

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

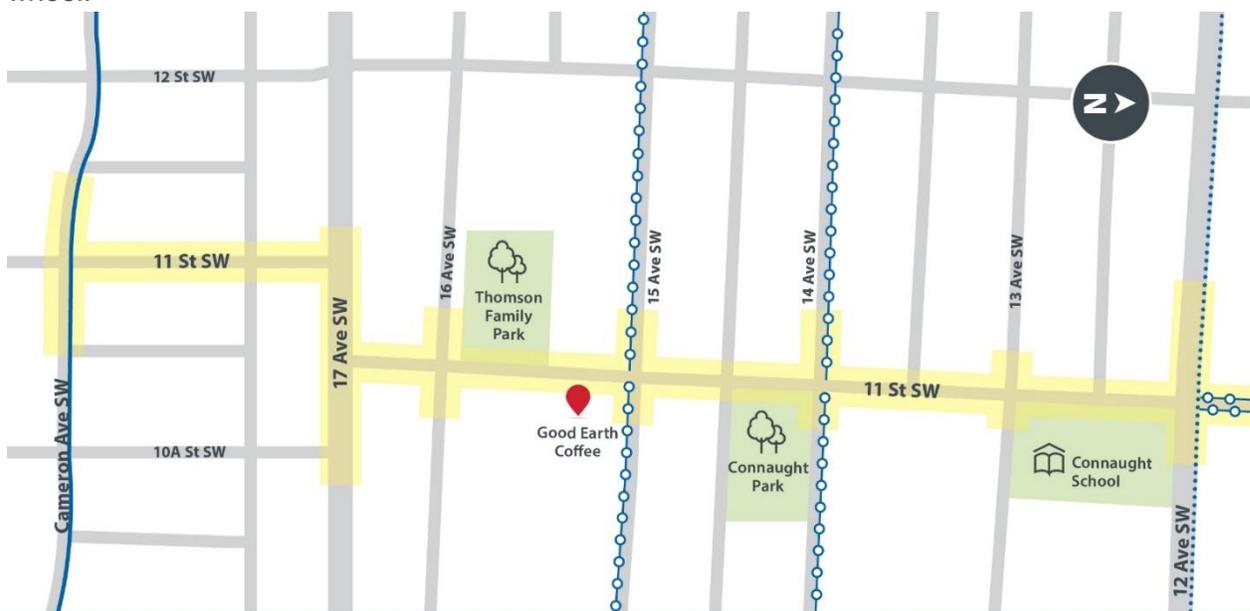
Project overview

The City of Calgary is planning to make changes for people who walk, wheel and drive along 11 Street S.W. We are planning for improvements to 11 Street S.W., from 12 Avenue to Cameron Avenue S.W., by implementing changes such as traffic calming to reduce vehicle speeds, improving accessibility and completing missing links for shared cycling and scooting lanes.

A [paving surface overlay](#) is planned for 11 Street S.W. in spring 2021 and The City will implement changes to the road at that time. Possible improvements to the street could include separated lanes for people cycling and scooting, curb extensions, upgraded sidewalk ramps and improved pedestrian crossings.

Goals for the project are to:

- Implement corridor improvements such as speed reduction, traffic calming and wayfinding.
- Improve accessibility, network connections and provide more options for different modes of travel to the many businesses and parks along 11 Street S.W.
- Identify opportunities to enhance existing facilities and improve connections for people who walk or wheel.



11 Street S.W. from 12 Avenue to Cameron Avenue S.W.
Community Mobility Improvement Plan

Legend

- Project Area
- ⋯ Existing On-street Cycle Track
- Existing On-street Bicycle Lane
- Existing On-street Bicycle Route

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

Engagement overview

The City hosted online engagement to provide citizens with an overview of the project and collect input on the 11 Street S.W. Community Mobility Improvement project. The online engagement was available from August 10 – August 31, 2020. The online page received approximately 700 views with 270 contributions of feedback. Due to COVID-19 restrictions The City of Calgary was unable to host in-person engagement opportunities, however the online engagement was extended to collect feedback.

What we asked

Stakeholders were also presented a map of the study area (11 Street S.W. Avenue to Cameron Avenue S.W.) and asked the following questions:

- When thinking of all modes of transportation, how do you **currently use** 11th Street S.W.?
- When thinking of improving access and connectivity for people who walk and wheel, what are **future opportunities** for 11th Street S.W.?
- When thinking of access and connectivity for people who walk and wheel, what are **current issues** along 11th Street S.W.?

Stakeholders were able to provide their feedback to specific locations in which their comment related to.

Stakeholders were also asked: 'Do you have any additional comments about the project?'

What we heard

Below is a summary of the themes that emerged through the stakeholder engagement for the project. The themes are listed from most frequent to least frequent. It is recommended to read the full verbatim section as not all feedback received aligns with these prominent themes.

Using the map of 11 Street S.W. Avenue to Cameron Avenue S.W., participants told us how they currently use the area, suggested potential future opportunities, and outlined current issues with the corridor. Participants were permitted to submit more than one pin on the mapping tool question.

Feedback collected on the mapping tool and the 'additional feedback' question fall under the following themes:

- **Safety**
- **Integrated connections**
- **Parking**

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

Safety

Feedback collected on safety issues fell into the subthemes of **wheeling safety, pedestrian safety, and vehicular safety.**

Subtheme: Wheeling safety (Cycling, scooting, skateboarding, inline skating/ rollerblading)

Participants expressed and identified various safety concerns as they relate to wheeling along 11 Street S.W. Within these comments a desire for a separated protected wheeling lane was expressed. Feedback also indicated specific locations in which there are known conflicts with vehicles and bicycles, such as vehicles turning Eastbound onto 12 Avenue S.W.

Sample verbatim comments for wheeling safety

"The transition from the painted lane to no lanes is not safe. Needs a protected bike lane."

"Have had several close calls with impatient drivers veering into the bike lane to go around a driver turning left without looking. Proper separation needed."

"There are some great shops and restaurants along 11 St. It would be great to have a safe route on this street for cyclists and scooters to use"

Subtheme: Pedestrian safety

Participants expressed and identified various safety concerns as they relate to pedestrians along 11 Street S.W. These comments express the need for improved pedestrian crossings, the desire for the area to be accessible and walkable, and identify locations that currently have pedestrian safety concerns.

Sample verbatim comments for pedestrian safety

"Sidewalk along park is too narrow and not in good shape, presenting issues for users requiring mobility assist devices."

"This intersection is far wider than it needs to be, and makes it difficult to cross as a pedestrian, and encourages fast driving."

"Pedestrians often cross 11th St at 16th Ave. Would it be possible to have a marked crosswalk here?"

Subtheme: Vehicular safety

Participants expressed and identified various safety concerns as they relate to vehicles, traffic flow along 11 Street S.W. These comments express the need for traffic calming measures, clear sightlines, and the desire for more traffic violation enforcement in the area.

Sample verbatim comments for vehicular safety

"A red light camera here would help enforce the dangerous drivers in this high pedestrian area."

"Have had near constant issues with drivers who wish to turn right cutting off or encroaching on space when not safe to do while waiting for light to change."

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

“Changing the site lines here might help drivers see cyclists when making their stop. Being able to see will encourage better behaviour at this stop sign”

Integrated Connections

Participants provided feedback that indicated the desire to ‘complete’ the wheeling network and create safe integrated connections and continuous transitions with the wheeling infrastructure.

Sample verbatim comments for integrated connections

“I support adding a cycle track to 11 St SW in order to complete the link in the cycling network.”

“Awkward transition moving from the cycletrack to southbound on 11 Ave. Better transition space required”

“Bike lane ending, parked cars and two lanes of traffic merging into one male for a very unsafe transition for all road users”

Parking

The theme of parking was prominent within the feedback collected. Feedback indicated a concern for potential parking loss due to mobility amenities along 11 Street S.W. There are also comments that expressed the need for delivery stop and taxi/uber parking.

Sample verbatim comments for parking

“Parking needs for businesses need to be considered, though, especially with the heavy reliance on food deliveries during COVID).”

“Create a drop off/pick up/loading space for taxis/Uber and delivery drivers so they are not blocking the road and it is safer for all.”

“There should be a plan to provide a safe spot for SkipTheDishes and DoorDash delivery drivers to stop without creating a hazard for bike traffic.”

11 Street S.W. Community Mobility Improvement Project

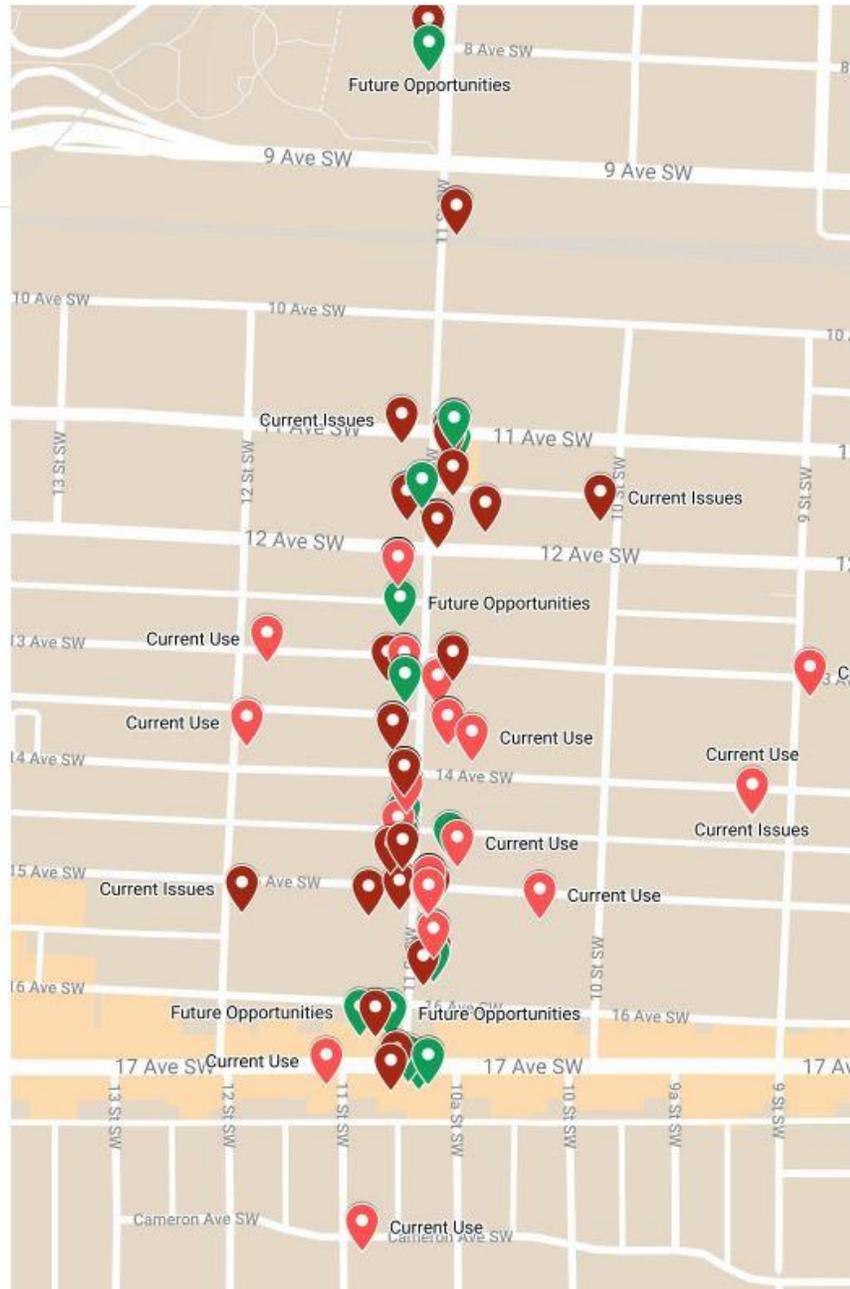


Stakeholder Report Back: What We Heard
September 2020

Online Coding.xlsx

- Current Issues
- Future Opportunities
- Current Use

11 Street S.W. Community Mobility Upgrades



The map above shows the various 'pins' placed by participants for providing feedback on the project. Please click the following link to view the mapping tool feedback:

<https://www.google.com/maps/d/edit?mid=1TyltBt-1Nu22UOJIWDm7fX3J5nvVOQjI&usp=sharing>

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

Next Steps

Once we have reviewed all the stakeholder feedback, The City will weigh the feedback alongside the recommendations received from our technical experts and will report back to the public in Fall 2020.

Verbatim Comments

The following is a record of the feedback received through in person and online engagement.

Please note: Personal, identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions. However, the intent of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received.

When thinking of all modes of transportation, how do you currently use 11th Street S.W.?

- Cycling right here where the painted bike lane ends is dangerous even in the school zone
- Flashing crosswalk is great but need curb extensions to slow down cars. Or put in a full traffic light
- I support adding a cycle track to 11 St SW in order to complete the link in the cycling network.
- Crossing here is dangerous, speed bumps phrase
- "The 4 way stops along here have made crossing 11th easier and safer. The COVID distancing lane has also demonstrated that 11th really needs proper infrastructure"
- Current COVID lanes (for social distancing) demonstrate that we can use more of the road space for active transportation. Please dedicate more road space to people outside of cars.
- Four way stops at multiple intersections along 11 St have made a huge difference in feeling safe walking and cycling this route
- Skateboard shop location. 11 St is a key connection to Millennium Park from this location.
- Protected bike lane ends and it feels very unsafe transitioning to area that only has shadows.
- Pedestrians often cross 11th St at 16th Ave. Would it be possible to have a marked crosswalk here?
- Currently I avoid cycling on 11th due to the narrow road with parking on both sides and the intersections governed only by stop signs which drivers consistently roll through.
- Adding a bike lane to one side of 11th street like the other pathways would be great. All intersections should be a 4 way stop, and wider sideways would be ideal.
- Bike lane ending, parked cars and two lanes of traffic merging into one lane for a very unsafe transition for all road users
- There should be a dedicated bike lane here, for safety and mobility
- Have seen drivers not stop at this 3 way intersection on multiple occasions. Anything to promote the visibility is great.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- "This is where I frequently enter 11th on my bike. I often turn north, to connect to the Bow Pathway network at the end of 11th St, and the 12th ave cycle track. I also often turn south, to access the 15th Ave bike lane eastbound, or to continue on south on the signed bikeways to the bike lane on 20th street."
- Excellent call by the crew who installed the cycle tack extension here, to not offer a cut through for cars to the derelict buildings on the north side. These cut-throughs make the cycle track less safe where they exist.
- This intersection is fine. I use it on a regular basis. Bike lanes are welcome.
- The crossing to the Bow River pathway is only from the west side of the street. If a cycletrack is installed or if the bicycle lanes are consolidated onto one side of the street, the lanes should be installed on the west side of 11 Street SW. Also, this would allow bicycles to bypass the light at 8 Avenue SW in front of the Mewata Armoury.
- Driving
- Current on-street signage indicates that the bike route should go from 11th St onto 13th Ave, and then 13th Ave onto 12th St. This will need to be revisited if 11th St becomes the designated bike route.
- I regularly drive from 16 AVE to 15 ave via 11st to go east on 15 AVE. I also bike here and take a similar path. In my humble opinion not much is broken here, so I don't believe this is an overwhelming problem that needs fixing. If I'm wrong can the city post accident stats or something to prove their position? (Why is this a being considered?) I agree with comments warning of some people posting multiple comments and that should be taken into the equation. We don't need to run a multimillion infrastructure project based on opinion of 3 people with too much time on their hands. Please consider business needs as a priority (parking needs to remain same or moved to a reasonable proximity of current setup), then the cars and then the bikes/scooters and walkers. We need small business to thrive, so that these projects can continue. Bikers and walkers have enough surface area to navigate safely as it is. Maybe adjust that current area to mark what is bike path and what is walk path.
- Blocked lanes here to allow for sidewalk dining have created congestion. People divert through residential areas to avoid it, creating unsafe conditions in neighbourhoods.
- We are resident owners here. Have been since 1997. This street parking is the ONLY parking we have. Please don't remove it.
- Speeders and motorcycles
- I use 11th St as a bike connector from 17th Ave to downtown year round. It is not my major commuter street as I prefer using quieter streets even with the sharrows on 11th. I also use 11th St for shopping while on my bike as well.
- I disagree 11 St should be a drive-through corridor with no four-way stops. The four-way stops at 14 and 15 Avenues have greatly calmed traffic through the area with no apparent impediment to

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

mobility. People do drive through the stops (inadvertently?). Flashing LEDs might make the signs harder to miss.

- IMO the one-way flow in 14 and 15 Avenues simplifies driving and calms traffic. The flow works well in conjunction with the four-way stops.
- This is unrelated to the street improvements but much of this area's ambiance and appeal hinges on the character of these historic buildings. Hopefully they remain (and are maintained) as part of the streetscape for years to come.
- Awkward construction road/sidewalk and bike access.
- "Living here, 11th street is how I get home every day. What's terrible is when cyclists travel the wrong way on 15th and 14th Aves and don't stop at stop signs"
- This street is wide to accommodate parking, which is desperately needed since so much was removed during the 17th ave construction. **DO NOT REMOVE MORE PARKING.** The road is wide enough for bikers and cars to share. This issue is both cars and bikers not following road rules. More monitoring of the road and intersections would be ideal.
- Please make bike lanes permanent with straw barriers.
- Often walk down 11 street to access businesses in the neighbourhood.
- "We would like to have this being turned into a safe, protected, separated cycle track that extends to the bow river pathway, and integrated into 12th ave. Doing this will be very helpful / beneficial to many of the cyclists, commuter or otherwise, and promote more bike commuting. If the infrastructure is in place, attractive and welcoming, more people will use it."
- I currently use it 80% on foot as I live in the neighbourhood and 20% on commuting with my car.
- "I live at this intersection! I see lots of cyclists... the could use their own lane, but not at the sacrifice of parking."
- Sidewalk too narrow along whole East side of road
- I ride my bike to the dog park
- I purchase a coffee from the Good Earth Coffeehouse on my commute to dropping my daughter off at school. It is very important that I am able to continue to park just outside of the coffeehouse so that I am able to pop in or get curbside delivery.
- I pickup a quick coffee on my way into work. Please maintain the onstreet parking.
- Parking
- While I welcome the vast majority of the proposed improvements, it is very important that street parking in front of the Good Earth Coffeehouse remains available. Many customers use street parking for quick in & out service. The cafe has been a part of the community for almost 30 years and losing the parking in front of it would pose a serious risk to its future as a viable business.
- Parking is already an issue in this area, please don't take away anymore parking! Businesses are struggling enough, don't add to burdens of running a business in Calgary, especially after 17th ave construction, especially now... :(

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

When thinking of improving access and connectivity for people who walk and wheel, what are future opportunities for 11th Street S.W.?

- Please extend the cycletrack south of here, and please do so with safe, separated infrastructure. With the cycling and scooter boom, we need to keep all road users safe.
- Please stop allowing cars to cut across here, speeding cars that don't want to drive on 17th ave use 14th and 15th ave as cut through. Traffic needs to be diverted back to 17th ave. Or better yet create a cul-de-sac here
- A red light camera here would help enforce the dangerous drivers in this high pedestrian area.
- Please make this a scramble intersection
- Painted lane ends where we need it most. Please change painted bike lane to separated cycletrack along all of 11 St.
- Would love to see less cut-through motorized traffic here. Nice opportunity for traffic calming that redirects drivers towards 12 ave and 17 ave, and allows pedestrians and cyclists to filter through (similar to bikeway infrastructure seen throughout Vancouver).
- Please extend bicycle infrastructure from 11 st to support riders crossing 17 Ave and connect to the Cameron Ave blue-signed bike route.
- Bike lane should be separated and extended past 17 ave SW.
- They should have parklets here for the awesome restaurants that don't have patios.
- Please add protected cycle track for all of 11th street. Painted lanes are unsafe and poorly maintained.
- Connecting the Bow River Pathway, 8th & 12th Avenue bike lane to 17th Avenue. 11th Ave is a corridor to the bow River pathway from 17th Avenue and to Kensington. Also wise having a dedicated bike lane to Millennium from 17th Avenue. The pedestrian lane is great! Let's make it permanent!
- There are some great shops and restaurants along 11 St. It would be great to have a safe route on this street for cyclists and scooters to use
- My wife and I rode through here this past week, trying to connect to Cameron Ave to eventually go west on 26th Ave (a bike route). Traffic, the lack of safe cycling infrastructure, and poor signage made it treacherous and unwelcoming for both of us. I ride downtown everyday and I'm comfortable riding amongst vehicles and traffic. She did not feel at all safe.
- I ride here regularly to get downtown, to Kalamata Grocery, to Calgary Coop, and more. If there were a cycletrack along here, it would be safe and comfortable to do so.
- Please add a protected bike lane all along here! Just makes sense to extend it! Thanks!
- Please extend bike infrastructure from 12th AVE To Cameron. I don't feel safe riding here.
- Changing the site lines here might help drivers see cyclists when making their stop. Being able to see will encourage better behaviour at this stop sign

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- "A cluster of nice shops and restaurants are here. There should be a plan to provide a safe spot for SkipTheDishes and DoorDash delivery drivers to stop without creating a hazard for bike traffic."
- "A prime spot for curb extensions, or even some big chicanes! This intersection is far wider than it needs to be, and makes it difficult to cross as a pedestrian, and encourages fast driving."
- Making bikes turn left here could be very hazardous if not implemented carefully.
- Clearly marked turning lanes for cyclists. Cycle track use should be simple and intuitive
- There are some cool stores/restaurants/shops on this block. Would be terrific if they had small sidewalk patio. Opportunity to extend sidewalk to make room for that sort of thing.
- Kalamata grocery should be given heritage status. Re-name 11th Street Kalamata Way.
- Convert existing cycle line to protected cycle infrastructure. This area is where 11th street gets risky for cyclists. Lots of cars use 11th street to transition from one-way traffic on 12th ave to opposite-way traffic on 11th. Cars compete for quick lane changes in the block between 11th and 12th avenues and it's easy for cyclists to be overlooked or not considered. Cycle lanes should be protected infrastructure - all along 11th street.
- shops and restaurants on 11th street between 15th ave and 14th ave could be a huge commercial success if there was better access for pedestrians and cyclists. City has opportunity to make this a destination/commercial hub for residents in the neighbourhood.
- The last thing this area needs is a bike lane to clog traffic on 17th ave. It will not be used for 6 months of the year...
- Currently the road is undefined with cars, parking and bikes competing. This is a great opportunity to define and remove uncertainty from the street ROW, provide a protected bike lane on both side of the street.
- Traffic congestion needs to be fixed. The CTrain causes all sorts of issues when trying to use this thoroughfare.
- Improving the transition (or extending!) the bike lane here would be fantastic
- Trees would really improved the feel of the street.
- Pedestrianize (with scooter / bike lanes, raise/lower bollards) a small portion between 14 and 15th aves. Allow the restaurants on this strip to spill out on new vehicle-free space. Large patios, pedestrian-friendly environment could encourage new business to move into the currently vacant spaces and reinvigorate the area!
- The high volume of car traffic along 11 St SW from Cameron Ave through to 11 Ave and the variation between 2, 3 & 4 way stops at intersections is creating confusion. Perhaps, standardize all intersections that don't have lights to an all way stops?
- Having an advanced light to allow traffic to turn left onto west bound 12 Ave. would greatly alleviate congestion at this intersection. I have avoided this intersection while driving ever since the bike lanes were put in and vehicle traffic was reduced to 2 lanes.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Better grass or turf for dog park so dirt isn't blowing everywhere. Better or more frequent street lightning to make it safer during winter evening nights - everywhere in the Beltline. Add more grass or tall trees - healthier than concrete. Limit the high of buildings as the buildings by Stampede ground make it feel like a concrete jungle and you can't hardly see the skyline as too many tall buildings. When there is construction - remember this is a walking neighbour so have them build proper walkways like the building on 9 Ave / 11 St did on the south side not like the mess at 5 St / 12 Ave
- Curb extensions here please. The road is very wide. It would be much safer for the kids who use the park everyday.
- Extend and upgrade the bike lane so it is a cycle track. More accessible for families and less confident cyclists, and easier, non-car access to 17th Ave. Could be implemented with concrete curbs, but given the volume of traffic, should include some form of solid buffer. No painted lines.
- A bike lane (if proposed) would be fine on 11 Street - and I'd much rather see scooters in the bike lane than on sidewalks where, frankly, they have no place. Parking needs for businesses need to be considered, though, especially with the heavy reliance on food deliveries during COVID).
- 50 km/h for this street is IMO much too fast for cars. 40 would be safer and, when it's busy (often), even 30 km/h isn't unreasonable.
- This section of sidewalk is an important pedestrian connector from 17 Ave to businesses north on 11 Street but is rather bleak here and might be improved with landscaping.
- Bike lane that extends to 17th ave.
- Would love to see a safe, protected biking facility here for me and my kids to ride.
- It would be wonderful to have a bike route that runs from the Bow River Pathway to Shaw Mill. Park, and down to the great shopping, restaurants and parks at 15th Ave, and continuing to the quieter streets south of 17 Ave. From there bicyclists can find their way to the Elbow River pathway.
- Some really great businesses are along 11th St. I live about 6 blocks east, but this is a very cool spot in the city. Traffic calming measures (like the barricades in Bridgeland) would be a great solution here. Priority should be given to pedestrians and cyclists on this road!
- I frequently visit businesses on 17, 11, and 10 Ave, usually parking my own car somewhere nearby and walking. If 11 St. had protected biking lanes (cycle tracks) in this area, I would likely visit more often by bicycle instead, and use 11 St. for N-S travel.
- Install flashing green turning left on 11st to 11ave to allow traffic to flow during rush hour. Becomes congested during high flow times
- Install a flashing green light when heading south on 11st and turning left onto 12th ave. Becomes congested during rush hour
- Improved bike lanes. Perhaps separated from the road or similar to what's been done on 12th Ave.

When thinking of access and connectivity for people who walk and wheel, what are current issues along 11th Street S.W.?

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Cars too impatient to wait for left turning cars cut into the bike lanes to go around going northbound. This needs a barrier
- The transition from the painted lane to no lanes is not safe. Needs a protected bike lane.
- Have had several close calls with impatient drivers veering into the bike lane to go around a driver turning left without looking. Proper separation needed.
- Have had near constant issues with drivers who wish to turn right cutting off or encroaching on space when not safe to do while waiting for light to change.
- When 11th St was closed at 17th it made it clear how much safer this intersection could be. Improving sight lines by having curb bulb outs or having the cycle track would make it safer to walk to the park.
- Impatient and dangerous drivers turning eastbound onto 12 Ave. Separate pedestrian light sequence from vehicles please
- Awkward transition moving from the cycletrack to southbound on 11 Ave. Better transition space required
- Snow and slush pushed into painted lane by drivers.
- Two on-street parking places right where painted bike lane ends. Bikes forced to wait for traffic to clear to merge, into door zone, despite there being enough road space For all, because drivers don't give them room. Remove these two parking spots for smoother flow of traffic.
- People continually park in the no stopping section in front of the grocery store. Would it be possible to have curb extensions or planters added in the no stopping area to curb parking to increase pedestrian safety?
- Unsafe crossing. I wish there were curb extensions here.
- This railway crossing needs to be worked on. Either the road needs to go under or pedestrian bridges need to be constructed as the trains stop here 20 minutes at a time or longer and cause traffic congestion and cause people to be late for appointments or work. The resulting traffic congestion causes road rage as people attempt to get turned around to go a different way.
- this intersection is NUTS. Way too many cars blowing through these stop signs on a regular basis.
- this intersection is also dangerous. Way too many cars blowing through these stop signs on a regular basis.
- At this T intersection, there is no need for cyclists to stop at the red light when they are in the bike lane going south. This would be in line with traffic standards around the world.
- When I try to turn left from EB 17th Ave on to 11th street, drivers will often pass me cuddled in close on my right.
- Sidewalk along park is too narrow and not in good shape, presenting issues for users requiring mobility assist devices.
- The intersection is visually busy & drivers sometimes miss seeing people crossing. Ensure any changes are clean & clear. Lots of signage can cause visual clutter

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- I live on 11th street and 14th avenue and I see cars drive right through that 4-way stop all the time. It's dangerous for everyone. In order to protect cyclists, 11th street needs a protected cycle track as well as other traffic calming.
- When cycling to work everyday, I almost get hit half of the time trying to make a right turn from 11th street to 12 ave cycle tracks. A bike light might help, or even better, a traffic calming device such as raised crossing/bike lane across this section might make drivers more aware of the conditions
- When cars are parked here, it makes it very difficult to continue south when you're on a bike.
- "There's a very old Bikeway sign here that says ""Cyclists must dismount"" The bikeway doesn't even appear on your map here, so perhaps this sign is obsolete."
- There's more signed-bikeway signage on 12th that will need to be removed.
- "Many cars turn westbound here. This makes it dangerous when on a bike travelling south on 11 St, because you need to watch out for cars turning right from your side, and cars turning left from ahead."
- There's often poor visibility here due to the dip in terrain coming out of the alley, and all the parked cars.
- "The timing of the traffic lights here and all the way north to the end of 11th Street make walking north and south a pain. By the time you get to each next intersection, the light has just changed and you have to wait. It converts a 5 minute walk into a 15 minute walk. Often leads to me missing the CTrain at Kerby Station."
- The lights here heavily prioritize east-west car traffic, which leads to a long delay for anyone trying to cross 17th, on a bike, or walking.
- The position of the sidewall downwell doesn't align with the crosswalk, often leads to pedestrians walking through the bike turn boxes.
- Heavily trafficked parking lot. Lots of cabs wait here between calls (24 hour Tims). Any sidewalk/Cycle track intersecting with this parking lot will need to be very clearly marked/protected.
- "One person has added most of the markers. This is not an effective way for the city to gather opinions. A single person has created 30 posts making it look like these are the opinions of many people in the area."
- Many people have mentioned this already but it's not safe to turn left to go down 11 st from 12 Ave, as the protected bike lane ends and have to bike down this road alongside traffic. As well, many cars turn into this Tim Hortons / parking lot right away without watching for bicyclists or pedestrians. There have been a lot of close calls in this intersection/area.
- This jog in a potential bike route is problematic as it requires bikes to take on 17ave traffic
- This is just another massive waste of money, where the end goal is to remove parking and bow to the scooter gods
- I drive 11 St frequently, and have almost been hit numerous times by people that blow through the stop signs at 14 Av and 15 Av. These stop signs were placed when the roads were made one-way,

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

due to the 17 Ave construction. However the construction is now complete. If 11 St is to be a destination, it should be a through traffic corridor, like 4 St in Mission is, or 17 Ave is, or Kensington Rd is. The way the traffic signs are set up now are confusing for driving on 11 St, because there is a two way stop at 13 Av with through traffic for 11 St, and there are 3 way stops at 14 Av and 15 Av, and there is a 2 way stop at 16 Av with through traffic for 11 St. All intersections should be consistent with 2 way stops, so 11 St is a clear main road. This may also cut down on the amount of traffic that cuts through 14 Ave and 15 Ave in lieu of taking 17 Ave, if the traffic crossings aren't as convenient for them at those intersections.

- Please add a bike lane to help slow down drivers and for better access to the area. Maybe extend sidewalks, so businesses can have patios.
- Biking along 11 St throughout the study area is unsafe, especially for kids. We are forced to share the road with vehicles; we are often squeezed between a parked car and a driving pick-up truck; we are often cut off by people turning; we are often passed way too close by drivers.
- Cycling southbound through this intersection is incredibly dangerous. Going from a painted bike lane to transitioning into one shared lane with an immediate parking lot entrance for the circle K, Tim's, Subway leads to a lot of confusion and near misses. Please put in a protected bike lane similar to 12th Ave and 5st. Having it go from 17th Ave to bow trail would greatly improve safety and reduce near misses
- This is where I was run over in 2017. Can we do something for bikes and peds please.
- Powered vehicles often ignore or don't notice the playground zone and speed through it.
- This intersection is unsafe partly because there are frequent parking violations where cars and other vehicles are parked too close to the crosswalks or actually in them. Can barriers be added that would physically prevent drivers from parking too close to stop signs and crosswalks?
- The marked cycle lane that goes all the way from the river pathway to 12th Avenue cycleway ends here, and bikes and wheeled conveyances continuing to 17th Ave or Cameron Ave find that abruptly it runs out and they are now on a busy roadway. The cycleway extension as proposed will be a huge benefit.
- This is a four way stop that was recently implemented. Cars routinely blow through this 4-way stop without stopping, the stop sign is not visible enough or not enough warning of the new traffic changes. Given that this is the intersection of the 14th Ave cycle lane and there's also a busy corner store that cars frequently illegally park on the corner (further blocking clear views of traffic approaching) and this is a dangerous intersection currently
- This is a dangerous zig-zag intersection during which cars from both streets can be turning onto 17th or cutting across and this intersection needs to be re-imagined with the bike lane process to ensure north south travel can pass through 17th Ave safely
- Traffic far too heavy here for residential area. People use 14/15Ave as a drag strip, causing unsafe conditions for the many pedestrians and pets heading for the off-leash park on the corner

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Noise levels are insane in the summer, with so many motorists opting to blow through the neighbourhood to avoid 17Ave. Super-loud bikes, cars, and trucks have drag races on weekends until well past midnight.
- Very few drivers observe the 30km/h playground speed limit on 11 St. SW. Drivers heading north or south on 11 St. SW often ignore the 4-way stop at 15 Ave. SW. No designated bike lanes on 11 St. SW south of 13 Ave SW.
- I like to support my neighbourhood businesses (e.g. Good Earth, Kalamata) but when I tell people - they won't come because no parking. Consider making 15 Ave between 11 and 12 Street - 2 hour max unless having parking permit C to create turnover. And since you have already taken away parking on east of 11 St SW between 14/15 Ave - pls expand the loading zone in front of Kalamata and the Pizza place. Get rid of any car2go parking spot in the Beltline (they were hardly even used when car2go was operating!) Please use speed bump versus concrete curb as in the winter can't see the curb edges & they take away from parking spots. Design for the 8 month winter not the pathetic few summer months we have esp since the scooters use the sidewalks as evident by 15 Ave limited bike lane usage. Learn from 2nd St-if you build bike lanes on popular roads like 5th St bikers find speedways like 2nd St SW. 12 Ave is a disaster! I pay taxes to be able to drive out of Beltline in a timely fashion
- Create a drop off/pick up/loading space for taxis/Uber and delivery drivers so they are not blocking the road and it is safer for all.
- Add left turn filter from 11 St SW onto 11 Ave SW to improve the flow of traffic.
- This crossing is very dangerous for cyclists, as the painted lane does little to deter short turning of trucks and cars. Perhaps the lane could be buffered or converted into a track to make it safer for cyclists and more predictable for cars. Alternatively, implement signalization for right and left-turn maneuvers.
- I am all in favor of traffic calming and mobility in the neighborhood in particular 11st SW. One area that is problematic are the one way avenues on 14th ave and 15th ave, since the implementation of the two, one-way streets traffic volumes have increased and vehicle speeds have increased resulting in many accidents on the 4 way stops and has also occurred on 11st intersecting the one ways. I am on the board at my building and residence would like to see these reverted back to two way traffic. Were the one way traffic temporary measures during the 17th ave construction that went on for 3 years - we would like to see them revert back to two way in the interest of safety.
- "Noise ! Noise ! Noise ! Motorcycles and lack of mufflers and city/police do nothing. Traffic. No one stops !"
- Trains stopping for long periods of time. I have seen many people climb over them. Would be great to have a digital display advising on estimated delay and/or a pedestrian overpass option.
- Lots of crossing and stopping issues. Impatient/confused drivers combine to make for awkward pedestrian crossing, driving, cycling and scooting. The issue is common between 14th ave and the next 2 intersections heading south to 17th.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Rail Crossing is abhorrent.
- The city has already removed tons of parking spots by making 16th Ave a two way street, making it impossible to find parking, even if you live in the area. Scooters and bikers regularly ignore normal traffic laws and do what they want, regardless of whether there's a bike lane or not. This is a waste of money.
- The southbound stop sign's visibility on 11th street at 14th avenue is blocked by the corner store's loading zone signs and every parked delivery truck. Drivers run this stop sign constantly day and night. A better visible stop sign is required to control the drivers that run the stop sign on a continuous basis. Drivers constantly travel at speeds greater than 50kph through 14th avenue, racing to 14th street from 11th street.
- Near misses to wheeling users due to left turning vehicles not following the yield priority.
- Do not add a bike lane here it's causing a lot of traffic congestion with the pylons. No one uses the lane it's a waste of financial resources
- Would be nice to have a bike rack near Kalamata store
- If you're trying to get to the C train station by walking, the timing of the crossing lights (starting at this intersection) make the walk very slow, making a 10 min walk into 20 min. Usually I end up missing my train unless I run the full way.
- Some drivers drive along the very right of this street (facing south), because it's big enough for two vehicles. They'll drive along the side, do a rolling stop, then turn right, jumping the cue in the right-of-way turn order, confusing and surprising other drivers and people trying to cross. From their position, I don't think they can even see that the cross walk is clear if they are adjacent to another vehicle as they turn. It's chaotic enough in this intersection, so it might be good to have some blockers here to force drivers to respect the cue system.
- Put a left turn lane / flashing arrow on the traffic signal. Northbound traffic backs up at times past 12 ave due to conflicts between southbound through traffic and left turns.
- XXXX from peaseblossoms, parent w kids at Connaught School, Area resident- strongly opposed to removal of parking for business reasons and because I know as a parent, 75 percent of children are not on a bus at Connaught school and there are few safe places to drop off and pick up our kids. Whatever numbers the City is using from the past, the data is seriously flawed. DT will not be the same in the years to come. Community traffic has changed dramatically since 17th Ave roadwork, economic factors and pandemic. This project should be tabled and better communication be established w business community. Contact info was not provided other than this site. We deserve better communication. Please provide us with human contact, a phone number, an email. As a 26 year old business and a mum at Connaught School for 11 years- we deserve much better communication for projects that will impact us so severely. If you are looking for traffic calming, perhaps give Connaught school a playground zone.
- Stop making it nearly impossible for businesses and citizens to access the businesses along this corridor. Trying to park on street is a nightmare. With the removal of half the parking on the east

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

side of the street, half of the potential vehicular visitors to this mini urban mainstreet are now effectively denied access. The efforts to improve the mobility through the area will succeed in doing just that.....push people through with no options to stop and enjoy. Just stop it!!

Do you have any additional comments about the project?

- shared lanes on sidewalks increase conflict with peds and scooters/cyclists. keep cycle lanes on road but separate to vehicles
- Please continue to build separate cycle/mobility tracks
- This whole stretch of road should be 30km/hr, but it is currently very dangerous for school children, cyclists and pedestrians.
- I support adding a cycle track to 11 St SW to complete the link in the cycling network.
- Please connect Mount Royal and west Connaught properly to 12 Ave SW cycle track w/ better sidewalks and protected bike lanes. Ideally all the way north to the Bow River, replacing painted lanes.
- Please make all of 11 St SW a protected bike lane. The street is wide enough to do so from the river all the way to Cameron Ave.
- A safe addition of a N/S route in the Beltline is needed.
- Would like to see bike lane separated across whole length.
- Should extend the improvements all the way to 7Ave. The stretch of sidewalk between the ctrain & the Beltline is very busy & would also connect to the 8 Ave cycle track.
- driving north is a gong show, backed up traffic because the direction has no turning lane
- I love this project! I've also felt unsafe crossing 13th avenue as a pedestrian. We need curb extensions and lane narrowing to slow down cars. Thank you!!
- Please put in separated cycle track along 11th ave. The current painted lanes are unsafe and poorly maintained. It definitely needs to continue south of 12th.
- "New" 4-way stops at 14 & 15 Ave have been there since late 2018, yet drivers on 11 St STILL blow through on a regular basis. Need larger signs or more enforcement as it makes crossing 11 St in a car pretty dodgy.
- I rode this street on a bike every day for 6 years. It needs a protected bike lane. The number of times I was almost killed was... a lot.
- Please make sure that the jog at 17 ave is carefully planned. Otherwise it will be a big safety issue for inexperienced users
- Please put put protected cycletracks on 11 St SW from 17th Ave right to the Bow River. The western part of the Beltline needs an all-user safe and separated north/south bike corridor.
- Please make a separated cycle track to connect the 12 st track and the pathway

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- At a time when small businesses are struggling, does it really make sense to be proposing changes that will limit access to the business area during their busiest season? This is a thriving area currently and needs little in upgrades aside from maintenanc
- This is such a no brainer for high quality cycle track route. Parking is a non-issue here compared to the serious lack of N/S safe cycling connections. Please do the right and blatantly obvious thing, & not another meek and expensive main street project.
- This is a lovely Street. Could use some more Street trees, wider sidewalks, protected cycle tracks, a complete streets treatment!
- Calgary in general has biking and walking infrastructure that is severely lacking. The car is prioritized too much. 11th st is a prime example of this. Physical barriers and carving out space for non car traffic is critical.
- Very open to more protected cycle tracks throughout the beltline to improve safety for cyclists.
- When the cycletrack is built on 11th street, it will need to connect to existing bike infrastructure.
- All 4 way stops along 11 Street are ignored by many drivers. I have been hit while driving and almost hit as a pedestrian. Not sure the solution but something needs to change.
- I think it's a great opportunity to improve on the biggest problem for Calgary's bike infrastructure: lack of continuity! Installing cycle track in this section of 11th would join up 5 previously separate bits of infrastructure.
- I lived a block from 11th street for 2 years and rarely used 11th street as a ped/cyclist. As 1 of the few N-S thru-ways from DT to Beltline, it was a drag strip. Protected bike lane prioritizes residents and adds missing link to Calgary's cycle network.
- Please include separated cycle lanes, to complete this gap in the network.
- There should be a high quality cycle track along 11th - and the bike lane north of this project section needs improvement all the way to the river.
- I'm supportive of the project but it beggars belief that you leave major thoroughfares into the DT core like 1st SE and Macleod Trail a car sewer. Start putting some money towards traffic calming in areas that are in the most need of it
- Great idea! There is a cute area and improving transportation will only make it better
- Awful idea. Not a busy busy road. This will take away parking from 11 st. There's already limited to no parking on 17ave. Cyclists can use 10 or 12 st since those slower residential roads.
- Please love of God stop this nonsense. Are scooters owned by the cartel? That's the only way you can justify this stupidity. They better be paying for it, not us
- Unlike the 17Ave "improvement" consider the neighbouring businesses and try not to kill them with the construction closures!
- Thanks for taking on 11 St - this street has great potential to be lively and safe with some key improvements for walking/wheeling/strolling, biking, and scooting!
- Please do not get rid of parking that is all I ask as it's harder to park around 17th avenue as it is.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- I think that the street is fine as is and requires all parties to be more aware of their surroundings
- Please make this important connection happen.
- There are many small businesses that need the parking along 11street for customers. These businesses pay all kinds of tax. Please leave the roads alone so we have customer parking.
- flashing red lights at the 4 way stop intersections at 14th ave and 15th ave - 11 street sw
- There are three East/West bike routes (12th Ave, 14th Ave and 15th Ave) and there are no proper bike routes North/South with the exception of 5th Street. We desperately need a segregated bikeway that links these three important existing bike routes.
- what's the use of commenting when I have a lot of concerns and do not have enough characters to express feelings my greatest concern is why fix things up when Connaught Park is not being watered properly & Michelangelos Workshop is a big eyesore for all
- This area is high density disabled and seniors. The greatest issue we face is e-scooters. they are a hazard throughout Beltline. Safety of all people is vital. Patrols in the area would be helpful.I.
- would like to see segregated lanes for bike/scooter. Need a barrier between cars and bikes for safety. currently it is too dangerous just having a painted line on the road.
- PLease don't do anything to restrict street parking on 11st SW. It is the lifeblood of our business - especially in late fall, winter and early spring. Road redevelopment and taxes in the beltline are destroying things. Just walk down 17th ave
- I don't know why the city insists on using the most important streets for traffic flow to reduce lanes! Why not use a side street like 10th street for the bike lanes instead? There is not enough parking on these streets and they are not wide enough as
- The CoC needs to stop suggesting 'sharrow' lanes in these inner-city neighbourhoods and put in the proper, separated bike infrastrucutre. Automobiles don't respect the painted lines, and often use these lanes as loading zones.
- We walk in this area alot, The street has adequate sidewalks and several stop signs to allow pedestrians to cross, I dont see the benefit of the traffic calming tools since there is a stop sign at almost every street. The businesses may lose ciustomers.
- Sidewalks are mostly too narrow for existing pedestrian traffic, except between 10th and 12th Avenues. Could be widened by sacrificing the grassy stripes between sidewalks and the roadways. The lawns are not important here as much as room for walkers is.
- Too many cyclists and scooters are using sidewalks, it is becoming unsafe for pedestrians in busy areas like this. Then they weave on/off the road to circumvent signals/traffic. Adult cyclist are not pedestrians!
- The more done to book bike saftey and engagement the better. I started biking to work when this city first began implementing bike lanes. Bike lanes make me proud to be a Calgarian.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Maybe consider traffic circles, like in Mount Royal? Also, more stop signs on 13th Av would be lovely: It's super hard to see around parked cars, hedge, etc. (I know -- unrelated. But one can dream!)
- 11 Street really needs traffic calming and narrower lanes.
- The flow of the street has been good since 4 way stops were implemented. A bike lane could be a good addition but we will not want to lose parking.
- Get 'er done!
- This is a great idea! I also have concerns about parking on 15 ave. Most people dont live here and park because it is free and there are no restrictions It becomes very congested. My attempts to implement parking restrictions have been futile. Thanks!
- Looking forward to seeing walking and cycling (AAA) improvements here that will benefit businesses and all Calgarians.
- I've never considered 11th street anything more than a road between 12th ave and 17th ave. Seems unnecessary to drastically change. For context I live on 17th.
- Please extend permanent bike lanes throughout 11 Ave
- It is not clear what the changes are to be introduced. I would be very much against parking along east side of 11th Street in front of Good Earth to be taken away. These stalls are extremely important for customers to access this long standing business.
- A bike lane and reduce speed limit would do wonders.
- There are a lot of seniors and young families in this neighbourhood, let's prioritize their engagement rather than optimizing for cars, scooters. Is there a permanent way to make bike lanes safe (planter boxes?). Thomson Park could use more seating.
- I would really like to see protected bike lanes here, and measures to calm car traffic to make the whole area safer for everyone.
- I had a retail shop on that street. Parking is crucial to those business and now reducing a place to park when space is already limited is very unfortunate for those businesses.
- There should not be bicycle tracks unless the city enforces their use and ticket people. I have seen bikes riding in the same street of a track but in the opposite side where there is no track
- Do not remove street parking on 11th Street in front of Good Earth cafe.
- Onstreet parking for quick visits to LOCALLY OWNED businesses is VITAL to the viability of these businesses. Please do not forsake the neighbourhood businesses for a bike lane. Business on both sides of 11th Street SW stand to lose when parking is lost.
- I own the Good Earth Coffeehouse on 11th street. While I welcome improvements to community, losing parking in front of the business will be very detrimental. The ability for our customers to quickly "park and go" is critical to our business.
- This is an area comprised of several local small businesses. Removal of parking on 11 St will be devastating to these businesses.

11 Street S.W. Community Mobility Improvement Project



Stakeholder Report Back: What We Heard
September 2020

- Please don't block access to the good earth cafe on 11th street. We love it.
- Don't need traffic circles or any more traffic lights, just clearly marked crosswalks (this input from a walker, not a driver).
- We are the property rep for the Kokos family, owner, Brigden Block and Good Earth Building, along 11 St SW. With concern for the possible loss of street parking, might there be a forum, by which we might review.
- Notice was delivered 8 days late. Social distancing lane appeared without notice mothers day weekend, have seen it used literally 3 times. Impact to businesses has been seriously detrimental. Please show some consideration and respect, we have had enough.