



# 42 Avenue S.E.

## PROJECT SHEET:

Liveable Streets Division, Transportation Planning

Date: 11/19/2018 Project Manager: Ali Zaidi, P.Eng

Project status: Concept evaluation

Location:	Ward 9: 42 Avenue S.E. between 1A Street S.W. and 12 Street S.E.
Scope:	Install bike facilities, pedestrian improvements, intersection improvements and traffic calming features by reconfiguring allocated space for all modes along the road.
Estimated Cost:	\$5.5 M (Class 4 Estimate)
Objective:	To improve existing conditions and connect people who walk, bicycle and take transit along a busy arterial road.
Supports:	<p>Action Plan Strategies:</p> <p><i>M4: Invest in active transportation infrastructure, including cycling and pedestrian networks as funding becomes available.</i></p> <p>Policies:</p> <p><i>Pedestrian Strategy</i>  <i>Cycling Strategy</i>  <i>Calgary Transportation Plan</i>  <i>Complete Streets Policy</i>  <i>Calgary Pathways &amp; Bikeways Implementation Plan</i></p>

### Background:

This 2.25 km section of roadway currently lacks continuous and comfortable facilities to walk or bicycle on. The industrial area is home to tens of thousands of jobs, transit and a burgeoning brewery district known as the Barley Belt. The signed bike route along both collector and local roads and has been identified for improvements including:

- Continuous pedestrian facilities on both sides of the road
- Safer pedestrian crossings
- Continuous off-street bike facilities
- Bicycle lanes by reducing width of lanes
- Maintain adequate traffic operations
- Reconfigure channelized right turns to be pathway friendly

42 Avenue S.E. was identified during the engagement for improving the 11 Street S.E. corridor for people walking and biking. That corridor is moving towards 90% design, but has not been identified for construction funding yet.

### Data:

Right of way varies between 20.0m and 30.0m. 4 lanes (primarily undivided) from Macleod to Barlow Trail S.E. with 26,000 vehicles per day. East of Barlow the volumes drop to 13,000. At 7 Street S.E. the road transitions to 2 lanes.

### Case study: 42nd Avenue S.E.

42nd Avenue S.E. is an arterial that carries mostly commercial and industrial traffic supporting businesses on both sides of the street. The proximity of the 39th Avenue LRT Station means it sees moderate volumes of pedestrian traffic walking between transit and their places of employment. The streetscape provides no sidewalks on the north side. Both sides of the road have a number of driveways, and intersection corners provide no wheelchair ramps, compounding the low walkability in the area. Worn grass and trampled snow demonstrate that some pedestrians are willing to brave the uncomfortable and sometimes risky conditions, but the area remains auto-oriented. This is a difficult issue to resolve using existing City tools. Since the termination of the Industrial Sidewalk Retrofit program and given that 42nd Avenue is not

a candidate for major redevelopment, there is no City program with funding and resources to address areas like 42nd Avenue. A solution may be complex and expensive, particularly if the right-of-way is not currently available to add the pedestrian infrastructure needed to improve the public realm. We know that if the pedestrian infrastructure could be installed, the potential exists for more people to access the area through walking and transit. In turn this could spur modest redevelopment which can result in amenities (i.e., a new restaurant or gym) which would make commuting to the area without a car more feasible. Until a means to complete the missing link and improve the streetscape is identified, this area will tend to remain car dependant, despite its close proximity to the LRT.



Figure 1: Case Study from the Pedestrian Strategy

### Constraints:

- Currently 42 transmission poles on the north side that need to be put under ground
- Approximately 20 trees that may be in the way
- Several transit stops to integrate into the design
- Approximately 25 driveways on each side of the road to rebuild
- Approximately 12 intersections to deal with
- Chain link fence on the south side may need to be relocated out of our right of way

### Opportunities:

- Connection to Redline Pathway and 11/12 St SE which connects to Highfield Greenline Station
- Cost sharing with Enmax
- Option to do multi-use path on north side and sidewalk on south side or uni-direction bike paths with sidewalk on each side

### Next Steps:

- Concept evaluation report
- 30% designs



