



Beltline Neighbourhoods Association  
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RE: 14 & 15 Avenue SW Mobility Improvements Phase II Engagement

### **The Beltline Neighbourhoods Association Represents 25,000+ Residents**

The Beltline Neighbourhoods Association (BNA) represents more than 25,000 Calgarians living north of 17 Ave SW up to the CPR tracks, and east of 14 St SW to the Elbow River. We are writing on behalf of the Board of Directors of the BNA in support of the proposed Option 2B of the Phase II Engagement.

### **Strong Support for Option 2B**

The BNA has thoroughly reviewed the City of Calgary's engagement site for 14 and 15 Ave (<https://engage.calgary.ca/1415ave>) and based on the options presented, Option 2B (a separated mobility track on 15 Ave and a return to two-way vehicle traffic on 14 Ave with curb extensions and improved signage on both) will best serve the community of the Beltline.

### **Support for Improved Pedestrian Crossings and Signage**

The pedestrian crossings along 14 and 15 Ave have been dangerous for years. Poor visibility due to parked cars and the increasing size of the vehicles created an environment of dangerous blind spots both for people driving and walking along these avenues. The temporary yellow curb extensions along these avenues were a significant improvement in providing safe refuge for people at crossings and improved visibility for everyone. Unfortunately, their temporary nature impeded the ability for city snow removal crews to easily clear a path across them in the winter, creating dangerous icy and often impossible conditions for people walking, particularly mobility impaired individuals. The permanent curb extensions proposed will solve this problem and are strongly supported by the BNA.

### **Support for Protected Mobility Tracks**

Phase 1 engagement by the City of Calgary sent a clear message that while residents are supportive of the temporary painted bike lanes that were added on these avenues as part of the 17 Ave reconstruction detours, they are simply not up to an acceptable level of safety or accessibility for most people. There are no physical barriers to protect users from moving vehicles or doors from parked cars swinging open, vehicles will often drive in them, and in the winter they're snow collectors more than they are bike lanes.



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Option 2B solves these issues with a safe, separated mobility track on 15 Ave that will provide adequate physical separation with barriers along with snow clearing during the winter months. The BNA strongly supports the addition of this facility.



*(photos: 14/15 Ave SW bike lanes in the winter)*

#### **Support for Two-Way Traffic on 14 Ave**

With the addition of the proposed protected mobility track on 15 Ave, the utility of painted bike lanes on 14 Ave decreases drastically. However, removing the painted lane and keeping 14th Ave as a one-way would increase the road width of 14 Ave to a dangerous extent that it would encourage speeding of vehicles. However, returning 14 Ave to two-way vehicle traffic would maintain the narrow lane widths so as to discourage speeding through the neighbourhood.

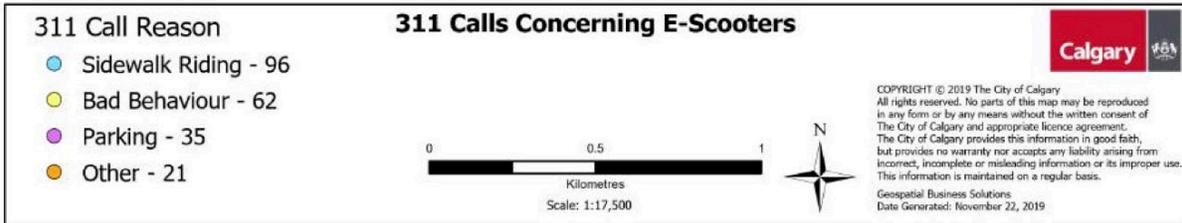
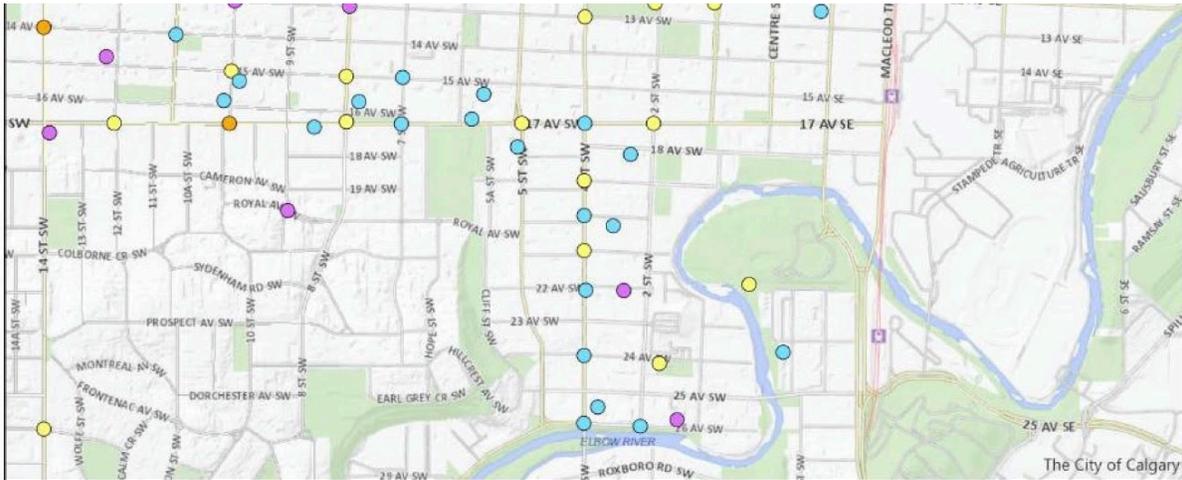
Furthermore, the BNA has also met with numerous businesses along 14 Ave who are supportive of Option 2B for the protected mobility track and for the improved access two-way traffic would bring to their businesses.

#### **Surge in E-Scooter Use is Forcing a Rethink of our Streets**

Consider the e-scooter data from the City of Calgary's E-Scooter report showing among the highest e-scooter usage in Calgary (35k to 60k trips in 2019/2020) to be along 17 Ave SW.

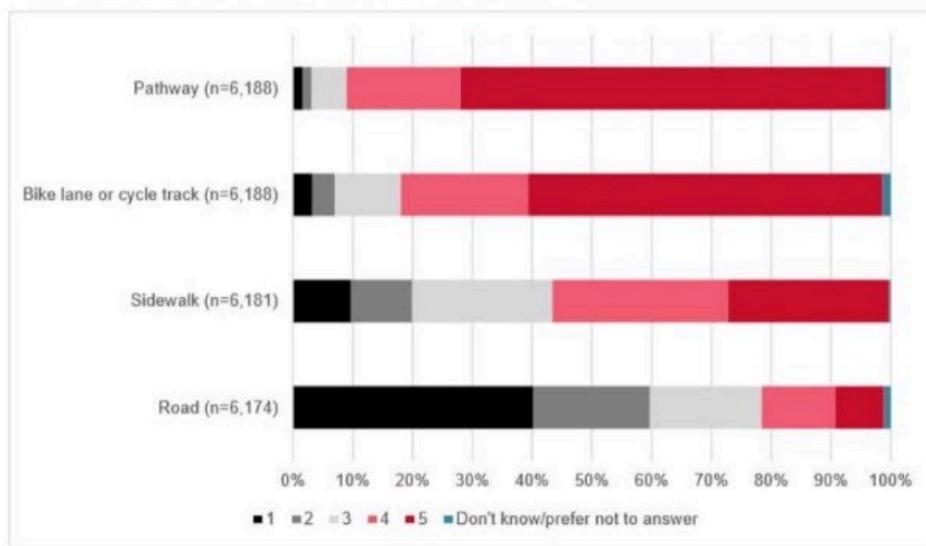


The City's report on e-scooters also shows the area along 17 Ave littered with complaints of sidewalk riding and "bad behaviour". E-scooter users are trying to dine out and visit businesses but there is no safe space for them to ride today.



**Most E-Scooter Users Do Not Feel Safe on Sidewalks or Roads With Cars**

From the City's report on e-scooters, +81% feel comfortable riding on a pathway or cycle track while only 56% feel comfortable on a sidewalk and 20% on a road with cars. There is clearly a need for a place for these riders to move more safely.



**12 Ave SW Mobility Track Has Benefited Businesses on 11 Ave SW**

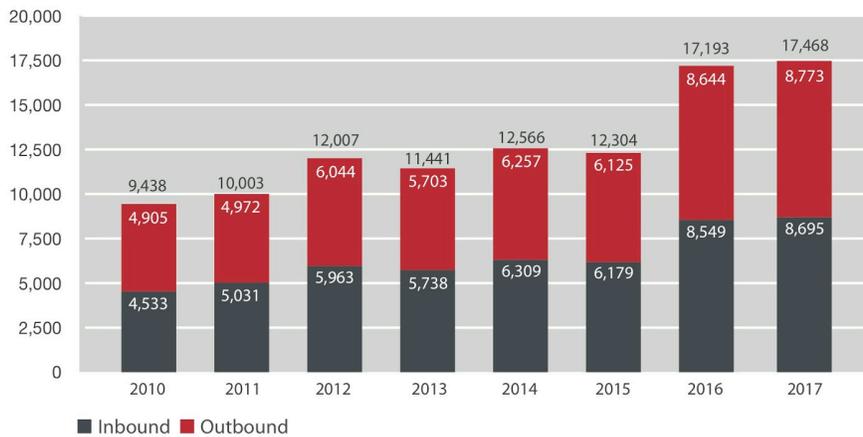
With popular destinations like Brewsters, Beer Revolution, Regrub, The Camera Store, The Bike Shop, Inner City Brewing, Broken City, Last Best, Singapore Sams, and more, 11 Ave SW is one of the Beltline’s most popular business destinations. The data from the e-scooter usage map, however, suggests that the existing mobility track one-block away on 12 Ave SW is supporting the vast majority of the e-scooter traffic for that area. We believe a mobility track on 15 Ave SW (one-block away from 17 Ave SW) would see equal if not greater success.

The 12 Ave mobility track has benefited businesses on 11 Ave by providing safe local access to the area for the growing new surge of people travelling by e-scooter and bike. The same could reasonably be expected of a 15 Ave mobility track for businesses one block away on 17 Ave SW. Providing safe corridors for people to use e-scooters as opposed to sidewalks or roads would be a significant safety improvement for people looking to shop and dine at businesses on 17 Ave SW.

**Option 2B Is the Future of Urban Mobility and Will Benefit Both Residents, Visitors and Businesses**



**Total Downtown Bicycle Trips**  
Annual May Count



Source: The City of Calgary Central Business District Cordon Count. The total number of bicycles entering and exiting the downtown are counted annually on a weekday in May from 6 a.m. to 10 p.m.  
calgary.ca/bikedata

The mobility choices of urban residents and visitors in and around the Beltline have evolved considerably in the last two decades. With the introduction of the cycle track network in 2016 downtown bike trips surged more than 40%. The introduction of e-scooter share services has seen an even greater mode shift.



The solution to improving the mobility and safety of streets in the Beltline will not be found in the blueprints of 1995 or 2005. We have to look ahead to the future to 2030 and beyond. Option 2B from the 14 & 15 Ave Phase II Mobility Improvement Engagement offers a reasonable and balanced path forward to this future and the continued success of the Beltline. The Beltline Neighbourhoods Association would like to thank the City of Calgary for the thoughtful engagement on the future of these neighbourhoods streets and offer our full support for Option 2B.

Sincerely,

Kevin Schlauch  
Director of Transportation

Peter Oliver  
President

