

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Social map

16 Ave is more than capable of accommodating the limited car traffic that flows here.
Achieve optical narrowing and pedestrian safety in the lead-up to a high-activity pedestrian area with street trees!
Aligning with my previous transit comment, this section of the street should be turned into pavers with rolled curbs, if not an entirely at-grade section of street.
Between November and April, the proposed wheeling lanes are covered in snow, ice, and gravel. The portion of 14 Ave near 24 is a steep hill that inhibits most vehicle traffic during the winter.
The existing pathway system deserts wheeling users into a sharp turn to cross the tracks, and await a favourable light cycle, in order to cross the car-oriented bridge, towards a post-secondary institution. Travelling westward from SAIT is even worse.
There are 4 curb-cuts for what can be seen as the same parking lot here. Consider narrowing points of vehicle ingress/egress (especially the ridiculously large curb cut southwest of Kal Tire.) Consider either reducing
14 ave doesn't need separated bike lanes from traffic because traffic is light. Designated bike way is good. Parking cards should be disallowed, for more room for bikes. cars park mostly on the streets.
14 ave doesn't need separated bike lanes from traffic because traffic is light. Designated bike way is good. Parking cards should be disallowed, for more room for bikes. cars park mostly on the streets.
14 ave w/ 19 st. Add signage/markings for cyclists- feel it's wide enough and low volume enough
14 ave/19st mall: Left turn onto 14th ave illegal double line? Shortcuts dangerous (better signage)
14ave NW is already frequently used by bicycle commuters. Providing good access to the jubilee, sait, and downtown. It is currently an unsafe road for cycle commuters. A fully grade separated bike lane

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(both ways, on one side) is necessary for safety. The existing path on the other side of Ctrain is unsatisfactory as it becomes icky and dangerous in the winter, and is greatly inconvenienced by at grade crossings.*
17A cycling route + Connection to park. Lighting @ connection
17a Street ped corridor for West Hillhurst and the access point at the cul de sac at the top of the street is not cleared in the winter for those pedestrians
17A: Parking restriction against MFH/BH park (east side). Make it a cycling corridor.
19th st. southbound leg is delayed by train. improve timing 4-6pm
19th street signaled length is too long
20 ST is a cul-de-sac here northbound. IT needs better signage. At least 10 cars an hour go down this street and turn around when they see they can't get out.
20th ave roundabout to slow traffic and addresses illegal uturns
a barrier is needed to make illegal left turns out of Lions Park Plaza not possible... this is a safety issue!*
A better wheeling connection across 14th St is direly needed to adequately connect the SAIT/Jubilee complex to the Lions Park area.*
A bike path on 14th goes nowhere due to wall at Crowchild. Better to have bikepath link north of 16th Ave
a left turn option into the Library and Safeway is a MUST, we can't reduce the driving lane to one lane without left turn lanes into the several entrances to the north, traffic will turn into a grid lock if we can't turn left easily where we need to go. The entrance into Safeway is especially needed for traffic flow around the whole mall.*
a left turn option into the Renaissance parkade is a MUST, we can't reduce the driving lane to one lane without left turn lanes into the several entrances to the north, most especially into the Renaissance, where there are many senior drivers living... they need the ability to wait safely to turn, without the stress of holding up traffic behind them.*
a lot of seniors live in the Renaissance Towers - they need safe and stress free turns into their parking! They need time to make left turns, without a line up behind them...
A new signal to allow pedestrians/cyclists to cross diagonally would be nice here since the bike path is on the south side of the intersection and that would enhance connectivity for people cycling from the path to 14th Ave westbound.*
A protected bicycle lane is required along 14 to sait due to safety concerns and high bicycle traffic.
A raised sidewalk that doubles as a speed bump would be fantastic at this crossing*
a traffic dot here at 20th is probably too close to 19th Street, and could impede the flow there... also, 20th is a cul-de-sac to the north, not a turn people have a need for (it would only be for the u-turn, and the u-turns may fight with the traffic waiting at 19th) - a dot for u-turns would make more sense at 20A, where many people are also turning right... (if at all)*

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Access across 14th from the LRT station is poor. People are constantly running across the road to catch bus connections, as the current crosswalks are at the far east and west ends of the station.
Access/egress issues at strip mall 19st.
Accessibility ramps need to be placed in appropriate spots.
Add a bike path separate from the sidewalks
Add vehicle lane. Combine the bike and sidewalk
Adding a formalized hook turn/Copenhagen left for cyclists heading southbound on 19 St and desiring to turn left on 14 Ave or the pathway. Also: make the pathway connection much better at this intersection. I cycle through often and almost always use 14 Ave instead of the pathway since the road is so empty and better connected than the pathway past 14 St into SAIT.*
Adding bike lanes along 14 Ave is a solution looking for a problem. The amount of bike traffic along 14th Ave is minimal and does not warrant dedicated bike lanes.
All for calming measures
Almost blind to cars and pedestrians crossing here. Cars will tend to zoom at the corner to get up that hill.*
Alternative cycling path by pedestrian bridge over-pass. Considering closing it + having alternative
Although the 'back' way into North Hill centre from the west, this vehicular access is essential. In the past whenever it has been closed by the mall for maintenance gridlock on the mall site ensues with vehicular traffic backing up throughout all parking lanes in the entirety southwest parking lot of the mall endeavouring to get in and out of the mall via the 16th Avenue controlled intersections.*
another pedestrian / cycling crossing over the tracks would be very helpful in the long run... especially if further density is built to the south of the tracks, allowing for this in planning would be helpful*
Area is dangerous. Too much going on in a small area. Chaos avoid.
Badly congested to condo underground parking + south side safeway parking
Been better recently but had previous concerns with security (Lions park + overpass to mall)
Been better recently, but had previous concerns with security. (Lions park + overpass to mall)
Benefit of having traffic circle coming out of lions gate mall.
Better connection from orange line to LRT
Bike lane W of 19st not needed.
BIke lanes NOT NEEDED. Extra expense. won't connect to new oval. Pass over crowchild would need ^ snow plowing.
Bike lanes on 14th ave west of 19 st really needed?
Bike lanes on both sides of 14 Avenue from 19 Street to SAIT are needed and would be well used by students and residents. The pathway in Lions Park is not practical.
Bike paths should be safe and should connect to road networks safely. The sling lane at this intersection makes it very unsafe for bikes wanting to connect from the south to the north.

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Bike paths should be safe and should connect to road networks safely. The sling lane at this intersection makes it very unsafe for bikes wanting to connect from the south to the north.
bridge feels dangerous on a bike*
Bridge is too narrow for pedestrians to walk comfortably.
Bridge: Needs better mtce (eg: non-slip stair surfaces, peel away). Path under bridge needs ice control
Bus stop. better connection to get to Jube - required.
Busses off of 14th ave WB to NB turn and they need a WB turn to 16th ave Maybe bus lane/light
Can the library and Safeway share a driveway in order to eliminate the double driveway. Or maybe the library access should be at the other end of their parking lot, thus sharing the Safeway entrance*
Can this sidewalk that passes inside the library parking lot wider and brighter to invite pedestrian and wheeling access*
Can we address that cars cannot see around buses and therefore stop on the sidewalk blocking walking, wheeling*
Care should be taken when redesigning this intersection so as to not fall into the trap of designing for more vehicle throughput. Traffic tie-ups here only occur during rush hour. Designing for vehicle throughput and placating drivers risks the safety of everyone else not in a car during the rest of the day. The safety of humans should not be jeopardized just to reduce the time a driver sits at a light.*
Cars regularly fail to stop at stop sign, making it unsafe for pedestrians.
Change 50 MPL speed limit to 40 MPL OL 14 ave
city is planning to add a lot of density to Briar Hill (the R-CG plans are already coming!). The traffic from these increased number of dwellings needs to be modelled and planned for, not just the current traffic or parking load.
Concern with # of peds crossing everywhere at LRT station --> to many things happening
Concern with bike access to get up the S/W, ramp too narrow for bike
Concerns w/ raised pathway and how it would impact travel way during winter - snow storage
Congestion at bus stop
connection from Lions Park path to 16th Ave path is a high priority (path on boulevard east of 19th Street), not bike lanes west of 19th Street
Connectivity needs improvement on 19 st NW
Consider cycling network 19th too steep
Consider extending cycle lanes across 14th Avenue - dumping cycle traffic out from Lion's park across the LRT and onto the roadway is unsafe. I cycle this route routinely year-round
Consider improving the sidewalk experience along the road, especially at night. As mentioned elsewhere, with Lions Park being somewhat drug use (and dark at night, its a park), this sidewalk is preferred for walking from the west of North Hill to/from SAIT/Jubilee (evening performances)/etc. Currently poorly lit/dark, and large cut outs (as others have mentioned). Would be nice if this was a less

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sketchy experience (though it is better than the park at night). Could consider a sidewalk-bikepath side-by-side or separated with a line of small trees?*
Consider narrowing the curb cut at this entrance to the mall as right now it is at least 6 cars wide which unnecessarily increases the distance over which pedestrians are interacting with traffic coming in and out of the mall parking lot. It is also confusing to traffic as cars are not quite sure where in this large curb cut they should enter and exit and more often than should happen a car will turn right in past a car that waiting to turn left out!*
Consider relocating or adding a pedestrian crossing at the bus stop. Practically no one walks to the intersection and back to get to it - they simply jaywalk across the avenue to get there if they need to get there. Also, the pedestrian crossing at the traffic lights is really quite unsafe because it coincides with where the right turn lane crosses the LRT tracks. Drivers often don't see pedestrians crossing here until the last minute. Based on the old sidewalk on the south side this crossing used to happen further east closer to the bus stop. Consider restoring that as it would give active mode commuters a dedicated and separated crossings of the LRT tracks and 14th Avenue which would be safer for all concerned.*
Consider removing fencing that divides the library + safeway entrance, and make one entrance.
Count the bungalows on 14th ave. Scenarios on models
Crackies everywhere
Cracks on the sidewalk
Crossing at LRT to get to Library, make it easier to get to library from 19th ave.
Crossing at LRT to set to library make it easier to set to library from 19 ave
Crossing west of LRT station needs to be more visible.
Crosswalk lights are poorly coordinated at the 19st/14av intersection, with the train crossing barriers. You often have to wait multiple light cycles if the train barriers are activated.
Currently the easiest way to cross crowchild is actually at 16th avenue (where there is a pedestrian underpass / cloverleaf type setup). Most cycling traffic goes along the south side of the sound wall along 16th - definitely not along 14th ave.
Cycling does not always feel safe along 14 Ave, especially for children, because cars often speed along 14 Ave because it is so wide and straight. Adding a two-way bike lane physically separated from traffic would encourage more cycling. Adding street trees would also make walking along the sidewalks more appealing and would also add shade.
dedicated wheeling lanes are not needed for a safe cycle on 14th Ave NW - the Mobility Study with the Riley LAP showed this to be a 'low stress' cycle... a dedicated lane is not always necessary! there are better uses of the funds (like connecting Lions Park to the 16th Ave path and completing the promised 16th Ave path on the lane beside the sound wall). Further, if lanes are put here, they would be going nowhere in the long run, as the crossing of Crowchild will eventually be at 12th Ave, not 14th Ave.*
Do not allow any parking on 14 Ave on either side of the street between 19 Street and 24 Street. The road is too narrow and inhibits 2 way traffic. You either have to cross the center line to get by the parked

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vehicle or pull over and let a vehicle coming from the opposite direction pass by before proceeding. A bike lane would be a great addition to 14 Avenue.
Don't close the access road beside safeway (getting in from 16 ave doesn't work) ie: Previous paving project
Don't feel bikeway west of 19st is needed
Don't like merge - too short - hard to see coming traffic. Longer merge needed.
Don't narrow lanes/roads anywhere by station
either ingress or egress, with signage in the parking lot and on the street to help drivers. This would further narrow the distance pedestrians have to cross and reduce traffic generated on 14th street from ingress and egress, left turns and right turns, at every curb cut**
Eliminating the ability to make a left turn out of this plaza would help make it a safer and less-congested intersection. Completely close this exit, or make it a forced right turn directing people to 20A street for access to 16th.
Ending the project at 14 St NW doesn't make logical sense. Cycle tracks should extend from Crowchild Tr, across the 14 St bridge and into SAIT. SAIT should be a participatory funding partner given this upgrade would directly benefit the safety of their staff and students.*
Everyone loves street trees!
Excessive drug users and homeless individuals creating an unsafe environment for all. Walking from Briar Hill or Hounsfield Heights to the community gym is no longer safe. Duo street lighting(shining on 14th Ave and into the adjacent park) is needed along with security cameras.*
Feasibility of roundabout at 19 st
Feasibility of roundabout at 19th st?
Feel compelled to question BIKEGUY's comment on this as someone who rides this stretch of 14th Avenue on a daily basis (at least in the winter when the snow has not been adequately cleared from the Lions Park pathway which is the safe and efficient bikeway). With there being 2 lanes eastbound and limited vehicular traffic even at peak I don't ever recall being close passed here. However, westbound is an entirely different story. It is a single lane and because of the curvature of the roadway vehicular traffic is reluctant to (illegally but more safely) pass by crossing into the eastbound lanes. As such from the west side of Kaltire all the way to the crosswalk I'm constantly looking behind me for traffic and as I will always avoid being close passed at any cost I would say that I end up bumping up onto the sidewalk (as it is pretty much always completely empty of pedestrians) 80% of the time that I ride this route to avoid a close pass incident.*
fix Lions Park path around the LRT station to have a good cycling path more separated from the station pedestrians
Functional. Serves a purpose. No issues at all on 14th ave.
Get close passed here quite often when biking in the eastbound lane. Usually I would use 14 AV NW as a shortcut to get from 10 ST NW to 19 ST SW (cut through SAIT).*

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Great opportunity to make better cycling connections to train stations*
Heaters + bust stop shelters near mall (both sides)
high rise bldg between 20a -21st. Park of riley LAP --> issues and concerns w. impact to traffic + ped connection.
How has this been in engagement since 2021? Start building a better street already*
I am concerned about losing the left turn at 19th Ave NW which I use daily - and if it goes away - it will move my left turn to 12th Ave which is an uncontrolled by lights crosswalk and during afternoon rush hour - an impossible left turn. the Crowchild Trail plan is moving the bike land to 12th Ave*
I don't there is enough space to accommodate a turn lane. I'd like to see an innovative solution (such as a type of roundabout) that allows better flow of traffic from the Safeway, Library 14th Ave.*
I have issues when crossings sometimes even though flashing on us vehicle might not see people to stop.
I love to jaywalk here - remove the fence on the south side of the road and add a scramble crossing or something to make it easier to get to the Safeway*
I never drive this road at 50 km/h, there's too much going on, too many pedestrians darting about, buses coming in and out, etc. If ever a road deserved to be 40 km/h, it's this one, IMHO... (but not 30, the drivers need to get somewhere too, and do have to stop a lot for crossings etc).*
I never walk along 14 ave - it is ugly, noisy and unsafe. Please build separated bike and pedestrian lanes with trees.
I ride my bike from 22 ST NW to downtown every day from April to November and the stretch of 14th Ave NW between Corwchild and 19st does not need a bike lane as my other Marker notes. This side, however, from 19ST to SAIT really could use a dedicated lane that eventually connects with the 10 Street bike lane. The pathway through the adjacent park is also an option to keep the road at full width but that pathway needs a lot of work if you actually expect cyclists to use it. eg it needs to be wider and not have massive roots and be separate from the main C-Train pedestrian walkway.
I ride my bike from here to downtown every day from April to November and the stretch of 14th Ave NW between Corwchild and 19st absolutely does not need a bike lane. There is hardly any traffic on this street and very few bikes/wheelers, though cars do drive faster than they perhaps should. Save the money on the bike/wheeling lanes here and put some traffic calming installments instead. Move the bike lane a block north to connect with the 16th Ave bridges that also connect to the hospitals and University without having to ride the steep hill on 14th ave within a block of the Crowchild sound barrier.
I think that long term, the train needs to go under this road from the station. The whole area would feel safer and more connected, and the train would move faster.
I walk up from the south. The back of the mall should be more engaging. 14th ave should service a more vibrant south side of the mall.

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I would have thought asking the pedestrians to cross at either end of the platform was OK... but something needs to be done to stop the J-walking... even if it's a third crossing in the middle? whatever is done, a better barrier to stop pedestrians from stepping out is needed...*
I would like to see some traffic-calming device along 14 Ave in the residential zone. It is a stretch of 7 blocks with multiple pedestrian crosswalks. Many drivers speed here because it is straight and has no stop signs. Children have to cross this road to get to school or Green Park.*
If a round-about dot is to be put somewhere, to facilitate legal u-turns, it would make a lot more sense at 20A Street, where there is already an exit to the north, as well as to the east...*
If density is to increase 5 x then removing parking on 14th Ave is at odds with that plan
If the city wants to make this a transit-oriented community, it needs to do a better job of making it safe for pedestrians, especially in the winter. If I had mobility problems I couldn't navigate this area in the winter because the city doesn't keep the sidewalks clear and the plows pile the snow up where pedestrians need to walk.
Illegal and unsafe three point turns are a chronic problem at this lane/street intersection*
Illegal and unsafe u-turns are a chronic problem at this intersection*
Important to keep left hand turn from east bound 14 ave to 19 st north to be able to access 16 ave very important.
Important to keep strong sense of community in this area. Services + connection is so important.
Improve conditions around playground at lions park.
improve how the Lions Park path comes out of the park (get rid of the old bit of narrow sidewalk), and how it crosses the tracks and the yield lane from 14th Ave to 14th Street... (and yes, the path should be part of the wholistic project of how all modes work along 14th Ave)*
Improve how the sidewalks and the cyclists using the pathway cross both the tracks and the yield lane from 14th Ave to 14th Street. The current situation is awkward and doesn't have great visibility lines.*
Improve maintenance on bike paths
improve path and lighting for pedestrians and cyclists connecting from station area to top of 17A Street - it's too dark as you step away from bright station lighting, and this is an important connection into the community and down 17A to facilities and the cyclable hill...*
Improve the lighting*
Indirect to go 14 ave to get back to 16 ave or north on 19 st.
Is the 19th st. 14th ave lights synchronized with the c-train? (YES)
It would be good to have a ramp here to make cycling easier. Frankly it would be best to start the ramp higher up the hill on 14th avenue in the roadway and remove some parking to allow for this.*
It would be helpful to widen the sidewalk on the north side 14th Ave on the east side of 19th Street as it turns the corner or create a short piece of sidewalk on a diagonal further NE from the corner. Or otherwise change the geometry of the sidewalk and the right lane crosswalk. Right now traffic looking to use the right turn lane can't tell if a pedestrian walking westbound on the sidewalk is going to cross in

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front of them in the crosswalk or turn right and continue northbound along 19th Street until the very last second/step because the sidewalk is so narrow and close to the corner. Drivers have to hold back until they are certain of the pedestrian's intention which impedes the flow of traffic and pedestrians have to be extra careful to look back over their shoulder to confirm that the right turning traffic is indeed going to stop. Because the sidewalk is right against the street there is no margin for error as it is only a single step off the curb before the a pedestrian enters the flow of traffic. This problem is exacerbated after the LRT has passed and there are a large number of westbound vehicles and pedestrians who have been queued up approaching the intersection at the same time.*

Jay walkers! Fencing across the LRT station no more cross walks.

Jay walking from lions park station extend better fencing.

Keep pedestrian overpass

Leave the 14th ave to 19th str north turning lane, it is vital and heavily used.

Left @ 12 ave is too hard with no lights 19 st.

left turn lane coming out of Briar Hill is absolutely needed... if Briar Hill residents can't get out of Briar Hill easily, they'll start adding traffic to 12th Ave, causing knock on traffic tie ups there, and traffic on 20A Street also. The drivers need egress too!*

Left turning lane required for 19th street. No lights beyond. High collision on 12th already.

LH turn lane here is non-functional in its current configuration. Support removing this in exchange for a traffic circle west of here

Library/Safeway access- siteline concerns to get out of access can't see around bus.

Lights not synchronized w/ train - can still go on green (19 st + 14 ave)

Like being able to connect here. Safety than 13th ave.

Like the removal of benches + glass as it has helped with loitering for EB direction.

Lions Park is a park and should remain so; it is not a place for transiting cyclists. Wheeling infrastructure should be provided on 14th Ave. to the SAIT/Jubilee area.*

Lions park is dangerous. Public safety very concerning.

Lots of space in this corridor to have grade separated two way bike lanes, lots of trees, wider sidewalks, and still retain street parking on one side. The road should be narrowed as much as possible, with curb bump outs at intersections, and raised crosswalks. I bike this frequently and there is rarely more than a handful of people parked.

Lower speedlimit. Jaywalking is common safety concern.

Lower the speedlimit to 40KMS. Enhance Ped. Lights + Signage

LRT pathways dark, uneven and paths not wide enough to remove snow with plows making it icy most of the time.

LRT to bus (or vice versa) transitions are good. Crossing between N and S side of the road can be dangerous.

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Maintain street parking. This is not a busy stretch of road, and most of the traffic is from people that live here. You can't cross Crowchild trail.*
Make a better linkage of existing bike path to continue behind the LRT station to keep pedestrians & bike separate.
Make sure to keep left turn at 14th ave 19st eastbound.
Make the park [Housfield park] more inviting w/ landscaping but reduce trees
Minimal disruption for transit users.
Missing link between pathway on north side of 16 AV NW and existing facility in Lions Park and future facility on 14 AV NW. Existing intersection interaction for bicyclists coming from 19 ST NW turning onto 14 AV NW is also awkward.*
Missing sidewalks, potholes (around caltire)
More crosswalks with RFB
More pedestrians than cars on 14th ave. Traffic circles don't work for pedestrians.
Must keep left hand turn lanes in ALL directions. This is a busy intersection and if we increase density 5 x per City Hall plan, then need to improve this intersection not make it worse by removing turn lanes.
Narrowing road coming out of 14st, too many lanes
Need left turn at 14th ave/ 19 st. Impact to add BL @ Bridge 14 st.
need to fix the pinch point in the path system by 16A Street and the pedestrian bridge! consider paving the lane to make more space for cyclists and then adding a path connection from the lane back to the main path where the lane turns back to the road. And yes the lane can be plowed as part of the pathway system, one needs to plow what is being used as an active mode route.
Needs connectivity to university for bikes for Briar Hill
No 20th street roundabout maybe 20 A St.
No bike paths required sidewalks need improvement as priority.
No bike use on the road is happening here. South of 16th ave southbound
No need for bike lanes - easy to accommodate would take away parking.
No separation or easy way to get to ped overpass on 16ave from mall parking lot
Now and for the foreseeable future dedicated wheeling lanes along 14th Avenue west of 19th Street are not necessary and do not represent the best use of street real estate. Although not used daily the extra width is better used for occasional special event (think football games at McMahon) parking. As long as the current roadway width is maintained it is a very comfortable place to cycle sharing the road with vehicles. Wheeling lanes would be more appropriately located on 16th Avenue (south side south of the sound wall) where they were promised by the City of Calgary on the 16th Avenue Project but never delivered AND along 12th Ave/Briar Crescent which provide a better alignment for the future accessible pedestrian bridge over Crowchild as proposed in the medium term plan for that roadway.*
Overpass
Overpasses over busier sections

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parking for future row houses matters too! we don't need separated bike lanes here - it's a calm cycle, there are other priorities and other needs (like the parking) that matter
Parking review Bethany/Mental health. staff parking
Pathway is not well maintained need to put bike lanes.
Pathway is not well maintained, need to put bike lanes.
Pathways better for pedestrians than cyclists
Ped overpass: Concern with the rezoning that if the overpass + bike lanes will be gone.
pedestrian bridge is in desperate need of maintenance, and this link is important! current work on 14th needs to be coordinated with a redo of this pedestrian bridge.
Pedestrian overpass at LRT pls. Safety needed to cross 14 ave
Pedestrian overpass for improved traffic flow
Pedestrian traffic can impede vehicular traffic for considerable lengths of time at peak. Consider implementing a timed (ie controlled) crosswalk here that is coordinated with the vehicular LRT crossing to facilitate the smooth flow of vehicular traffic through this congested corridor.*
Pedestrians waiting to cross at the NW corner of 19 ST & 14 AVE NW risk being side-swiped by vehicles turning from 19 ST southbound to 14 Ave west. It's a very tight turn and longer vehicles, buses, trucks, or speeding cars often cut the corner onto the sidewalk! Worse if more than a couple of people are waiting there is no space to safety stand. The other three corners have wider corner sidewalks, for pedestrian safety, the NW corner needs a bigger apron.*
Peds sometimes feel unsafe when crossing safeway/library access
People are forced to walk on the road, because there is no sidewalk
People crossing at the wrong places @ lions park LRT. Safety Issue.
People jaywalk coming from train. Because cross walk too far removed.
People jaywalk coming from train. because crosswalk too far removed.
People use this for 3-4-5 point turns to join the congestion at 14th and 19th. This problem is caused by the lions park mall. Signage to direct them to 20A for entrance to 16th Ave East. Perhaps a roundabout at 20A?
pinch point on regional pathway under the pedestrian overpass is a safety risk - blind corner
Planning around lions park should consider the overpass
Please introduce some kind of traffic calming/landscape beautification element here. My kids walk to school at this intersection and I would feel more comfortable with them walking around if this intersection (21/14) was designed to encourage drivers to slow down. Something pretty would also be nice.*
Protected bike lane or separated bike lanes are better to get into SAIT
Put shelters back in stn, add more security.
Railing stops near the LRT station
Raised bike lanes are not necessary - there are very few cyclists, and who is shoveling the extra width in the winter?

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Raised sidewalk or bump outs to improve beacon crossing safety.*
Recognizing the constraints on 24th St north of 14th Avenue, it would be worth considering bike connectivity north along the sound wall - the grade is a bit easier to handle then turning east on 14th Avenue at this point. Perhaps a loop to connect to 14th further east?
Redesigning 13th Ave west of Crowchild, the Crowchild pedestrian bridge and 14th Ave will allow for a well-connected walking/wheeling corridor from Foothills Hospital to the Lions Park LRT station.*
Reduce steep angle of ramp @ library for cars.
Regardless of mode of transport this community was loud and clear in the last engagement that getting rid of the left turn land from EB 14 Ave to NB 19 Street is a bad idea for a number of reasons. I hope that has not been lost in the shuffle.
Remove the fences here. The crosswalk hits a fence, the bus stop is surrounded by a fence. These barriers are unnatural and weird, and make no sense for someone walking on the ground. If the intention is to distance vehicle collisions from the property, consider modal filters such as bollards or trees*
Removing any parking in the area is not a good move.
Removing the benches at the LRT station reduced loitering and unwanted drug activity exponentially. If a revamp to the station is made ensure it considers this.
Removing the left turning lane onto 19th from 14th ave will result in a significant congestion of traffic into the neighborhood and cause significant increased traffic onto 12th ave.
Road (14th ave) w of 19th st. is narrow with parking.
Road is narrow no space for bike lane, widen pedestrian path instead.
Safety concerns at lions park playground
Safety on bike path behind LRT station
Separated/protected bike lanes make it feel safer to roll/bike
Sidewalk or better way to enter from safeway access
Sidewalk too close to the road. Dangerous
Sidewalks are skinny and have lots of driveway accesses - which makes it difficult to move strollers and dangerous when there are icy conditions.
sidewalks need to be wider in the station area... lighting on path from 17A needs to be better (major connection to community), slope of path to 17A leads to icy slippery conditions - needs improvement.
Signals northbound holdup too much by a train going by.... wait is much longer than necessary for 14th ave traffic to clear.
Similar to the trees planted just east of Edmonton Tr on 16 Ave, let's get some life in the ground in anticipation of private reinvestment.*"
Someone commented about leaving the park as a park - could NOT disagree more! the cyclists should be on the pathway in the park, not getting tangled up with transit, transit users, other pedestrian, and cars (yes, people do need to drive to the grocery store sometimes, and to the Renaissance Towers)... AND the community needs the park USED to be appreciated and to discourage social disorder. The

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park is not supposed to be an empty green space! Further, there are tons of cycling paths in other parks in Calgary, and they function well - why would we ignore or under use this one?
Space and traffic flow across the bridge, and at its endpoints, should be reprioritized to encourage walking and wheeling use. There is simply no need for 4-5 lanes dedicated to car traffic in this area.**
Speed changes not necessary. Law says to drive at speed you feel is safe. Just because it's posted 50 doesn't mean people drive 50, many drive 40 when busy.*
Speed control needed on wide road.
Speed limit doesn't need to be reduced here.*
Speed limit should be reduced to 30 or 40. We should have a pedestrian zone, that acts similarly to a school zone with clear signage that speed limit is lower in this area because it is busy.*
Speeding is a common occurrence. Design need to incorporate features to slow down speeders*
Stairs at lions park station lead people to jump over chains and jaywalk.
Stopping too much for driver- LRT crosswalks, LRT etc.
street parking for over-flow from Lions Park Plaza is useful on 14th Ave nearby...*
Street parking is another valid need for 14th Ave NW... the load on it at the moment isn't that high, BUT, the corner lots along 14th are prime locations for new row houses, which will increase the need for street parking significantly. Again, we need to think ahead! It would not be fair to put the load from secondary suites without parking around the corner onto the side streets... the parking load can also have positive impacts for traffic calming (though not necessarily instead of other traffic calming).*
Street parking space needs to be removed, at least for the intersections. The street as-is rarely has many parked cars lining it at any given time, meaning that to drivers, it seems as wide as a four lane road, making drivers comfortable traveling at speeds dangerous for them and for others. Parking is unfeasible on intersection corners anyway, so at the very least curb bump-outs should be implemented on each intersection to make pedestrian crossing safer, and to make drivers more aware of their surroundings, slowing vehicle speeds. If street parking is deemed necessary, it can be kept in pockets between intersections, but narrowing of this street in some way is necessary.*
Strongly support separated cycle lanes along 14th Avenue. I cycle this regularly year round€”would help with traffic calming as well
Taking away LT turn off of 14th ave 19 st will create chaos on 12th and 19.
the 07:00-23:00 hour open sign have helped the lion's park green space feel safer
the amount of these points, or reducing each of these lanes to 1 direction each, whether that be limiting directional turning or limiting
The bikeway can connect to the asphalt bike path
The chains should be removed from the bollards on the LRT station - enabling pedestrians to flow freely between the LRT, their buses, and the Shopping Centre / Renaissance Apts.**
The connection from 14th Ave to 13th Ave needs to be redesigned to allow for better walking/wheeling access and increased connectivity and integration between the two neighbourhoods. A proper

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unimpeded walking/wheeling connection between Foothills Hospital and Lions Park LRT station can be made if this connection is designed with walking and wheeling users in mind first.*
the connection from the Lions Park pathway to the 14th Ave bridge needs to be improved a lot - the pathway needs to be more fluid and appealing to faster cyclists at the east end.
The curbs between sidewalk and roadway on the bridge are abnormally high which creates something of a hazard.*
The dedicated left turn lane from eastbound 14 Ave N to northbound 19 St NW is essential to get traffic out of the neighbourhood in a safe and efficient manner. When this outlet congests traffic starts to unsafely shortcut on other N-S streets and use the less safe uncontrolled intersections at 12 Ave and Briar Crescent to egress. It would be helpful if the turn lane could be extended*
The entrance to the library parking lot is too steep, resulting in our car scraping the pavement unless we go at a snail's pace. Please grade this to a less steep angle
The left turn lane from 14th av nw to 19 st nw is essential. If anything, it should be lengthened, not removed. Most of the conflicts are with cars turning left out of the strip mall, which could be restricted.*
The left turn lane here is absolutely essentially. It is the only light-protected way for residents of Brian Hill to get out of their neighbourhood. Eliminating it would be a huge injustice to the people who live here. It is a problem because of the mall, which is too busy to allow a left turn out of the mall here. Eliminate the left turn out of the mall parking lot onto 14th and things will flow much better here.
The left turn out of Briar Hill is really important to maintain and improve. If it is made more difficult it will have a lot of knock on effects elsewhere in the community. People do need to be able to exit the community smoothly, and not all trips are suitable for transit or active modes - we need to realistically plan for all users needs!
the Lions Park path around the station also needs work, to make it a proper path that is attractive to the cyclists, and to separate the cyclists from pedestrians at the station (btw, this extremely narrow 'study area' is very concerning - many of the issues of 14th Ave require a wholistic approach to the station area and the park, etc., not just exactly the road...)*
The long term plan for the crossing of Crowchild has the pedestrian bridge at 12th Ave, not 14th Ave. If cycling lanes are put on 14th Ave, they would be going nowhere in the long run! this is not a good use of space and funds, we need to think ahead more.*
The north side of the side walk between parkade and 14th street is very narrow and could have a buffer/boulevard
The overpass at Crowchild trail could accommodate bikes Better. It's old and narrow
The parking on 14 Av sees extremely low utilisation. It is unnecessary to keep almost entirely empty parking lanes which only result in the visual widening of the street and thus increased motor vehicle speeds. All of the houses here have laneway access and front onto the N-S streets, so they have more than enough opportunities for parking without 14 Av. Maintaining these empty parking lanes would prioritise wasteful private car storage over safety for the most vulnerable, which is contrary to The City's

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stated mobility policies. Doing anything other than converting these empty parking lanes to cycle tracks would be irresponsible.*
the pedestrian bridge is in dire need of maintenance! this bridge is needed - any plan needs to include it, or a redo of it, and it needs to be made safe again (many stair tread edges are missing, concrete degrading)*
The pedestrian bridge should be demolished or for a design that encourages at-grade use of the street by pedestrians and wheelers.*
The pedestrian crossing from LRT is challenging during the winter, as deep piles of slush and ice accumulate on each side. The crosswalk isn't safe at night--cars turning out of the mall parking lot don't always notice and stop for pedestrians*
The Riley LAP plans a LOT more residents in this area - and some of them WILL have cars - capacity for this traffic needs to be estimated and planned for! (not every trip will be by transit or active modes)
The section between 19St and SAIT needs to better support walking and cycling: wider sidewalks, two-way bike lane (on one side of 14 Ave) physically separated from traffic. Going through Lions Park is not always a safe option and that park pathway shouldn't be a commuting route anyways. Direct and well-designed walking/cycling infrastructure between SAIT, Lions Park train station and Foothills campus is needed.
The section of road from here to 19 St should be a pedestrian, wheeling, and transit-oriented street where the design speed of the street is 20 km/h or less.
The sidewalk is much too narrow here. East of the back entrance to the Safeway, there is no need for 3 lanes of road traffic. An enhanced pedestrian realm would be very nice all through here. When we go to enter the south mall entrance here we're always bumping into people waiting for the buses.*
The south side of the sidewalk ends abruptly after the 14th street bridge.
The walking connection to the 16th Avenue overpass is through this crosswalk. Vehicles often weave between pedestrians in the crosswalk and vehicles leaving the parking lot often fail to stop for pedestrians. There should be no private vehicle access between the light rail tracks and Northhill Mall. Transit and safe walking/biking paths to the two nearest 16th avenue intersections should be the priority. All traffic on 19th and 14th street could connect one street up on 16th avenue. There should also be sidewalk access around Northhill Mall on both sides.
There are several reasons why cycling lanes on 19th Street aren't a good idea - First, 19th Street hill is VERY steep, it is not a route that any but the most fit cyclists can use - we need to invest in routes that acknowledge the grade and work for most people. Secondly, the curve on the hill makes safe descent an issue, especially when icy. Finally, the current lane capacity is actually needed by the traffic, and that is likely to get worse if the city makes changes at Memorial and 19th Street. There are nearby routes (17A Street, 24th Street) that can be used by all ages and abilities, these need attention, IMHO!*
There are two well signed cross walks. People insist on jay walking across 14 Ave. There needs to be a better barrier to prevent jay walking*

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There is a serious missing link between the Lions Park path and the path up at 16th Ave... if the two were connected by a path along the east side of 19th (a path on the boulevard, not taking from the car lanes), then the grid would be much more connected. This is a much better use of cycling/path infrastructure budget...*

There is no great way for people from neighborhoods north of 16th Avenue NW (ex. Capitol Hill) to get to the LRT, either at Lions Park. You have very limited options; you can walk around the mall via 19th or 14th streets, cut through the mall (which isn't always an option especially in the morning when they lock it), or walk through the Safeway parking lot and cut across the access road between the Safeway and the Library, where there are no sidewalks, poor lighting, and too much vehicle traffic. I would love to see the city consider how to make accessing transit at Lions Park safer for people entering this transit stop from all surrounding neighborhoods, not just those that are South of 16th Ave NW.

There is no need to maintain this left turn lane. The volumes here are much too low to require it. Maintaining it would also prioritize vehicle flow and capacity over safety, which is contrary to The City's stated mobility policy objectives.*

There is no storm drain on this street.

there isn't enough space to meet everyone's needs on the roadway and there is a path in the park - part of the project scope should be to fix the issues with the path in the park, rather than duplicating cycling infrastructure a short distance away... the pinch point near 16A Street needs a creative fix to make the path attractive to the cyclists and separate them from pedestrians. Putting the cyclists right in with the cars is not a safe solution, especially with the path (albeit needing work) so close...*

This area of the street may look bleak today, but even in the near future it could become an important place for active frontage with the development of mixed-use residences.

This corridor from the LRT station could be a really excellent connection to the Foothills Hospital. It is wild the train doesn't go there directly, but making 14th Ave a nice, safe walk or bike ride would be a big step.

This CTrain station needs a refresh or needs to be demolished and started over. It has to be one of the worst in the city, and least safe with all the people loitering at night.

This driveway and section of the roadway should be designed primarily for ingress and egress for residents of the apartment building. Discouraging use of this section for throughput means more convenience, even for drivers, who are trying to access a place here, rather than drive through the place.*

This engagement was hi-jacked by users fraudulently using other peoples names to misrepresent those people's opinions and characters. That is NO way to have a discussion in a democracy. The city promptly took down the original map and comments for this reason, which is appreciated by those misrepresented. This is also why all posts are now anonymous. We do hope the city will be able to repost the legitimate posts that were made previously.

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This entire area is a disaster. Eventually a pedestrian will be hit. There are only two crosswalks at either end of the station. People who get off the train just jaywalk across to the mall. Lots of bus and car traffic and people turning left and right to get to the Safeway makes it very unsafe for pedestrians
This entire section should be reduced to one lane in either direction. Add lots of trees, a two way, grade separated bike lane, wider sidewalks, and extend it all the way to SAIT. Also a raised crossing at the LRT station. An easy, no brainer win for the safety of all.
This entire street from 14th Ave to 19th Avenue is an unsafe eyesore. It needs beautification and traffic calming.
This intersection needs to be designed for wheeling traffic in all directions. 19th St South of 5/6th Ave is already being redesigned to include wheeling lanes. 19th St is a great connector from 20th Ave down to the river. Consideration should be made for those using 19th St and wheeling from North of 16th Ave down to the river.*
This is a busy pedestrian crossing-can walk lights be active even without pushing the button so it's clear when safe to cross*
This is a low stress cycle (see Riley LAP Mobility study) - it does NOT need separated bike lanes... one does not need to spend tax payer money for separate lanes and separate snow clearing everywhere to cycle... better to spend limited budget on connecting Lions Park path to 16th Ave paths
This is a transit hub - both for the LRT, and for several bus routes that tend to pause here. This strip between 19 St and the Ped Bridge should be re-envisioned as a transit and pedestrian-first place, where cars are guests only.*
This is a transit hub with a lot of transit, pedestrian, and wheeling activity. Priority must be given to those NOT in a vehicle. I have nearly been run over several times using the flashing beacon crosswalk just getting to Safeway. There are too many cars travelling too quickly.*
This is an access road for cars to enter the shopping mall, and library - there is no reason for efficient vehicle throughput here as opposed to 16 Ave - it only invites conflict in what's a high-activity pedestrian and transit area.*"
This park is often an area of high drug use making it unsafe.*
This street is much too wide with an ungodly amount of unnecessary parking. The lack of cars parked on the street creates a visually wide driving lane causing drivers to speed through the area. Narrowing the visual drive lane and slowing down cars must be a priority. Redesigning 13th Ave west of Crowchild, the Crowchild pedestrian bridge and 14th Ave will allow for a well-connected walking/wheeling corridor from Foothills Hospital to the Lions Park LRT station.*
This street is much too wide with an ungodly amount of unnecessary parking. The lack of cars parked on the street creates a visually wide driving lane causing drivers to speed through the area. Narrowing the visual drive lane and slowing down cars must be a priority.*
To get to the (from LRT) pedestrian overpass behind the mall to 16th, have to walkthrough a busy parking lot with no sidewalk

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Traffic calming measures needed to address increased traffic shortcutting onto 14th Avenue from the 5th Ave via 22nd St and Juniper road
Traffic circle @ 20 st a bad idea.
Traffic circle would slow things down. Commercial area would impede movement + stop there exiting east & west
Traffic circles are difficult for walkers. Do not pls.
Traffic coming out of the south entrance of the strip mall is a ongoing hazard throughout the day to not only other vehicles but also active mode commuters. (In fact there was a serious 2 vehicle accident at the intersection related to this egress just yesterday!) Previous - before the administration and City Council shortsightedly replaced the well thought out DC zoning on this parcel with a stock commercial zoning (over the community's objection) there was a land use provision that restricted the egress to right turn only. It was never enforced and not practical because it directed traffic not bound for the community into the community with no obvious alternative egress. For safety right hand egress should once again be enacted but this time combined with a traffic button at either to 20 St or 20A St to allow the traffic to safely and legally u-turn to egress from the community at the controlled 14th Ave and 19 St intersection*
Traffic does come fairly quickly along 14th avenue at this point. I have often thought speed humps would be helpful on this road.
Traffic gets backed up at 14th ave/ east bnd at 19 st (Left turn)
Traffic volume is a concern along 14th ave
Traffic: More time for pedestrians to across the street. ^.^ Intersections on 14th street bridge
Tricycle bikes -> wider width back - concern w/ driver. Agree with wider sidewalk on bridge.
trying to put separated bike lanes into the limited space where buses, bus bays, pedestrian sidewalks to get to the buses and get to the mall, and yes, cars too, including left turns, all of that must fit - There is a path in Lions Park where the cyclists are safely separated - a duplicate bike lane on 14th Ave would not fit and would not acknowledge ALL of the other users' needs...
Turning SBL gets stuck BC of LRT, room to let a few cars through?
Turning SBL gets stuck bc of LRT. Room to let a few cars through?
uneven sidewalk on north side by the library
Visibility for those turning out of the lane behind the lions park mall is limited by the landscaping next to the building, leading to safety issues for pedestrians*
We need a crosswalk here.
We need better pedestrian crossing. kids use it to go north to get to overpass to Branton and kids go south to Briar Hill.*
We need more raised crosswalks. It's something which leans into the idea that the road next to the station is crossed frequently by pedestrians and that cars should drive carefully.
When commuting from Lion's Park to Jubilee and points south, it is inconvenient and quite unsafe to have to cross the tracks twice. Westbound is even worse as you have to cross the tracks AND all traffic

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lanes (or illegally wheel along the south sidewalk as I have to say happens far too often here!) A not at grade crossing is very much needed for active mode commuters across 14th Street between 8th & 14th Avenue (although ideally it would be located somewhere in the middle probably around 10th to be most effective for the future connectivity to the Riley Park Village site and off street pathways*
Where road narrows from two lanes to one is dangerous for bikers. Consider a bike lane or separated bike path. Two-lane area seems to have lots of excessive speeding.*
Whether walking or wheeling this is a tired old overpass where there is a high risk of slip and fall on stairs.
While I'm not strictly opposed to having street level bike lanes along 14th ave (although I really don't know who would use them, as everyone seems to use 16th ave south of the wall, or go along 12th ave) , I really don't like how things are set up along 24th ave. The raised bike lanes are visually unappealing, it makes the road look really wide, caused a lot of disruption from home owners fronting the now widened street and is a snow removal headache for home owners of the highest magnitude.
Who will be paying for the additional snow clearing?"
Why the city put that little fake round about is beyond me completely unnecessary should be removed.*
Wider sidewalk from library sidewalk to just past 30 min parking, especially bus lay by 91/19
Wider sidewalks along 14th ave. Bikers use sidewalks separate from sidewalk
Would result in serious collisions here if left turn removed.

Visioner

... into Sears lot. So you have to get left right away but you can't see traffic going west. (Pt 2)
[map pin - 19th 10ave] Dangerous left turn - @bottom of crest work on 16th ave could impact 12th ave.
12th ave should be a lot wider for bike lanes
14 ave East of 19st to 14 St. Crazy. I heard that the City wants to renovate the library buildings. Should this wait to see what is going
14 ave in general: City plow to sidewalk before but called 311 no response. street. Connect w/ park + overpass. Light. Drivers u-turn a lot
14 Ave N.W. is not wide enough for a dedicated bike lane. Let community use common sense while walking, biking and driving. Share the road
14 ave w of 19 st. City currently plows into parking lot. Concerned w/ tax impacts w/ increased cost.
14 Ave west of 19st. I have used all forms of mobility. (walk, bike, car). People should use common sense on how to share the road.
14 Ave west of 19th st needs to be narrowed. Not enough cars park on the street to justify the dangerous car speeds and dangerous crossing.
14 ave: Ped signs, cost concerns w. wider sidewalk. No traffic circles on 20st aesthetic.

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14 Avenue has great potential to be a safe and comfortable bike and walking corridor between SAIT and Foothills. Let's do it!
140 characters prevents you saying anything, let alone saying it coherently. Jeepers, you people!
14av between 19 and Crow could use traffic calming more than wheeling lanes. Not much traffic but ppl speed and kids use the x-walks a lot
14th ave w of 19 st: No parking, No bike lanes open to painted lanes. On 14 ave W of 19 st -> speed bumps? traffic calming
16th ave + 19th St NW is dangerous needs better traffic signals pedestrians
19 st + 16 ave: The NBL turn lights don't often turn on after the fire goes through and impact cause backup on 19 st and also along 14ave
19th St & 14th Ave traffic light is red for 19th St when CTrain is passing although there is no overlap, green for 14 Ave but most can't go.
404 bus route: Scramble lights recommended here.
Add proper shelters at the train station preferably with heating and proper lighting. Minimal road disruptions for traffic.
Agree better lighting
Also our garbage bin can only go at the curb so how does that work.
All roads + alleys def need work
Area is home to urban explorers. At times it can feel unsafe thru lions park. Sidewalks on 14 Ave not inviting- too much car/ped interact
As long as the surface grade crossing exists over the LRT tracks, 14 Avenue will be a road that I avoid whenever possible.
Banff trail + 22nd ave student resident --> People from there parking in the community.
Better crossings between transit stations. Wider sidewalks. Consideration for bicycles. Longer crossing times at traffic lit intersections.
Better lighting for the pathways on the south side of Lion's Park station, please!
Better transit on this corridor, bud lanes and bike lanes. Busses always get stuck in traffic. Transit should Be prioritized.
Bike lane along 14 ave to SAIT,connecting to 10st and Kensington, automatic barriers for all train crossings for safety. near missx1 for me
Bike lanes on the 14 Street NW are not justified. We counted week after week the number of bike riders - there were 3 to 4 or none at all
Build a pedestrian walkway, +15, to cross from LRT to North Hill center and Library.
Bump outs or raised crosswalks used commonly in Europe for beacon crossings near the LRT station to enhance pedestrian safety.

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Busy with cars + people. Reduce congestion signage + lighting. reduce the speed limit.
Can you please clean up Green Park and beautify it with some nicer shrubs and trees.
Car exits from Louise Riley & shopping mall are so close together that it's quite difficult & dangerous for cars & especially pedestrians.
Cars have 16th ave and 20 ave. Let pedestrians and cyclists have 14 ave please.
Consider a walking/wheeling plan to connect Foothills Hospital to Lions Park LRT Station. 13th Ave to a Crowchild crossing to 14th Ave.
Consider a woonerf style section between the Renaissance driveway and 19 St - to improve safety and convenience for all users.
Consider right-sizing the width of local street W of 19 St, enabling public tree canopy - safe travelling speeds - ahead of reinvestment.
CYCLE TRACK ON 19 ST NW
Dance studio gets busy until 10:30pm beside green space.
Dangerous for seniors to walk. Safety (wider?) --> winter. Cycling should be added.
Decrease driving speeds, remove unused parking, build cycle tracks and improve pedestrian crossings. Overall, make it safer please!
Dedicated cycle tracks are not required if safe speeds are designed instead - though the intersections will need improvement
Discourage rapid vehicle throughput in high-activity crossings, making the street safer and more predictable for everyone.
Do not add a traffic circle, there is no way people will know how to navigate this and there are so many poor drivers.
Do not allow any parking on 14 Ave on either side of the street b/t 19 St & 24 St. The road is too narrow & parking inhibits 2 way traffic.
Driveway, walkway + bicycles need + be wider
East & west different uses entirely
Easy comfort wins along entire area - lighting, heated shelters, benches.
Find a effective traffic solution for 19th to Safeway and the rest should have separated bike lanes and widened sidewalks.
Fire/EMS services - accommodating additional services.
From Condos. Road uneven safety an issue on sidewalk to library and to LRT.
Gap. time distance in model should account for more the condo as there are more seniors accessing.
Glad to see improvements. We live in a jewel of a city. People SLD appreciate that
Have the mayor come down & walk this area & see this park.
How to make it safe from LRT to library. Crosswalks are in the wrong place.

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I cycle to work and 14th Av b/t 19st and Crowchild does not need a wheel lane. Please rethink as it doesn't have the traffic to justify one
I drive that route every day and this project is totally unnecessary. Please spend the money on more urgent projects.
I still see no solution to the biggest issue... improving bike etc mobility through lions park! I know it's difficult, but it's necessary.
I would beg that you not treat this area like Marda Loop. I lived there in 2024 for 5 months and couldn't leave fast enough. It is awful.
If Lion's Park mall requires a traffic circle, pls build it on 19 Str NW and 14 Ave NW. Please do not bring it to the residential area.
If the City plans to increase density in this neighborhood 5x then these improvements need to consider that in the plans.
If we are to be treated as a "transit-oriented" area for development, priority needs to be placed on safe, accessible transit access
I'm very concerned about how bad 24th Ave NW to the north of us looks and operates ever since they put in dedicated, raised bike lanes.
Improve Mobility for everyone - wheelchairs, blind, elderly.
Improve visibility of pedestrians for drivers.
Improved connectivity to hillhurst. Dangerous lot of children/senior using this connection access improve.
Install storm drains along 14th. The snow melts and runs to 14th then freezes creating a Hazard on the road as well as the sidewalks.
Invest in making this place safer (less addicts) so people can feel safe using this space before wasting more money on other improvements
Issue: Merging from 14th street s onto 14th ave west is difficult and dangerous because the right merge lane is a "right turn" only in(pt 1)
It ain't broke! I drive this road 6 or 8 times a month and never have I seen a problem that needs fixing. Fix potholes instead
jaywalking to and from LRT station is very dangerous. Barriers need to be higher. Consider a SLOW speed zone for vehicles. Bus congestion
Keep left hand turn from 14 ave east on to 19 street north so briar hill residents have viable way to get onto 16 ave westbound.
Keep the area simple and straightforward for everyone. Nothing quirky.
Limited parking @ mall may take c-train
Lions gate mall traffic turning left on 14ave. A traffic circle may be useful at 20 St. Not sure if road has the space.

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Lions park strip mall - is there still a redevelopment for mall - 2 storeys? Parking concerns that it will cause for 14 ave.
Lions park strip: Want some sort of u-turn accommodations at 20 st or roundabout @ 19st. + 14 ave?? for people out of mall to get to 16 ave
Lions park: Would like to see more done to the park. Lighting.
Lost of parking will be a major issue
Make sure cars can still use it.
Many pedestrians cross at the uncontrolled intersection between 14th St and 21st Ave for Leroux Studios. The crosswalk is vital, but unsafe.
Map isnt working, but I recommend a left turning light going south on 14th street at 5th Avenue. Cars can only turn on orange, it's unsafe.
Maybe put overpass if on 12th & if its even really needed.
Minimal disruption to current traffic on both 19th street and 14th ave
Missing sidewalks, add public space amenities, Decoration/lights (lively)
More greenery or trees on south side near LRT stn
More protected bike lanes
No changes for bikes are required as the money would be better spent on fixing the broken sidewalks and the potholed-riddled road.
No dedicated cycle infrastructure west of 14th street. Completely unnecessary. Not a busy road at all, not dangerous for cyclists.
No to 27+ storey buildings. More residences mean more parking and better road access needed. Bike lanes in Lions Gate Park only.
No traffic circle on 14 Av and 20 St with plantings. They are never well maintained. 14 Av is too narrow for bike lanes or wheelie lanes.
Not much wheeled traffic West of 19 Street N.W. As long as sidewalks have ramp for wheel chairs. Scooter and bikes can share the road.
Not necessary to change 14 Ave west of 19 Street N.W. Waste of tax payers money. Do not take parking away. Lions Gate needs parking.
Okay, this is pretty princess-y, but could the corner be prettier, less concrete/gravel/tarmac/weeds/garbage/dicoloured ice ugly.
Parking review of the area
People walking, people in wheelchairs, and people on bicycles. Forget parking, and please, for Pete's sake don't prioritize car traffic.
Plan for future development in the area, esp. North Hill Shopping Centre, ensuring the street is safe and pleasant ahead of reinvestment.
Please cancel this project. It serves no purpose to all the communities surrounding North Hill Mall. Common sense.

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Please consider connections to businesses and paths north of 16th avenue and around the mall.
Please consider the playground/ park on the SE side of the Lions Park train station & make improvements that deter drug use & undesirables
Please do not add bike lanes on 14 Ave NW. There is only 1 lane in each direction and it is barely wide for reg vehicles. It is also bus rt
Please do not build a traffic circle on 14 Avenue NW and 20 Street NW. There manholes there with emergency access to undegr.utilities
Please do not remove left turn from 14 Ave NW to 19 Str NW - it is our emergency route to Foothills Hospital, same for EMS, Police etc
Please prioritize accessible walking (with strollers, walkers, wheel chairs) AND protected bike lanes. It's currently a horrible walk/ride.
Pls do not build a traffic circle on 14 Ave NW and 20 Str NW as it has a cul-de-sac there and this intersect is the only evacuation route
Pls don't cancel left turn from 14 Ave NW to 19 Str NW. It is the shortest emergency route for ppl, EMS, police, fire truck from this area
Pls no traffic circle on 14 Ave and 20 Str NW. City of Calgary repair truck for water/sewer comes to the manholes at this intersect regularl
Pls no traffic circle on 14ave and 20 Str NW. Water/sewer utilities have issues there and the maintenance truck needs direct access no obstr
Prioritize pedestrian circulation around bus stops and train station. =) (+1)
Prioritize safe access to LRT during all seasons/times of day (eg, snow cleared in crosswalks/sidewalks, designing safe crosswalks, lighting
Prioritize vehicles on 16th Avenue and pedestrians and bikes on 14th Avenue. The commercial areas have access from 16th and 19th!
Public Safety in the area needs attention. A lot of jaywalking.
Reducing the current congregation of individuals and groups engaging in drug-related activities.
Require a dedicated Left turning lane 14 ave and 19st. Traffic backs up waiting for walker when turning left.Not make sense for only one lan
Safer and alternative roads +bike lanes from sait to the shopping centre. 16th Ave is not pleasant to walk and unsafe!
Safety priority to school connection
Separate bike lanes to visually narrow the road
Signage + lighting. Because don't come to the area often and better wayfinding. Very congested.
Signage for engagement needed more on the neighbourhood side.
significant safety issue with Ctrain line as it crosses pedestrian cross walks both sides of 14 st. needs a gate or barrier to cross
Snow piles get grated over to where bike lanes are being proposed

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March 2025

Solar lighting on top of bus stations.
Some park pathways hv sharp curves so a pedestrian can't see a bike coming towards them & bc they're narrow/multi-use it can cause accidents
Stop the park and area from being a drug haven. Make the road less dangerous for cyclists and pedestrians.
Street absolutely needs to be narrowed and encourage less driving, funnel more people to the train station with cycling
street does not need to prioritize vehicle speeds. Cars should be encouraged to use 16th avenue. Street redesign should prioritize safety.
Support existing cycling infrastructure in the area, and the painted lane on 19 St, by upgrading this vital cycling connection to Downtown.
Tell the city to do its job and take care of the sidewalks and crosswalks, especially in the winter.
Tension BTW residents & homeless folk. No benches etc.
The barriers outside the LRT inhibit & delay access to their destinations - like buses across the street
The bike lane is unnecessary; the roads and sidewalks should be renewed. Parking supports businesses and provides convenience to residents.
The City of Calgary management and politicians are incompetent. Our property taxes have gone up 50% in 4 years but every service is worse.
The roadway is already busy. Please do not restrict traffic any further. Existing Bike lanes through Lions park need better lighting.
This engagement was hi-jacked show once again how ineffectual the city's engagement process is. Far to many snickering juvenile comments.
This mode of providing input as sound bytes on a map is super time consuming and frustrating. It reduces the cance people will get engaged.
This project needs to holistically look at the Lions Park path as well, not just 14th in isolation! many mobility routes should be in park.
Traffic calming,speed bumps,elevated crosswalks,continuous sidewalks. Anything less is an active decision to jeopardize the safety of peds
Traffic light @ 19st/memorial tr.
Transit NB 14 St to WB 14 Ave . Transit stop here requires a dual left turn. Transit only signage required to make it legal for CT
Turn off on 14th/16th going to Sait...traffic light is too short. Only get 2-3 cars through
Parked cars on 14th slow things
Use of this location at 16ave and 14st to build a recreation center. Swimming, hockey, fitness etc. Inner city and densification deserves it
Wait for what is going to happen with library + CA before spending tax payers money more.



14 Ave NW Reconstruction and Mobility Improvements

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March 2025

Want all cycling infrastructure. Supportive of cycling
We drive 20th Ave daily and highly recommend repair to road conditions between 14 st to centre Street should be a priority!
We live in Banff Trail and don't use 14 Ave on a regular basis. We do ride our bikes to Lion's Park pathway and recommend improved crossing.
We need a pedestrian walking light on 16th street and 24th. There have been way to many close calls with my son and other kids with cars.
We need newly paved road, for bikes, cars etc along 14 th Ave West of 19th, but not a specific bike lane. Not enough traffic for it
West of 19th - allow parking on only one side of the street. The street isn't wide enough for cars to park on both sides and traffic.
Whatever you do please ensure traffic can still flow up and down 14th street during construction. It is congested as it is. Do work at Night
Why more engagement... the community was pretty clear last time! Repave only Crow to 19, make improvements 19 to 14.
Why not focus wheeling infrastructure on road along 16 Ave sound wall. This road could be closed off to traffic except for garbage trucks.
Widen the sidewalks and create direct, safe and quick crossing to the mall.
Winter 14 AVE West of 19 Street is a commuter bus route. The snow plows pile the snow which turns into wide strip of ice till spring on sou
Would like to know who uses this overpass here? Like students? Who? [14th ave & Crowchild trail]
Would rather this money be put into helping the unhoused in the area.

Visioner tool showing thumbs up and thumbs down reactions:

17 February, 2025 Anonymous says: "No traffic circle on 14 Av and 20 St with plantings. They are never well maintained. 14 Av is too narrow for bike lanes or wheelie lanes." thumbs up 0 thumbs down 0	17 February, 2025 Anonymous says: "No to 27+ storey buildings. More residences mean more parking and better road access needed. Bike lanes in Lions Gate Park only." thumbs up 0 thumbs down 0	16 February, 2025 Anonymous says: "Pls don't cancel left turn from 14 Ave NW to 19 Str NW. It is the shortest emergency route for ppl, EMS, police, fire truck from this area " thumbs up 0 thumbs down 0
16 February, 2025 Anonymous says: "Pls no traffic circle on 14ave and 20 Str NW. Water/sewer utilities have issues there and the maintenance truck needs direct access no obstr" thumbs up 0 thumbs down 0	16 February, 2025 Anonymous says: "Pls no traffic circle on 14 Ave and 20 Str NW. City of Calgary repair truck for water/sewer comes to the manholes at this intersect regular" thumbs up 0 thumbs down 0	16 February, 2025 Anonymous says: "Bike lanes on the 14 Street NW are not justified. We counted week after week the number of bike riders - there were 3 to 4 or none at all" thumbs up 0 thumbs down 0
16 February, 2025 Anonymous says: "Please do not add bike lanes on 14 Ave NW. There is only 1 lane in each direction and it is barely wide for reg vehicles. It is also bus rt" thumbs up 0 thumbs down 1	16 February, 2025 Anonymous says: "Please do not remove left turn from 14 Ave NW to 19 Str NW - it is our emergency route to Foothills Hospital, same for EMS, Police etc" thumbs up 0 thumbs down 0	16 February, 2025 Anonymous says: "If Lion's Park mall requires a traffic circle, pls build it on 19 Str NW and 14 Ave NW. Please do not bring it to the residential area." thumbs up 0 thumbs down 0

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Report Back: Phase 1 Verbatim Comments
March 2025

16 February, 2025

Anonymous says:

"Pls do not build a traffic circle on 14 Ave NW and 20 Str NW as it has a cul-de-sac there and this intersect is the only evacuation route"



16 February, 2025

Anonymous says:

"Please do not build a traffic circle on 14 Avenue NW and 20 Street NW. There manholes there with emergency access to undegr.utilities"



16 February, 2025

Anonymous says:

"We drive 20th Ave daily and highly recommend repair to road conditions between 14 st to centre Street should be a priority!"



16 February, 2025

Anonymous says:

"We live in Banff Trail and don't use 14 Ave on a regular basis. We do ride our bikes to Lion's Park pathway and recommend improved crossing."



15 February, 2025

Anonymous says:

"Better transit on this corridor, bud lanes and bike lanes. Busses always get stuck in traffic. Transit should Be prioritized."



15 February, 2025

Anonymous says:

"Turn off on 14th/16th going to Sait...traffic light is too short. Only get 2-3 cars through Parked cars on 14th slow things"



15 February, 2025

Anonymous says:

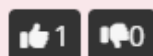
"Use of this location at 16ave and 14st to build a recreation center. Swimming, hockey, fitness etc. Inner city and densification deserves it"



13 February, 2025

Anonymous says:

"Okay, this is pretty princess-y, but could the corner be prettier, less concrete/gravel/tarmac/weeds/g arbage/dicoloured ice ugly."



13 February, 2025

Anonymous says:

"Lions park strip mall - is there still a redevelopment for mall - 2 storeys? Parking concerns that it will cause for 14 ave."



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Report Back: Phase 1 Verbatim Comments
March 2025

13 February, 2025 Anonymous says: "Lions park strip: Want some sort of u-turn accommodations at 20 st or roundabout @ 19st. + 14 ave?? for people out of mall to get to 16 ave" 0 1	13 February, 2025 Anonymous says: "Safety priority to school connection " 0 0	13 February, 2025 Anonymous says: "Traffic light @ 19st/memorial tr." 1 1
13 February, 2025 Anonymous says: "12th ave should be a lot wider for bike lanes" 0 1	13 February, 2025 Anonymous says: "Snow piles get grated over to where bike lanes are being proposed" 0 0	13 February, 2025 Anonymous says: "Maybe put overpass if on 12th & if its even really needed. " 0 0
13 February, 2025 Anonymous says: "Would like to know who uses this overpass here? Like students? Who? [14th ave & Crowchild trail]" 1 0	13 February, 2025 Anonymous says: "Banff trail + 22nd ave student resident --> People from there parking in the community. " 0 0	13 February, 2025 Anonymous says: "All roads + alleys def need work" 0 0

14 Ave NW Reconstruction and Mobility Improvements

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March 2025

13 February, 2025 Anonymous says: "Build a pedestrian walkway, +15, to cross from LRT to North Hill center and Library." 👍0 👎0	13 February, 2025 Anonymous says: "14th ave w of 19 st: No parking, No bike lanes open to painted lanes. On 14 ave W of 19 st -> speed bumps? traffic calming" 👍0 👎0	13 February, 2025 Anonymous says: "14 ave: Ped signs, cost concerns w. wider sidewalk. No traffic circles on 20st aesthetic. " 👍0 👎0
13 February, 2025 Anonymous says: "Have the mayor come down & walk this area & see this park. " 👍0 👎0	13 February, 2025 Anonymous says: "14 ave w of 19 st. City currently plows into parking lot. Concerned w/ tax impacts w/ increased cost. " 👍0 👎0	13 February, 2025 Anonymous says: "14 ave in general: City plow to sidewalk before but called 311 no response. street. Connect w/ park + overpass. Light. Drivers u-turn a lot" 👍0 👎0
13 February, 2025 Anonymous says: "Signage for engagement needed more on the neighbourhood side. " 👍0 👎0	13 February, 2025 Anonymous says: "16th ave + 19th St NW is dangerous needs better traffic signals pedestrians " 👍0 👎0	13 February, 2025 Anonymous says: "19 st + 16 ave: The NBL turn lights don't often turn on after the fire goes through and impact cause backup on 19 st and also along 14ave" 👍0 👎0

13 February, 2025 Anonymous says: "Lost of parking will be a major issue" 👍0 🗨️0	13 February, 2025 Anonymous says: "East & west different uses entirely" 👍0 🗨️0	13 February, 2025 Anonymous says: "Solar lighting on top of bus stations. " 👍1 🗨️0
13 February, 2025 Anonymous says: "Would rather this money be put into helping the unhoused in the area. " 👍0 🗨️0	13 February, 2025 Anonymous says: "14av between 19 and Crow could use traffic calming more than wheeling lanes. Not much traffic but ppl speed and kids use the x-walks a lot" 👍1 🗨️0	13 February, 2025 Anonymous says: "Keep the area simple and straightforward for everyone. Nothing quirky. " 👍0 🗨️0
13 February, 2025 Anonymous says: "I cycle to work and 14th Av b/t 19st and Crowchild does not need a wheel lane. Please rethink as it doesn't have the traffic to justify one" 👍1 🗨️1	13 February, 2025 Anonymous says: "Dance studio gets busy until 10:30pm beside green space. " 👍0 🗨️0	13 February, 2025 Anonymous says: "Lions park: Would like to see more done to the park. Lighting. " 👍1 🗨️0

14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

13 February, 2025 Anonymous says: "More greenery or trees on south side near LRT stn" 2 0	13 February, 2025 Anonymous says: "Wait for what is going to happen with library + CA before spending tax payers money more." 0 1	13 February, 2025 Anonymous says: "I drive that route every day and this project is totally unnecessary. Please spend the money on more urgent projects." 0 1
12 February, 2025 Anonymous says: "No changes for bikes are required as the money would be better spent on fixing the broken sidewalks and the potholed-riddled road." 2 1	12 February, 2025 Anonymous says: "Traffic calming,speed bumps,elevated crosswalks,continuous sidewalks. Anything less is an active decision to jeopardize the safety of peds" 1 1	12 February, 2025 Anonymous says: "Keep left hand turn from 14 ave east on to 19 street north so briar hill residents have viable way to get onto 16 ave westbound. " 2 2
12 February, 2025 Anonymous says: "Map isnt working, but I recommend a left turning light going south on 14th street at 5th Avenue. Cars can only turn on orange, it's unsafe." 1 0	12 February, 2025 Anonymous says: "Prioritize vehicles on 16th Avenue and pedestrians and bikes on 14th Avenue. The commercial areas have access from 16th and 19th!" 1 2	11 February, 2025 Anonymous says: "If the City plans to increase density in this neighborhood 5x then these improvements need to consider that in the plans." 2 0

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Report Back: Phase 1 Verbatim Comments
March 2025

11 February, 2025

Anonymous says:

"Whatever you do please ensure traffic can still flow up and down 14th street during construction. It is congested as it is. Do work at Night"



11 February, 2025

Anonymous says:

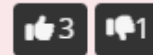
"It ain't broke! I drive this road 6 or 8 times a month and never have I seen a problem that needs fixing. Fix potholes instead"



11 February, 2025

Anonymous says:

"Bike lane along 14 ave to SAIT, connecting to 10st and Kensington, automatic barriers for all train crossings for safety. near missx1 for me"



11 February, 2025

Anonymous says:

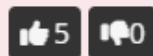
"Make sure cars can still use it. "



10 February, 2025

Anonymous says:

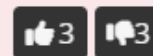
"If we are to be treated as a "transit-oriented" area for development, priority needs to be placed on safe, accessible transit access"



10 February, 2025

Anonymous says:

"Do not add a traffic circle, there is no way people will know how to navigate this and there are so many poor drivers."



10 February, 2025

Anonymous says:

"Safer and alternative roads +bike lanes from sait to the shopping centre. 16th Ave is not pleasant to walk and unsafe! "



10 February, 2025

Anonymous says:

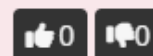
"Please consider connections to businesses and paths north of 16th avenue and around the mall."



10 February, 2025

Anonymous says:

"14 ave East of 19st to 14 St. Crazy. I heard that the City wants to renovate the library buildings. Should this wait to see what is going "



14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

10 February, 2025 Anonymous says: "Lions gate mall traffic turning left on 14ave. A traffic circle may be useful at 20 St. Not sure if road has the space. " 0 4	10 February, 2025 Anonymous says: "Require a dedicated Left turning lane 14 ave and 19st. Traffic backs up waiting for walker when turning left.Not make sense for only one lan" 0 0	10 February, 2025 Anonymous says: "14 Ave N.W. is not wide enough for a dedicated bike lane. Let community use common sense while walking,biking and driving. Share the road " 0 8
10 February, 2025 Anonymous says: "Not much wheeled traffic West of 19 Street N.W. As long as sidewalks have ramp for wheel chairs. Scooter and bikes can share the road. " 1 2	10 February, 2025 Anonymous says: "Not necessary to change 14 Ave west of 19 Street N.W. Waste of tax payers money. Do not take parking away. Lions Gate needs parking." 4 2	10 February, 2025 Anonymous says: "Winter 14 AVE West of 19 Street is a commuter bus route. The snow plows pile the snow which turns into wide strip of ice till spring on sou" 0 0
10 February, 2025 Anonymous says: "Prioritize pedestrian circulation around bus stops and train station. =) (+1)" 6 0	10 February, 2025 Anonymous says: "Dangerous for seniors to walk. Safety (wider?) --> winter. Cycling should be added. " 5 1	10 February, 2025 Anonymous says: "Improve visibility of pedestrians for drivers. " 2 0

10 February, 2025 Anonymous says: "Public Safety in the area needs attention. A lot of jaywalking. " 2 3	10 February, 2025 Anonymous says: "From Condos. Road uneven safety an issue on sidewalk to library and to LRT. " 2 0	10 February, 2025 Anonymous says: "Signage + lighting. Because don't come to the area often and better wayfinding. Very congested. " 1 0
10 February, 2025 Anonymous says: "Gap. time distance in model should account for more the condo as there are more seniors accessing. " 0 0	10 February, 2025 Anonymous says: "How to make it safe from LRT to library. Crosswalks are in the wrong place. " 7 1	10 February, 2025 Anonymous says: "Separate bike lanes to visually narrow the road" 5 1
10 February, 2025 Anonymous says: "The barriers outside the LRT inhibit & delay access to their destinations - like buses across the street" 1 1	10 February, 2025 Anonymous says: "Missing sidewalks, add public space amenities, Decoration/lights (lively)" 3 0	10 February, 2025 Anonymous says: "More protected bike lanes" 4 2

14 Ave NW Reconstruction and Mobility Improvements

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March 2025

10 February, 2025 Anonymous says: "Improve Mobility for everyone - wheelchairs, blind, elderly. " 5 1	10 February, 2025 Anonymous says: "Driveway, walkway + bicycles need + be wider" 2 0	10 February, 2025 Anonymous says: "Busy with cars + people. Reduce congestion signage + lighting. reduce the speed limit. " 1 0
10 February, 2025 Anonymous says: "Glad to see improvements. We live in a jewel of a city. People SLD appreciate that" 3 0	10 February, 2025 Anonymous says: "Limited parking @ mall may take c-train" 0 0	10 February, 2025 Anonymous says: "Want all cycling infrastructure. Supportive of cycling" 5 0
10 February, 2025 Anonymous says: "Parking review of the area" 0 0	10 February, 2025 Anonymous says: "... into Sears lot. So you have to get left right away but you can't see traffic going west. (Pt 2)" 0 0	10 February, 2025 Anonymous says: "Issue: Merging from 14th street s onto 14th ave west is difficult and dangerous because the right merge lane is a "right turn" only in(pt 1)" 2 0



14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

8 February, 2025

Anonymous says:

"The bike lane is unnecessary; the roads and sidewalks should be renewed. Parking supports businesses and provides convenience to residents."



8 February, 2025

Anonymous says:

" significant safety issue with Ctrain line as it crosses pedestrian cross walks both sides of 14 st. needs a gate or barrier to cross"



6 February, 2025

Anonymous says:

"Tell the city to do its job and take care of the sidewalks and crosswalks, especially in the winter."



6 February, 2025

Anonymous says:

"Can you please clean up Green Park and beautify it with some nicer shrubs and trees."



6 February, 2025

Anonymous says:

"Do not allow any parking on 14 Ave on either side of the street b/t 19 St & 24 St. The road is too narrow & parking inhibits 2 way traffic."



6 February, 2025

Anonymous says:

"Transit NB 14 St to WB 14 Ave . Transit stop here requires a dual left turn. Transit only signage required to make it legal for CT"



6 February, 2025

Anonymous says:

"Many pedestrians cross at the uncontrolled intersection between 14th St and 21st Ave for Leroux Studios. The crosswalk is vital, but unsafe."



4 February, 2025

Anonymous says:

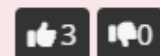
"140 characters prevents you saying anything, let alone saying it coherently. Jeepers, you people!"



4 February, 2025

Anonymous says:

"19th St & 14th Ave traffic light is red for 19th St when CTrain is passing although there is no overlap, green for 14 Ave but most can't go."



14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

4 February, 2025 Anonymous says: "Car exits from Louise Riley & shopping mall are so close together that it's quite difficult & dangerous for cars & especially pedestrians." 14 0	4 February, 2025 Anonymous says: "Why not focus wheeling infrastructure on road along 16 Ave sound wall. This road could be closed off to traffic except for garbage trucks." 5 1	4 February, 2025 Anonymous says: "I still se no solution to the biggest issue... improving bike etc mobility through lions park! I know it's difficult, but it's necessary." 3 0
4 February, 2025 Anonymous says: "Why more engagement... the community was pretty clear last time! Repave only Crow to 19, make improvements 19 to 14." 0 0	4 February, 2025 Anonymous says: "This mode of providing input as sound bytes on a map is super time consuming and frustrating. It reduces the cance people will get engaged." 1 0	3 February, 2025 Anonymous says: "I'm very concerned about how bad 24th Ave NW to the north of us looks and operates ever since they put in dedicated, raised bike lanes." 3 5
3 February, 2025 Anonymous says: "Cars have 16th ave and 20 ave. Let pedestrians and cyclists have 14 ave please." 11 3	2 February, 2025 Anonymous says: "Better crossings between transit stations. Wider sidewalks. Consideration for bicycles. Longer crossing times at traffic lit intersections." 6 0	2 February, 2025 Anonymous says: "14 Ave west of 19st. I have used all forms of mobility. (walk, bike, car). People should use common sense on how to share the road." 2 0



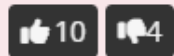
14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

1 February, 2025

Anonymous says:

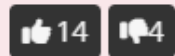
"Please prioritize accessible walking (with strollers, walkers, wheel chairs) AND protected bike lanes. It's currently a horrible walk/ride."



1 February, 2025

Anonymous says:

"People walking, people in wheelchairs, and people on bicycles. Forget parking, and please, for Pete's sake don't prioritize car traffic."



1 February, 2025

Anonymous says:

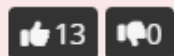
"I would beg that you not treat this area like Marda Loop. I lived there in 2024 for 5 months and couldn't leave fast enough. It is awful."



1 February, 2025

Anonymous says:

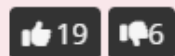
"Better lighting for the pathways on the south side of Lion's Park station, please!"



1 February, 2025

Anonymous says:

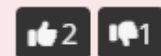
"14 Avenue has great potential to be a safe and comfortable bike and walking corridor between SAIT and Foothills. Let's do it!"



1 February, 2025

Anonymous says:

"This engagement was hi-jacked show once again how ineffectual the city's engagement process is. Far to many snickering juvenile comments."



31 January, 2025

Anonymous says:

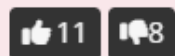
"Street absolutely needs to be narrowed and encourage less driving, funnel more people to the train station with cycling"



31 January, 2025

Anonymous says:

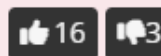
"The roadway is already busy. Please do not restrict traffic any further. Existing Bike lanes through Lions park need better lighting."



30 January, 2025

Anonymous says:

"Invest in making this place safer (less addicts) so people can feel safe using this space before wasting more money on other improvements"



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March 2025

30 January, 2025 Anonymous says: "Decrease driving speeds, remove unused parking, build cycle tracks and improve pedestrian crossings. Overall, make it safer please!" 👍 21 🗨️ 6	29 January, 2025 Anonymous says: "Stop the park and area from being a drug haven. Make the road less dangerous for cyclists and pedestrians. " 👍 23 🗨️ 1	29 January, 2025 Anonymous says: "Please consider the playground/ park on the SE side of the Lions Park train station & make improvements that deter drug use & undesirables " 👍 22 🗨️ 0
28 January, 2025 Anonymous says: "Please cancel this project. It serves no purpose to all the communities surrounding North Hill Mall. Common sense." 👍 6 🗨️ 20	28 January, 2025 Anonymous says: "No dedicated cycle infrastructure west of 14th street. Completely unnecessary. Not a busy road at all, not dangerous for cyclists. " 👍 8 🗨️ 18	28 January, 2025 Anonymous says: "Bump outs or raised crosswalks used commonly in Europe for beacon crossings near the LRT station to enhance pedestrian safety." 👍 17 🗨️ 4
28 January, 2025 Anonymous says: "Find a effective traffic solution for 19th to Safeway and the rest should have separated bike lanes and widened sidewalks." 👍 8 🗨️ 3	28 January, 2025 Anonymous says: "Area is home to urban explorers. At times it can feel unsafe thru lions park. Sidewalks on 14 Ave not inviting- too much car/ped interact" 👍 11 🗨️ 3	28 January, 2025 Anonymous says: "We need a pedestrian walking light on 16th street and 24th. There have been way to many close calls with my son and other kids with cars." 👍 4 🗨️ 1

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March 2025

27 January, 2025 Anonymous says: "Install storm drains along 14th. The snow melts and runs to 14th then freezes creating a Hazzard on the road as well as the sidewalks. " 15 0	27 January, 2025 Anonymous says: "West of 19th - allow parking on only one side of the street. The street isn't wide enough for cars to park on both sides and traffic." 9 1	27 January, 2025 Anonymous says: " jaywalking to and from LRT station is very dangerous. Barriers need to be higher. Consider a SLOW speed zone for vehicles. Bus congestion" 17 3
27 January, 2025 Anonymous says: "street does not need to prioritize vehicle speeds. Cars should be encouraged to use 16th avenue. Street redesign should prioritize safety." 27 3	27 January, 2025 Anonymous says: "14 Ave west of 19th st needs to be narrowed. Not enough cars park on the street to justify the dangerous car speeds and dangerous crossing." 13 2	27 January, 2025 Anonymous says: "Consider a walking/wheeling plan to connect Foothills Hospital to Lions Park LRT Station. 13th Ave to a Crowchild crossing to 14th Ave." 22 0
27 January, 2025 Anonymous says: "Agree better lighting Also our garbage bin can only go at the curb so how does that work. " 2 1	26 January, 2025 Anonymous says: "The City of Calgary management and politicians are incompetent. Our property taxes have gone up 50% in 4 years but every service is worse." 4 21	26 January, 2025 Anonymous says: "Consider right-sizing the width of local street W of 19 St, enabling public tree canopy - safe travelling speeds - ahead of reinvestment." 11 1

14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

26 January, 2025 Anonymous says: "Easy comfort wins along entire area - lighting, heated shelters, benches." 6 0	26 January, 2025 Anonymous says: "Plan for future development in the area, esp. North Hill Shopping Centre, ensuring the street is safe and pleasant ahead of reinvestment." 15 0	26 January, 2025 Anonymous says: "Discourage rapid vehicle throughput in high-activity crossings, making the street safer and more predictable for everyone." 22 0
26 January, 2025 Anonymous says: "Support existing cycling infrastructure in the area, and the painted lane on 19 St, by upgrading this vital cycling connection to Downtown." 16 0	26 January, 2025 Anonymous says: "Dedicated cycle tracks are not required if safe speeds are designed instead - though the intersections will need improvement" 7 14	26 January, 2025 Anonymous says: "Consider a woonerf style section between the Renaissance driveway and 19 St - to improve safety and convenience for all users." 12 2
24 January, 2025 Anonymous says: "This project needs to holistically look at the Lions Park path as well, not just 14th in isolation! many mobility routes should be in park." 13 1	23 January, 2025 Anonymous says: "Minimal disruption to current traffic on both 19th street and 14th ave" 5 13	23 January, 2025 Anonymous says: "As long as the surface grade crossing exists over the LRT tracks, 14 Avenue will be a road that I avoid whenever possible." 5 1

14 Ave NW Reconstruction and Mobility Improvements

Report Back: Phase 1 Verbatim Comments
March 2025

23 January, 2025 Anonymous says: "We need newly paved road, for bikes, cars etc along 14 th Ave West of 19th, but not a specific bike lane. Not enough traffic for it" 15 11	23 January, 2025 Anonymous says: "Reducing the current congregation of individuals and groups engaging in drug-related activities. " 17 1	23 January, 2025 Anonymous says: "CYCLE TRACK ON 19 ST NW" 16 10
23 January, 2025 Anonymous says: "Widen the sidewalks and create direct, safe and quick crossing to the mall." 20 0	22 January, 2025 Anonymous says: "Prioritize safe access to LRT during all seasons/times of day (eg, snow cleared in crosswalks/sidewalks, designing safe crosswalks, lighting" 32 0	22 January, 2025 Anonymous says: "Add proper shelters at the train station preferably with heating and proper lighting. Minimal road disruptions for traffic." 9 6