I think this is a great idea to help handle the construction on 17th AV. As a resident of <<address removed>> 15 Av I am frustrated that my block (between Macleod and 1 Av) is going to be one way eastbound. I think that the onramp from 15Av to Macleod North is dangerous and that 14 Av will have trouble accommodating the traffic from 15 Av that wants to turn left onto Macleod South.

Bike lanes are not just traffic calming. I use 14 and 15 Ave to bike to destinations around the Beltline with my young family all the time, and I think we deserve a safe trip just as much as anyone else.

Change the speed limit to 30 and add in 4 ways stop on interest ions without traffic lights

I'd really like to see additional calming measures as I walk with my dog and toddler on these avenues all the time. Also if there is a SLOW trailer telling people how fast they are going, could we also reduce the speed limit? I feel that getting up to 50km/hr and back to stopping in the space of 1 block will not be safe driving. Mount Royal is 40km/hr, it would be nice if the beltline was the same.

I recognize why traffic needs to be diverted to 14/15 Avenues (e.g. bus access to 17th Ave during reconstruction); however, the communications strategy was lacking. The initial communication happened too close to the proposed changes (particularly for such a significant change) and focused on people travelling through the Beltline in their cars, not on Beltline residents (regardless of their mode of transportation).

I think implementing a four way stop at 15 aver and 10 street and 15 aver and 11 street would be a good measure. There is a LOT of foot traffic in these areas, crashes, and near misses. An increase in traffic would compound this issue.

I'm not a fan of closing off a whole stretch of 17th avenue for a year or longer. It seems like it should be possible to



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move the 1-way along with the construction.

Speed humps, or "speed cushions of bumps?" would be very annoying to residents if implemented, and should be avoided if possible. Other traffic calming measures including a bicycle lane, curb bulges and visual/textile queues would be much more appropriate for the Beltline context.

One way should only be in effect for the area of the detour and only for as long as the few months the detour is in place.

With construction on 17th and traffic being rerouted, I anticipate more people who are traveling to this area for work or leisure will be using the free parking spaces along 14th and 15th. Those spaces are where the residents of this neighbourhood park (for those of us who do not have parking spots attached to our buildings) - will the city be doing anything to help ensure residents continue to have enough space to park near our homes? Could the city put a zoning system in place so that residents can be sure to have parking space?

The bike lanes are integral to making the one ways work. I ride along 14th & 15th many times a week. Currently, it is calm and safe. Without bike lanes, I will not be able to visit any destinations on 17th and in the surrounding areas.

VERY concerned about the apparent extension of the one-way designation for 14 and 15 Ave, especially after the announcement by Emma re the DCTRP. This will make 14 Ave a high traffic construction zone for several years. Better option would have been to use existing high capacity routes (12 and 11 Ave) for both projects, 12 Ave in particular low use bike lane that could be co-opted for the duration of both projects

I'm really concerned about the corner of 15th avenue and 7st. I've witnessed an increase in accidents and near misses since the Drake tower was completed. A second tower was completed at the other end of the block recently. Visibility is poor, there are many pedestrians and cyclists, including inebriated ones. I think the intersection would benefit from lights or a four way stop.

Since your long-term "plan" after not building 17th avenue itself into a "Complete Street" was to build off-street cycle tracks you should do so now on 14th and 15th.

Guess you just can't figure a better way or solutions but to really disturb the resident in this area

I don't live in the Beltline but I do work there. I bike to work through the Beltline every day and have noticed a lot of increased vehicle traffic, particularly on 13 Ave and 2nd St SW, since the construction on 17 Ave has begun. Streets that used to be relatively quiet in terms of vehicular traffic and feel safe for biking are now busier. If there was a bike lane on 14 and/or 15 Ave SW that I could use I would feel safer on my commute with the increased traffic in the area.

Living right in the heart of the changes, I wish we had more information coming our way. I walk and bike a lot and at least once a week I have to stop or run to get out of the way of cars because they can't see me waiting to cross and I can't see them coming. This whole thing will be a mess- we are a walking and biking community and I hope the city will remember that when deciding to change our community.



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Bike lanes please! If you can't do full separated bike lanes and have to do a shared lanes is it possible to do the cars as the separated barriers (away from the curb) I bike a lot in this area and having traffic possibly speed around me is very scary so slower traffic is prepared. Thanks for considering this.

On Royal Ave cars just race between speeds bumps. I bike and live in the area. I'm comfortable biking in traffic and will still bike on 14 and 15 Ave while the one-way is in effect. Thinking of the drivers, though, a bike lane makes sense to keep traffic moving more steadily. On a one-way with parking on either side like this, I feel it's in my best interest safety-wise to take the full lane if I don't have a separated bike lane. A separated bike lane reduces my risks of brush-bys from passing cars.

Please consider lighted crossing when 14 & 15 Ave cross major streets (i.e. 14 St, 8 St, 4 St) - I use 14 Ave for existing lights and would miss them on 15 Ave. I love the bump outs. Will other measures be taken to make crosswalks more obvious? (I.e. more paint, light, etc.) I like the two-phase approach. Please keep all road users in mind during analysis of traffic patterns after the one-ways are implemented. I travel through the area by bike and am a strong supporter of bike lanes. These avenues were promoted bikeways as quiet streets so offering cyclists such a compromise would be welcome.

SNIC - in shoulder season, priority 1

Bike lanes should be in opposite direction of traffic (contra flow). Improves network lowers interaction time with cars removes right hook risk removes dooring risk removes blind spots from same direction lanes. (Included image on form).

I had wrong understanding of the on street parking and the number of one-way lanes. The open house was helpful. Fully endorse all traffic calming measures. We love the 17th Ave amenities. Get 'er done fast and well. Not a big fan, but for the greater good.

I am very in favour of bike lanes and other traffic calming on 13 & 14 Ave. Switching to a one-way widens the street and reduces the character and safety of the streets. Some accommodation of pedestrians and cyclists is absolutely necessary. I would prefer if the one-ways were in place for less time than 3-4 years. Is there any way the one-ways could be phased in as the construction progresses. I would prefer separated bikes lanes as opposed to just painted lines.

There was no consultation with the residents about this. It sounds like this is being done to please businesses only. There is no explanation as to why residents were not consulted. Why can traffic not be rerouted to 11 and 12 which are already main thoroughfares? A simple rerouting two blocks north is a solution that should be considered. I'm very disappointed in the City and <<personal identifier removed>> for the way this was handled. I did not receive any information in the mail about this. Also, how does this plan work with the Enmax trenching project that I just received a package in the mail about?

I am not sure why we would use bike lanes to slow traffic on a one way...? Isn't that more dangerous for cyclists?

I commonly enjoy cycling through the Beltline on 14th and 15th avenues. Making them safe by slowing down traffic is critical for both cyclists and pedestrians. I like the idea of instituting 1-way traffic for shorter time periods (i.e., only as needed as there is parallel construction on 17th Avenue).



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Also necessary are the curb extensions and improved crosswalks.

I couldn't answer question 7 because I don't know what a SLOW trailer is. I didn't see that referenced in the information provided I don't think bike lanes are needed since they are already on 12 th Ave.

I feel the push for additional bike lanes on 14/15th is completely unnecessary , if anything fix the mess on 12th start at Shannon Ave put it on the south side and run it all the way to Ramsay to connect to the River pathway system as it stands it's a ridiculous meandering mess. Maybe fix 5th Street as well and connect it to mission and the River pathway system as opposed to ramming more bike lanes that do not connect to existing infrastructure. I am an avid cyclist commuting to work at my two restaurants in the Beltline and recreational cycling when I find time.

Not sure city buses and speed bumps are compatible, but would like speed bumps or other calming devices on the one way portions not being actively used as detour to get majority of vehicles to return to 17th rather than continue along 14th or 15th. Parking spaces near intersections need to be removed to increase visibility, but worried this may also lead to increase of 'rolling stops'. May need traffic lights at 8th St. SW and 14th and 15th Ave to enable the detours when 8th St is part of the active detour. 40km limit imposed and enforced Noise bylaw enforcement on noisy vehicles, especially at night and weekends.

Move bikes to 10 Avenue

Thank you for the additional information. As someone who lives on one of the affected streets, it was very concerning when I first heard of this plan in early May. One concern are the intersections on 7th St & 14 & 15 Aves - those are nearly blind corners for the Avenue drivers (and pedestrians!) and with increased traffic, you may want to look at installing 4 way stops there help.

Hello, I am writing to first of all say thank you for giving us a forum and voice as residents of this community. I am asking you to rethink the one way on 14th avenue between both north and south Macleod trail. The parking access for both Alura and Nuera buildings is found right in between that corridor. As a result of the poor timing of the light going west on 14th ave (roughly only 4 cars can get through) there is a large back log on going west on 14th ave. Vehicles going east on 14th have to wait to turn left as Vehicles going west from Macleod trail pile in. The result is a large congestion in an incredibly tight area that was not designed for that sort of traffic flow. Add into the mix kids getting off of school who do not want to wait for a light along with angry drivers who race the yellow is a very dangerous mix. I have personally witnessed 4 close calls between pedestrians and vehicles. Please let me know what your plans to remediate this will be. I can certainly say that this has not been addressed with a June 6 roll out date approaching and no corrective actions taken. Thank you and I look forward to your correspondence.

I worry about increased traffic in the back alleys, especially the gravel ones that are already in pretty rough shape.

Really disappointing to see this happen to the community. One way streets are not the solution here.



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Is there any way to avoid one-way on 14 and 15? We already have 11 and 12 ave. make that street as a detour. What about the parking. We already have problems of street parking for residence, once it blocked, it will be worse. Any solutions? Does it turn to one-way for entire 3-4 years? Or it back and force depends on construction stages?

Thanks for not making it go all the way for 3-4 years and breaking the detour down into chunks.

My concerns and suggestions are summarized by the information on this website:

http://www.beltlineyc.ca/protect_14_15ave?utm_campaign=1415ave20170530&utm_medium=email&utm_source=beltline

I often find it difficult to pull out onto 7 st SW from any avenues near 15 ave - the parked cars make it difficult to see traffic in either direction. Personally, I think the one-way streets could alleviate some of that, and making 6 & 7 streets one-way could help even more. I am in full support of the bike lanes, and from the maps I've seen, I'm excited for how they'll be set up (with the cycle lane going the opposite way from traffic). I've experienced this once before - in Montreal - and found it gave everybody good visibility and high confidence. Finally, I have a view from my condo of the underground parking lot for London Drugs on 15 ave near 8 st. There is a constant parade of cars doing u-turns there (I assume trying to get parking spots on the opposite side of the road from where they are) and having 1-way traffic could really help these sorts of issue.

I am very concerned that the changes to 14 and 15 avenue not become permanent...we have way too many one way roads in Calgary which means traffic moves faster - not as friendly for bikes or pedestrians, more dangerous so generally I do not support any roads becoming one way, even temporarily because I am concerned it is too easy for it to become permanent. In fact if we are trying to encourage people to take alternate transportation (bus, bikes) then why not just leave 14 and 15 the way they are and if motorists face more hassle during the construction on 17th avenue so be it. We spend too many resources and time catering to cars (though I am a year round cyclist I am also a car driver).

The 14 and 13 Ave one way makes sense. But I would love to see the 6th street one way be changed. Both 6th street and 5th street are one ways in the same direction between 13 & 14 Ave. This is very cumbersome and annoying as you need to go two blocks out of your way to head north to get to the parking in <<address removed>> 14 Ave SW. I would very much love for this to be changed.

I want to know how you're going to ensure traffic on 14th and 15th Aves isn't stopped all the time at 11th st, 10th st, so on.... leaving it all backed up making it dangerous for pedestrians.

We have been lobbying the city for many years, to consider the traffic changes in our neighbourhood and how they impact the safety of Connaught School. I'm very concerned that this new traffic situation will inadvertently push more traffic to the 13th Ave/10th St and 13th Ave/11th St intersections, thus endangering even more lives! Would you also consider curb extensions at those intersections, to ensure that our kids are safe???

keep up the great work!

Very much hope that cyclists are considered equally in the switch to one-ways.



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fully support the bike lanes- those lanes have made me fall in love with Calgary when I first moved here in '15

Bike Lanes are key for this to work. Freeing up a lane or half would make the change a positive one, and create a better environment for pedestrians/bikers. I understand the frustrations that homeowners are facing; I live on a one-way street myself. But the change is a good one, and I think that we will become a better neighbourhood because of it.

I am not sure what a Slow trailer is. Also, I currently live on a street with speed bumps, and they do not work! People just speed over them, and are so loud (trailers bumping around, etc).

Please consider reducing the speed limit to 30kph on 14th and 15th, for the entire length of the 1-ways, for the duration of the project. I understand the detour (per se) will move with construction, but if the new one-ways on 14th and 15th remain a faster alternative to 17th overall, people may tend to avoid 17th altogether, which is congested at the best of times. I think speed humps, curb extensions, and bike lanes will go a long way to calming the traffic. I would love to see bike lanes and would use them if they were implemented. Without reducing the speed limit, however, it may communicate that these new, wider roads should be driven at 50kph (or more), in the same way traffic moves on other E-W 1-way corridors downtown.

Bike lanes are a must for this project

Please do not install a bike lane - they are so dangerous for everyone. Especially when they are temporary (not bifurcated from the road). Communications for this project should have been better. There are so many renters in this area and get their information in different ways. (Why is the open house at one extreme end of the community? Not convenient at all)

It has to be done. Maybe frustrated people will go to 11 and 12 Aves. anyway

As a long-time year round cycle commuter, I find that the more space you take for bikes the angrier automobile drivers get. Traffic calming devices do anything but calm traffic. Just the fact that these are narrow streets will slow traffic down.

Bike lanes are the most sensible solution to traffic calming in this area!

I am a cyclist living on 15th Avenue and am concerned about how the increased traffic will affect my ability to cycle home.

I bike home down 15th Ave every single day. I am concerned that with the switch to one way traffic and increased traffic volume that this route, currently quite calm and safe, will become unsafe for cycling. The city centre needs more bike lanes in general, but 14th and 15th (and 17th Ave in the future) seem imperative.

Painted cross walks are a must. Pedestrian safety is already at risk in these areas as people seldom slow down or stop. People, their pets, their children are at risk. It's not the change to 1 way that bothers Me, it's the increase in traffic, and noise. So much for living on a quiet street, and shameful that the city is only Reaching out to the community after uproar from it.



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Explanations of why we answered No to certain questions. As an aside, we just moved into the area and had to find out from a social media account (that we luckily saw) that this was going ahead 2 weeks after we moved. This city is notoriously poor at communicating plans in advance, and this is a classic example. 1. Answer: No. Why were 11th and 12th not viable options given that they are not residential streets? There is no explanation other than that you decided not to use them. Where are emergency vehicles going? The current route is 17th avenue. You can't pull off to the side on a narrow one way street that also has a bus, bike lane, and 2 sides of parking. 2. Answer: No. I understand there is construction but am unsure why it is absolutely necessary to turn 2 quiet residential streets into one ways. 7, 8. Answers: No. Did you consider the addition of stop signs instead of curb extensions? Bike Lanes: Are not feasible on these one ways unless you implemented some sort of barrier (like on 12th ave). Given that this is only temporary it seems like a lot of cost for the city to absorb. The space needed to safely implement a bike lane would not work on these one ways, especially given that parking is on both sides of the street. SLOW trailers: these would likely not prevent accidents as people may note their speed, but are unlikely to lower it. They would take up space and probably not be overly helpful.

Four years? Four years? It is nuts. Do fewer projects at a time and concentrate effort instead of many long lasting. Four years of construction? Government at works.

I am concerned about the extra traffic, pedestrians and noise to my home. I live right on the bottom floor and it's loud as it is. I can't imagine living there with 17 ave traffic

I am convinced by experience that traffic calming measures can be effective in these areas, and will be necessary to reasonably manage safety and neighbourhood aesthetic in these areas. In particular I strongly support tight control of auto traffic lane width, and the introduction of bike lanes. Please consider using some moveable form of physical barrier for bike lane definition -- narrow planters, a dashed line of concrete curbs, plastic bollards. These do not have to be continuous, but studies show a dramatic improvement in roadway safety. Where possible, I would like to see curb-side bike lane configurations, using parked cars to enhance protection of the bike lane and to improve traffic calming. This won't work without some sort of physical barrier, but even temporary barriers, combined with some short-duration striping and pavement signage, can be effective. I also strongly support the use of temporary curb extensions, and hope you will consider integrating these with the bike lanes to create protected areas for people on bikes stopping at intersections. I have heard that there are plans to maintain the one-ways in place for the entire 3 year project. I wonder if it might make sense to phase in and out shorter sections of one-way on a shorter time frame (1 year at a time?), to reduce neighbourhood impact.

I really don't think this will be a big deal. People will eventually get used to it. The only thing that would also like to include is 4 way stops at the intersections as it is extremely difficult to see beyond cars even currently.

Love bike lanes, but I really do not see the room for them on 14 and 15 Ave.

Please put 4 way stops at each corner. It would help traffic flows north-south through these areas and calm traffic as well



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This is a silly idea.

If the bike lane is implemented, it needs to be done in a way that makes it safer and easier to bike. A line painted in the door zone a few inches from the speeding traffic is not it. The sight lines are still long and the lanes still wide, and the traffic speeds will be very high.

I wonder why the implementation of the 13th Avenue Heritage Greenway plan has not happened in Connaught and Sunalta yet.

I live in Bankview with my family (wife and son). I bike downtown and through the beltline all the time and really value the current bike lane system. Expanding it to 14th and 15th Ave would be an extremely useful extension. Ideally, we would build bike lanes on 17th Ave and 8th st but having something close to 17th is needed. Thanks!

Please consider contraflow bike lanes to help people cycling move both east and west along 15 Avenue. If a painted bike lane is installed, please ensure it has a 0.6 m buffer between the parked car lane and the bike lane. Thank you

I believe the city is doing the best it can to manage a difficult situation. Please do not be too negative when working with their employees. (And, no, I am not a city employee!)

I don't understand how this is supposed to happen on avenues without adequate traffic lights. If this is going to go all the way to 14th street then are extra lights at intersections going to be added? I feel like already the streets are unsafe to drive on with pedestrians crossing whenever they want and existing traffic barely stopping at stop signs and having more traffic is going to make things so much worse. And What is going to happen to parking on these streets?

. Use 16 ave saw west of 6 street for part of the detours. Remove parking from 16 ave. implement detours in CBM and LMR south of 17 ave as well as in Beltline. Generally, there was insufficient planning on how to deal with detours prior to going ahead with the 17 ave project. Also, it appears that the cheapest way is emphasized over the best way to minimize noise, traffic and inconvenience to residents. The way this project is being done maximizes the imposition on Beltline residents to the benefit of 17 ave business and the communities to the south. Should be possible to keep one lane open on 17 ave for a substantial portion of the work. Utilities should be located to maximize maintenance access using 'big-city' techniques such as vaulting and steel street plates. in particular, one-way on the 15 ave block immediately east of 14 street will make access to building parking ramps extremely difficult, especially at rush hour .. Requires left turn from 14 street saw. 16 ave is already set up for one-way east bound traffic.

I don't like that it will last 4 to 5 years. Why can't they open up a few blocks at a time after they are done their work on them?

Along 14 and 15 ave, the stopping at intersections are no consistent. Some intersections are 4 way and some are not. This will cause confusion. Also, parking is allowed too close to the intersections. It is difficult to see other traffic - some locations I need to pull well beyond the stop sign to see if a car is travelling perpendicular. No parking should be allowed a car length distance to the intersection - on both 14 and 15 ave and the cross streets.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

I'm extremely concerned about backing into traffic. My townhouse has a driveway and attached garage and I have no choice but to back into the traffic. I'm concerned about backed up traffic at 5th Street and 14th Avenue SW. This Avenue is not designed for buses or heavy traffic.

Need marked crosswalks

These questions are quite self serving, leading to yes we are doing a good job pat ourselves on the back. This is not adequate consultation; this form is not consultation. I bought my place on one of those avenues because it was quiet. Buses with traffic will be a significant increase in noise. You really shouldn't need 3-4 years on this type of project. There was just construction down the entire avenue. And electrical transmission reinforcement planned. Why not coordinate these all? Why not do half the avenue (north or south) to keep traffic flowing? Do residents get an updated property assessment to pay less taxes? People run signs all the time in the beltline; yes mitigation measure might help but you need also significant mitigation and more enforcement. Please indicate in signage for people to use 11 and 12 avenue as much as possible.

My concern is safety of the intersections as many of the intersections do not have lights or 4way stop signs and driving along 14th requires a car to nose out to see if clear to cross (particularly 7th and 8th) if the traffic increase is as large as expect the risk of accidents will increase.

How will this be affected by the enmax project? Why not push traffic to 11th and 12th ave which are wider

As a 9 year resident of the beltline and being particularly close to 17th Ave and the day & nightlife that occurs I do not see how dragging this on for 4 years is in anyone's best interest. If there is work to be done, do it in the shortest amount of time as is possible so we can all be done with it. The density downtown has increased immensely since I first moved into my neighborhood & with the constant construction and traffic diversions it is a mess already. On our stretch of 14th avenue traffic is constant, loud and parking is a challenge. When the city decided to take away half a block of resident 'pass' parking a few years ago to increase its revenue it created even more problems. Now multiple apartment/condo bldgs. Are fighting for approximately 12 spots, which results in some residents abusing street parking and using it as storage because there is none. I could go on and on. I do not support the one way switch if it is to be a lengthy 4 year plan. If the city could get this done in 4-5 months I think we could all get through it.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

I'd like to see the following implementations as part of the 17 Ave Reconstruction Project: -Excelsior-brand transit-buses used on routes detoured through our community. Many of us live on these streets because they are quieter than 11th/ 12th/ 17th Ave and expect this will continue in the future. These buses are quieter than the standard buses used which will make a difference on narrow streets with tall, concrete high-rises for the diesel engine noise to echo down... -Please paint crosswalk lines at 14 Ave and 6 St SW at the south end of Beaulieu Park where the pedestrian walkway is. This is a T-intersection and drivers often don't respect that the pedestrians have right-of-way. -The City needs to do something to maintain the peace and quiet of the street from motorcycles with modified engines. While it's acceptable that the City borrow our streets to detour traffic onto our streets, it's not acceptable that motorcycles with deafening engines be permitted to use our streets. Kindly ensure there are alternative options for these motorcycles that do not involve detouring through our streets. These aren't outrageous (or costly) asks and would go a long way in the City showing they are taking the concerns of the residents seriously. I also appreciate the one-ways are being phased in - this is great news and I look forward to the switch-backs to two-ways happening faster than originally anticipated when the work on the east-side of the avenue is completed. Thank you for your time and considerations in balancing the needs of the businesses and commuters with the needs of the residents.

Calgarians for Cycle Tracks have made a number of suggestions to improve safety for pedestrians and cyclists and I believe the City should consider implementing all of their suggestions. The City's proposals are completely inadequate and reflect a very car oriented design and mind set. I don't believe it is at all in keeping with the intent of the Cycling Strategy, Pedestrian Strategy, Age Friendly Strategy, etc. Although I do not live in the Beltline I cycle through there frequently for business and to commute around Calgary and the changes as currently proposed by the City would be a real deterrent.

I'm concerned about my residential street turning into a busy one-way for 3 whole years. As a 14 St resident who gets around by bike I'm particularly concerned that bike lanes should be included to keep my street safe for me to use. I would also note as a bike user that the street is full of potholes and the huge increase in traffic seems likely to exacerbate them. I would also like more information about how the bus route will fit in.

I think Traffic circles would help, that wasn't an option above. What is a slow trailer?

The bike lane would be wonderful, but please make sure that it's not in the door zone. Obviously, a lane separated from the traffic would be ideal.

Making 15th Ave and 14th avenue one way streets is going to effect the parking in the area not to mention the noise level due to more traffic and bus routes. What solutions do you have in place for parking and noise in the areas? Why is it necessary for 3-4 years?!?

As a bike commuter who currently uses 15th ave to get to work a bike lane is essential. There are already enough cars that speed from stop sign to stop sign. Traffic calming like increased corners only make it more dangerous for cyclists, pushing riders out into the traffic lanes at these corners.

More bike lanes please!!!



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

It is highly important for our community to have access to different commute's options other than cars. Dedicated bike lanes can improve quality of life considerably.

I use 14 ave to cycle to and from work in the beltline daily. I cross 14th street at 14 ave because it is by far the safest place to cross by 14 street by bike. Please add in bike lanes and traffic calming measures along 14 & 15 ave to maintain safe walking and cycling routes during the construction.

4 way stops at some intersections would help traffic flow east and west.

One way is a good idea while 17 is under construction but should be switched back afterwards. Also please stop making car roads into bike roads, simply put bike paths one street over like on 2nd street NW. Bike paths are great when done without messing up car routes

I bike on 7th street often and the intersections at 14 and 15 Avenue are treacherous at the best of times, as it's impossible to see what cars are coming across the street. If we have cars going high-speeds on a one way across 7th street, it's going to be incredibly dangerous. Something needs to be done as a calming measure.

We have a cycle track on 12th avenue and on 5th street, but we need to fill the gap by adding bikes lanes further into the beltline. Let's start by adding bidirectional lanes on either 14th or 15th avenues. Thanks!

I commute and get around on my bike. I live on 15th ave, and I do not support bike lanes on 14th or 15th aver

I realize the width of the avenue is a concern because it may increase speeds. Would it be possible to have one side parallel parking, and the other side angle parking? Or does angle parking simply create a whole new set of safety issues?

I like the idea of adding bike lanes. Could they be added at the curb with parking protecting them from the street? Perhaps temporary curbs like the ones used for temporary bulb outs could be used periodically to ensure people aren't parking in the bike lane. I said I did not have enough information, because the map of where the curb bulb outs would be situated was not clear enough. Otherwise there was enough information. I had seen with one detour that they were closing 14 & 15 at the end of the detour to ensure people go back to 17th. I think this is a good idea.

Although I understand why the City is implementing this change, I am extremely concerned about the heavy volume of traffic and the speed of vehicles in this area. These are residential streets in a residential community that are already subjected to heavy traffic and speeders using the community streets as a shortcut. There are many children and seniors and persons with disabilities living in the area. More 4 way stops must be implemented, particularly at intersections with 7th, 10th and 11th Streets. Crosswalks must be implemented/painted and on all 4 corners of intersections.

I feel that bike lanes should definitely be in place during this process.

It's not clear why the one way will be in effect for so long, and why we wouldn't implement traffic calming measures in other areas as well (10 ave, 13 ave, 12 ave). They are all residential areas.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

If done right, these alterations could be an improvement, and even become permanent. To achieve this, please include bulb-outs and two-way bike routes on each road. Basically, you just need to follow The National Association of City Transportation Officials' (NATCO's) Urban Street Design Guide. Please design the street to maximize mobility options for the people who live on the street, not simply for the people you expect to pass through the street.

I think that people can manage with 17th avenue being under construction without having to make one way roads of 14th and 15th avenue. I always use 17th avenue in the mornings and see no reason why going a little slower is a problem.

Some sort of calming measure or combination of measures is absolutely necessary. As a Beltline resident who lives on 14th Avenue and gets to and from most destinations on a daily basis on foot, I would be much less safe in my neighborhood without these additional measures. City staff should ensure that neighborhood safety and comfort are maximized given the disruption along 17th. Changes to normally residential side streets should be as time-limited as possible and measures to keep large vehicles and speeding off these streets are a matter of common sense and decency.

I live on 15 Avenue between 14 Street and 12 Street Sw so the only way I will be able to access my parkade is from 14 St SW when the diversions are implemented. It is frustrating that both 15 Avenue and 16 Avenue will both be one way heading east. Is there any possibility of 16 Avenue being turned into a 2-way - at least between 12 and 14 Street SW so that I can access 14 Street from 12 Street without having to go down to 17 Avenue? I like the traffic calming measures of speed bumps. Given that the Beltline is a high density residential neighbourhood, it's surprising that we don't already have such measures. Interestingly, high income neighbourhoods like Lower Mount Royal, Mount Royal and Scarborough do. I guess we don't have the friends in high places like they do.

I want the city to monitor the noise levels from the motorcycles and sports cars with noisy engines in the summer. It's not acceptable for me to lose sleep for 3-4 months.

I received an info package from Enmax describing an infrastructure project to connect two substations at 14 Ave SE & 9 St SW. Trenching would be done along 14 Ave from 9 St SE to 9 St SW then drilling up 9 St SW to 4 Ave SW. Has the detour plan been coordinated with the trenching along 14 Ave that Enmax has planned for the next 3-4 years?

Forgetting about pedestrians and cyclists. Painted bike lanes in door zones isn't great. More bikes will slow traffic but need something to keep cars out of lane. Images show cars still have a wide lane which will encourage speeding.

Hope no buses go down the residential avenues. Move to 11, 12 and 10 Avenues (Commercial). I live at <<address removed>> 15 Ave SW. Cars race down the street from 14 St and I have almost been hit several times trying to get on 15th from my underground parking. 15 Avenue used to be a quiet street (residential). Want cars diverted from entering from 14th St and 12 St to bypass stop lights once project finished. NOW - 2 hour parking on 15 Avenue until 6 pm. Who is monitoring? Also, who is monitoring 20 minute loading zone. How do I return to my condo when I can't drive west on 15th to 16th ave between 12 St and 14 St one way westward? Frightened to turn left on 14 St at 15 Avenue.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

Should use 11, 12 and 10 Avenue for traffic from 17 Avenue. These avenues are commercial and better equipped for traffic. Eave 14 and 15 Ave - these are residential streets.

Bumps do not ticket speeders and do not issue demerit pts. Place Police cars with an officer!

Concerned about being able to access Macleod from 15 Avenue because of high traffic.

Bike lanes or separated cycling infrastructure is crucial to providing cyclists with safe east/west connectivity.

I ride my bike everywhere but never on 17 Ave. Now I would be afraid to ride my bike on these streets without a bike lane.

If you do have one way why have parking? The streets are narrow as they are and many drivers are unsure in their abilities to navigate them even now. It is a dangerous decision without much more thought and consultation. I feel like I have been treated as a number in lieu as a person.

In reviewing the newly published information boards, it appears that the switch has now been phased to break at 8th St. Assuming this is accurate, I appreciate the effort to mitigate the original 'all-or-nothing' plan and will look forward to seeing my (west) end of the street change next Spring. NO BIKE LANES!!! On residential streets - they don't 'calm' traffic they just add more layers of complexity for both drivers and pedestrians and are quite useless during most of the year. They are an \$18MM boondoggle in a City, and at a time, when it could have been better spent on more broadly beneficial programs.

I am absolutely exasperated with the lack of City effort to engage the community. I receive literature about the Greenline that is miles away and Lilac fest but nothing in my mailbox about this. Unacceptable.

I still did not receive a postcard or a poster with the info. I live in a townhouse on 14 Ave. please also consider traffic calming for the alleys - especially paved ones. Traffic and speed are already increasing in the alley as people cut through. It will only increase with frustrated drivers looking for shortcuts. Additional 4'way stops at intersections - especially at 7 st and 14 Ave would help. Unclear why the one ways need to be implemented for 3-4 years. Better crosswalks and temporary curb extensions at intersections to help see oncoming traffic from side streets.

The city seems to be doing everything in its power to downplay the significance of this switch. This change will turn 14th and 15th from neighbourhood streets to major thorough fairs. I bought in 14th because it was quiet street, close to 17th ave and the core. By switching it to a 1 way, the city will be introducing a massive amount of traffic and noise to this street. If this plan moves forward <<personal information removed>> can count on my vote going to just about any other candidate.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

I am beyond appalled and angry at this. Our property value and quality of life will go down. I moved onto this street like many others because it was quiet two way street. People won't go back to 17th ave when they pass the detour area as it will take them longer to go back to 17th then to continue down the detour route. The streets aren't wide enough to accommodate 2 way traffic never mind one ways with big buses on these streets. Adding speed detour ants will further clog traffic up and make for traffic jams that we never have on our streets. Parking is already a nightmare!! People driving down the street will be parking on 14 and 15th ave instead taking away the limited parking for residents and our guests. And bus stops will take away even more of our limited spots. Why is it that other streets like 18th Ave have area parking only permits and we don't? No more bike lanes - this won't help slow traffic will only clog it more. There is that huge waste of tax payer's money for bike lanes on 12th that are barely used in comparison to how traffic is slowed and parking spots gone. How about making the bikers have licenses to use and make them pay for some of this? And 11th street is already backed up with the elimination of a lane for a bike lane. Put an advanced green on 11th street and 11th ave heading north already. We wait for two or three lights if people are turning left. People pass on the right and in the bike lane - a biker will get killed soon as a result. A VERY unhappy citizen and ashamed of city council and everyone else who approved this as they clearly don't care about us residents to inconvenience us to such a degree for so many years. How about a tax break for all this headache and the money will we will lose when we sell. City of Calgary huge fail - even more than that waste of money blue circle eye sore 'art'

I think bike lanes, preferably on the curb side with protection from parked cars on the lane side, would be important in this situation. This can use some of the extra space available in the one-way lane, and makes sure that cyclists will still be able to travel safely off of the 12 ave cycle track when 14th and 15th start handling more traffic. The traffic calming measures sound nice even when this one-way transition isn't in place, because people will already often accelerate, drive and brake very quickly when using these roads as alternatives to 17th.

15th (and now 14th) ave are supposed to be bikeways to connect from the west side of 14th street to the bikeways/11th st SW. Please keep these streets safe for cyclists!

How is it that Enmax managed to directly inform all residents on 14 ave by mail explaining their upcoming work, but the City of Calgary cannot seem to achieve the same level of communication about a significant change to the street environment that will affect us for up to 4 years? Finding out by chance on social media that there was even a plan (and it had been postponed) is unacceptable. Have you considered the impact this will have on anyone attempting to sell their property on these avenues in the next 3-4 years? We purchased on 14ave due to it being a quiet road, I suspect that others will consider that too when they decide to purchase. Is it really reasonable to think that turning 14 and 15 ave one way will solve the issue of redirecting 19,000 vehicles a day over a 4 year period?

While I understand that it's not reasonable for my request to actually be accommodated, it's worth mentioning to illustrate there is a demand and a need for better (more than just paint) cycling infrastructure in the south side of the Beltline. * Proper separated bike lanes No information yet (and forgot to ask) about what signalling will be done at 8th/14th St. especially for 15th Avenue.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

We understand that on June 5th, the City will begin converting 14 and 15 Avenues from Macleod Trail to 14 Street SW to one-way traffic, removing parking, doubling the vehicular lanes, to facilitate upwards of 19,000 cars moving on primarily residential streets. We find this concerning, as Beltline residents have spoken out expressing our concerns that the City's current plan presents significant challenges that, if left unresolved will significantly impact the safety and quality of life in our primarily residential neighbourhoods. Once again Beltline becomes a through-way for commuters, and our residential and pedestrian environs are not being considered! Beltline does not exist to simply facilitate timely commuting. People actually live here. 14 & 15th Avenues are primarily residential streets, and the character of these does not safely facilitate larger amounts or, or one-way traffic. I hate to play this card, but in these areas on street parking is critical to the adjacent residents, and slowing traffic down. We are strongly against one-way operation on 14 & 15 Avenues SW, and request that they be remain as 2-way operation. Thank you for your consideration, please advice.

The proposed amount of traffic going through these calm residential for FOUR YEARS is ridiculously high. Why was 19th ave not considered for a section of this? As well, why did businesses get a say in this, but residents did not?? Why are the residents need secondary to the businesses? Actually, it doesn't even seem like it's secondary as we weren't consulted at all. Disappointed with the rollout and lack of consultation on this. I would prefer to have all the work done in a year and just have a big shutdown. 4 yrs is too long.

Why not detour traffic a whole 20 seconds to 11th and 12th where they have the capacity to handle it rather than turn a residential street into a nightmare? They are already congested as it is.

11th avenue and 12th avenue are close enough to 17th. 4 of 5 blocks being one-way streets is unnecessary in a residential area. Traffic will learn to adjust and take alternate routes. The best traffic calming measure is leaving it to two-way, in which people will pass each other slowly.

I have a concern regarding the alley between 4th and 5th street SW, between 17th ave and 15th ave. this is a paved alley way that is the only way for residence to get in and out of parkades. Already illegal parking occurs, but it is a major concern of many residence that this alley way might become a busy cut-through they may become a hazard if gets too congested. Perhaps putting signs stating "local traffic only" or speed bumps might be useful in this alley? Thank you for listening to me! :)

I am worried about being able to walk and ride my bike near my home. I'm also worried about safety at two way intersections like on 7, 8 and 11th St.

The bike lanes need to be implemented correctly. Don't put them in the door zone. Also, is there a plan to clear them in the winter? Otherwise, the bike lanes are just a token gesture. Cyclists are not human speed bumps.

Speed bumps don't do enough to slow down trucks and SUVs. Would have been nice to see an actual map of the entire plan. This presentation could have had a lot more detail in it. Bike lanes would be a much welcome addition to making this detour work on my street!

I think the proposed one way roads are a good solution during construction on 17th avenue.



14 and 15 Avenue one-way traffic

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I'm disappointed that they're detouring traffic without any consideration to people who live there. They purposely detour non local traffic OUT of Mount Royal but purposely detour traffic INTO our neighborhood.

Existing lane design is far too wide and will encourage excessive speed. A curbside bike lane would fit without affecting parking and would be helpful in slowing traffic (narrower lanes) through the area.

There should under no circumstance be a switch to one way on a residential street to accommodate traffic in a commercial area. If this were taking place in a high income residential area such as upper Mount Royal/Elbow drive we would see measures to keep traffic out of their neighbourhoods during construction. Not measures to route traffic directly though it as is happening here. I will speak with my vote. I will not be voting for <<personal information removed>>.

Install bike lanes on 17th ave please. I'd love to bike there but it's super dangerous.

Bike lanes on both aves would add to Calgary's infrastructure, and adding to a safe network and as traffic calming. If there are narrow lanes for vehicles to travel through, and adding another shared road user. Lanes ideally would be placed on the passenger door side of the one-way parked cars (if parking on both north and south) to reduce dooring risk. Curb extensions are important and good. Possibly a crossing flasher?

Lack of street lighting + poor visibility + parked cars + random jaywalking on 14/15th as a regular occurrence + diverted traffic is going to equal a lot of car v pedestrian collisions. Need to publish a block by block map showing the impact on each block's parking and access. Adding bus stops & curb extensions and removing parking at intersections to allow buses/larger vehicles to safely turn onto streets is going to take a lot of parking spots off some streets.

I think this is a really great idea! I'm a cyclist who commutes from Sunalta to East Village daily so these streets are part of my main routes. Bike safety is always something I am concerned with but I think the one-way streets will actually make it *safer* to bike in these areas.

Bike facility along 15 and 14 should be a requirement not only to slow down traffic but to provide a facility for streets that are already greatly used as neighborhood greenways. By making them one way greatly decreasing safety for cyclists unless a facility put in

The speed bumps and curb extensions need to be permanent

Please give a curbside bike lane, I cycle as my main mode of transportation, and I need to feel safe riding on my own street!

Bikes should be allowed to go both directions.

Please provide bike accommodation on 14 & 15 Avenues. Keep residential streets safe for families.

I don't know what a SLOW trailer is.



14 and 15 Avenue one-way traffic

Open Houses, May 25 – June 6

This construction schedule, while necessary, will create issues for residents, no matter what interim solution is used. No solution will be perfect for all residents and visitors, and we need to recognize this, and all do our part to improve the area for years to come. It won't be pleasant, but it's long overdue.

The more different users on the street, the safer the street. Vehicle drivers have no choice but to slow down. When they get dedicated lanes they speed up.

I support more bikes and walkability in the Beltline

The best traffic calming would be to make the traffic lanes a LOT narrower. They seem to be wider than any highway in the province which is just going to encourage speeding. Instead of just temporary curb extensions at the intersections, I would like to see the parking lanes moved away from the sidewalks to create protected bike lanes. Narrower traffic lanes = slower cars = safer streets.

Single wide one-way lane will induce higher vehicle speeds and lower attention. This is confirmed by the research and the City was aware of this when creating the detour plan. The original plan should have proposed traffic calming and should have been properly communicated from day one. There has been a loss of trust and the perception that these residential streets don't matter like residential streets in any other community do. I do support adding traffic calming and a bicycle lane. These features will mitigate vehicle speeds and maintain a reasonable amount of access/safety for walking and cycling. Sufficient buffer should be provided between the bicycle lane and parked cars to minimise the door zone. The bicycle lanes may also benefit from being contraflow, because then two-way walk and bike access would be maintained on each avenue. This should at least be considered. Vehicle travel lanes should be kept to a minimum to accommodate transit buses: 3.5m. Ideally, this arrangement with bicycle lanes and traffic calming will be successful and could even be carried forward into permanent.

The quiet narrow residential streets in the Beltline are part of what makes it such a nice place. As it is there are serious issues for pedestrian safety at crossings and for cycling safety. This would make it far worse. The Beltline is not a place to drive through on the way to somewhere else it is a place where people live and spend their time. This change makes the Beltline worse, less vibrant and less safe. A huge opportunity to invest in improvements to pedestrian and cycling infrastructure the Beltline and on 17th are being missed in this project.

Switching 14th and 15th avenues will significantly change the character and safety of those streets. It is a residential street and having significant increase in through traffic volumes is very concerning to me. The City has a duty to ensure the safety and comfort of residents during construction (and beyond). If one-way streets are necessary, you should definitely be implementing measures to slow traffic down. I 100% support the ideas of extended curb cuts, and in particular I like the addition of bike lanes on each street. This would narrow the street (thus calming traffic), it would allow bikes a safe area, and it wouldn't reduce space for cars or parking. It's a great solution! I also think that 3-4 years for this change is extremely long, and I'd encourage the City to find a way to make the one-way switches more temporary.

I fully support the changes to the City's plan described here: http://www.beltlineyc.ca/protect_14_15ave



14 and 15 Avenue one-way traffic

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