

BOW TRAIL AND 37 STREET / 38 STREET - SAFETY AND PEDESTRIAN REVIEW

EXECUTIVE SUMMARY

Safety and pedestrian accommodation concerns regarding the intersections of Bow Trail / 37 Street SW and Bow Trail / 38 Street SW were raised during the Combined Public Hearing Council Meeting on September 14, 2015. These concerns were raised in relation to a proposed multi-residential development near Bow Trail and 38 Street SW. Transportation was asked to review the concerns raised by the citizens and this report summarizes the conditions of these intersections and improvements that have been implemented, or are planned for implementation. Transportation is able to implement the identified recommendations within its current mandate and existing programs/budgets.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommends that Council receive this report for information.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 SEPTEMBER 21:

That the Administration Recommendation contained in Report TT2016-0704 be approved.

PREVIOUS COUNCIL DIRECTION / POLICY

During the Combined Public Hearing Council Meeting on September 14, 2015, a motion arising was carried that directed "Transportation to review the pedestrian environment and intersections of 37 Street SW and 38 Street SW at Bow Trail and report back to Council through the SPC on Transportation and Transit no later than 2016 Q3".

BACKGROUND

During the public hearing portion of CPC item CPC2015-132 (LAND USE AMMENDMENT, WILDWOOD (WARD 8), NW CORNER OF BOW TRAIL AND 38 STREET SW, BYLAW 127D2015) several citizens expressed concerns about pedestrian accommodation and traffic safety at the intersections of 37 Street SW and 38 Street SW with Bow Trail. One of the main requests from the public was that a traffic impact assessment be completed, despite the change in land use generating less traffic (38 person trips) than the identified threshold (100 person trips) to recommend a traffic impact assessment.

Members of Council asked questions about the safety of the intersection and potential for issues to be addressed through the associated development permit. Administration noted that conditions for improvement cannot be included in a development permit since a Traffic Impact Assessment is not required. The question of collision history at the intersection of 37 Street and Bow Trail SW was answered factually with a note of collision rate and that the rate was higher than the city-wide average rate, however, this response did not present a clear message of how the intersection compares to other intersections, or what the specific issues at the intersection are.

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This report summarizes the conditions of these intersections and improvements that have been implemented, are planned for implementation, or may be planned in the future to address the concerns raised by Citizens.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The investigation of the issues at the intersection included a review of reported collisions, a review of the concerns raised by citizens, and a site visit by traffic engineering professionals in traffic safety from Roads to observe the intersection, verify the issues, and examine possible mitigation measures. For each of the mitigation measures, the relevant program through which they have been or could be implemented is also documented and most can be accommodated within existing programs and budgets.

Collision Review

Reported collisions during 2015, based on Calgary Police Service data of reportable Motor Vehicle Collisions (MVC), were used to obtain rankings and collision rates at the subject intersections and adjacent intersections serving the communities of Wildwood and Spruce Cliff, which may also be of interest, which are as follows:

Bow TR SW at 37 ST SW – Frequency Rank 121st, Rate Rank 236th: 25 MVC, Rate 1.4

Bow TR SW at 38 ST SW – 0 MVC in collision database

Bow TR SW at 33 ST/Spruce DR SW – Frequency 142nd, Rate Rank 370th: 22 MVC, Rate 1.1

Bow TR SW at 45 ST SW – Frequency Rank 214th, Rate Rank 455th: 16 MVC, Rate 0.9

Frequency is the number of collisions per year, Rate is normalized based on traffic volumes

City-wide average collision rate = 1.1 collisions per million entering vehicles

Rankings are based on over 1000 signalized intersections.

Despite several concerns from citizens that the intersection of Bow Trail and 38 Street was 'hazardous' or 'unsafe', there are no reported collisions at this intersection in the police collision database. This suggests that if there have been collisions at that location that they likely resulted in property damage only, and below the level legally required to report to police. Furthermore, near-misses are not included in this data. Additional details on the available collision data at the subject intersection as well as specific citizen concerns and City responses and actions to address those concerns are included in Attachment 1.

The following improvements are recommended to address the issues identified:

- Left turn prohibition from 37 Street to the Gas Station
- One-way operation (eastbound) of the alley between 37 Street and 38 Street
- Audible pedestrian crossing alerts at traffic signal (as part of planned signal work)
- Addition of 'missing link' sidewalks in SE corner of intersection
- Removal of retaining wall in NE corner of intersection and associated work
- Install crosswalks, curb work, and clarification of stop at Bow Trail / 38 Street

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Stakeholder Engagement, Research and Communication

The video of the council session was reviewed as were letters related to the land use item which documented the concerns that the citizens and Community Associations have with the safety of the intersection, existing operations, and difficulties that pedestrians and motorists encounter at this intersection.

Strategic Alignment

Proposed improvements align with existing programs and strategies, including the Safer Mobility Plan, and the Pedestrian Strategy, Step Forward. Improving traffic safety on Calgary's road network aligns with goals outlined in the 2020 Sustainability Direction and the Calgary Transportation Plan focused on mobility, encouraging walking, and improving public safety.

Social, Environmental, Economic (External)

Enhanced safety and mobility supports the economy and social activities. Providing a safer environment for vulnerable road users encourages reduced automobile dependency and associated greenhouse gas emissions as well as greater interaction between citizens in their communities. Reductions in collisions can reduce direct costs for the City and financial impacts to the economy associated with litigation, health care, property damage, and lost productivity, as well as indirect costs such as reduction of quality of life.

Financial Capacity

Current and Future Operating Budget:

The recommendations in this report will be prioritized and maintained in the future within approved operating budgets and programs. Issues that relate to identified actions within the Pedestrian Strategy will depend on allocation of funding to the Pedestrian Strategy. The cost of conducting this report was \$8,000 for staff time.

Current and Future Capital Budget:

The recommendations in this report will be implemented within current and future capital budgets and programs. Issues that relate to identified actions within the Pedestrian Strategy will depend on allocation of funding to the Pedestrian Strategy.

Risk Assessment

If the recommendations identified in this report are not implemented, there is a risk that road users may continue to experience a higher level of risk than if the measures are implemented.

REASONS FOR RECOMMENDATIONS:

In receiving this report for information, Council is provided with the requested information about the subject intersections with respect to traffic safety and pedestrian accommodation. Administration will continue to implement improvements associated with the Pedestrian Strategy as a part of existing programs and budgets.

ATTACHMENT:

1. Bow Trail 37 St / 38 St Collision Review Summary