

Avalon Neighbourhood Traffic Review Meeting #3 – January 14, 2016

Attendees: Jay Magus

Time: 7:00 – 9:00 PM

Location: John Lake School

Meeting began at 7:00pm.

1. Can we get a transit stop lay-by for northbound bus traffic on Clarence Avenue across from Glasgow Avenue?
2. There is a 'used car lot' on that side of Clarence Avenue.
3. At the park on Glasgow Street, the issue remains how to cross road the safely.
4. At any new traffic calming measures the speed will be maintained up to the measures.
5. May be better to move the traffic calming measures closer to the beginning of the park.
6. Can we get a curb extension at McGilp View, Mendel Cres, and MacEachern Avenue as well?
7. At Clarence Avenue / Glasgow Street can we get a pedestrian light? – Jay responded that a device was not warranted in accordance with the City Policy and Guidelines on Pedestrian Crossings.
8. How wide will the pinch points be? Will a large truck and trailer be able to pass by? – Jay responded the pinch points will impede half the road, so yes a large truck will be able to pass.
9. Can we get a 30kph speed limit by the park all year round? – Jay responded that Calgary has a 30kph speed limit at parks and schools , 24 x 7 x 365. Jay noted that another neighbourhood may be bringing a petition to City Council requesting a 40kph speed limit, neighbourhood wide.
10. Wilson Crescent has 2 pedestrian devices between Preston Avenue and Clarence Avenue, why can't we have pedestrian devices on Glasgow Avenue?
11. A comment made that a 40kph speed limit is ridiculous, 30kph would work in a residential area.
12. Jay noted that he will revisit the intersection of Glasgow Street / Clarence Avenue for pedestrian safety.
13. Why can we not get a 4-way stop at Broadway Avenue / Glasgow Street? – Jay responded that installing a 4-way stop when it is not warranted may create a more unsafe condition, as drivers may be used to no opposing traffic and eventually disregard the 4-way stop.
14. Why can we not get a 3-way stop at Turner Avenue or Mendel Crescent? – Jay responded for the same reasons as he just stated.
15. Jay noted that the overall plan recommendations include moving the 50kph speed limit further south on Clarence Avenue and installing a speed reader board on Clarence Avenue.
16. It was noted that despite there not being enough pedestrian activity at Glasgow Street / Clarence Avenue someone is going to get hit first, so put a light in.
17. Jay noted that he will review the pedestrian crossing at Glasgow Street / Clarence Avenue intersection again and communicate with the Community Association and Council.
18. An individual noted they were against the pinch points but liked push button pedestrian lights such as 37th Street.
19. Why not speed bumps? – Jay noted that we do have two locations in the City where these have been installed, and the issues are noise complaints from area residents, and emergency and transit departments are not in favour.
20. At Glasgow Street / Clarence Avenue more visibility is required for pedestrians.

21. At pinch point #4, is there enough room if you are turning right (coming from Mendel)? – Jay noted that there will be enough room and as a driver entering the road it is your responsibility to enter only if it safe to do so.
22. It was suggested to move crosswalk #3, it solves one issue, but a neighbour will lose parking. (814 Glasgow Street). – Jay responded that he will review.
23. Can the City install traffic signals at the intersection of Glasgow Street / Clarence Avenue? – Jay responded that this would just increase traffic on Glasgow Street.
24. Jay noted that this presentation will be on-line, and the implementation plan will be included. Jay reiterated that data collection will be completed in May & September of 2016, and again in Spring of 2017.
25. It was suggested that the pinch points will impede traffic. Jay commented that it is a trade off between a longer travel time for local residents versus making the travel time long enough so short-cutting traffic is not attractive.
26. Why do we have to wait until September to move the speed limit signs? – Jay responded that it does take time to make changes as there is plan preparation, utility clearances, and then the 'Sign Shop' has to schedule it. – Jay responded that he will try complete this sooner.
27. It was suggested that Glasgow Street was not well represented at the October 29, 2015 meeting, and there was no other way to vote to close the left turns at Glasgow Street / Clarence Avenue. Would it be possible to vote again using Survey Monkey to survey the entire neighbourhood? – Jay responded that it would be difficult as there is no data base with everyone's e-mail address.
28. It would be better to have a pedestrian activated light at Glasgow Street / Clarence Avenue, at what point does safety take priority? – Jay reiterated again that he will revisit the issue.
29. The two lanes heading north on Clarence Avenue is acceptable, have you considered two lanes for the southbound traffic as well?
30. The proposed changes to Clarence Avenue will help a lot. If Glasgow Street at Clarence Avenue is closed traffic will simply divert to another route.
31. There is zero enforcement of speeding along Glasgow Street.
32. At Clarence Avenue / Glasgow Street, at 8am and 5pm vehicles sit waiting to turn left, and block the crosswalk. It was suggested that a sign 'Do Not Block Crosswalk' be installed further south as you approach the intersection.
33. At Clarence Avenue / Glasgow Street it was suggested to perhaps move the crosswalk north of the intersection. Or perhaps put in two crosswalks. – Jay noted that if a pedestrian crossing device is installed then it would only be installed on one side.
34. At Turner Avenue / Glasgow Street the crosswalk ends at a residential driveway. If the crosswalk is at Mendel Crescent only one parking stall is affected. It used to be there, and why did it move? – Jay responded that he will review why it was moved.
35. In the morning one resident uses Glasgow Street and Clarence Avenue to get to work in the morning, and in the evening uses Lorne and Ruth to get home.
36. The pinch points need to be visible, as the sun will blind some drivers. Strobe lights are needed at crosswalks.
37. The police are requested to do more enforcement.

38. A vote via show of hands was held: Proposal is 2 lanes for Clarence Avenue northbound.
 - a. 2 against
 - b. 43 for
39. A vote via show of hands was held: Proposal is installing the pinch points for a trial period.
 - a. 11 against
 - b. 31 for
40. Jay clarified the following:
 - a. He will revisit the intersection of Glasgow Street / Clarence Avenue for pedestrian accommodation
 - b. He will revisit the alignment of the intersection of Glasgow Street / Clarence Avenue (consider including a curb extension on the south side of the intersection)
 - c. There is support for 2 lanes southbound on Clarence Avenue
 - d. He will revisit additional bulbout at MacEachern Avenue.
 - e. There is support for the pinch points in a temporary condition as a trial project.
41. A resident noted the police informed him that there are only two police cars available for patrol on the east side of the river.
42. An issue at Glasgow Street / Clarence Avenue for pedestrians is that vehicles driving southbound intending to turn right onto Circle Drive change lanes in the middle of the intersection.
43. It was noted that there are 3-4 crosswalks along Glasgow Street. Will the data collection include pedestrian counts? – Jay responded that only the vehicle traffic would be counted.
44. Can the bus stop on Clarence Avenue be reshaped and a specific spot for the bus made?
45. A resident presented an option for Clarence Avenue that included removing the entire boulevard, developing a protected lane in front of the houses on Clarence Avenue between Glasgow Street and Wilson Crescent, developing 3 lanes southbound and 2 northbound. He noted he gave this design to the City 10 years ago, and also presented to City Council on the design. – Jay responded that he had received a copy of the proposal and had prepared review comments that he would provide with the resident post meeting. Jay also noted that the focus of the neighbourhood traffic reviews are local streets in neighbourhoods not arterials.
46. Jay noted that there is a process in place to assess major intersections as well as corridors that is different than the neighbourhood traffic reviews. Jay noted that currently this segment of Clarence Avenue is not on the radar for assessment and review.
47. There is difficulty entering Clarence Avenue from Glasgow Street as the southbound traffic on Clarence Avenue changes lanes in the middle of the intersection in their preparation to turn right and enter Circle Drive.
48. Over the past five years traffic has been increasing on Clarence Avenue. Do you have recent counts for Clarence Avenue? – Jay noted that he will provide this information.
49. I was not able to attend the October 29th meeting. How was the voting done regarding the Glasgow Street / Clarence Avenue intersection at the October 29th meeting? I have small children, I live on Glasgow Street, and I want to slow traffic down. Why didn't we close it off? – Jay noted that at the October 29th meeting everyone broke up into small groups to discuss the proposed

recommendations. After the small group sessions are complete the City Staff quickly meet to discuss any major topics. Of course at this meeting the potential partial closure of Glasgow Street at Clarence Avenue was a major topic. Each City Staff noted that there was lack of support for the proposed closure at the table. Each City Staff then 'reported back' to the larger group on what their table had said. There was no show of hands taken with the larger group as it was clear to City Staff that the proposed partial closure was not supported.

50. A vote via show of hands was held: Proposal is no left turns at the Glasgow Street / Clarence Avenue intersection (restricting the turns and reducing traffic on Glasgow Street):
 - a. 24 against
 - b. 18 for
51. Councillor Loewen noted that the pinch points on Glasgow Street would be temporary in nature and an evaluation would occur. She considers the traffic calming a live issue
52. Used to use Wilson Crescent to access Clarence Avenue but the traffic signal cycle is too long, so I now use Broadway Avenue and Ruth Street.
53. Convenience should be balanced against safety.
54. I was against the partial closure of Glasgow Street at Clarence Avenue because there was no second lane extension of Clarence Avenue.
55. What is Glasgow classified as? – Jay responded that it is classified as a local road.
56. Jay was asked for comments on the proposed redesign of Clarence Avenue that would remove the boulevard, etc. – Jay responded that the justification would need to be proven through traffic analysis and collision analysis. The City now has a process to do this outside of the neighbourhood traffic reviews through the major intersection reviews.
57. If Glasgow Street is a local road why can't we have alternating Stop and Yield signs? – Jay responded that he would review this.
58. Has the High Collision sign, or Red Light Camera at 51st Street / Warman Road improved the safety? – Jay responded that he did not have the stats in front of him, but typically you would see a reduction in right-angle collisions and maybe an increase in rear-end collisions. As right-angle collisions cause more injuries and more serious injuries to drivers, there is benefit gained by lowering these types of accidents.
59. Is it possible to install a photo radar camera along Glasgow Street? – Jay responded that this is a 2 year pilot project sponsored by SGI. At the end of the 2 year pilot project the City can decide how to proceed.

Meeting adjourned at 9:00pm.