



14 Avenue N.W. Mobility Improvements

Stakeholder Report Back: What We Heard
2021 August 12

Project Overview

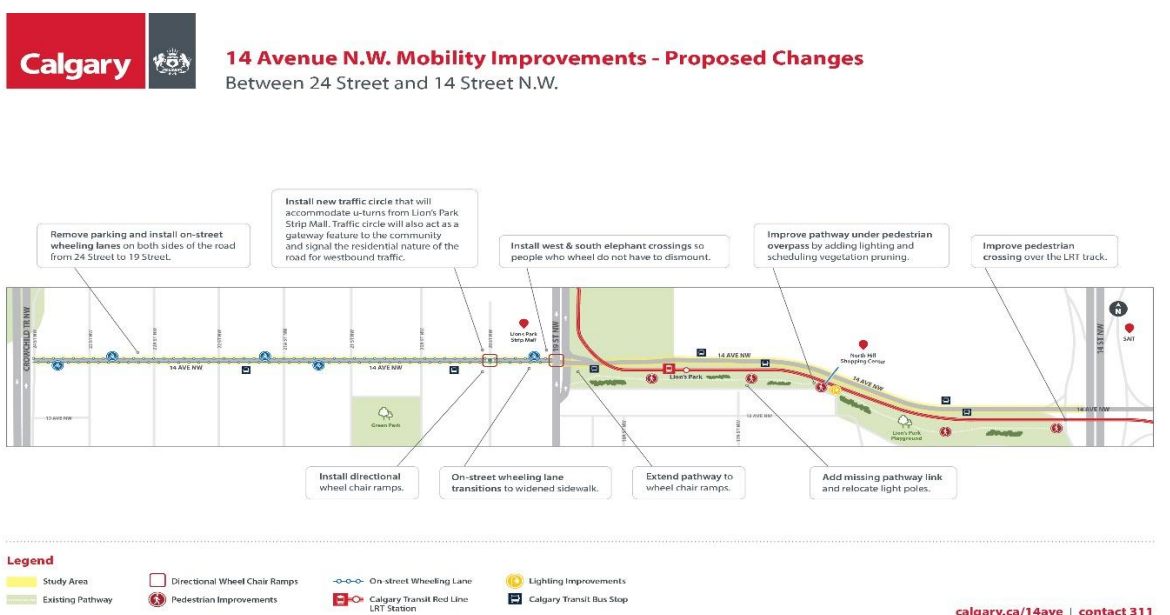
The City is reviewing 14 Avenue N.W., between 24 Street and 14 Street, to understand how to improve mobility and accessibility for all ways of travel. 14 Avenue N.W. connects to important destinations including SAIT, Southern Alberta Jubilee Auditorium, Alberta University of the Arts, Lions Park, North Hill Centre as well as Lions Park and SAIT/AUArts/Jubilee Station Light Rail Transit (LRT) Stations. 14 Avenue N.W. has been identified for road rehabilitation in 2022. This provides an opportunity for The City to address concerns we have heard from the community and explore ideas to enhance existing infrastructure along and across 14 Avenue N.W.

Engagement Overview

The purpose of the public engagement was to gather input that will be used to for project decision making. The specific elements open for input included removal of parking impacts, advantages and disadvantages of a traffic circle at 20 Street, pathway improvements through Lions Park, and other comments about the proposed changes and area.

The public engagement started on 2021 June 1 and ended on 2021 June 30. Due to the COVID-19 pandemic, the feedback was only collected online through the engage website. The engage website was promoted through an information postcard mail out to nearby residents, social media, Hounsfield Heights/Briar Hill Community Association, Ward 7 Councillor's Office, and bold signs. The engage website had the project background and information, concept designs of the proposed changes, frequently asked questions, and links to policy documents.

There was a proposed concept shown for 14 Avenue N.W., between 24 Street and 14 Street and a rendering concept between 20 Street and the Lions Park LRT Station.



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What We Asked

The following was the list of questions that engagement participants were asked to provide input through their responses.

- 1) When thinking about the removal of parking along 14 Avenue N.W. (between 24 Street and 20 Street), what are the potential impacts?
- 2) What are the advantages and/or disadvantages if a traffic circle was installed at the intersection of 20 Street?
- 3) Are there any more improvements that could be made to the pathway in Lions Park?
- 4) Do you have any further comments or feedback to share about the proposed changes to improve mobility along 14 Avenue N.W.?

Participation

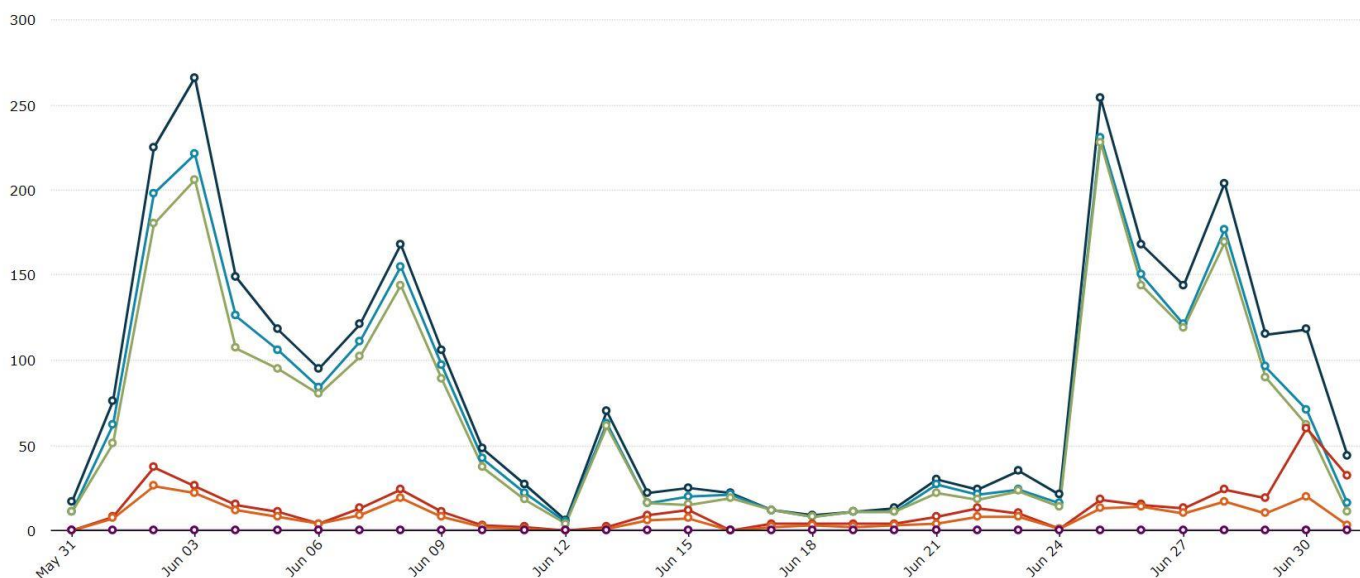
The online participation had a total of 218 unique contributors that provided feedback, and 1983 unique visitors to the site. The following graphic shows the overall online participation:



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2,763 Views	2,352 Visits	1,983 Visitors	406 Contributions	218 Contributors	0 Followers
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Views: The cumulative number of times a visitor visits the page in a site.

Visits: The number of end-user session associated with a single visitor.

Visitors: The number of unique public or end-users in a site. A visitor is only counted once.

Contributions: The total number of response of feedback collected through the participation tools.

Contributors: The unique number of visitors who have left feedback through the participation tools.

What We Heard

When asked about the potential impacts of the removal of parking on 14 Avenue between 24 Street and 20 Street, participants most frequently commented on the following themes:

- There is a perception that parking utilization is low and because most homes do not front onto this residential road, the removal of parking will result in minimal impacts.
- When the Lions Park Strip Mall is busy the businesses and their customers may no longer find convenient parking if it is removed.
- There is a perception that free (non-permitted) parking is needed in the community and if removed, will result in more vehicles parked along the nearby residential streets.
- There is a perception that 14 Avenue is not wide enough for two vehicle travel lanes with parking on either side; therefore, by removing parking, visibility will be enhanced for people who wheel and drive.
- There is a perception that homeowners along 14 Avenue will not be able to park close to their front and side entrances which impacts access.



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When asked about the advantages and disadvantages if a traffic circle is installed at 20 Street, participants most frequently commented on the following:

Perception that 14 Avenue will be safer because:

- It will slow vehicle speeds
- It will allow for vehicles exiting the Lions Park Strip Mall to turn around safely
- It will encourage less illegal vehicle turns

Perception that 14 Avenue will be less safe because:

- It will increase traffic community to do a legal turn around
- Many people who drive are not familiar or do not know how to use a traffic circle
- Perception that people who walk and wheel will not know how to use a traffic circle

Perception that the removal of the 14 Avenue eastbound left turn lane to 19 Street northbound will be an inconvenience by increasing time to leave the community

When asked about other possible improvements to the Lions Park Pathway, participants most frequently commented on the following themes:

- Install more lighting
- Construct wider pathways
- Increase visibility within the Lions Park by reducing and trimming the landscaping
- Concern about the narrowing of the pathway under the pedestrian overpass is dangerous
- Provide good signage and markings for people who walk and wheel to understand it is a shared pathway and for understanding connections

When asked about other comments regarding mobility improvements along 14 Avenue, participants most frequently commented on the following themes (*please note some input was out of scope as some participants addressed previously asked questions):

- Concern about the removal of the 14 Avenue eastbound left turn lane to 19 Street northbound was the most frequent feedback
- Potential for higher traffic volumes on 12 Avenue because of the perception it may be quicker to turn on 19 Street northbound
- Wheeling lanes are not needed because of a perception there is low traffic volumes on 14 Avenue between 24 and 20 Street
- Perception mobility improvements are good for the community and protected wheeling lanes would make it even safer for people who wheel
- Perception and concern the money spent on the project is not required and could be better used for other projects

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.



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Next steps

The input we receive through the online engagement, along with data and technical analysis, will help us refine the proposed changes and present them back to the public in the fall. We anticipate construction to start in 2022.



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Summary of Input

Question 1 – When thinking about the removal of parking along 14 Avenue N.W. (between 24 Street and 20 Street), what are the potential impacts?	
Theme	Sample Quotes
There is a perception that parking utilization is low and because most homes do not front onto this residential road, the removal of parking will result in minimal impacts.	<p>“The impacts will be minimal as this area is in desperate need of a more pedestrian friendly environment.”</p> <p>“It’s great. There’s no room on 14 ave for parking anyway, and only a few vehicles seem to use it.”</p> <p>“As I live in and frequently walk the area, I don’t think this would cause many issues. I don’t see cars parked there often.”</p> <p>“Probably low impact as most on street residential parking due to the way most houses front into the streets not 14th Ave.”</p>
When the Lions Park Strip Mall is busy the businesses and their customers may no longer find convenient parking if it is removed.	<p>“Parking in the Lions Park strip mall is very limited and there is not much street parking for short term usage of the mall. Most of the side streets are all permitted parking only. Removing short term parking along 14 Ave would restrict usage of the mall.”</p> <p>“There isn’t a huge amount of parking that occurs along 14th ave. However, there does seem to be the need closer to 19th street due to overflow from the strip mall.”</p> <p>“There is currently very few parking spaces at Lions park strip mall. Many patrons (pre-covid) parked on 14th Ave. This will push them farther into the residential neighborhood.”</p> <p>“The lions park strip mall has limited parking, which results in overflow parking on 14th. If this parking is removed the overflow parking will most likely begin to illegally park on the permit parking only side streets.”</p>



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<p>There is a perception that free (non-permitted) parking is needed in the community and if removed, will result in more vehicles parked along the nearby residential streets.</p>	<p>"Parking is necessary as option for Lions Gate mall /Football games. Negative impact on residence in Briar Hill as Mall/AHS staff look for parking."</p> <p>"Free Parking is at a premium in BH. Removing parking will force drivers on to residential streets. Home owners will have a harder time parking near their house."</p> <p>"Loss of overflow parking throughout the Briar Hill neighbourhood. Parking for long vehicles and trailers will no longer be available. Parking is already a problem near 16 Ave since the 28 story student housing apartment was built, and further developments are planned for Motel Village."</p> <p>"There will be more residents parking in side streets, but I think this is a good tradeoff."</p> <p>"There will be more congested side streets and people will not have parking for guests or service vehicles."</p>
<p>There is a perception that 14 Avenue is not wide enough for two vehicle travel lanes with parking on either side; therefore, by removing parking, visibility will be enhanced for people who wheel and drive.</p>	<p>"The impacts will all be positive, providing better visibility for multi-modal users."</p> <p>"Reduces the need to swerve around parked vehicles particularly in the winter when many people that park there leave their vehicles sticking into the traffic lane, as a result of snow banks on the side of the road. Many times you have to swerve into the oncoming lane to avoid them."</p> <p>"Removal of parking is a good idea. It improves sight lines and removes "dooring" as a risk for cyclists."</p> <p>"It would make this area so much safer! As a driver, I find the parked cars make it harder to spot pedestrians, cyclists, and those travelling in mobility devises. Clearer sight lines and more space for wheeling lanes and ramps would make the area so much safer for all users."</p>
<p>There is a perception that homeowners along 14 Avenue will not be able to park close to their front and side entrances which impacts access.</p>	<p>"There are people who face 14th Ave at the west end and this is their street parking."</p> <p>"Removes street parking from residents that face 14th AVE NW."</p> <p>"Corner lot houses appreciate access to their side entrances especially during the summer months- removal of this parking along 14th Ave. N.W. impedes this access."</p> <p>"At the far west end of 14 Ave there are some houses facing the road, I'm not sure where their visitors would park."</p>

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Question 2 - What are the advantages and/or disadvantages if a traffic circle was installed at the intersection of 20 Street?

Theme	Sample Quotes
<p>Perception that 14 Avenue will be safer because:</p> <ul style="list-style-type: none"> It will slow vehicle speeds It will allow for vehicles exiting the Lions Park Strip Mall to turn around safely It will encourage less illegal vehicle turns 	<p>"Advantage is that it would slow down traffic and make it safer."</p> <p>"I like the advantages listed - slowing down traffic, having more of an entrance to briar hill"</p> <p>"Only advantages. There are frequent traffic problems with people turning out of the mall over a double solid line."</p> <p>"Easier to get out of strip mall if turning left onto 19st. I see no disadvantage."</p> <p>"Love this idea - mostly due to the prospects of slowing down traffic on 14th ave but I do see a lot of cars making awkward u turns at 14 ave and 20 st - also yes it could be something of a gateway to briar hill kind of feature."</p> <p>"There is a lot of westbound traffic making u-turns on 14th Ave. The traffic ring would make that safer to do."</p>
<p>Perception that 14 Avenue will be less safe because:</p> <ul style="list-style-type: none"> It will increase traffic volume into the community to do a legal turn around Many vehicle drivers are not familiar or do not know how to use a traffic circle Perception that pedestrians and people who wheel will not know how to use a traffic circle 	<p>"Bringing significant traffic volume into a residential neighbourhood instead of keeping it limited to 19th street."</p> <p>"Will increase traffic into the neighbourhood."</p> <p>"Traffic circles are also widely misunderstood creating a high likelihood of accidents."</p> <p>"People who don't know how to use traffic circles. I think it's a great idea to get cars out of the corner mall and headed in the right direction."</p> <p>"A traffic circle will make it dangerous for people biking, walking, and using a wheelchair, with traffic coming in a circular direction."</p> <p>"Calgary drivers don't understand traffic circles in general. They can be risky for pedestrian and cyclist users as car drivers are only looking for other cars."</p>
<p>Perception the removal of the 14 Avenue eastbound left turn lane to 19 Street northbound will be an inconvenience by increasing time to leave the community</p>	<p>"For all the people living in briar hill, no left turn at 19th st means we take a detour 5 minutes out."</p> <p>"Do not remove the left hand turn lane! This turn lane is used by most people of the community to access 16th ave."</p> <p>"I do not like losing the left turn lane onto northbound 19th Street. There is already a lot of traffic in this turn lane today."</p>



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Question 3 – Are there any more improvements that could be made to the pathway in Lions Park?	
Theme	Sample Quotes
Install more lighting	<p>“Sufficient nighttime lighting. Thanks for this!”</p> <p>“Better lighting at night.”</p> <p>“More lighting/motion lighting.”</p>
Construct wider pathways	<p>“Separate biking and walking pathways. Or make the pathway MUCH wider.”</p> <p>“Widening in a number sections eg between 19 St and Lions Park lrt platform, West of pedestrian overpass and under, to accommodate pedestrian and wheeled traffic together.”</p> <p>“Widening the pathway four pedestrians and cyclists is good.”</p>
Increase visibility within the Lions Park by reducing and trimming the landscaping	<p>“Redo the trimming of lower spruce trees boughs as done in the past, so drug dealers/campers can’t hide under the trees— right beside playgrounds.”</p> <p>“Visibility for safety and discourage some less desirable behaviours. Removing or pruning bushes may help.”</p> <p>“There are areas with vegetation that “hide” people doing drugs. I would like to see that opened up and more visible so people don’t collect there.”</p>
Concern about the narrowing of the pathway under the pedestrian overpass is dangerous	<p>“The pathway is too narrow to accommodate increased volumes of bicycles, especially near the pedestrian overpass from the parking lots near the professional building.”</p> <p>“I ride it every day. Two places are bad - past lions park ctrain and going under the pedestrian walkway. These need to be improved even with the current number of riders and other pathway users.”</p> <p>“Changes should be made to the area around the overpass to North Hill Mall. That section is always icy in winter since it doesn’t get any sun.”</p>



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Provide good signage and markings for people who wheel and pedestrians to understand it is a shared pathway and for understanding connections	<p>"This pathway is useless for cyclists. A train empties and it is 100% pedestrians across the whole path. Build a 2nd one for bikes or better yet, put one on 14 Ave in front of lions park. I ride my bike to work and I never use that path as it is inconvenient, slow, and has dodgy people yelling at you often."</p> <p>"Wayfinding signs that indicate what street is nearby."</p> <p>"Make sure there is an obvious and easy to use transition between the bike lanes and pathway at 19th Street, otherwise people will probably have no idea there is a connection."</p>
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Question 4 – Do you have any further comments or feedback to share about the proposed changes to improve mobility along 14 Avenue N.W.?	
Themes	Sample Quotes
Concern about the removal of the 14 Avenue eastbound left turn lane to 19 Street northbound was the most frequent feedback	<p>"My BIGGEST concern with your plan is there removal of the left turn lane at 19th Street. I am not trying to be rude but that plan is crazy!? It will create a backlog of traffic and people will just detour to 12 Ave to get onto 19th Street. Not a great option for our community."</p> <p>"Removing the left turn lane to NB 19th will create traffic problems for WB 14th. It is a major entrance to the neighborhood."</p> <p>"We feel that elimination of the left turn lane from 14th Ave to 19th street will only back up traffic into the circle and and create unnecessary frustration and time delay to get through the light."</p> <p>"The left-hand turn lane should be EXTENDED, NOT REMOVED. Vehicles turning north on 19 Street NW frequently block vehicles not turning north, because the existing turn lane is very short. Removing the left-hand turn lane would exacerbate this problem and likely divert traffic wanting to turn south through the side streets."</p>
Potential for higher traffic volumes on 12 Avenue because of the perception it may be quicker to turn on 19 Street northbound	<p>"It will create a backlog of traffic and people will just detour to 12 Ave to get onto 19th Street."</p> <p>"People will instead travel through the residential streets to 12th Avenue where they can get onto 19th Street."</p> <p>"I am concerned that traffic may redirect along 12th avenue which is already quite busy with traffic."</p>



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Wheeling lanes are not needed because of a perception there is low traffic volumes on 14 Avenue between 24 and 20 Street	<p>"Car and Bike traffic are light enough on 14th Ave west of 19th street that NO bike lane is needed especially if parking is no longer allowed between 20th and 24th streets."</p> <p>"There is not a need for bike lanes along 14 Avenue. It is pretty safe to bike on this road and it is my understanding the speed limit is going to change to 40 km. There is not a huge amount of traffic along it because it doesn't connect to major roads."</p> <p>"It is not a very busy street and it is wide enough to accommodate bikes without the expense of dedicated lanes that will only be visible and used for a few months of the year by a very very small segment of the population."</p>
Perception mobility improvements are good for the community and protected wheel lanes would make it even safer for people who wheel	<p>"Happy to see more accessibility and more bike infrastructure."</p> <p>"The ONLY thing I like about the plan is installation of directional wheel chair ramps."</p> <p>"I think it's great you are adding more mobility to our neighbourhood but as per my comments above I am not so sure the other changes have been well thought out."</p> <p>"Really need to consider fully protected wheeling lanes. Painted bicycle lanes are not fully protected, and do not provide an all ages and all abilities experience."</p> <p>"It would be great to see delineators or some other form of physical separation for the wheeling lanes west of 19 St. Even a minimal amount of separation makes a huge difference in deterring drivers from parking in the wheeling lanes."</p>
Perception and concern the money spent on the project is not required and could be better used for other projects	<p>"Save your money! Save Our Money! We need the left turn lane! We need the parking along 14th avenue! We don't need those ridiculous bike lanes put in that no one ever uses. We don't even need the traffic circle."</p> <p>"This project is a waste of tax payer money that will not improve access out the neighborhood, it will cause more parking issues and worse back ups, hurting the businesses and frustrating residents."</p> <p>"This truly seems like a make-work project. Taxpayer money could be better served elsewhere."</p> <p>"I am in favour of bike lanes however I believe in this location it would be a total waste of money. The sidewalk on either side is brand new. Plus with the residential traffic and low volumes bike travel is not an issue in the existing lanes. I would rather my tax dollars be spent on bike lanes in higher traffic areas where safety is an issue."</p>

Verbatim Comments

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive and personally identifying information has been removed (*).

QUESTION 1 – When thinking about the removal of parking along 14 Avenue N.W. (between 24 Street and 20 Street), what are the potential impacts?

MAKE A U-TURN LIGHT, DO NOT ADD TRAFFIC CIRCLE, DO NOT REMOVE PARKING, DO NOT
REMOVE LEFT TURN LANE, IMPROVE LIGHTING SO PPL STOP DEALING DRUGS AND
OVERDOSING. U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT, U-TURN LIGHT. NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE,
NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO
TRAFFIC CIRCLE, UTURN!

where are ppl gonna park? y'all realize y'all went and did a stupid thing by doing a parking survey in the middle of a global pandemic where most businesses weren't even allowed to operate legally? of course the parking count shows no one parking because no one can even go there to begin with? just watch what's gonna happen when things are back to normal and there's no parking and ppl start blocking the FIRE LANE and parking ILLEGALLY AND STOPPING EMERGENCY VEHICLES FROM COMING AND WE WILL DIE

The residents of 20 St NW met with the HHBH community association * on June 29. During our discussion, we all agreed that the parking survey conducted was done incorrectly. Being done during a pandemic means that it's an inaccurate representation of how much the street parking gets used by customers of the strip mall. On any given day, they see hundreds of customers. The removal of parking will affect them badly and encourage illegal parking elsewhere.

don't install traffic circle, don't remove parking, don't remove left turn. make a u-turn light on 19St x14Ave instead. everyone will be happier. you give people the ability to go there they want to go, we get to keep parking on 14Ave, commercial traffic doesn't get diverted into residential traffic. the thought process of removing parking was flawed because this survey is not accurate when done during a pandemic.. it's common sense guys, stop twisting things.

If parking is removed, where will people who frequent the strip mall and Lion's Park mall park? The parking lot is insufficient to accommodate all the parked vehicles. The parking count was very inaccurate as it was done when nothing non-essential was allowed to operate, which includes the yoga studio that accounts for most of the street parking used. People are going to park illegally in the back alley again, or where it should be permit parking only. It's actually very busy without COVID.

Uh NO! The strip mall with the yoga studio sees HUNDREDS of customers on a daily basis when there isn't a pandemic going on. Whoever did the parking count was stupid enough to do it when EVERYTHING NON-ESSENTIAL was shut down, which includes that yoga studio. Of course there wouldn't be as much parked cars during the middle of a frickin pandemic... imagine what's going to happen when it's over and you took away the parking. they're going to start parking illegally everywhere again like before.

There are businesses alongside 19th street that don't have enough parking to accommodate all of the businesses there. This past year there has been less parking, but that has been skewed due to covid.



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After things open up again, there will be more traffic. If parking is removed, there will be likely an increase in illegal parking.
Adding a wheel lane and completely changing our neighbourhood to accommodate it should not take a precedence over personal vehicles rights. Vehicles prevail in this case as they are licenced to drive on the road and 80% of people in our neighbourhood use vehicles not bicycles. Reducing the vehicle space for the entire neighbourhood without consulting the residents first just because someone in the management is a bicycle fan is wrong and direct abuse of power. We have only 2 lanes.
The bike lane is unnecessary as the traffic does not warrant the segregated space. The parking is very useful for folks with business in the neighborhood. I oppose the bike land
Free Parking is at a premium in BH. Removing parking will force drivers on to residential streets. Home owners will have a harder time parking near their house. Waste of tax payer money. Drivers,Bikers,Walkers in a residential street do not typically follow lines on road. People are NOT going use. Why make these changes for 39% of the population. Instead install ShareRoad sign like 19 Street. Will City actually listen to what neighbour want and save money.
There is already trouble parking as it is. The removal of parking is a very bad idea.
It will force people who use the strip mall to park to try and find parking on our streets in the community.
1/4 It's interesting the survey does not ask about closing the left hand turn lane from 14th Ave. onto 19th St. This is the most important exit point for Briar Hill in all directions. Over the years, access to our neighborhood has been restricted from Crowchild Tr., 16th Ave. and in future, 5th Ave. N.W. will no longer provide access to Crowchild. This means 14th Ave. is our major roadway. Closing the left hand turn lane will created undesired congestion at the intersection.
Of course it will have an impact on the houses along 14th Ave. as quite often you see vehicles parked, particularly overflow from the strip mall. It also restricts parking for the residents who live along 14th Ave.
I don't think this is a big concern. There are not many vehicles that use it. The wheeling lanes are a better use of the space, except for where they will cause loss of the left-turn lane at 19th St. and 14th Ave.
Access to the strip mall might be difficult considering the number of people who visit. The parking lot is always full!
Right now this street parking is a great place for non-residents to park when using services near our community (Lions Park Plaza businesses, football games @ McMahon) that doesn't inconvenience residents. Parking along the side of 14th right now serves to calm traffic by narrowing the roadway. Take it away & replace it with only a painted bike lane makes the road seem wider & encourages traffic to drive faster. Do not believe the advantages of bike lanes outweigh the drawbacks of parking loss
Don't remove the parking on that street. A dedicated cycle track isn't required there.
There is a Hus on this street as well as handibus pick ups. Cars and cyclists will have to wait a while at times to proceed. Calgary is cold, how can I plug my car in when I can't park near my house and removing this parking on 14 Avenue will be a real problem for me in the winter.
Perhaps more traffic as the road is less congested
As a corner lot on 14th avenue, I will not be able to park anywhere near my house if the 14 ave parking is removed. We have several residents who own work trucks and trailers who (legally) park in the area and if you remove this on-street parking it will be very hard to find a place close to my house to park. Please consider winter when we need to plug our cars in. Corner lots like mine with STOP signs only have one space in front of their house so it will be next to impossible to plug in.



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Project scope envisions further reduced/inadequate access to 19th Street NW northbound for residents by removing left turn eastbound.
The 14 Ave street parking provides a stable short term parking for the visitors and the residents, I find it unfair to remove it just to accommodate a few cyclists. live here long enough but never seen more than 2 cyclists during the rush hours, never seen any wheelers, DO Not remove the parking. If you need to remove parking to make room for the traffic, please consider only remove the parking that are close to the intersection at 19 St, that would make better sense.
Do not remove parking. This creates problems for the residents that park on the street. Does not allow future home development to face 14th Ave.
Parking doesn't need to be lost for the benefit of a few bikes. After all, the west end of this wouldn't get them to a big employer = foothills Hospital.
DO NOT REMOVE STREET PARKING ON 14 AVE NW! 1. Removes street parking from residents that face 14th AVE NW 2. Parking already stressed for instance every day people park illegally behind the CRU north of 14th in the 20th Street alley. 3. Overflow parking from CRUs on 19th Street and 12th Ave over flow park on 14th ave due to restricted parking on residential streets.
DO NOT REMOVE LEFT HAND TURN LANE ON 14th Ave NW ONTO NORTHBOUND 19th Street NW
It likely won't impact me directly but i think it is short sighted. There are people who face 14th Ave at the west end and this is their street parking. And toward 19th Street alot of people park along 14 Ave and use services in the strip mall, ride the Ctrail or whatever. All these people would then go and park in front of someone's house on a side street. So overall i am not in favor of this.
This really stinks! This is over flow parking for the mall. this is over flow parking for the Stampeder games and during stampede. Take this away this parking and they will park in front of our homes. Parking by permit only. LOL, they know the parking authority comes around once a week , if that often.
Parking along 14 AVE should NOT BE REMOVED. The parking supports the business at 19 ST and 14 AVE and REMOVING IT will force parking along nearby residential streets or illegally within the back alley immediately behind the business. Wheeling (bike) lanes SHOULD NOT be used along 14th AVE as they will increase traffic congestion and potentially eliminate a critical LEFT HAND TURN lane at 19ST/14 AVE. DONT ELIMINATE THE LEFT HAND TURN LANE at 19ST. As cyclist, I DO NOT support wheeling lanes
do not do this! this is the over flow parking area used by mall patricians, visitors of residents in the neighbor hood and and Stampeder football fans.
It would make this area so much safer! As a driver, I find the parked cars make it harder to spot pedestrians, cyclists, and those travelling in mobility devises. Clearer sight lines and more space for wheeling lanes and ramps would make the area so much safer for all users.
I think it's a smart move
This is detrimental to not only residents, but think about those accessing businesses on 19St like the medical centre and the library where there is limited parking. If you take this away, customers are just going to stop going to those places (bad for business) or find places to park illegally. This is a LOSE LOSE situation for everyone.. the free street parking helps those businesses retain their customers and benefits residents by not worrying about people parking where they shouldn't be.
Terrible idea. With the removal of parking, customers of the strip mall along 19 Street and from North Hill mall, or those who take the LRT are going to start parking illegally again in the residential areas where they shouldn't be parking. FREE Parking of the commercial businesses is limited as is for their



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customers, so can you imagine what would happen if they lose access to it? Already happened before where they BLOCKED the back alleys and prevented EMS and Firetrucks access!
I think removing the parking from that area creates challenges for the businesses that operate in the strip mall. The strip mall lot is not large enough to accommodate all their patrons in a non Covid environment. When yoga classes operate there are always cars parked along 14 Ave. Instead of having bike lanes, one side of 14 Ave could be designated for parking and not the other, it is tight when cars are parked on both sides of 14 Ave. I have not witnessed very many bikers riding down 14 Ave.
There are very few cyclist on 14th Avenue West 19th Street to justify a bike lane. I live on 24th Street Drive on 14th Ave several times a day and barely witness a cyclist. On a weekend, there are more cars parked on 14th Avenue as many are undoubtedly visiting family. Taking away parking on 14th Ave will only push these visiting cars on to the 'Street' roadway where many of the residents park their cars. I strongly believe that even with bike lanes, cyclists will ride middle of the road.
I have lived in this neighborhood for 45 years and there is more than enough space for bicycles, scooters and cars to share 14th Ave with parked cars. Have you performed an actual assessment of how many vehicles turn left from 14th Ave onto 19th Street?
I live on 20A st and 14ave and people park along 14 ALL THE TIME so then those cars are going to be parked in front of peoples homes adding more congestion and traffic to our streets. if I can not park in front of my house where to?
I strongly against this decision. I am a resident neighborhood and I have cars parking here. The back lane is full of pits holes due to poor maintenance leads to parking difficulties.
Currently the Lions park strip mall does not have adequate parking and therefore people using the mall are forced to park along 14th ave. This is not bad, as it is the lesser of two evils. If unable to park on 14th ave, they will park on the residential streets such as 20th street and then we will not be able to park in front of our homes. Sure you can put "parking by permit only" but unless the City o f Calgary is willing to patrol it every hour (and they are not) people will still park there.
Lack of parking for the strip mall.
Huge impact for people using the strip mall at the corner of 19th Street and 14th Ave. There often is no parking on site, so businesses will lose customers. What is the need to remove parking? To put in a widened sidewalk for the few cyclists, or "wheelers" as you call them? I see more pedestrians than cyclists. So now there will be a conflict between pedestrians and cyclists. Seems to me that this is a solution in search of a problem.
You f up traffic by extending sidewalks in residential areas. You removed a right-hand turning lane and fire-truck lane next to a hydrant on the south side of 17 Ave because a new sidewalk you built is there. Driver's turning right can't turn on a red light.
The street parking should be allowed from 22A west.
Probably low impact as most on street residential parking due to the way most houses front into the streets not 14th Ave.
I pass through this area frequently during rush-hour and this parking is hardly utilized at those times. Little impact.
I live on 14 Avenue NW. Very few cyclists use 14 Avenue NW (which dead-ends at Crowchild Trail), notwithstanding that very few vehicles park on 14 Avenue NW (since most houses in the area front on the cross-streets). I don't believe that wheeling lanes on 14 Avenue NW would be of material benefit to



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cyclists and I recommend that the City reconsider whether it would be prudent use of taxpayer money to install wheeling lanes on 14 Avenue NW.
bad idea, don't remove parking.
It will allow people to speed even more than they already do down this corridor...many cars fly down the avenue at 60-90 kmh. At least with parked cars they only go 70. I don't see how bike paths will help...make it quite dangerous for them unless you had speed bumps along the way.
Businesses from the strip mall will redirect patrons to park on streets that are normally used for residents. It is not appropriate to remove this parking given there is insufficient parking for the strip mall.
Using information gathered from January and February does not provide an accurate assessment of the use of parking as this is a snow route. Corner lot houses appreciate access to their side entrances especially during the summer months- removal of this parking along 14th Ave. N.W. impedes this access. It also accommodates a lot of parking during big McMahon Stadium events.
We live between 23rd and 24th St and the parking is utilized during the weekdays from 6am to 5pm by University students, construction workers, and health care staff. There is typically 4 - 6 cars parked on the south side of 14 Ave during that period. The same people also park along 24th St south of 14 Ave and frequently block the entrance the back alley. These people will find another spot to park slightly further away that will cause congestion there.
Hi there! We live on 22A St just north of 14 Ave. * We're excited about the changes being proposed - functional, safe, very smart concept. WRT parking along 14 Ave, our only concern is that during football games and other large events at McMahon many vehicles park in our neighborhood and walk to McMahon. They always fill up our streets and also 14 Ave from about 21A St west. Some of those parkers will seek other spots to park if 14 Ave becomes NP.
Parking will potentially increase along streets (versus 14 Ave) forcing residents to park further away from their homes.
Easier to see pedestrians crossing. Parking takes up the driving lane currently so one must drive across the centre line to go around.
This will take away parking for the small business who are struggling, and it will move business parking onto residential streets.
More parking on radial side streets.
I think it is good.
I don't think there is any bad impact. The city can only benefit from the proposed changes.
Drivers may travel at faster speeds if there are no parked cars.
It's the only place most people that lives there has to park their vehicles.
"The customers of the strip mall often park on this section of road, this parking will likely get pushed onto the north-south streets in front of people's houses instead.
The lions park strip mall has limited parking, which results in overflow parking on 14th. If this parking is removed the overflow parking will most likely begin to illegally park on the permit parking only side streets. I live at 1507 20th st and we already have lots of illegally parked vehicles from patrons of the strip mall.
"1. No street parking available to homes at the far west end of the neighborhood, this is a no go. 2. Stampeder (McMahon) parking in our neighborhood is absorbed on 14th Ave. removing parking here will force the parking onto side streets where there is already limited parking. 3. How does the community bus impact traffic when it stops with only one lane of traffic?! 4. How are left hand turns dealt with when done to one lane/ no parking!?"



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Residents lose parking. This is NOT a busy street and bike lanes are not needed here. This is a waste of money.
No comments
Real problem- please don't do it
WHY WOULD YOU REMOVE PARKING?! PEOPLE PARK HERE ALL THE TIME AND IT PROVIDES ADDITIONAL PARKING FOR VISITORS OF THE HOMES WHERE THERE IS LIMITED STREET PARKING ALREADY. BAD IDEA, DOESN'T EVEN MAKE SENSE.
Most vehicles parked on 14Ave between 24 and 20 ave are from people using the LRT. Very few people living in the community park their.
I am unfamiliar with that location.
Less parking.
limited residential parking in a neighbourhood of older homes many with single garages. lack of visitor parking.
Removal of parking only puts more pressure on the streets between 24 Street and 20 Street. Many homeowners on 22A Street don't use their garage where spots are limited already.
I don't think it's necessary and think it would be an inconvenience to residents and businesses I disagree with bike lanes as I think they are unnecessary on this street. I'm on 14th Ave at least twice a day, every day and did not see a single cyclist in the last 7 days. I have maybe seen one in the last few weeks.
Residents being unable to park in front of their homes, Increased parking in current lots
none
the removal of parking is only required between 21st St and 19th St
From my perspective as a cyclist, 14 Ave is already seems to have pretty high auto speeds. Removing the parking (without any other treatment) would increase the perception of motorists that 14 Ave is a residential freeway.
I can see significant impacts for residents and even for businesses. I am not in favour of this idea.
Good idea. 14 ave is too narrow for a parking lane and a traffic lane.
This should be of minimal impact, there is parking on all the streets
People will have to find parking elsewhere, there is no reason to remove street parking.
People will then park in front of the closest houses; no need to remove the on-street parking
I'm supportive of removing parking along 14th as parked vehicles on this road create a narrow roadway for passing traffic. Believe that bike lanes are a superior use of the space. Overall I believe the impacts to be positive.
I'm honestly indifferent to this. It is tight to drive with cars parked there but it's fine.
Huge inconvenience for me. I face 14 ave at the western end. Changes are not needed west of 19 st. It is a quiet street. Making it full of lanes will increase hazard. We need our turning lane on to 19 st. . A traffic circle for exiting strip mall people, would be annoying. If people are leaving the strip mall they can go out on 19 st. If they need to turn right on 14 ave they can do a u turn. They could have a no turning left sign leaving the 14 ave side for that matter.
As I live in and frequently walk the area, I don't think this would cause many issues. I don't see cars parked there often.
Loss of parking between 24 St and 20 St... duh.
There are homes that face 14th Avenue, why would their street parking be removed? These are large expensive homes that were approved by The City to face 14th Ave, they contribute high value taxes. This seems unfair to these residents with little added value to cyclists. We have lived in Briar Hill for 26 years



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and cycle on 14th Ave daily with no negative impact from parked cars or traffic. We see no need for change.
Generally it does not impact me. However every time the stamps play at mcMahon the west end of Briar Hill is a parking lot. More blocks will be impacted if no parking on 14 Ave. Not a big deal with only a few games a year... but what will happen if all the planned redevelopment happens at this site with insufficient parking provided. And don't say residential parking permits is the answer because that simply does not work because there is no enforcement!
Forcing more parking into the residential N-S streets along that Avenue.
An alternative is to maintain parking on one side of avenue and install 2-direction wheeling lane on other side. Consider street parking along 14 Ave and any other connector/non residential road way (in it's entirety or partial section) to be at least 2 hour in duration and restrictions limited to week days daytime.
Unnecessary conflict created between local residents occasional need to park an extra vehicle in the neighbourhood and transient bicyclists. I live in Briar Hill and bike in the neighbourhood everyday on my way to and from work. There is never a problem with vehicles parked on 14 Ave so why create one? There is never congestion with bicyclists going around cars parked on 14 Ave. You don't bike or live in Briar Hill so why are you ruining the current safe and peaceful situation? Share the road!!!
I don't think there is enough traffic along 14 to justify removing traffic to install a wheeling lane. I ride my bike frequently down this route and I have never felt unsafe because of traffic concerns. In the summer I ride upwards to 100 km per week around Calgary and 14 Ave is the very least of my concerns. It just doesn't seem to need a special lane to accommodate wheels and disrupt parking.
I do not park on 14th Avenue although I use it regularly. The only time there is very much traffic on 14th Avenue is during a football game. I DO NOT THINK REMOVING PARKING IS GOING TO ADD MUCH VALUE.
As it's already a Bus route and parking is discouraged as it significantly narrows the main route. A good decision.
Agree this is a great idea, very few cars park here anyway.
Not an issue, there is seldom parking along 14th Ave.
As a homeowner that lives on 14 Avenue this would severely impact our ability to park our vehicle in front of our home, unload groceries and even have visitors. We do not approve of these proposed changes and ask that they are NOT implemented.
as long as business don't mind having limited parking for their customers, due to mobility needs I need to use a vehicle, if there is no parking I will take my business to other places
I am ok with removing parking as when the city snow plows the road and a car parks beside the row of snow there is not enough room for two cars to pass.
Impact to residence parking. When Lions Gate Mall patients/clients/customers can not get short term parking on 14 Ave N.W. West of 19 Street they will go further into the community. The city planners only reviewed 4 days at various times of day during a pandemic. Not a realistic survey of normal use.
It does not affect how I use this area.
Less pollution from idling and a more beautiful street. Positive. Encourages healthier modes of transportation.
parking on side streets
Removing the parking then adding bike lanes and a traffic circle is a bad idea. It is like you found key words and mashed them together and hope they all work together
You are encouraging more dense housing, including multi-plexes without adequate parking (eg. what is being built on 19th Street currently) - and the more likely place for those are along the collector roads like



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14th Ave (though I'd personally like to see them stay only on 19th). Yet here you are getting rid of on street parking that would serve such dwellings... we need to confirm you won't allow multiplexes within the community first (i.e. the Riley LAP first). Otherwise we need the parking.
better vehicle passage/safety - parking lanes are a bit narrow. better pedestrian/cycle safety
None, great idea!
Loss of overflow parking throughout the Briar Hill neighbourhood. Parking for long vehicles and trailers will no longer be available. Parking is already a problem near 16 Ave since the 28 story student housing apartment was built, and further developments are planned for Motel Village. As a bicyclist I already endure yelling and honking from motorists, now there will be more anger towards bicyclists for causing the removal of parking and narrowing of the street. Bikes and cars can share the Road
there is currently very few parking spaces at Lions park strip mall. Many patrons (pre-covid) parked on 14th Ave. This will push them farther into the residential neighborhood.
Very few vehicles are parked on this section of 14 Ave NW most days and there is lots of parking on the nearby streets.
very few houses facing 14th ave so not much parking the road is too narrow for parking anyway not that big of a deal. If in the future development faces 14th ave then parking should be reinstated.
Major impact - loss of parking. With the projected growing popularity of electric vehicles, the climate change argument for inconveniencing drivers is losing it's weight. If we are to remove parking to make way for a wheeling lane, we will need to provide parking elsewhere nearby. Is there no opportunity to add a wheeling lane or path parallel to the 14th Avenue route nearby, without parking impact?
More vehicles will park on the residential streets adjacent to 14th. This will make parking difficult for residents of these streets.
It's great. There's no room on 14 ave for parking anyway, and only a few vehicles seem to use it.
Residents require on street parking for themselves and guests. I disagree with removing parking.
Better traffic flow.
Smoother ride for cyclists.
Frustration. Parking is necessary as option for Lions Gate mall /Football games. Negative impact on residence in Briar Hill as Mall/AHS staff look for parking.
There will be more congested side streets and people will not have parking for guests or service vehicles.
Taking away parking along 14th Ave doesn't allow a 2nd vehicle to park in front of our house due to a stop sign. We live on a corner lot, and now have to park in front of our neighbours . We are outside most evenings all spring/summer, and also use 14th ave to bike to work during rush hour. We have yet to see an endless stream of bikers/wheelers ride down 14th avenue to justify spending taxpayers money on painting lines for a separate lane. Plus the speed limit is now 40, which is safer.
It will push parking to side streets which will increase traffic there. Some neighbourhoods seem to be allowed to keep parking on one side of the street and add bike lanes on the other
This is all that required for the safety of cyclists because car and bike traffic is light enough on 14th Ave and the road already generously wide enough, especially with the removal of parking. Dedicated bike lanes are OVERKILL and an issue if that means removing the left turn lane to 19th St. Creating a traffic snarl at that intersection would be dangerous to both drivers and cyclists.
If you do this, there will be less parking for visitors to homes along this street when there is already limited street parking. That is unnecessary and rude.
Love it, need more cycling infrastructure



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It would improve the experience for residents of the neighborhood by decreasing the number of people who park here during Stampede games and because 14th Ave really isn't wide enough to have cars parked on both sides.
I can not park in front of my house?!?! The last block should be excluded! We are the only houses facing on to 14 Ave. Not needed leave our street alone.
I really like the idea of getting rid of street parking on this section of 14th Ave. No more having to cross the center line to drive around large landscaping vehicles and trucks. I agree there is a lot of cyclist that will benefit from the cyclists and wheeled vehicles.
Removing parking is always a good thing
The impacts will be minimal as this area is in desperate need of a more pedestrian friendly environment.
Works for me
More space for wheelers and other active modes, which represent 39% of commuters, as you said. Much better than publicly-funded vehicle parking.
Improved safety for people on the wheeling lane. Less incentive to visit the area by car or store your vehicle in public space. I'm all for it.
removing the parking just means more people will use the road
Removal of parking is a good idea. It improves sight lines and removes "dooring" as a risk for cyclists.
Would make biking much much safer.
Minimal, but allow time-limited parking on side streets
None.
Better sense of safety for all so that community life can return.
Removing the left turn lane from 14 Ave nw onto 19th st is a big mistake. Will cause so much more congestion
More space for non-vehicle modes along the street. Also, with parking currently having low utilization, converting the parking into wheeling lanes will help calm traffic on the street.
There isn't a huge amount of parking that occurs along 14th ave. However, there does seem to be the need closer to 19th street due to overflow from the strip mall.
Safer cycling
My home fronts onto 14th Ave and street parking is important to me. Mine is the only block in this situation and the impact is extremely different for the remainder of the streets. I also have a one way laneway which adds to need for street parking.
This is going to cause a lot of problems for businesses that do not have a lot of parking. It is going to make them have to park in a totally different area than the business.
Parking along 14 Ave is priority. There is not enough stalls for client/patients that have appointments at medical clinics in Lions gate mall. The 1hr gives people an option to get to the appointment with out risking getting a ticket in the parking lot. Most of the houses along 14 Ave do not have there main entrance along 14th. Vehicles looking for parking will go further into residential area restricting property owners easy access to their homes. Parking for Stamp games would be effected.
Safety of all road users
For residents in that area, or anybody who may work in that area, may be more difficult for them to find parking in front of their homes or work place.
Loss of parking for home owners, visitors, work people etc.
Do not proceed with this as it's not required. A bike lane on this road is ridiculous, where's the study/JUSTIFICATION of the number of bikes using this road in order to make such a drastic change?



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Loss of parking for home owners, visitors, work people etc. Do not proceed with this as it's not required. A bike lane on this road is ridiculous, where's the study/JUSTIFICATION of the number of bikes using this road in order to make such a drastic change?
Where will the cars go? There is insufficient parking in that area when the strip mall is fully utilized as it was pre-pandemic.
Minimal, other than loss of parking for residents - who have ample alternatives.
Will push the commercial parking traffic onto the residential streets where it does not belong. With the train station here it is already a parking issue for the residents. Need more accessible parking for the transit station in the commercial area
More parking in front of other homes. Will make it harder to put up those multi use home in the future
Seems like a good idea as there are both laneway and street options, therefore no great need to park along 14 Ave.
Should remain as is due to volume
Gives more opportunity for dial a dope deals to be made
I think it's a positive change that will improve active travel in the community.
I bike and run on this street often and rarely see more than a small handful of cars parked on it. I believe the impact will be minor.
There would have to be some parking available on the side streets.
No residential street parking on that road
the worst impact is the loss of the left turn lane on 14th ave to 19th street. This will severely backup as it is a busy intersection with frequent left turns. You will need to change the traffic light sequence to allow for unobstructed left turns going eastbound on 14th at that intersection
Removal of parking on both sides does not affect 14th ave to 23rd street. There are no houses that face on to 14 ave so on street parking should not be an issue with those residents. However - 14th ave between 23rd st and 24th street has seven residents with houses facing 14th ave - eliminating on street parking for these houses should not even be considered.
No impact for residents between 23 street and 20 street, but does for residents between 23 to 24 streets. Would eliminate front door street access for these 7 houses. For bicycle use, user has to dismount to use overpass over crowchild trail, so why not at 23 street?
Not overly concerned about it but then i don't live right along 14th Ave. I am not really sure what value the painted bike lanes add though!? I commute along this road every day each way to SAIT from the west end of Briar Hill and have never felt 14th Avenue to be unsafe for cyclists. My kids ride there frequently too! I think painting bike lanes will actually make it worse because drivers will be pushed into narrower lanes in the middle. And what about the bus stops on eastbound? Poor plan
How does this affect the existing residents
Will cause additional parking to move into the side streets.
Almost nothing; existing parking in the area isn't anywhere near 100% utilized.
parking in the Lions Park strip mall is very limited and there is not much street parking for short term usage of the mall. Most of the side streets are all permitted parking only. Removing short term parking along 14 Ave would restrict usage of the mall.
This is not a high parking zone. Changing it will do nothing to affect local traffic positively or negatively. Added bike lanes will not be used enough to warrant their addition to the road. Bikes can use the regular road in this area as traffic is already slow due to nearby playground zone.
I think that would be a good idea. Potential impacts is lost parking for residents on street. Not a typical residential street though.



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It will impact the residents living on 14 Ave NW negatively and will impact the businesses negatively in the strip mall. If you are going to eliminate parking between 24 & 20 st then do it for the entire length of 14 ave. It is a narrow road they way it is for the traffic it handles.
This street sees a LOT of parking during stadium events. It's difficult to park in the neighbourhood as is during these events, so removal of parking will exacerbate this. Big concern is that traffic moves too fast along 14th ave as is. I'd be concerned that with no parked cars (but empty bike lanes), 14th ave will basically become a drag racing strip. Put in speed bumps please! (regardless!)
Just dumb, why would you make a neighbour leads friendly to visitors, not a busy road at all.
Hardly anyone parks there why make the change. This is not a high traffic area.
More parking on radial side streets.
The parking is often full in the strip mall and as this has a dentist, doctor and pharmacy plus other key be in time businesses removal of parking on the north side of 20 th is problematic especially with a lot of permi only parking in the neighborhood
Absolutely terrible idea. Parking I Calgary is terrible enough as it is. To g rid of parking for stupid wheeling lane that are rarely used compared to motor vehicle traffic is ridiculously stupid and the city of Calgary needs to quit ruining traffic flow and parking to put I stupid bike lanes.
Not much; parking in the areas is nowhere near 100% occupied as it stands today.
I have been commuting by bike on this exact route for 20 years. This is a fantastic idea. Very few vehicles park here anyways.
positive impacts - reduce calgary being a car centric city
I like being able to park there occasionally without having to use parking pass and do not support complete removal of public parking from the neighbourhood. It is elitist to have absolutely no public parking in a neighbourhood. I have collected census data in this area- where can I park to do my job? Also visiting friends without having to worry about whether pass is engaged.
Space for bikes is great!
What is the point in putting in wheel lanes from 19 St to 24 St only to have it culminate at Crowchild Trail? Where do you go from there?? Can't get over the pedestrian overpass in a wheelchair. There is a bike track but it is difficult to use.
I don't mind this change as there isn't much parking that usually happens on 14th Ave.
More parking in hood. Don't like it
I don't usually see too many vehicles parked in this area, so I don't think it would make much of a difference if you removed parking.
Homeowners closer to 24th street may be impacted most by this as it seems they are the only ones to regularly park on 14th Avenue.
People parking in front of homes where they don't live.
None for me. I have adequate street parking on 20A St.
Where do my visitors park? I live on 14 ave. Will cars and bikes maneuver thru the circle sequentially? I find bike lanes hard to keep tabs on with shoulder checking.
None. I am open to this.
Contractors parking vehicles will need to park elsewhere. Maybe non-issue? The bike lanes sound nice.



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I've lived on 14 ave for 10 years there is very little parking on 14 ave + it kind of jams up 14 ave traffic to park - there is t quite enough width - I think a wheeling lane would great - you might think about improvements to the overhead crossovers at 16th ave (connecting) to Banff Trail while you are at it - another advantage is to hopefully help slow down traffic on 14 ave - there are a few cars that routinely speed along 14 ave The only disadvant is the loss of the left turn lane at 19 st
If the road is not narrowed, then traffic will probably speed up
More cars would need to park along side streets. This would negatively impact parking options for residents.
Less parking in the city is not good for families, people with disabilities, and elderly people who cannot walk or bike.
I dont know, because I dont park here. However I do ride my bike on 14th ave and would be glad to have a continouse bike path/lane from the 23rd street area all the way to 10th street (via SAIT). Therefore I say the removal of parking is worth the benifits of the bike lane.
Reduces the need to swerve around parked vehicles particularly in the winter when many people that park there leave their vehicles sticking into the traffic lane, as a result of snow banks on the side of the road. Many times you have to swerve into the oncoming lane to avoid them.
Traffic will have more driving width and may go faster/more dangerously. There would be more space for other users though so that's nice.
I am not overly concerned about the removal of parking. However, we have increased parking pressure at the west end of 14th Ave from foothills hospital, university, construction projects (e.g. cancer centre) etc. And regular parking congestion during Stampeder's games. Loss of 14 Ave parking will push these people to park infront of homes, causing inconvenience for homeowners.
This is a great idea.
Loss of parking to created seldom used bike lanes (especially in the winter).
I don't live along this corridor but it would affect those houses along the avenue and I would imagine some of the people will not like this.
There will be more residents parking in side streets, but I think this is a good tradeoff.
This designated parking is significantly under-used since the beginning of the pandemic due to less ridership on public transit. Removing this parking entirely would benefit traffic trying to get out of the community and would create more space.
There is enough parking it is fine to remove it
Better sight lines for people in all modes. No biking in the "door zone". Smoother traffic flow. Less convenient car parking.
Defund the arts
None, there are giant parking lots to accommodate parking close by at North Hill mall.
No impact - homes have garages and adjacent streets provide parking
The impacts will all be positive, providing better visibility for multi-modal users. All businesses nearby have parking lots.
No issues. This parking is rarely ever used. Nearly all the residents face the streets rather than avenue, have rear lanes, and have garages. The parking sits empty so, instead, we should be prioritizing safe mobility over irregular car storage.
Worth it for wheeling lanes! Would prefer protected facilities though (cycle tracks) especially if parking is being removed anyways.

Removing parking along the roadway caters only to the minority who are capable of that active lifestyle. There are significantly more people who cannot, for many valid reasons, engage in that kind of transportation and should not suffer because of the few who are vocal and demanding now.

QUESTION 2 – What are the advantages and/or disadvantages if a traffic circle was installed at the intersection of 20 Street?

[illegible]

how about no because no one wants this traffic circle because it's only benefitting businesses but residents HATE this idea. come up with a better solution like making a u-turn light, and don't remove the left-turn light. also stop trying to put bike lanes everywhere. really no one wants this traffic circle, it's such a waste of slush fund money and we as a community are feeling betrayed. you're creating problems for us that didn't exist before and offering a solution with 10000x more problems

Everyone at this meeting agreed the traffic circle was a terrible idea. We do NOT want traffic being diverted onto our street, making it difficult for us to exit our homes. It is also too close to the homes directly beside, which is a huge safety issue as there is NO barrier between our homes and the circle. I live right beside, and am so scared someone could just recklessly drive into my house. Put yourself in my shoes and see how you'd feel if you lived there. You would be so angry and scared!

nobody wants the traffic circle because you're just going to push all the traffic into one spot and congest it where those living in the cul de sac already hate how much traffic we can get. it won't be a quiet place to live anymore either. stop trying to create solutions with 100x more problems, we don't need the traffic circle but the u-turn light instead. it is common sense to not put a traffic circle where no one wants it so please be smart about this and don't do stupid things like this.

How about scrapping the idea of a traffic circle, where nobody in the community wants it, and consider installing a U-turn light on 19St x 14Ave instead, like how it's set up on 17th Ave SE? You will give ppl a chance to turn back onto 19St and stop people making illegal u-turns in the residential area. If there is a slush fund to put a traffic circle where it's unwanted, then you should consider widening 19St to accommodate this much better solution that is good for residential and commercial.

no one wants this traffic circle seriously, you guys came up with this dumb idea without thinking how residents would feel. it makes no sense to put it where nobody wants it??

The only advantage is less illegal u turns. But otherwise is a major disadvantage. The area has a lot of foot traffic, much more than vehicle traffic. People are crossing the street all of the time, and with a traffic circle that's only going to make pedestrian traffic much harder.

Only disadvantages and direct violation of human rights for home owners living on the 20 Street NW as the proposed location of 14 ave and 20 Street NW is a cul-de-sac which has only one exit/entrance to the cul-de-sac because there is a wall at the other end. It goes against any safety codes. Any street by the



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law requires NON OBSTRUCTED ESCAPE ROUTE in case of fire or other emergencies such as ambulance, police or fire brigade. Having a traffic circle will make us HOSTAGES. We will fight.
This is a good idea, as long as it's not too awkward to get around
Makes sense to have traffic circle at 20 street or 20A street. Traffic turn right off 19 street onto 14 ave to U turn to cross 19street. This will make safer for pedestrian/wheeling traffic. 20A makes more sense for traffic circle because a lot of traffic comes off 20A street to go East on 14 Ave because of lights on LRT. Lion gate: Traffic theoretically should turn right out of mall because double solid 14 ave & turn around at traffic circle.
Makes sense to have traffic circle at 20 street or 20A street. Traffic turn right off 19 street onto 14 ave to U turn to cross 19street. This will make safer for pedestrian/wheeling traffic. 20A makes more sense for traffic circle because a lot of traffic comes off 20A street to go East on 14 Ave because of lights on LRT.
It will take time for folks to safely navigate a traffic circle. My experience has found accidents are more frequent even though the accidents tend to be at a slower speed. This should decrease over time.
Will the traffic being directed east bound be able turn left into 19th street- if not, I expect traffic will then flow down 20th street to 12th to get on to 19th street northbound- adding additional traffic to my street. Also, I have concerns about design and maintenance of a traffic circle - I've looked at several in rRenfrew and they are a mess, poorly maintained.
2/4 We have lived in BH for over 40 years and use that intersection several times a day. There are always cars waiting at each signal light rotation. Shutting the left hand turn lane means traffic turning either north or south on 19th St. will have to wait for oncoming traffic, pedestrians and wheelers to clear the intersection, meaning multiple cars will have to wait idling for multiple lights. Some cars will go north on 20A St. and exit onto 16th Ave however those wishing to travel west will
No advantage whatsoever. Vehicles leaving the strip mall parking will simply turn left onto 14th Ave. as they always have. That's never been a problem as people are courteous and always let them in. The traffic circle will not be a gateway to the neighborhood - look at the ones in Rosedale, they're unsightly and unkempt. Also, traffic circles are dangerous to cyclists as they must arc around to pass the barrier.
I don't see the need for it. Traffic clears pretty quickly from the intersection at 19th St. and 14 Ave. with the existing left turn lane. With a bit of patience, strip mall users should be able to exit within one traffic light change. I see the traffic circle as overkill. There is still the possibility for people to exit the strip mall onto 19 St. and turn left from there.
A lot of millions dollars houses are in the street and more are coming with expectations to live & enjoy with the services already there. WAITING TIME 9) It will increase waiting time to take turns from 20 st to 14 avenue as traffic increases from the Mall to take U-TURN.
Chances of accidents on the circle will increase as it is very very hard to take U-turn for the heavy & medium delivery & pick ups from the Mall on one go while traffic coming from West to East on 14 avenue. HIGH PROPERTY TAX 7) Residents of this community are paying high property tax to live Pollution free, Noise free not for additional pollution, noise & traffic



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<p>The traffic will come to a halt and a long waiting queue will come as more traffic from the Lions Park Strip Mall will merge to take U-turn on the circle & taking turn on 20st south while traffic is coming from West to East and as well as turning to 20 St South.</p> <p>SERIOUS POLLUTION & NOISE</p> <p>5) Long waiting on the circle will add more pollution & noise in the community which are very serious health concerns to the residents.</p>
<p>Makes sense to have traffic circle at 20 street or 20A street. Traffic turn right off 19 street onto 14 ave to U turn to cross 19street. This will make safer for pedestrian/wheeling traffic. 20A makes more sense for traffic circle because a lot of traffic comes off 20A street to go East on 14 Ave because of lights on LRT.</p>
<p>The biggest advantage is that it will address the problem of illegal u-turns at this intersection. As a resident of 20 St in the block south of this intersection it is one of my largest safety concerns in that I have frequent close calls here in vehicle, on bicycle, & while walking as a result of folks u-turning. The u-turners are both folks unable to turn left when exiting Lions Park Plaza & traffic accidentally forced into our community when 19th southbound reduces from 2 to 1 lane @ 14 Ave</p>
<p>There are no advantages. It will be an impediment to bus service</p>
<p>This will make it easier to exit the mall which is good. No real downside. However removing the left turn lane eastbound from 14 Ave at 19 st will be a disaster unless you significantly increase the green light time. As it is we often wait two lights to turn in peak time. The train crossing exacerbates this as the straight through traffic has little space before the tracks so we get trapped at the lights and trains run every 2 to 5 mins at peak times making it even worse.</p>
<p>Will slow traffic - advantage, although not sure that is a problem today</p>
<p>I think this makes a lot of sense. Exiting the strip mall and turning left is brutal if there is even one car. Also consider a U-Turn allowed sign and/or signal at the 14th ave and 19 st lights, southbound as the strip mall has an exit to 19th Street as well. This U-Turn would allow the strip mall parkers to go in all four directions from the intersection and would likely be cheaper than a traffic circle.</p>
<p>long term (180 days+ per 20AVE NW project) excruciating impaired traffic flow through project construction for only theoretical unmeasurable benefits unsupported to community by local data.</p>
<p>There is NO advantage, a circle will not help with the traffic flow, it forces cars and pedestrian fighting to get around, all in the name of trying to ease the occasionally congested exit of the strip mall, more importantly, a potential fire hazard for the homes on 20 St, the residents whose home are directly located at the corner will be in fear since a traffic circle is difficult to navigate, cars may crash into their houses/yards. DO NOT INSTALL THE CIRCLE at the intersection of the 20 St.</p>
<p>Disadvantage - traps the traffic from the cul de sac from exiting during before and after school high traffic, creating unnecessary delays for emergency situations in the cul de sac. This is especially true with the elimination of the 14th ave left turn lane onto 19th street north.</p> <p>Do not put the needs of the CRU above those of the residents, proper signage will prevent the left turns out of CRUs and prevent u-turns.</p>
<p>For the few vehicles using the strip mall, why penalize all Briar Hill?</p>
<p>DO NOT INSTALL TRAFFIC CIRCLE AT THE INTERSECTION OF A CUL DE SAC!</p> <p>Safety is the top priority and restricting the entrance and exit to a single entrance/exit cul de sac is dangerous!</p> <p>There has been an emergency in the cul de sac resulting in a death. The cul de sac and 14th ave were filled with emergency vehicles to address the situation. A traffic circle should never hinder this access. Eastbound traffic will back up into the traffic circle DO NOT REMOVE 14th left turn lane!</p> <p>This is DANGEROUS!</p>



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IF people make a right hand turn out of the strip mall and use the traffic circle to then go east along 14 Ave and N on 19 street THEN i think is is a decent idea. BUT how likely is this to happen unless there is a backup of traffic at the 19 Street intersection. People will just keep doing what they are doing now. On the down side, i personally would not want to live in a corner house at 14 Ave and 20 Street with a traffic circle right by my house. Overall, I am not in favor of it.
"The Lions park mall traffic will be forced back into the neighbor hood, especially since you took away the left turn lane. The traffic will be snarled up for blocks.
Taking away the left turn lane will cause a bottleneck like you wouldn't believe."
A TRAFFIC CIRCLE should NOT BE USED @ the 20th ST/14th AVE intersect. A 20ST/14AVE TRAFFIC CIRCLE will effectively TRAP residents of the CUL DE SAC on 20th ST during times peak of the day. Since there is only entry point into the CUL DE SAC a TRAFFIC CIRCLE at the location will increase the response times of EMERGENCY VEHICLES. ELIMINATING the LEFT HAND TURN at 19ST/14AVE combined with a TRAFFIC CIRCLE at 20ST/14AVE will create SIGNIFICANT traffic congestion during SCHOOL HOURS (non-covid)
do not remove the left hand turn lane! This turn lane is used by most people of the community to access 16th ave.
This is an important traffic calming measure.
Nobody knows how to use traffic circles properly or realise who has right of way. I avoid them for that reason.
People don't know how to follow traffic circles properly you're asking for accidents.
Traffic circles confuse many Calgarians and provide another chance for rude and impatient drivers to make driving more dangerous.
I see so much traffic in communities with traffic circles. I can only anticipate the same will happen if this were to go through, this is not a good thing. With that comes reckless drivers and increased pollution. It will be disruptive to the residents and none of the resident want that. This is a terrible suggestion and came with too little notice. Residents only were informed about this days before the deadline, you'd think there would be more courtesy than this. It's truly disappointing.
please do not install a traffic circle at this intersection. I used to live near another traffic circle and it was almost impossible to leave my home in a timely manner.. I have senior parents living with me with tons of health issues and need to take them to emergency and doctors often.. the traffic circle I used to live near made it so difficult for ambulance to access because of traffic or for me to leave to drive them to hospital.. this is not going to work.. please I am begging you..
It's against my human rights because a traffic circle is inviting increased volume and ruining whatever peace exists there. Already such a busy road from that strip mall and North Hill mall, whose bright idea was this? Put yourself in the residents' shoes who literally live at this intersection. Everyone on that street is against it because it's a stupid idea, we won't want increased traffic just because you think it will relieve traffic from COMMERCIAL BUILDINGS IN A RESIDENTIAL AREA
NO! Why is a traffic circle needed to let people know it's a residential area, it's common sense because there are houses! Look at how the traffic circles in residential areas operate in communities like Signal Hill, residents who live in those cul de sacs wait SO LONG to leave their damn homes. There is a LITERAL WALL on the cul de sac of 20 St, you will be blocking residents in and basically preventing them from leaving with the increased traffic. IT WILL NOT RELIEVE TRAFFIC! STUPID IDEA
Adding a traffic circle is a bad idea because the patrons using the strip mall, the businesses and the local area residents are ALL worse off. On street parking is more important than ease of getting out of the parking lot. Changing 14 Ave to one lane will back up traffic even more unless a left hand turn light is put



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in place to allow cars to head North onto 19 St from 14 Ave. There are always pedestrians on the North side of 14 Ave crossing 19 St. The design without light changes doesn't work.
"The traffic circle on 20th Street will only be effective if exiting from the strip mall right turn only. It will not do much for slowing down traffic Westbound from the intersection.
Do not remove the 14th Ave left turn lane. Do not remove the 14th Ave left turn lane. Do not remove the 14th Ave left turn lane. Do not remove the 14th Ave left turn lane. Do not remove the 14th Ave left turn lane. Do not remove the 14th Ave left turn lane."
This traffic circle should be moved one block further west on 14th than suggested so that traffic that comes off of 16th Ave slows down. It also should be used to slow down speeding on 14th Ave. Everyday I see people transversing the neighborhood or actual neighbors running the stop sign or performing rolling stops. Failing to stop at 20A st and speeding down 14th are the greatest risks on 14th Ave.
I think the traffic circle should be installed at the end of our street 20 A Street (not 20st) People cut in from 16AVE going East ALL THE TIME. If it was on 14Ave and 20A Street it would also have the advantage of calming this "in" traffic from 16Ave which has been a problem for years as people cut through this neighborhood. I do not understand what you mean by allowing a u-turn from Lions Gate strip mall (I'm assuming you mean by the library). Why is this even a problem currently ???
no advantage! why you guys do this? any traffic jam nearby? communities around commute become harder.
there is no any advantage for neighbors. if the circle is installed, traffic becomes heavier which is dangers to pedestrians and neighbors' commute.
Having the mall traffic diverted back into the residential neighbor hood is not a good idea.
I'm worried about losing the left turn lane. This would make 12 st busy and only way to turn left out of community to get to 16th Ave.
What is the need? 14th Ave isn't that busy, so people needing to exit the strip mall on the south end to turn onto eastbound 14th Ave rarely have traffic issues. And with the current configuration, there is a turning lane to turn north onto 19th. This plan will remove that ability, which is absolutely ridiculous. All to widen the sidewalk to make room for "wheelers"? And- to push all the left turning people to the intersection of 12 th Ave and 19th, where there is no light??
*Traffic circles cost huge money and ridiculously slow vehicles when the speed limit is now down to 40 km/hour.
Necessary
A lot depends on the asymmetry of the flow of traffic. The location at 14th and 20th looks like it will be low enough that asymmetry should not be a problem. The key factor is good signage and road marking along with some public education. The education campaign should be as non-condescending as possible and explain the benefits. Not everyone in Calgary is a British immigrant who grew up with roundabouts.
Precautions should be implemented to protect people using the "wheeling" lanes. Calgary drivers get a little skittish using traffic circles and they might not think to look to their right to check for vulnerable road users.
I agree that it would be helpful for vehicles leaving the strip mall.
unnecessary.
The lights at 14th Ave and 20th st work fine. One of preferred intersections in the city because of its efficiency, I don't see reason to put in a traffic circle.



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No advantage, just allows customers at small strip mall to easily leave area, but for all the people living in briar hill, no left turn at 19th st means we take a detour 5 minutes out. Also, still allows people to speed at 90 from 20 st to 22a+ on 14th ave.
I see no advantage and believe that the traffic circle will increase the risk of collisions.
I like the idea of the traffic circle as long as it is attractive. It would definitely allow for a smoother flow of traffic from those making a U turn at that intersection. I frequently see this happening.
A traffic circle will not bother me, but will cause confusion for many others as navigating it for a u-turn seems to confound many drivers in Calgary. It also seems to be the most expensive solution available for the real issue here.
Huge advantage re: accommodating the U-turn movement but more importantly, traffic calming. Please consider adding another traffic circle at 21A St. Despite the speed limit people often drive at 70 kph along 14 Ave. There's small kids and people with dogs (us) who daily cross 14 Ave...so further traffic calming would be awesome.
Disadvantage: unsafe for pedestrians and bikers with less space from turning cars, especially in winter with snow piles. As a main conduit from the neighbourhood to the ctrain, library and mall, a lack of perceived safety and comfort would reduce mobility!
Disadvantage: increase of traffic from the strip mall into the neighbourhood around the traffic circle, especially if traffic gets backed up w no left turn lane. Commercial traffic should remain in commercial areas and NOT idle in residential
Better curb appeal and should prevent cars from driving 60-70km per hour hopefully.
A traffic circle will make it dangerous for people biking, walking, and using a wheelchair, with traffic coming in a circular direction.
There is a lot of westbound traffic making u-turns on 14th Ave. The traffic ring would make that safer to do.
No advantage at this site. Traffic backup at circles. I've had many near misses in traffic circles. In a large city with so many km's of roadways and such a long winter, why are we decreasing lanes for vehicles and increasing lanes for bikes? As an older person, I would NEVER bike anywhere and I don't see many bikes out there in winter time. Especially given the failure of this city to clear snow after storms, or ever for that matter.
It will make the traffic easier.
I think it will speed up the transit and make it way more agile.
Users exiting the Lions Park Strip Mall may choose to travel south on 20th street then east on 12th avenue in order to travel north on 19th street if the left hand turn lane at 19th street is removed.
It makes no sense as 20 St is a cul-de-sac, there isn't enough traffic to justify a traffic circle there.
The traffic circle is a great idea, this section of road has so many drivers doing unexpected and dangerous maneuvers. Hopefully this would allow drivers to exit the strip mall parking lot via a right turn, then loop around the traffic circle and come back out to 19 St in a more controlled and predictable way.
Increase of traffic into a previously relatively quiet intersection. Coupled with taking away the turning lane this will cause longer traffic lines at the lights at 14 ave and 19th st.
We live north of the proposed intersection for 26 years and have never seen an accident from u-turns. Better signage would be just as effective. We worry we will be trapped in our cul de sac during the "school rush hours" as our experience is that 14th Ave backs up for two blocks when COVID is not affecting traffic. Removing the left turn lane from 14th Ave to 19th street north will exasperate the situation. We do not accept the traffic circle.



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* Installing a traffic circle at the intersection of 20 Street, would be the violation of our human rights as house owners living on this street. There is a reason, this area is called residential area. It means people who live here are entitled on quiet peaceful living. We also pay huge property taxes to have this life style here. Installing a traffic circle will bring huge noise, huge traffic, risk of being run over to our street and will make our life miserable.
Waste of money. This is not a busy street and this "fix" is simply not needed.
It should be easier to go around the streets. There's not too much traffic
Most drivers in Calgary do not know how to use a traffic circles. I have seen some bad accidents wt traffic circles in neighbourhoods in south calgary. Drivers do not know how to traffic circle!!
"This is a TERRIBLE idea, I actually own a home right where this proposed traffic circle would be and this would make is SO DIFFICULT to access my home PEACEFULLY with the increased traffic this traffic circle would bring. PLEASE DO NOT INSTALL THIS TRAFFIC CIRCLE, I ALREADY HAVE ENOUGH DIFFICULTY EVEN TRYING TO LEAVE MY DRIVEWAY AS IS, I DO NOT NEED ADDITIONAL STRUGGLES JUST BECAUSE PEOPLE WANT TO U TURN!!!!!!!!!!!!!! I JUST WANT TO LIVE THERE PEACEFULLY WITHOUT INCREASED AND UNNECESSARY TRAFFIC"
Will prevent vehicles from speedy in the area. Maybe speed bumps down 14 ave after 19 st going west.
Advantage is steadier flow of traffic through intersections and signalling residential area. Potential for art in the middle of the circle or interesting vegetation and flower bed. Native flower, please no more grass that just costs money to mow
Seems like it's only necessary because the other changes to the controlled intersection and surrounding area corrupt the existing traffic flow.
I have personally never found a traffic circle to be beneficial for exiting anything. I've also experienced many negative issues while being a pedestrian trying to cross at a traffic circle. NO ONE thinks they have to stop. I think they are dangerous to pedestrians.
Traffic circles and bike lines are very difficult to do properly. You need to make the car feel like the guest to the circle and it seem like bikes and pedestrians have right of way.
allows people to exit the strip mall on 19st and exit Briar Hill safely.
Won't slow traffic down from my perspective as many will just speed back up after traffic circle all the way to 24 Street. In addition, additional traffic will come off 16th (when Crowchild is updated with new 16th avenue exit), adding traffic circle will cause some issues in 2-3 blocks in a row.
Think it would be more useful at 20A street also at 20A street and 12 Ave as it's hard to see traffic when everyone is parked at the dance studio
I don't see any advantages. I drive through this intersection several times a day at various times a day and it is not a busy intersection or a busy street. The problem turning out of the strip mall is with people wanting to turn left out of the parking lot. People are still going to turn left out of the lot and I highly doubt that they will turn right and go to the traffic circle as the are unlikely to even know it's there. Therefore I disagree with the traffic circle.
Easier to get out of strip mall if turning left onto 19st. I see no disadvantage
A traffic circle would be a very good idea and a median/physical barrier to prevent drivers from turning left out of the parking lot should be added.
It will make more problems than it will solve by far! There already are two entrances/exits for the strip mall so why add this traffic circle, seems like a waste of effort and an inconvenience & annoyance for residents and for NO benefit



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The traffic circle will funnel more traffic from the strip mall and increase the number of cars exiting the community to the east, many of whom will desire to turn left / north onto 19th st - the removal of the left turn lane will back up east bound traffic making the situation worse than it is currently. The traffic circle would be unnecessary if south bound cars were allowed to do a U Turn at the intersection.
It would slow traffic down and add a visual termination. The ones at 13, 14 Ave and 4a, 5 St seem to work well.
I drive through that intersection at least twice a day & do not see how a traffic circle is going to change anything. I am vehemently apposed to this idea. A traffic circle a block away from 19th street is not going to facilitate traffic turning out of the mall. It's not like traffic gets congested there at all. I drive through my neighbourhood to that mall frequently and never have difficulty getting out of the mall. Please DO NOT put in a traffic circle.
Is there enough room for a circle? I like the idea.
No clear advantage in my opinion, traffic circles are great at traffic calming or to replace a light. Am not clear if we need to accomplish either of these 2 outcomes. Are there really that many people who do a u-turn in the parking lot? i am not aware of this concern. There are several other intersections in this neighbourhood that could utilize a traffic circle (intersection of: Juniper Rd/Hawthorne Cr/ 10 ave/ 22nd street as an example)
There is literally no advantage to adding a traffic circle other than for the government to waste my taxpayer money so that their workers can validate their jobs. Absolute complete waste of time and money.
no advantage, disadvantage is a waste of money
I do believe the access out of Lions Park strip mall is poor currently with eastbound turns often blocking traffic temporarily and in unsafe manners in my opinion. A traffic circle makes sense to me as providing a better flow to get to that intersection out of the strip mall.
Not sure if a traffic circle is necessary. It really not that busy. I think it's an unnecessary expenditure.
No advantage. Just another obstruction.
I'm not too sure honestly. I usually don't like traffic circles but it could work.
I'm not sure it would really make much of a difference.
High traffic buildup around school start and stop times should be counted when COVID does not lighten traffic. Eastbound traffic waiting at the 19 Street light can back up for two blocks. What prevents the traffic circle from congesting with traffic and prevents southbound traffic from existing the cul de sac, essentially getting trapped by the traffic circle left way. Better signage preventing left hand turns out of the shopping center onto 14 Ave and a no U-turn sign would be more effective.
If it gets used by people exiting the strip mall trying to go eastbound it will be a good thing. But will it be used?? If you remove the left hand turn lane then people will just head south on 20 Street and then access northbound 19 Street via 12 Ave rather than use the traffic circle to turn around and then sit and wait with the hopes of turning left onto 19th Street.
It will help traffic exiting the businesses but slow overall traffic for residents.
Advantages- Would improve exiting from Lion's Park plaza. Provide a landmark for drivers that this is the start of residential roadway and slow down entering traffic. Disadvantage- Traffic may naturally filter onto 20 Street south and increase traffic on this residential street.
This would be good since the rest of 14 Ave would likely get paved properly or at least the potholes would be filled in.
the traffic circle also doesn't seem needed although it will tend to slow traffic which is a positive outcome.



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I think the traffic circle idea would discourage people from the mall on the corner of 14th ave and 19th street making an illegal left turn on to 14th ave. Good idea!
Slows traffic but maybe worth installing one at 22nd street as well . Speeding is often an observation.
Terrible for the community. Increases car traffic into the community unnecessarily. Strip mall parking lot access should only be along 19th Ave.
Reasonable solution. Should make existing Lions Park Strip Mall easier, slow traffic. I cycle through here often, everyone (cyclists and vehicles can make this work.
I live on 12 Ave N between 21A and 22 street W. The left hand turn from eastbound 14 Ave to northbound 19 street should not be eliminated. The only other options to northbound 19 st are eastbound 12 Ave and eastbound Briar Crescent. The left hand turn from 12 Ave gets very backed up as there is no traffic control at that intersection. The north and south lines of sight while trying to turn left from Briar Cres to northbound 19 street are unsafe.
As homeowners on 14 Avenue we drive here daily and do not see any advantages to adding a traffic circle as there is not enough local traffic or congestion along this route to warrant an addition of a traffic circle. There is not any issue with speeding on this route, especially with the recent change in speed limit to 40 km/hr which would warrant such an addition. It would only bring disadvantages such as creating unnecessary congestion and taking away parking space from adjacent properties
The recently installed traffic circles have been utter failures and are dangerous, if you want to install traffic circles move to europe. The modes of transportation we use in Canada are no conducive to traffic circles.
The reason for putting it in is flawed as all cars can exit the lions park mall and turn left. Only if you take out the left turn lane, which I am also against. The neighborhood also as a gateway sign kitty corner to the mall already. The small traffic circles are more dangerous then big ones as you can just weave around them. A dedicated stop sign like it is more safe. It is also to close to a traffic light and would be distracting
My observation is that human nature suggested that Drivers do not follow traffic regulations on this type of passive intersection. Traffic circle on 14 ave & 20 street would be helpful for people doing U Turn when coming out of Lions gate. Vehicles often turn right on 14 Ave from 19st in effort to avoid left turning delay. Suggest that the traffic circle go down to 20A where vehicles create increased accident rate when they come off 16 Ave and turn left on 14 Ave. N.W.
I like the idea of a gateway into the community and allowing traffic to leave the commercial area going south but not through the neighborhood. The timing of the traffic light at 19th street should be looked at because heavy C-Train traffic can back up certain lanes.
Traffic slowing is good but many people fail to understand traffic circles, I wonder if other traffic slowing infrastructure could be used.
not sure
There is not enough traffic for a traffic circle. Traffic circles when done that small are completely ineffective and actually more dangerous then have a dedicated stop sign. You can't tell if some is turning or going straight. Doing it for the strip mall which has small to begin. The max amount I ever saw waiting is one and I have lived in the neighborhood for 20 years. Also Now you want to add bikes to a traffic circle. Someone is going to get hit yearly with that combination
Advantage - traffic calming. Disadvantage - busier street is 20A, where people can actually get to 16th and into the strip mall with the Highlander - wouldn't it make more sense there??! Taking away the left turn lane eastbound 14th makes no sense - people can U-turn, but not turn north?! This left turn removal will put a lot more traffic on 20A Street, which is not fair to them. And you aren't even asking about removing that left turn, when you should be.



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will not entirely eliminate congestion out of strip mall
Brings traffic into Briar Hill. Exit from the strip mall onto 14th Ave should be closed. Entrance and exit to stripmall should be southbound from 19th street only...similar to all businesses north of the area.
allow drivers exiting the small mall on 19th Street to avoid turning left and instead turn right and go a block and do a U-turn around the traffic circle.
I like the traffic circle - they are very efficient and will help with traffic coming out of lions park mall make U-Turns. I do not like losing the left turn lane onto northbound 19th Street. There is already a lot of traffic in this turn lane today.
None
Traffic circle not needed. Just keep the stop signs on 20th street.
Major disadvantage is that too many Calgary drivers do not seem to be competent at safely and correctly navigating a traffic circle - I've experienced too many near misses in local traffic circles to be OK with adding more.
A traffic circle is a bad idea. It will disrupt traffic flow, especially so close to a main intersection. Traffic circles are also widely misunderstood creating a high likelihood of accidents.
I like the advantages listed - slowing down traffic, having more of an entrance to briar hill
Bringing significant traffic volume into a residential neighbourhood instead of keeping it limited to 19th street. By removing the left hand turn lane at 19th street you now force traffic into a residential neighbourhood to utilize a traffic circle. I strongly disagree with this idea.
People who don't know how to use traffic circles. I think it's a great idea to get cars out of the corner mall and headed in the right direction.
Not sure
Signage needs to go in when exit mall Lion Gates to insure a right turn is done. Feel this could be an advantage it drivers actually read signage. Common issue of 19st and 14ave. Drivers often due U turn anyway. Traffic circle on 20A Street would be helpful, seen of many accident
Safer exit from the mall at the corner of 19 and 14 Ave IF left turns are not permitted from the mall parking lot. Cars doing u turns would not have to stop westbound traffic.
I agree with a traffic circle to allow those exiting the strip mall to turn right and then be able to turn left on 19th street safely. However, right now, you sometimes have to wait for 2 light changes at rush hour to turn left due to someone crossing the street. Now we will have more traffic from the mall lined up at the light. Many of us need to get to work, drive kids to school on time, sitting at a community intersection for 2-3 light changes is nonsense! It just doesn't make sense.
Feel 14th is too busy a street for this to be feasible and dangerous for pedestrians
It will increase the number of people making a LEFT TURN TO GO NORTH ON 19th at the same time that you are taking the left turn at 19th st away. You will need to add lights at 12th because of increased neighborhood traffic leaving 14th ave and driving to 12th ave
I like traffic circles but currently the 20A St intersection has only light traffic. If the left turn lane from 14th Ave to 19th St is removed then the intersection at 20A St will have substantial traffic as will that entire block since removal of the turn lane forces traffic leaving Briar Hill onto 20A St between 14th and 16th Ave. That significant increase in traffic is NOT fair to the residents of that block.
I live on 20 street. I do not want to deal with a traffic circle every time I want to access my home. Also unnecessary and it is fine just as is. People in Calgary do not know how to comprehend road signs either and so you will increase the likelihood of accidents happening here.
No disadvantages, great idea. Need more traffic calming measures like this everywhere
It would help the flow of traffic because people rarely pull out of the Lions park strip mall well.



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I don't see the benefit for the neighborhood. I think that motorists exiting the strip mall will turn left from the parking lot instead of tuning right to U turn around the traffic circle.
Traffic circles should be used a lot more than four way stops all over the city. However cycling safety needs to be prioritized
Education for motorists and cyclists would be a challenge, but a doable one. The roundabout provides an opportunity to beautify and placemake the roadway.
The ideas presented make sense
What about wheelers around the outside and a raised middle to slow down motorists?
Not sure, not intimately familiar with that intersection. Generally I support traffic circles but Calgary has a tendency of building very small ones in residential areas without much signage/guidance around it and in consequence most drivers seem to be quite confused about how to behave around them. That's a source of risk for weaker traffic participants.
keeps traffic moving
Calgary drivers don't understand traffic circles in general. They can be risky for pedestrian and cyclist users as car drivers are only looking for other cars.
Stops you from installing the proper protected bike infrastructure that is required.
"More focus on the entrance/exit off 14ave between library and safeway, given vision can be limited when buses are waiting there, pedestrian crossing and crossing sidewalk (especially if cars turning left onto 14ave).
Not sure why a traffic circle would be at 20st? They seemed to be preferred to calm traffic vs keep it flowing safely in North America."
No need for this.
Less pollution from standing cars... Slowed traffic . Less noise
Like the traffic circle idea as it will also slow people down. So awkward getting in and out of that mall.
"Advantages: easier to make all movements through this intersections for drivers and cyclists, slows everyone down but avoids needless stopping when no-one is around
Disadvantages: Traffic circles can sometimes be less safe for people walking, if the circle reduces visibility and leads to vehicles turning right at a higher speed."
Will slow the traffic and should improve the access to the amenities.
Harder for cyclists to signal?
I am ok with the circle.
I do this the traffic circle will be a good change so it does not cause people to do U turns and possibly cause an accident
Good solution. Vehicles often turn right off 19 St. on to 14 Ave west make a U Turn on 14 Ave to go East across 19th St. Faster than turning left on 19 St. to get to North Hill Mall due to LRT lights. Feel vehicles will still try to turn left out of Lions gate. Human nature people do not read signs or look at double solid lines. Winter makes road lines obscured.
Improved safety
Better flow of traffic
Disadvantage is bringing more traffic into this community. Who comes up with these ideas?
Disadvantage is bringing more traffic into this community. Who comes up with these ideas?
The road is narrow already. I walk 14 avenue frequently and have not seen the turns out of the strip mall being overly difficult. The major traffic is north/south on 19 street.
None that I can think of.



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Will draw commercial traffic into the residential area. To be properly accomplished will likely take up area from adjacent lots
Can you still have 2 lanes of traffic. Will the large busses be able to use it? What about back ups into traffic circle if c train on track.
It will be better for people exiting the strip mall, compared to the current arrangement. Disadvantage for vehicles eastbound on 14th Ave at 19 St, as there will be one lane instead of two. But the current lanes (1 westbound, 2 eastbound) are narrow, so not so great anyway.
Na
Traffic circles are dangerous for vehicular, pedestrian & cyclist traffic. Too many air heads do not know how to navigate or the rules of the road
Better flow with traffic, but harder for young riders/children to navigate.
Disadvantage - it should be on corner of 21 street to discourage speeding on the open stretch between 20 and 24 street. Having it on 20 st still leaves a long stretch for speeders.
I like that it will likely slow down east-west traffic but worry about drivers not yielding to people on bikes.
Only advantages. There are frequent traffic problems with people turning out of the mall over a double solid line.
It's a busy road, traffic lights are most likely best
maybe more traffic
The issue is traffic relative to the strip mall on 19th St. Solution is to have one way traffic - entrance from 14th Ave and exit on to 19th Street. Drivers wishing to go east (your concern) could easily turn right out of the parking lot, and use the left turn lane from 19th st. on to 14 ave. Traffic circle not needed
We have lived in area for 30 years. Was not aware that traffic needed to be calmed. Seems excessive for amount of traffic heading west from 19 street. Will make driving lanes extremely narrow for the amount of space require to accommodate a traffic circle. This seems like it is for businesses in strip mall more than for residents of area.
Could take it or leave it... either way. Should make getting out of the strip mall easier if eastbound turning traffic actually use it. But why would they unless there is a barrier. No... i am not advocating for a barrier. That would just make things much worse for traveling through this area.
How will this work with an LRT so close to the intersection
Vehicles may move into the bike lane. Suggest having bike lane and east-west pedestrian crosswalks shifted into the community roads to alleviate this problem.
Not much change; helps to signify the change in land use...although the fact that corner stores and other small businesses located within residential areas are essentially prohibited irks me. There's a reason why streetcar suburbs are stronger, and mixing of land uses is a huge part of it.
existing the Lions park mall is a problem if heading eastbound. No issues with putting in a traffic circle other than any short term parking the will have to be moved further along down 14 ave.
Zero advantages. This street is not high traffic enough to warrant a traffic circle. I walk it every day.
It would be better
Absolutely none. I support traffic circles but having one there will only lead to delays and accidents in the area.
Traffic circle would be a cool neighborhood entry feature. That would slow down traffic around 20th st, but again, speeds usually pick up going westbound by the time you get to 21 st.
Fine but why, this is a minor inspection and not a busy road. Waste of money.
Stupid idea. Isn't enough traffic there to warrant this expense. Fix what's broken first!
I'm ok with that as a lot of motorists do a u-turn there anyway. A traffic circle will make that safer.



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I like this idea
Small traffic circles are unpleasant for pedestrians. The radius of the circle feels like a car is heading straight for the pedestrian crossing the street as the cars are navigating around. Terrifying.
This is a great idea, and would generally be fine for wheeling (i.e., many traffic circles on 8 Ave NE, with no real disruption to the bike lane there). One consideration would be good snow clearing in winter to accommodate wheeling around the traffic circle, which may not be as clear as the straight parts of the roadway.
Drivers are not familiar enough to use them properly.
Mixing of cyclists and drivers can be uncomfortable. Obvious "share the lane" signage may help slightly given there's probably little option with available space. Maybe consider alternative options to slow speeds while maintaining bike facilities (median islands and/or curb extensions)
Excellent idea. I have witnessed very many vehicle conflicts in this area due to cars exiting the strip mall. I have had somewhere around a dozen near misses in this zone from vehicles. I think a traffic circle will likely fix most of this.
prevent dangerous turns on the 19th st intersection, improve traffic flow
Winter snow/ice maintenance?
Traffic circles kill pedestrian safety. Don't put in a traffic circles where people walk!
Will increase traffic into the neighbourhood.
Will increase vehicle traffic to this point when otherwise just headed out of neighbourhood. COST - really is this how we should be using our tax dollars - I think not. Don't spend to spend.
I like this change as it will help vehicles leaving the south part of the strip mall parking lot on 19th St.
Can't turn left. Will be hard to move around.
This is not the most important issue and affects a small number of users. The main volume of users are between 19 st and 14 st and there are no solutions to the traffic problems there.
Love traffic circles. There should be way more in the city of Calgary
Please make sure long vehicles can get through easily - fire trucks, snow removal equipment, semi truck/trailer units making deliveries, house movers, etc. Please design it so any cyclists using it can pass straight through without having to turn (prevents falling).
Waste of money. Might make more sense at 19th street.
It's unnecessary. Leave it as is.
I agree that it would eliminate the awkward u turns and the buildup of traffic exiting the strip mall when WB traffic on 14th is not in their favour.
Drivers flooring it when they leave ? Will it be plowed? Will bikes and cars have clear rules?
"Disadvantage: Pedestrian safety will be compromised with vehicles turning along the street crossing, especially during winter when snow plow piles build up and reduces available road and sidewalk space. Especially consider how many commuters walk along 14th AVE to & from the c-train into the neighbourhood daily. Advantage: if clearly signposted, there will be less traffic turning and speeding through the north end of 20 ST NW cul-de-sac. Also, slower and calmer traffic into the neighbourhood."
Driver uncertainty. Increased traffic into the community. Will there be a structure in the traffic circle, as depicted in the illustration?
If the circle is for a "u-turn" out of the strip mall, the current exit onto 14 should be removed and if another exit is needed, added to 19th St. like other strip malls. I'm not sure what would stop people still turning left out the 14th ave exit. Traffic circle might help slow down speed demons? Could it be green (grass, treed, etc)?



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Love this idea - mostly due to the prospects of slowing down traffic on 14th ave but I do see a lot of cars making awkward u turns at 14 ave and 20 st - also yes it could be something of a gateway to briar hill kind of feature
Smoother traffic. Opportunity to beautify the street.
Advantage - provides u turn options and signals residential nature of area
I see no advantage or disadvantage of a traffic circle here. There is not enough traffic to warrant it and it is not a good use of money.
Traffic circles have no disadvantages, in fact as a cyclist I prefer them over 4 way stops. This is a great idea.
Disadvantage would be an increase of use from Southbound traffic not wanting to wait in line at the light to turn Eastbound. We already get a lot of this now and a traffic circle would increase this occurrence. Possible advantage might be traffic calming up to 20 street, but people will just gun it once they are through, or maybe part way through.
Advantage is that it would slow down traffic and make it safer. It might make it easier to get out of the strip mall.
I like the idea. It will reduce the problems with people trying to turn east out of the strip mall. However, will it really stop them if there is no barrier to prevent them turning left out of the strip mall? It might also slow down people traveling along 14th Ave.
Traffic calming is an advantage. Easier way to perform a u-turn if necessary.
Overdesigned. An expensive solution that doesn't have a problem to solve. May actually make vehicles go faster..
Major disadvantage is most people have no idea how to use a traffic circle so this would increase potential for accidents. Further most vehicles leaving the strip mall will not want to go backwards before going forward to their new destination.
Allows for vehicle to u-turn in the road, rather than in the community. I would question whether this circle should be a block to the west to ensure no queues form into the traffic circle.
I live a few doors down from this proposed traffic circle and can't think of a bigger waste of taxpayer money. This intersection/street accommodates extremely LOW traffic volumes. I see the intent behind this idea but overall it's completely unnecessary. If you remove parking on 14th Ave there is more than enough room for drivers to turn around.
This is still bad for pedestrians, it needs curb extensions
It depends how the traffic circle is designed. Please make the centre island large enough that drivers cannot speed through. Please also keep small turning radii at the sidewalk corners and line up the wheelchair ramps with the sidewalk (i.e., so that people can walk/wheel in a straight path to cross the street).
A major disadvantage would be Calgarians have to learn how to use traffic circles.
Defund the arts
Potential for reduced safety & visibility for cyclists
Added convenience for self-propelled modes (as experienced in Crescent Heights, Rosedale)
Traffic circles are a great way to calm traffic
Can act as a visible queue as you enter the community to slow down, as a pro. Forces vehicles to swing laterally into the path of people walking and cycling, as a con.
Not great for pedestrians and cyclists. But an improvement on what is existing, better for a neighbourhood boulevard feel.

Many people are clueless on the correct way and protocols for traveling around a traffic circle. Education and large clear signage would be critical.

QUESTION 3 – Are there any more improvements that could be made to the pathway in Lions Park?

**MAKE A U-TURN LIGHT, DO NOT ADD TRAFFIC CIRCLE, DO NOT REMOVE PARKING, DO NOT
REMOVE LEFT TURN LANE, IMPROVE LIGHTING SO PPL STOP DEALING DRUGS AND
OVERDOSING. U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT, U-TURN LIGHT. NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE,
NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO
TRAFFIC CIRCLE. UTURN!**

We all hate how sketchy that area is because of drug dealing and homeless ppl. You should invest in better lighting or something to deter those types of things from happening. The amount of ppl who OD there is ridiculous and makes us feel unsafe walking around our neighbourhood.
DO NOT REMOVE LEFT TURN LANE, DO NOT ADD TRAFFIC CIRCLE, DO NOT REMOVE PARKING, STOP TRYING TO ADD BIKE LANES EVERYWHERE TO FEED YOUR PERSONAL AGENDA. Instead, you should add a U-turn light on 19 St which is better

increase the lighting or something, it's such a sketchy area and we're tired of waking up to dead ppl or overdosed ppl or drunk ppl or literally ppl who should not be there. yeah it's tough but find ways to stop drug dealing there. I want to stop feeling unsafe walking down the street there

U-TURN LIGHT! If you put a U-turn light, this lets ppl turn back onto 19St North, or they can go straight south on 19St, they can still turn left and right onto 14Ave but it reduces the amount of ppl going into the residential area to make u-turns to get back onto 19st north. this keeps commercial traffic on a main road like 19st out of residential areas like 20st. Just widen the road if need be, reduce the length of the median, y'all seem to have money anyways through a slush fund!

why not improve lighting around there etc so people stop shooting up drugs and we keep having to call 911 for overdoses *. I don't want to keep walking there and wondering when I'm going to find another dead guy

None that I can think of but having a circle on 19th street can impede pedestrian traffic. A circle on 20th street will do the same. If the goal is to improve access to lion's park for pedestrians then a circle would impede them

Create a U-turn on 19th street NW. Do not eliminate the left turn to 19 Street NW from 14 Avenue NW as the residents living here need this fast life link to the Foothills Hospital. We don't have any other direct access to 16th avenue NW. To resolve the mall left turn exit to 14 avenue issue, please disallow it. They have another exit with only the right turn to 19th street. The visitors to the strip mall should only enter their parkade from 14th avenue NW but exit through 19th street. Solved.



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A clean up of the south side of the LRT station
14 Ave East of 19st should have lane for wheeled drivers on road. 14 ave east of 19st is confusing to wheeled traffic. Need better signage. If you take path how do you get to library, mall. This is not clear to traffic. It wheeled traffic do take path they have to cross LRT track. Not easy to open LRT gate when have a bike/Wheel chair. Pathway in Lions park does not feel safe for walking/riding traffic. HH/BH has tried to make visual decorative ways to improve pathway but it has not helped.
Remove the drug users and their paraphernalia. It is currently not a safe area for people especially young children.
Additional lighting, cycle and walking markings
3/4 have to cross 3 lanes of traffic within 100 ft to make a u-turn at 19. The other alternative will be to turn onto 19th St from 12th Ave which means driving through a school zone and playground zone. Neither option is safe, therefore the left hand turn at 14th Ave and 19th St must be maintained. Furthermore, a painted bike lane with dashed lines in the right lane would be more than sufficient for the odd wheeler that uses 14th Ave west of 19th St thereby eliminating the raised widened sidewalk
Fine with it as is.
The suggested ones sound good. Any modifications to lighting and bush trimming that improve safety at night walking along that path all the way to the Jubilee are welcome.
14 Ave East of 19st should have lane for wheeled drivers on road. 14 ave east of 19st is confusing to wheeled traffic. Need better signage. If you take path how do you get to library, mall. This is not clear to traffic. It wheeled traffic do take path they have to cross LRT track. Not easy to open LRT gate when have a bike/Wheel chair. Pathway in Lions park does not feel safe for walking/riding traffic. HH/BH has tried to make visual decorative ways to improve pathway but it has not helped.
A pathway connection across 14th Street without having to merge with a roadway or perpendicularly cross traffic lanes is needed. Although beyond the scope of this project the prospect of creating an accessible bridge or tunnel across 14th somewhere in this area really needs to be examined as there isn't one between the tunnels at the bow river & Confederation Park. This is one possible location. Riley Park Village (via 10 Ave ROW) is one option. The east end of Lions Park is another
Widen the pathway in Lions Park. Remove the homeless from Lions Park. Trim the trees and bushes so there are clear lines of sight to prevent the homeless from camping there and from drug injections and prostitution from occurring there.
This pathway is useless for cyclists. A train empties and it is 100% pedestrians across the whole path. Build a 2nd one for bikes or better yet, put one on 14 Ave in front of lions park. I ride my bike to work and I never use that path as it is inconvenient, slow, and has dodgy people yelling at you often.
better lighting
This pathway is terrible. Roots cut through it, bums harass people all the time. I never use it and just ride my bike on 14th Avenue towards SAIT instead. Speaking of which, if you want an on-street wheeling lane, 14th Ave between 19 ST and 14 ST NW is a great place. Another is down 19 St to connect with the bike lane on 5th Ave. Cars drive like maniacs down the hill. (up the hill has a good solution in place already)
The pathway adjacent to the overpass eastbound is enclosed and feels unsafe even at high noon. Therefore, I avoid it at night.
Do whatever improvement and spend the money necessary to make Lion Park a better environment, it is in bad shape and attracts a lot of scary people.



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Connect the 16th ave bike path (new along south side of sound wall) to Lions Park. Do not install more bike lanes on 14th ave (two blocks away). Preserve the left turn lane at 14th Ave. Create the BEST bike lane in Lions Park and create an environment where the criminal and homeless do not want to be disturbed. Set an example for revitalizing an inner city park for a better community. Do not duplicate bike lanes two blocks from 16th bike lanes. Spend funds here! BE BEST.
Connect the Lions Park bike pathway to the new bike lane the City is installing along the south side of the sound wall on 16th Ave. YES, that's right! The City is already implementing bike lanes two blocks north of 14th Ave. The bike lanes on 14th ave are a waste of money and they are creating problems for the community with lack of parking and the loss of the 14th ave left lane onto 19th Street NW. DO NOT REMOVE THE LEFT TURN LANE ON 14th Ave! Do not install traffic circles!
The proposed improvements near the Ctrain station are good. But if you really want to improve the cycle path you will change the alignment under the overpass - its dangerous. I've had tons of near misses and i go slowly through there. If you are serious about improving cycling this needs to be fixed as a priority.
Forget the bike lanes! I dare anyone from the city to come down and do a count of how many cyclist use 14th avenue to commute. It is all pedestrians walking to or from the LRT.
INCREASE LIGHTING along pathways REGRADE pathway transitions to eliminate pooling water/ice build up ELIMINATE blind corners at the overpass to North Hill Mall REDUCE areas of shelter/concealment which promote criminal activity and drug use
We do Not need cycling lanes! the majority of people using 14th ave. are pedestrians walking to and from Lions Park LRT or Norht Hill Mall.
Better accessibility for those in mobility devises. More space for pedestrians to be safe from high speed cyclists.
Sadly, more patrols by police would be needed to counter the use of this area by people suffering from poverty and drug use.
Widening the pathway four pedestrians and cyclists is good. We must make sure that LRT Station is not a hangout for undesirables and people who use and hide their drugs. Do not remove the 14 Ave left turn lane.
Lions park has become very rough and uninviting as of late. There are impaired individuals and people loitering or camping in it. As a father of a young daughter I am quite worried about the future of this green space. More lighting, more access for police to make their presence known in a swift and efficient manner.
We walk and ride our bikes behind the C-train station all the time. This area is FILLED with homeless people and I know many of my neighbours and myself do NOT feel safe walking on that pathway. I'm not sure of the answer but safety MUST be a priority.
no. make the back alleys better please.
just keep it as what it was
The Lions Park pathway is a great pathway. It is paved, and wide enough for pedestrians and cyclists. It has sunny spots, shady spots and is in fact, quite enchanting. I have walked it many times. Please leave it the way it is.
More security and monitoring of drug activity
Better lighting. Frequent police bike patrols to reduce the drug and low-life issues. Redo the trimming of lower spruce trees boughs as done in the past, so drug dealers/campers can't hide under the trees—right beside playgrounds.



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CLEAN UP AFTER YOUR DOG signs both chained and nailed to the ground because they get stolen. Create some no-dogs-allowed parks.
Bins. Garbage bins, recycling bins.
not required.
The sidewalks are never so busy in this area that you can't comfortably and safely ride your bike on them. I bike and drive and prefer to bike on sidewalks whenever possible as it is safer and easier.
I don't walk there nor let my kids walk on that path as that area is too dangerous with very suspicious activity happening all the time.
Lighting and visibility are the two key issues that need to be addressed to ensure users' safety given the poor level of policing in the area.
Ideas presented were good
Yes, better lighting, more frequent police bike patrols, wider pathways, and I'm sure there are many other suggestions.
I ride it occasionally so perhaps it could be made wider and a little safer...with improved lighting There's a few blind spots.
Yes! Increase visibility and line of sight, especially at night for safety and to discourage drug use.
A left turn lane from 14th Ave on to 19th ST
I'm not familiar with it - no comment.
Better lighting on pathway around Lions Park LRT station.
No.
I think that there should be more lanes to speed up the transit. I also think it would improve our scape routes in case of an emergency.
I think you have identified the key improvements - the pathway near the LRT station and the pedestrian overpass. Have you considered improving the lighting?
No, it is good enough.
I'm glad to see the Lions Park pathway being improved, at the very east end of the park the connection across the tracks and onto the road is hard to navigate. The section running along beside the train station can be problematic if a train has just let off people and they walk across the pathway without watching for bikes coming along.
PLEASE!!! PRIORITIZE YOUR BUDGET HERE. This is a beautiful park for our community and it has been taken over by criminal elements. Leave 14th Ave as is. We have commuted on our bikes for 26 years on 14th Ave including in the winter with no issues. Lions Park is a better bike route option than 14th Ave and it already exists!
If you need to address the Lions Park Street Mall traffic issues, please address it in front of THEIR building, don't make them RESIDENTIAL AREA problems. This small mall has already caused multiple issues for house owners living next to this mall. The clients and business owners park non stop in the back alley even though the City of Calgary installed No Parking sign there. When we ask them to stop doing it, they get verbally abusive, their pooped paper blown on our drive way. Remove that mall.
Pave the street - this would be a useful improvement.
No, i think we're good
WHAT'S WRONG WITH HOW IT IS NOW? THE ONLY PEOPLE COMPLAINING ARE FROM THE CITY AND TRYING TO MAKE MONEY



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Making sure enough time given at all cross walks to Cross where by walker wheelchair or walking. Better pedestrian lighting when crossing to inform traffic to stop.
Community art Fruit bearing trees like Hardy Mac or Nanking cherries
definitely support improving the steep, constrained section below the ctrain pedestrian bridge- it is too narrow and the snow and ice do not get cleared in the winter making it impassable for many pedestrians the sidewalk along 14 ave south of the kal tire and sears are in poor repair, narrow and frankly ugly. some trees to screen the mall carpark would be nice.
I am not sure where the stats of large number of bikes/wheel traffic indicate as driving on 14th avenue regularly will show more pedestrians than vehicles. The sidewalks are quite limited and narrow, prefer wider sidewalks versus a bike lane.
More security surveillance to cut down on IV drug use
no comment
the pathway should detour into the community and onto 12th ave / and the elephant crossings should be on the east and north side of 19th st intersection - you seem to be making the Lions Park path a priority over the north / south traffic on 19th st - where the stronger bicycle traffic is established
A wheelchair ramp at the corner of 13 Ave and 16a St NW would be appreciated. The pathway map is mis-drawn here. The pathway does intersect the street (sidewalk). The curb cut for the continuation of 13 Ave eastbound from this intersection is a real front wheel diverter for children cyclists exiting the road onto the sidewalk. *
What we need in this area are not more bike lanes or traffic circles but rather more police presence as right now there is a real problem with people crossing 19th st., sitting in back alleys and shooting up. I would like to see the city address that issue rather than traffic issues that do not exist. All in all, I am opposed to this entire project. I live in Briar Hill and drive down 14th Ave and through the intersections in question daily. No changes are needed.
Separate bike and walking paths would be ideal.
No comment
Clear the drug addicts.
Safety. I live behind this park and that is why I am for bike lanes. More traffic might help lesson sketchy activity. I love the greenery though and would hate to see more of it removed.
Landscaping up keep to prevent criminal activity such as open drug use, stashed stolen items, public nudity, prostitution, drug dealing.....Spend the money here not on 14th Ave.
Unless you redesign the whole path where is goes under the pedestrian walkway there is no real improvement for cycling and safety through lions park with the proposed minor changes. The proposed changes are nice... but they don't really address the big problem!
Scooter parking spots.
Widening in a number sections eg between 19 St and Lions Park lrt platform, West of pedestrian overpass and under, to accommodate pedestrian and wheeled traffic together Behind Lion's Park platform dedicated/separate wheeling lane and separate/dedicated pedestrian lane. Better lighting throughout ie above/street lamp lights as well as pathway lighting at ground level and/or on 1-2m standards.
Clean up the garbage left by homeless people
Lions Park attracts homeless and crime related activities. Please investigate what could be done to deter this hanging around destructive behavior. Perhaps engage city transit too because I think the train stop attracts vagabonds.



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I cycle frequently on 14th avenue, there is VERY LITTLE vehicle traffic on this portion of 14th avenue. There is NO BENEFIT to cyclists of having a wheeling lanes on 14th avenue where proposed, due to the low amount of vehicle traffic. If you think you have to make this change at least do it in an informed way monitor both the vehicle traffic and cycling traffic. In my opinion living in this area the proposed wheeling lanes of NEGATIVE UTILITY overall.
Visibility for safety and discourage some less desirable behaviours. Removing or pruning bushes may help.
Best to have both a cycling and walking path. Safety while using this park is a bigger issue to tackle.
Remove the homeless people
Clean up & better lighting. Better signage that the pathway goes off road behind LRT. Or The street on 14 Ave East of 19 Street should be where the wheeled lines need to proceed. Not from 20 Street & 24 street.
A nice extension east out of the park, across 14th Street NW and into the SAIT campus would be useful.
Cycling/wheeling route should be PROTECTED from cars via barrier.
better lighting and more safety design
Remove the bums that live there
Yes, you are missing the main needs - for years we have asked for more open landscaping and better lighting to lower crime and make it safer for us to walk through Lions Park to the mall. I see NOTHING about lighting and safety - did I miss it? This is a higher priority than bike lanes by far. The improvement of the pinch points in the path is a good idea, but don't sacrifice the bridge over the LRT to do it.
pathway is constrained at the LRT overpass - widening/realignment would be helpful. reactivate the old water feature/fountains!
Cut back large bushes. Increase security to get rid of criminal activity so people will be willing the use the space. Densification of housing that backs into the space. Pump park to increase usage. Scheduled programming in the space. Make path connections to other communities smoother so the path doesn't just end at 14th street.
Make it flat and direct from 14 Street to 19 Street, exactly like 14 Ave is today. Bicyclists will continue to use 14 Ave since it is quicker than the pathway. You cannot fight human nature, you must work with it. Use the money planned for the pathway improvements to add a bike lane west bound along 14 Ave near Kal Tire to the bus stops where it is one lane westbound.
Additional lighting improvements would be helpful. There is a great deal of drug use and homeless people that congregate along the pathway Could the wheeling lanes be put on 12th avenue instead of 14th avenue?
The pathway is too narrow to accommodate increased volumes of bicycles, especially near the pedestrian overpass from the parking lots near the professional building. The pathway is not safe for use when dark with frequent drug use, poor lighting and sight lines.
Actually, I do like the proposal for this section as proposed
The pathway is good.
Make sure there's it's on the snow clearing route in winter I think it is)
Need a light on the South West pathway near the crossing (by the Church) - extremely dark in the winter and poses a serious safety hazard - tripping, mugging etc.
Can't think of anything.
"No, it is a beautiful path as it is. However, maybe we need more garbage cans, especially around the station. The path around the overpass is a little tight."



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not sure
Remove the sharp turn on the bike path near the pedestrian overpass to north hill mall (@18st). And better lighting and visibility for safety for pedestrians and bikers. Dark pathways invite crime.
Better lighting
Like it the way it is
More police patrols to get rid of the creepy guys that make this route intimidating and unsafe for neighborhood women to walk by themselves. It's a shame because Lion's park and the pathway are already very nice and I use it regularly but my wife is afraid to use it without me because there are always creepy guys hanging around the LRT station and sometimes groups of guys using the playground area on the east side of the park.
N/a
The proposed changes sound great.
Anything that will make it undesirable for people to loiter, sleep, use drugs etc. in the park. Lights, remove bushes and increased transit police patrols.
Why use "elephants feet"? The Dutch have been using "shark teeth" for decades and do enough motorists/cyclists understand what these terms even are?
Streetscape improvements and bringing North Hill mall out to the sidewalk to create a sense of place. It feels rather utilitarian and unpleasant for people coming and going from the station.
The connection to the east side of 14 St and the pathway is not clear. How does a cyclist get to the mall from SAIT? Right now I would just ride on the westbound road and do not detour to the pathway on the south side.
There should be a proper (safe) connection to the wheeling lanes (and generally speaking multi use pathways are not the ideal solution going forward as pedestrians and cyclists sharing space in a city that doesn't have an established culture of cycling leads to conflict. Better build separate bike trails and *please* finally establish a proper universal colour for them throughout town to differentiate them from foot paths and multi use pathways. This is very confusing all over the city.
Separate biking and walking pathways. Or make the pathway MUCH wider.
Better, brighter lighting on pathway behind LRT, all the way from 19st to 14st!! (especially in winter when dark earlier and later). It can feel unsafe behind LRT; perhaps LRT security should be walking behind the station several times a day/evening.
Sudden it to make biking and walking safer.
Wider pathways, more lighting, accessible considerations for blind
Lights, trim trees, clean garbage to make it safer to walk along this pathway
lighting, limb up the branches for safety; where's the study of how many people ride in this park to justify the spending?
Lighting please. There is increasing graffiti and garbage in the area. Please prune the trees and make it a little more safe. Many street folks hang out, with police often in the area.
I don't know.
It is nice already.
Like the idea of not having to dismount.
More security it is not safe
Bio hazard waste baskets for druggies to dispose of needles
Nope.
Make it clear that bikes can transition to the path! I worry that the "elephant" cross walks are not well understood by most people. I do not like that the bike lane ends and it is ambiguous where bikes should



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go and if cars need to yield to them. The pathway should be separate from the C-train station. Also the ped crossing at 14th street should include bike access. I use this daily and cars almost never yield when exiting 14th Ave to southbound 14th St.
I am not sure what can be done but it does not feel safe there, especially after dark.
Rehab to the structure, save some money
more lighting/motion lighting. It is an area highly trafficked by intoxicated transients and vagrants
I ride it every day. Two places are bad - past lions park ctrain and going under the pedestrian walkway. These need to be improved even with the current number of riders and other pathway users. If numbers go up the problem just gets bigger.
I walk along here to work and it does not feel safe. There are areas with vegetation that "hide" people doing drugs. I would like to see that opened up and more visible so people don't collect there.
It is just fine the way it is why spend money
Extend it to 16th Ave to cover the missing link between these upgrades, the library, and the 14th Ave upgrades.
Pathway is fairly useless for cycling purposes; there is more than enough existing road width on 14 Ave to have dedicated cycling facilities the entire way from 19th Street to SAIT. I personally only ride on 14th Ave when I go through about once or twice per week.
more lighting
Do not widen the path ways in lions gate park. They are not high throughput. Removing the grass and trees beside the path will only make the park look worse. Adding lighting and accessibility ramps is a good idea but leave the paths as is.
Make it wider and more pedestrian friendly
Keep it clean both from littering and snow and ice in the winter.
None really. There seems to be a lot of trash by the C train along the pathway.
Park has apple pathways, not sure why you want to spend more money unless the point is to spend more money.
Apparently they are widening the path which is not necessary. I walk it twice a day and rarely meet another person. Widening it will take out trees. Waste again of money.
Better lighting at night.
The train station position to the mall creates huge issue. Constant jay-walking occurs and I know of one death for sure and I'm guessing there have been others. People will not walk to cross walk if they are directly opposite the mall entry, mid block. Reality of people's behaviour has to be taken into account and now it isn't. More and different changes are needed in front of the station and crossing to the mall.
Should be made wider and a multi use path for not motor modes of transportation.
Make sure there is an obvious and easy to use transition between the bike lanes and pathway at 19th Street, otherwise people will probably have no idea there is a connection.
The pathway itself isn't really useful. When I ride my bike past, I stay on 14 Ave. Please consider adding separated bike infrastructure on 14 Ave.
The only improvement that I can think of that you have not already identified is drainage problems. In the fall and spring the connections of the pathway near the C train station don't drain properly and fill up with icy puddles for a significant portion of the year. When fixing the east train cross, please consider extending the Wheeling infrastructure over the bridge over 14th Street into SAIT. Transitioning westbound out of SAIT onto the pathway has been dangerous for me riding in the past.



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improved lighting, and open nature areas for better visibility and improved interactions between all users of amenities in the area - fewer cars, picnic type areas behind the c train station where there is a grassy mature tree area with great shade across from the library - daytime great area for families/workers at the mall for breaks/SAIT students/area residents - get library books, use wifi, access to washrooms at the library (important for young families) have a picnic, play in the park etc
Police patrols and lights. This has become more dangerous because of the number of drug users hanging around. Increased dramatically in last few years.
No I find it perfectly fine already
Plants
More frequent maintenance to pick up garbage, remove shopping carts. More garbage cans to help with litter control. Older trees now, so more new trees planted to keep tree canopy and privacy in the green space east of the train station.
Maybe slightly wider, as at times it can get busy.
Pave the alley to the south of lions park station and use it as a dedicated pike path, from 19th street to east of the pedestrian bridge. At the very least, go around the south side of the pedestrian bridge and tie back to the trail further east to avoid the current congested area.
Clean up the park between 13 and 14 Ave, close to 16th street. Lots of drug use. Needles found here. Bad interface by the bridge that goes over 14th close to the middle of north hill mall. Put
More police to drastically reduce the drug use near the station and park. We can no longer take our kids to the park. Needles are frequently left behind.
Would motion lighting be an improvement?
Lighting and anything else to reduce crime
YES! Sense of safety and security. More lights and clearing underbrush to discourage drug users. Features to encourage families, dog walkers, runners etc. to use the space - regular clean up of needles, perhaps community art / gardens / frisbee golf ?
Sufficient nighttime lighting. Thanks for this!
Expand clear up the space on the southeast corner of 14 ave and 14 street nw - it can be kind of jam up of pedestrians bikes transit users as they sort themselves out
17A street leading to 14th Ave should be enhance to make it a true pedestrian corridor that links Housfield Height/Briar Hill, West Hillhurst and the new AHS facility on 17A Street to the C-train station and the North Hill Mall at 14th Ave. This would include wider sidewalks on the westside of the road with a grassy boulevard and better lighting.
Move the side walk ramp on the SE corner of 14th ave. and 19th street away from the intersection as this corner is too crowded at times and too close to traffic turning right onto 14th ave. while traveling north on 19th street.
An investment in the Lions Park pathway is a good idea. I support these improvements.
Cut the bushes back, they encroach to close to the existing pathway in many places obstructing the line of sight. They also make the area uncomfortable at night.
Changes should be made to the area around the overpass to North Hill Mall. That section is always icy in winter since it doesn't get any sun.
Better lighting. Wayfinding signs that indicate what street is nearby
The area under the pedestrian overpass is a safety nightmare. I don't see any concrete plan to improve this. If the goal is to increase cycling as a mode of transport this needs to be addressed. More riders increases the risk. Similarly, if you are planning only minor improvements past the Lions Park Ctrain

station that will not be enough. Cyclist riding through will be a risk to pedestrians and those with limited mobility. A major redesign of this area is needed.
Remove bollards. Realign the pathway to fit the most likely path of travel when entering and exiting from 19th street. Widen the pathway so there is adequate space for both pedestrians and cyclists.
Anything that makes it safer such as visibility and lighting.
Please install a pathway along 19th St. between 16th and 14th Ave. This is a critical missing link for cyclists, particularly given that there are now MUPs and bikeways along those roads.
More lighting! Lions Park train station is very sketchy and a lot of transient people and drug users loiter in the park there. Especially with low ridership on the c-train, it can be very nerve-wracking walking through that stretch of pathway to the station since it's heavily treed and there have been increasing amounts of assaults in the area. Lots of bright lighting would definitely make it safer for the public (especially in the dark winter months) and should be a priority.
Those wheeling lanes don't look like they go anywhere, they need to connect. All LRT stations should have bike access
"It's hard to tell what the plans are from the drawings, but please consider that this pathway is a key link from 17A Street to 19 Street for bicyclists. At the moment, the pathway is very narrow in some places and creates conflicts between bicyclists and pedestrians.
Proper drainage is key: this pathway is an icy mess at some times of the year."
They are not wide enough for two bikes to pass at some point, yet when you combine this with the fact its shared with pedestrians... who built it like this to start with?
Defund the arts
Physically separated on street bike/wheel lanes are the safest. This is a high traffic area, so human safety should be paramount. Also ensure that bike/wheel lanes or paths are connected and don't just end at a sidewalk or busy road.
Section adjacent to the pedestrian overpass widened to allow snow removal and better sightlines, improved access at west and east ends, connection from 14 ST to SAIT campus. Increased peace officer presence and parks monitoring for illicit activity, broken glass, etc.
The pathway is excessively narrow along certain pinch points, not in compliance with modern standards. Under the pedestrian overpass, there is a dangerous turn with no line of sight.
More lighting.
WIDEN!!! better lighting, better access to and from the Lions Gate LRT Platform, ideally more than one way to get on the platform.
Just make it safer.

QUESTION 4 - Do you have any further comments or feedback to share about the proposed changes to improve mobility along 14 Avenue N.W.?

**MAKE A U-TURN LIGHT, DO NOT ADD TRAFFIC CIRCLE, DO NOT REMOVE PARKING, DO NOT
REMOVE LEFT TURN LANE, IMPROVE LIGHTING SO PPL STOP DEALING DRUGS AND
OVERDOSING. U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-TURN LIGHT, U-
TURN LIGHT. U-TURN LIGHT. NO TRAFFIC CIRCLE. NO TRAFFIC CIRCLE. NO TRAFFIC CIRCLE.**



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NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, NO TRAFFIC CIRCLE, UTURN!
Adding a U-turn light on 19st x 14ave makes more sense if you're trying to accommodate people exiting the strip mall. This will allow them to turn left/right onto 14 Ave, or turn back on 19St to get to 16Ave or go straight down 19St. This eliminate the need for a traffic circle in a RESIDENTIAL area that only benefits this mall. No one wants this traffic circle, and a U-turn light keeps commercial business out of the residential area. We would keep the peace and quiet in our community as well.
make the u-turn light a possibility, seriously. it's a much better option that removing the left turn lane and adding a traffic circle. clearly there must be money coming from somewhere to try and create multiple problems, so why not use this money to create a solution, the u-turn late, which is beneficial for all parties involved. also stop trying to put bike lanes everywhere, it's really unnecessary and not every street needs it? no one bikes down there anyways so what are you guys thinking
U-TURN LIGHT AND NO TRAFFIC CIRCLE! Literally living right BESIDE where you want to put the traffic circle, so I'm giving you a much better solution. This idea would also allow us to keep parking on 14Ave so ppl from the strip mall still have somewhere to park when they go there. If you want a bike lane then put it on the other side of 14Ave but otherwise why do you need a bike lane for 1 cyclist a week? No one cycles down that road except the odd 1 anyways. Use money to build something better
no traffic circle, do not remove left turn lane, stop trying to put bike lanes literally everywhere like 1 person a week bikes down there, you people who don't even live there don't know what it's like but keep wasting money to come up with solutions without knowing what problems you're solving. no wonder government people are so disliked because they don't think for the people, only their personal agenda!!
You can add a u-turn lane to help traffic flow better alongside the 20th street intersection. There isn't a point in having the circle in the actual residential area if the issue lies in improving traffic flow on the main road.
We reached out to the City of Calgary Project Manager for the 14th Avenue Project * explained that planning to install a traffic circle and eliminating the left turn to 19th Street NW from 14th Avenue NW is a direct violation of human rights for 12 houses located in cul-de-sac on 20th Street NW and she said she understood our concerns. We will send her letter
Would like to see the turning lane stay
14 Ave REGUIRES a left turning lane. Currently it is BH only lighted intersection to safely get on to 19 Street north bound. With LRT & Pedestrian crossing 19 street only 2 or 3 cars get through light as it is with its current 1 1/2 lanes. If only 1 lane to get traffic out of BH it will take several lights to move traffic out. Frustrated drivers will take risk leading to dangerous decision. The removal of turning lane on 14 for 39% of wheeled traffic does NOT keep the majority of HH/BH safe.
Define your terms! What is a 'wheeler'? I assume you mean in part bicycles but what else is covered?
I have concerns and other suggestions. Rather than do all these proposed changes- why not put in speed bumps along 14th, and block off the south exit of strip Mall onto 14th Ave- it is a small mall why do they need 2 exits. I am concerned with the addition of bike lanes , it makes an already narrow road even narrower.
4/4 approaching 19 St. Finally the proposed traffic circle would serve no purpose & create a danger for cyclists traveling thru there who in all likelihood will not travel the appropriate arc. Finally, cars leaving the strip mall currently turning left onto 14Av will continue to do so. That's never been a problem as virtually everyone is courteous & lets them in. It strengthens the need for the turn lane as that's where the cars are going otherwise they would turn onto 19th from the other exit.



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Has there been a traffic count of the % of westbound 14th Avenue traffic turning north on 19th Street that will now have to instead turn into the community and turn north from 12th Avenue? This will effectively double eastbound traffic on 12th Avenue and turn traffic onto north south streets that never had it before. To what avail? What is the count of wheeling traffic that is compromised currently? Would they just as easily be accommodated by the new 40 km per hour speed limit?
It seems to me the city is looking for problems where none exist. 14th Ave. west of 19th St. NW as it currently stands works very well for both motorists and wheelers and quite honestly, cycle traffic is almost non existent. Why the need for an elephant crossing? The rest of the city has green painted boxes for bikes. Besides, cyclists don't dismount as as. Or really, is it that much of an inconvenience for a cyclist to dismount and walk across?
Is there a scenario on which the left turn lane did not need to be lost at 19th St. and 14th Ave.? It seems to me that more people will be inconvenienced waiting to turn left at that light if the lane is gone, than will be inconvenienced by waiting to turn left out of the strip mall or by not having the wheeling lanes.
14 Ave REGQUIRES a left turning lane. Currently it is BH only lighted intersection to safely get on to 19 Street north bound. With LRT & Pedestrian crossing 19 street only 2 or 3 cars get through light as it is with its current 1 1/2 lanes. If only 1 lane to get traffic out of BH it will take several lights to move traffic out. Frustrated drivers will take risk leading to dangerous decision. The removal of turning lane on 14 for 39% of wheeled traffic does NOT keep the majority of HH/BH safe.
Are you removing the left turn lane at the intersection of 14 ave nw and 19 st nw? The drawing above doesn't show it. Are you making changes to the traffic lights then to add a left turn only light? We exit from briar hill that way and without that left turn only lane, I see congestion with a single lane of cars heading into all directions - left, straight and right.
We strongly oppose the proposal to install a traffic circle on Install Traffic Circle on 20 St & 14 Avenue NW Calgary to facilitate traffic turning out of the Lions Park Strip Mall. 1) The road is not wide enough to install a traffic circle after on-street painted bicycle lanes. 2) It will make it very hard for the Fire & Ambulance Emergency services to take a turn from 14 avenue to 20 St South. 3) Same problem for Trades/Construction vehicles as community is coming with reconstruction of houses
Loss of the the left hand turn lane from eastbound 14th Ave @ 19 St will likely to have a very negative impact on the community. If the City is determined to remove it, I'd really like to see it conduct a trial this fall (say in Sept) whereby pylons are put out to block it off for a couple of weeks. This will give the community time to see what impacts it will have on traffic flows & City planners time to work out how to mitigate any problems that result before this work is undertaken!
Do not install a dedicated bike lane or cycle track. It will impede bus movement and will impair property values impacting the city bottom line adversely.
Few bikes use this street and there is very little car traffic. The street hits Crwchld with a pedestrian bridge that isn't bike friendly and you are putting another bike lane one block away on a flatter street (ie a Much smaller hill) so why does this small community need 2 lanes so close? Make a bike lane that connects to the new 16th Ave path on the east side of 19 st in the wide grass area which then connects to lions park and it will accomplish the same for less \$ and a better hill profile.



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<p>Why is the left hand turn lane being removed on east bound 14th ave to go north on 19th street? What ""problem"" is being solved? And more importantly, what problems are being created? To exit the community North to 16 Ave, removing the left hand turn lane will create:</p> <ul style="list-style-type: none"> - more traffic on 12th ave (elementary school, resources school for children with down syndrome) - more traffic on Juniper crescent, a steep hill that is already narrow with parking - large problems in the winter
<p>I ride my bike to work every day and I'm strongly against a 14th ave wheeling lane. There are very few cars outside of school drop off times and I have never felt unsafe cycling there. Also there aren't many bikers because the road hits a wall at 24th with a VERY steep hill and the 24th side doesn't go anywhere or come from anywhere. Removing the turn lane will cause rage as cars wait 2 to 3 lights at peak time. Seriously, this lane is a mistake. Please use the money and put one somewhere else.</p>
<p>The proposed changes are not supported by existing traffic data or studies or forecasts available to public, only by generic theoretical civic policy. These will impair mobility, cyclist and pedestrian safety during a significant but unstated construction period. This impairment will create more pedestrian, cycling, automotive, worker incidents during construction than in all of the past 30 years in this project area. Significant over-runs will come from terrible chronic pavement conditions.</p>
<p>Do Not remove the left-hand turn lane from Eastbound 14 ave. onto Northbound 19 St, why do most of the residents in the community have to suffer in order to accommodate a few strip mall customers or those very few cyclists or the non exist wheelers? It is unfair for the residents who will have to drive around in order to get on to the 16 Ave. and Crowchild.</p>
<p>Leave 14th ave alone. Mobility improvement exists with the bike lanes associated with the 16th ave improvements currently underway. Have the two project managers for 16th ave and 14th ave communicated to see this duplication? The race to produce and support bike lanes on every city project is obvious here. Need to go conduct a traffic study and proper traffic count during regular school with no COVID. Consider traffic changes on 20a Street with 16th ave work and more traffic entering 14th ave.</p>
<p>This plan certainly isn't for mobility. It's definitely not a calming plan, but rather going to make a lot of aggressive drivers. And who would even think that it's a good idea to take the left turn lane off eastbound @ 14 Ave & 19 St causing the loss of any easy access to HALF THE CITY. Does anyone really think making this left turn @ 12 Ave with no traffic lights is going to be easier????!!!!!! - or safer?</p>
<p>Safety first! 1. Do not bottle neck the cul de sac north of 14th ave on 20th Street 2. Do not remove left turn lane on 14th ave to 19th Street , this will create a back log of traffic. I need to get to Foothills hospital but i'm stuck in my cul de sac and now I'm stuck turning left on 14th to 19th. 3. Do not change intersection at 14th and 19th. Eastbound traffic restricted by c-train light sequence and back up of left hand turn on 19th to 16th. Removal of left turn lane will back up traffic.</p>
<p>I have lived in Briar Hill just off 14 Ave for 20 years. I've cycled to work downtown for much of this time. What you propose does absolutely nothing to improve my ability to cycle along 14 Ave, and modestly improves movement through Lions Park. So what is the point!? Just to say you have a bike route?? On the other hand, loss of the left hand turn lane at 19th Street will be a substantially negative impact to driving out of my community. Overall, I'm not in favor of the proposed changes.</p>
<p>Leave good alone! We do not need the City of Calgary coming in with their grandeur Ideas that never work, and messing everything up. Save your money! Save Our Money! We need the left turn lane! We</p>



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<p>need the parking along 14th avenue! We don't need those ridiculous bike lanes put in that no one ever uses. We don't even need the traffic circle.</p>
<ul style="list-style-type: none"> - I am a cyclist and commuter for the past 25 year and DO NOT support the use of wheeling lanes along 14AVE (especially when new bicycle lanes are being added along 16AVE - one block away) - The 14AVE wheel lanes will eliminate the parking and the LEFT HAND TURN at 19ST/14AVE. - The TRAFFIC CIRCLE could be moved to 20aST (one block West) since this street runs through to 16AVE - DO NOT eliminate the LEFT HAND TURN lane at 19ST/14AVE
<p>I have lived on the corner of 20th street and 14th ave for 25 years. Sometimes it gets busy, sometimes it gets congested, but ironically people are courteous and everyone gets in and out fine. We basically get along with the mall patricians. We don't need the city of Calgary coming in and messing everything up. Leave the parking along 14th avenue. Leave the left turning lane. We don't need any of your useless bike lanes!</p>
<p>I am glad to see the improved wheelchair ramps. But given the high number of mobility device users I see every day in the area, can we not have more designated space for mobility devices? I think there should be just as much planning and thought devoted to these users as to cyclists.</p>
<p>Far too many people cross 14 th without regard to traffic. I am not sure what can be done beyond putting up barriers!</p>
<p>Not all change is necessary.. the traffic circle is definitely not needed. It is already seen as a residential area, why add a traffic circle to state something already obvious but has no real benefits? All residents share the same stance where we are AGAINST this horrible proposal. Whoever proposed it is obviously not directly affected by it like I am.. I live literally right at that corner. Imagine you just relocated and the next day someone wants to build a traffic circle next to you. SO RUDE</p>
<p>just no traffic circle please.. I am so scared one day my senior parents will die because I can't get them to hospital in time because of traffic.. I already see it happen in my old residence.. friends still living near traffic circle tell me all the time how they struggle.. I move here because no traffic circle and so much stress relief but now you want to add traffic circle again, makes me so upset. too much traffic if you change how it is.. why do you need to change this intersection..</p>
<p>This dumb traffic circle idea is really just to benefit the commercial businesses. PUT THE STUPID TRAFFIC CIRCLE IN FRONT OF THE BUSINESSES THEN IF YOU WANT TO RELIEVE TRAFFIC, OR BETTER YET IN FRONT OF THE HOUSE OF THE IDIOT WHO SUGGESTED IT! THOSE WHO LIVE RIGHT ON THAT STREET DO NOT WANT A TRAFFIC CIRCLE AT ALL, WHAT A WASTE OF TIME AND MONEY ONLY TO BENEFIT BUSINESSES, REALLY? It's FINE the way it is, people just need to have more common sense these days, it seems lots are lacking!</p>
<p>JUST DON'T ADD A TRAFFIC CIRCLE. There is a LOT OF TRAFFIC coming from that strip mall where the yoga studio is. You remove lights at 19St, they all divert to 20 St. People living on 20 St will be blocked in from this disaster. Who even thought this was a good idea? Would you like it if one day you lived at that corner like I do and then the next day someone decided to put a traffic circle there? NO! People don't even know how to use it, there's so many bad drivers! Whoever suggested it is crazy</p>
<p>Losing the eastbound 14 Ave left hand turn lane does not work. It is already hard to turn left due to high pedestrian traffic. You would have to add a left turn light instead. However those lights are already complicated by c-train and ensuring cars can clear the tracks for oncoming trains. This project is a waste of tax payer money that will not improve access out the neighborhood, it will cause more parking issues and worse back ups, hurting the businesses and frustrating residents.</p>



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Improvement must be made to the traffic light controls at 14th Ave especially when 16th Avenue is busy. Keeping the 14th Ave left turn lane is essential...this should've been the first question asked. Do not remove the 14th Ave left turn lane.
"The removal of the left hand turn lane from 14th Ave to 19th Street, must be suggested by someone that doesn't live in this neighborhood. This is a crucial access route to Trans Canada, U of C and Crowchild Trail for neighborhood residents. Suggesting to head North on 19th Street, we now exit Briar Hill via 12th Ave and turn left on to 19th Street ignores the volume of traffic and playground zone on 12ave that isn't enforced and also moves the regularly speeding down 14th Ave to 12 Ave."
I think it's great you are adding more mobility to our neighbourhood but as per my comments above I am not so sure the other changes have been well thought out.
no
any decision of projects closed to residential area should be more humble and cautious otherwise the road to hell is paved with good intentions
pedestrian traffic crossing 19th street, both on the north and the south side means traffic turning will have to wait until the pedestrians have crossed, traffic on 20th street backs up because no one can turn or move until pedestrians are across. the stop lights are only green for about 10 seconds and then it is a long wait on red. In rush hour train come about every 5 minutes, meanwhile traffic is backing up because no one can turn from 20th street because of the single lane
These improvements all seem like a good idea. My concern in this area is actually travelling down 19 street, between 16 and 14 ave. Can this section be more cyclist-friendly (e.g. widen pathway on the east side of the road to have bike lane) and regularly plowed during the winter??
I don't think this needs changing
Removing the left turn lane from 14th Ave northbound onto 19th St is sheer idiocy. Drivers from Briar Hill wanting to go N on 19th will now have to drive S through BH and turn left onto 19th at 12th Ave., across both north and southbound traffic, travelling at 50+ Kph. Another option will be for them to turn right (S) onto 19th from 14th, and then turn left (E) on either 13th or 12th Aves and then do a U-turn, circle through the SDA church lot or circle through the community to come back to 19th
You f up traffic by extending sidewalks in residential areas. You removed a right-hand turning lane and fire-truck lane next to a hydrant on the south side of 17 Ave because a new sidewalk you built is there. Driver's turning right can't turn on a red light.
Removal of the left turning lane on 14th Avenue onto 19th St is a terrible idea. Anyone who has ever tried to turn north onto 19 St from 12th or Briar Cr knows how dangerous it is. The left turn lane on 14th Avenue is the only safe place to turn north. I don't think that wheel lanes are the least bit necessary and are, in fact, a very bad idea.
I think this is an excellent idea! We should be doing more to allow people the freedom to choose the mode of transport that works best for them, and this is a good step toward supporting that.
The left-hand turn lane should be EXTENDED, NOT REMOVED. Vehicles turning north on 19 Street NW frequently block vehicles not turning north, because the existing turn lane is very short. Removing the left-hand turn lane would exacerbate this problem and likely divert traffic wanting to turn south through the side streets. Traffic signals could be adjusted for independent east-west travel, but that would exacerbate already long wait times caused by C-Train traffic.
This truly seems like a make-work project. Taxpayer money could be better served elsewhere.
Very unnecessary



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The removal of the left hand turn lane will now cause excessive congestion and likely put pedestrians and cyclists in more risk than the current set up.
Wheeling lanes are not require. People wheel thru the neighbourhood without any difficulties. Wheeling in the winter months is only done by hard core wheelers - our climate does not facilitate 12 months of wheeling -the extra cost of snow removal is not justifiable. Removing the left hand turn will promote traffic thru to 12 Ave - causing a safety issue for school children. The current left hand turn helps with the traffic flow especially when the LRT impedes it. Elephant Kings/ramps are good.
<ul style="list-style-type: none"> - A one-way parking lot with the entrance on 14 Ave and the exit on 19 St is worth consideration. Enhanced traffic control of the left turn lane on 19 St at 14 Ave could be utilized as a u-turn opportunity for those exiting on 19 St and wanting to go northbound on 19 St and save dollars with less confusion. - The loss of the left turn lane on 14 Ave to 19 St will add more pressure to the proposed solution and is overly complicated. - A parking study needs to be done for the issue outlined above.
Eliminating the eastbound left turn at 19 Street will cause some people grief - including us at times. That's the route people who leave the neighborhood wanting to go west on 16 Ave or north on 19 St typically take. That traffic will likely go to 12 Ave...and frustrate the homeowners along 20 and 20A Streets. Also...with the school on 12 Ave more traffic isn't ideal. A potentially unsafe situation is being created at 12 Ave and 19 St, especially during the AM peaks (once post covid). Signals?
The reduction of speeding cars and heavy trucks on 14 AVE NW west of 19 St NW is desirable, into residential neighbourhood. However, the traffic circle seems to benefit only commercial interests on 19 ST and is detrimental to residents by adding more traffic and congestion. Mobility of pedestrians and bikers would be negatively effected by less space to walk and wheel, so close to turning cars. I believe the installations of a traffic circle would create more problems than it solves.
There's a lot of potential pedestrian/green space around the c-train that could be cleaned up significantly. It doesn't reflect the value of the neighbourhood.
The left turn is a crucial turn lane needed for Briar Hill residents. It's less dangerous to turn left onto 19th street from 14 Avenue than it is from the other avenues. Removing it will increase accidents on 19th street. If you leave 14th without a left turn lane, people will try to go around others turning left and will encroach into the walking/bike lane. Please don't remove the left turn lane.
"If the left turn lane is removed, residents driving or wheeling east on 14 Av, will be faced with increasing difficulty & delays turning north on 19 st. This in turn will result in increased traffic on 12 Av & on Briar Cres, neither of which provide safe access to turn north on 19 St due to pedestrian crosswalk at 12 Av & limited visibility from Briar Cres.
How are we to safely leave the neighbourhood heading N. on 19 St? Of late, traffic on 19 St has increased significantly!"
Getting rid of the turning from eastbound 14 Ave. to northbound 19 St. N. W. is a disaster waiting to happen as the traffic lights are timed for the LRT and already create traffic backlogs.
I really think it is a very nice project.
I'm glad the city is working for us and looking forward its citizens.



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<p>I am very concerned about the removal of the left hand turn lane at 19th street. This is the main egress out of our community. If this intersection becomes less efficient, traffic will move south to 12th ave (past the school and park) and then east to the uncontrolled intersection at 19th st. This will increase the potential for collisions at this intersection.</p> <p>Why not start the dedicated bike lanes at 20th street (after the traffic circle) so that the left hand turn lane can be preserved?</p>
<p>This is definitely not an improvement for the people living on those streets.</p>
<p>The left turn lane removal on 14 Ave at 19 St is going to cause major traffic back-ups during the afternoon rush-hour. It's hard to turn left onto 19 St and this proposal would mean that everyone going straight through or turning right will get stuck too. I would imagine residents not turning left will start using 12 Ave instead, which is more dangerous for the elementary school students using 12 Ave.</p>
<p>Removing the left hand turn lane from 14th ave eastbound onto 19th street northbound to make room for wheel lanes while also attempting to increase traffic along east bound 14th from the strip mall will make both turning left onto northbound 19th and going straight through on 14th towards the LRT more difficult. And removing street parking for a strip mall that already lacks enough spaces is only going to cause parking problems in the neighbouring community.</p>
<p>DO NOT REMOVE LEFT TURN LANE AT 14th AVE AND 19th STREET NW. HAVE YOU CONSIDERED;</p> <ol style="list-style-type: none"> 1. Traffic light sequencing with the CTRAIN 2. Traffic back up on eastbound 14 th Ave from CTRAIN and left hand turns at 19th Street. 3. 20a Street is not the detour to 19th Street north as you have to cross three lanes of traffic which is not possible in rush hours. 4. Residents will be forced to turn north at 12th Ave and Briar Crescent's uncontrolled intersections. Diverting traffic to those quieter streets.
<p>We need to know the name of the person who proposed to install the traffic circle on our street. Please provide it to us. We would very much insist on having the traffic circle built next to that person house first and see how he/she enjoys it. The City of Calgary has the law about no noise permitted in the residential area and yet you go ahead and violate it by bringing UNNECESSARY huge traffic on our street. You also bring the risk of people living here being run over by huge traffic.</p>
<p>Pave the street instead of making changes to a lightly used "bikeway". Listen to resident feedback and don't jam in this change that is not needed.</p>
<p>The maintainance of the roads are more important. I think is great to have more lines to divide pedestrians and for bikes traffic</p>
<p>No traffic circle</p>
<p>JUST DON'T INSTALL THE TRAFFIC CIRCLE, I DON'T WANT TO DEAL WITH INCREASED TRAFFIC, IT'S SO UNFAIR TO TRY AND PROPOSE THIS IDEA WHEN THERE ARE PEOPLE WHO ARE GOING TO BE DIRECTLY AFFECTED NEGATIVELY BY THIS JUST FOR THE SAKE OF PEOPLE WANTING TO MAKE A U TURN. MAYBE IF YOU TRIED TO LIVE RIGHT AT THE CORNER, YOU WOULD UNDERSTAND HOW UNDESIRABLE AND RIDICULOUS THIS IS. IMAGINE WAITING MINUTES TO JUST TRY AND LEAVE YOUR OWN HOUSE BECAUSE OF THE INCREASED TRAFFIC BROUGHT ON BY SOMETHING UNNECESSARY!</p>



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<p>I have read that there will be no left turn from 14 ave to 19 st Why? This is ridiculous this will cause vehicles to go down 13 ave of north on 20A St. Its bad enough there is little inforce stopping traffice turning from 16ave to 20 A st in the morning hrs as posted. The signage needs to be better even City of Calgary Vehicles ignor and turn.</p>
<p>Keep up the great work!</p>
<p>I would like to see an actual physical photograph of one of these "elephant crossings" that are mentioned in this proposal. I have googled for this term, and found 100's of photos of elephants crossing roads and absolutely zero that seem to have anything to do with cyclists so I have no frame of reference at all as to what this is.</p>
<p>you are removing the left turn lane from 14 ave northbound onto 19 St. This is the only controlled exit from Briar Hill; the right turn lane to southbound 19st is already restricted by a pedestrian crossing, so reducing right, straight and left turn traffic to a single lane is going to cause huge congestion. Why not just install a traffic circle at the intersection of 14 ave/19st? also, the ramps into Riley library & Safeway off 14 ave are too steep & grade should be reduced</p>
<p>The removal of the left lane will cause traffic to back up on 14th unless there is a turn signal provided. There are a equal number of people turning left and going straight (or turning right).</p>
<p>They should keep the turn lane as most people coming out of the small mall are wanting to turn left an dec you would be forcing those turning to go to 12 Ave</p>
<p>I don't believe any changes are required west of 19th street.</p>
<p>oh my gosh, YES!! Why the heck would you take away the left turning lane!! It is absolutely ridiculous!! There already are two entrances/exits for the strip mall so why do this?? It's entirely to the disadvantage of the residents of this neighborhood and will ADD to congestion, not alleviate it. This is ABSOLUTELY ridiculous, its a waste of money and effort and a super inconvenience for residents and for NO benefit. Who counts here? I would hope residents.</p>
<p>The traffic issues are caused by cars exiting the strip mall onto 14th ave. The strip mall should have two exits/entrances on 19th st and allow cars to do a U turn at the 14th ave / 19th st intersection. The timing of the traffic lights at the intersection of 19th st and 14th ave is complicated by the C Train crossing making all east bound traffic very difficult. The back up of this traffic generates real problems for cars exiting 14th st trying to turn north - a turn lane is required.</p>
<p>The proposed painted bike lanes are a signal to area motorists and cyclists that bicycle belong. I hope that a robust paint (epoxy) is used so that the lanes don't scrub out with winter grit.</p>
<p>We need to keep the left turn lane at 19th street. This is used frequently and helps to keep traffic moving through that intersection. I disagree with the idea of bike lanes on 14th Ave unless you only want to put them east of 19th street. It is not a very busy street and it is wide enough to accommodate bikes without the expense of dedicated lanes that will only be visible and used for a few months of the year by a very very small segment of the population.</p>
<p>1. Bike lanes should be physically separated from car lanes and not just separated by painted lines which cars ignore. There is a lot of room on this road if you remove the parking to accomplish a nice barrier between car and bikes. 2. If the left turn lane is to be eliminated at 19th St/ 14 Avenue then please ensure a left turn light remains.</p>



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There is no reason to remove the left turn lane or to add a traffic circle. I don't know who comes up with stupid ideas like this but they are just looking to keep their jump by making pointless projects that on asked for or wants.
Why is the 14th ave left turn lane onto 19th street being removed? Ridiculous! The last few times I've tested what it would be like if it was gone, it would have taken 2-3 lights to turn left on 19th based on traffic/pedestrians going west on 14th across 19th (I was in the turning lane and had to wait).Painted bike lanes are not needed on 14th ave - waste of money again, and I ride my bike on that road.
I'm not okay with the removal of the left turning lane on 14th Ave to north bound 19 Street. This will increase traffic on 12 Ave where there is a park and an elementary school. Not very responsible or safe to encourage higher traffic flow where there is a lot of little people walking around.
It's a surprisingly busy road so account for both car and foot traffic. Ultimately a bridge from the train over 14th avenue would be ideal.
The potential loss of the left hand turn lane from eastbound 14th Avenue to northbound 19th Street would be a very bad decision.
DO NOT REMOVE LEFT TURN AT 14 AVE ONTO NORTHBOUND 19th STREET! The back up of traffic into the community will be for blocks, forcing traffic onto quieter streets in the community. The c-train dictates the light frequency and reducing the well used and very convenient left turn lane will result in another 25th AVE and McLeod Trail six minute wait fiasco! Not to mention the back up into the proposed 20th Street traffic circle - BOTTLE NECK! In a quiet community.
Unbelievable that the loss of the left hand turn land to northbound 19th Street only shows up as a point on on diagram, with no description OR survey question. Very underhanded! This is a BIG deal and a BAD thing for residents living in Briar Hill and those who drive up from West Hillhurst. I cycle extensively and drive too. I can tell you that adding the bike lanes does nothing to enhance my cycling experience BUT loss of that turn lane does alot to negatively impact my driving experience.
I am concerned with the removal of the left turn lane going east bound onto 19st North. I would expect this to slow overall traffic leaving the neighbourhood so some mitigation should be proposed (e.g. extending the traffic signal).
Concerned about removal of left hand turn from east bnd 14 Ave onto north bnd 19 St. How will community residents access northbnd 19 Street to then access eastbnd 16 Ave btwn 19 Street & 14 Street. Consider one 2-way wheeled traffic lane on one side of 14 Ave btwn 24 St and 19 St, leave parking on the other side btwn 24 St & 20 St. Increase parking time to at least 2 hour as parking period of 1 hour is not enough time to conduct anything meaningful ie social visit, appointment/service visit
Do not remove the left-hand turn lane on 14 Ave eastbound at 19th Street. This will create congestion and will force traffic onto the side streets and use the 12 Ave intersection instead. Do not narrow 14 Ave between 20th and 24th. The speed limit has already been reduced to 40 km/hr. Wheeled lanes are not needed since the sidewalks along 14 Ave have been rebuilt from 19th Street to 21A Street and can accommodate wheel chairs and scooters smoothly. Please rebuild the sidewalks to 24th Street.
I really dislike the removal of the left turn on 19th street off 14 avenue. I access this turn sometimes several times a day and find it safe and the most direct way to get onto westbound 16th avenue. I frequently use 16 avenue west and east and really don't like having to drive extra to gain access via 12 avenue which does not even have a light making it a very unsafe turn. Please continue to allow the left turn onto 19th from 14 avenue.

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Weekly I make several left turns from 14th AVE eastbound to 19th Street northbound. It is the safest way to exit Briar Hill because it has a traffic light. With your proposal, you are not only making it LESS EFFICIENT for citizens of Briar Hill, forcing them to go an extra 2 minutes every day to 12th avenue to make a north turn on to 19th street, you are potentially increasing the likelihood of vehicle accidents by removing the ONLY CONTROLLED INTERSECTION for a left turn.
Since the bike lanes will be installed encouraging more cyclists to the area, improvements to the pedestrian overpass at the end of 14th ave. over Crowchild needs an upgrade and made to be more bike friendly. Stairs are in bad repair. Consider a bike ramp similar to the overpass at 21A street and 16th ave.
The left turn lane should not be taken away. This is the only accessible method of getting onto 19th street from briar hill.
The cycling lanes on 14th would be an improvement, however, keep in mind cycling does not end one at 24th st. Juniper Road is the main access/egress into the community and onwards to SAIT, mall etc. or reverse to Foothills Hospital, U of C. There should be a plan to better identify and connect Juniper Road to 14th Ave, then onwards to the river pathway system. At minimum, Juniper should be better identified as a bike route with street markings, and the speed limit signs should be refreshed.
I live on 12 Ave N between 21A and 22 street W. The left hand turn from eastbound 14 Ave to northbound 19 street should not be eliminated. The only other options to northbound 19 st are eastbound 12 Ave and eastbound Briar Crescent. The left hand turn from 12 Ave gets very backed up as there is no traffic control at that intersection. The north and south lines of sight while trying to turn left from Briar Cres to northbound 19 street are unsafe.
How about extending the sidewalk on the south side of 14 Ave all the way to 14th street. Right now the sidewalk stops shortly after the bus stop. It is only a short length of sidewalk to extend.
The removal of parking along 14th Avenue and the addition of wheeling lanes would result in negative consequences for the local community. This would also result in the loss of a left turn lane from 14Ave to 19 Street which would cause a lot of congestion and would cause traffic flow patterns to spill out in adjacent areas where the infrastructure does not support additional traffic. As homeowners living in this area we ask that these changes are NOT IMPLEMENTED.
Get rid of the Wheeling Lanes they are utter failures. I never see bicycles on the others near Northland and the lanes recently installed in Silver Springs are utter Failures. They make the public art program look like a super star program. I cant find anybody in Silver Springs who likes them or is willing to vote for a councilor that wants to keep them. This is no doubt social engineering dreamed up by a certain councillor and people in the big blue building downtown who should leave town
Do not remove the left lane turn it will backup access leaving the neighborhood. Many people use the lrt and when they use the crosswalk it takes up the entire turning light. Bike travel north south to downtown not east west. The neighborhood is a grid pattern not like a new neighborhood with only one in and one out
14 Ave & 19 Street requires a left turn lane. It is HH/BH only light to access 19 safely. Require left turn lane if you are going to have all traffic existing HH/BH in a single lane of traffic. Large # of pedestrian crossing 19 Street only allow 2 or 3 cars through light at a time. That will not allow straight through or right turning traffic flow. Traffic will then travel through residential area putting residence at a higher risk of danger.
Walking from the south side of SAIT or the Jubilee Auditorium west into Lions Park is impossible without having to cross to the north side of 14th Avenue, cross the bridge, and encounter pedestrian barriers that prevent access into the park in favour of a fast lane for the cars to drive south on 14th Street. The west



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part of this intersection (at the east end of Lions Park) could certainly be made much friendlier for the pedestrian.
ensuring that wheeled users are provided USEFUL connections to this route, cycling routes for example are often disjointed and need better connection
I am concerned that traffic may redirect along 12th avenue which is already quite busy with traffic. I'm wondering if there will be traffic calming measures along adjacent streets eg. speed bumps to slow traffic that divert away from 14th avenue looking for a way to get to 14th Street. Thanks for opportunity to engage
Do not remove the turning lane to widen the sidewalks. Although people bike the go south to downtown. Almost no bikes go east/west. They already use the side streets to weave their way down to the main river pathway. Dedicated lanes. In addition there are lots of residents that use the crosswalks to go to and from the lrt. As it is now it takes almost a full light waiting for a resident to cross 19th st. Cars will just go to the other intersection leaving the neighborhood which isn't controlled
I think the bike lanes (wheeling lanes - point of name change?) are a low priority in a cash strapped city. This is NOT Copenhagen (where I've lived) - we do not have that climate. Biking on 14th Ave west of 19th is already comfortable, and doesn't need a special lane, particularly not right now when the city should be sticking to high priorities and cutting back. Also, traffic lights at 14th and 19th should not be sync'd to the train - promotes j-walking and is an unnecessary annoyance.
support
This is a solution in search of a problem. For four days now I have counted the cyclists passing by my house - almost at the base of the pedestrian overpass. I watched from 7-9am and again from 4-6pm (retired and have time to do this). Total count for four work days 7-9am = 9...total count 4-6pm=7 The idea of having bike lanes on both sides of the street is ludicrous, as is the need for bike lanes at all. Incidental traffic at other times is minimal. This needs a serious re-think.
Anything to reduce the amount of cut-through traffic in communities is great.
Adding bike lanes from 19th Street to 24th Street is foolish and unnecessary. There are few bicycles there today and there is no conflict with the parking lanes along 14 Ave. Add some Share the road signs, do not add bike lanes. Bikes use 14 Ave much more from 14 Street to 19 Street since there are places to exit the neighbourhood. There is no easy biking way out of the neighbourhood at 24 Street so there is little bike traffic. Adding bike lanes won't change this fact.
Was the parking study performed pre-covid or post-covid? What year? There is a lot more patrons of the mall parking on 14th Avenue pre-Covid.
This plan does not address 14 Ave from 14 St to 19 St NW. This section of roadway is much too wide for the volume of vehicles and promotes high speeds. It is not reasonable for cyclists to move onto the off-street pathway to the south. Are cyclists to get off their bikes and walk across at the light at 14 St to get to the pathway? There are already frequent near misses with pedestrians on this narrow pathway and these would increase with increased bicycle volumes.
The traffic circle is unneeded.
If the parking is removed for a wheeling lane, where & how will the replacement parking be created
Removing the left hand turn lane would create many problems. It would slow down traffic (lots of cars use that lane).
As a Briar Hill resident, it's great to see these improvements being made! One point to Lote regarding the no left turn lane onto 19th St - I think this is fine, but one issue to consider is the people that exit the 19St strip mall onto 14th ave and turn left. This often causes confusion at the intersection since there's really



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no room to enter directly onto east bound 14 ave. Give there's now a traffic circle on 20 St, perhaps this should be right turn only to exit strip mall (use traf circle)
Strongly disapprove of removing the left hand turn lanes at 19th street to force traffic into a residential neighbourhood
PLEASE, PLEASE, PLEASE DO NOT take away the left hand turn from 14th Ave onto 19th Street. This is a main entry to get north onto 16th Avenue, a route to Crowchild Trail. Removing this left hand turn, in my opinion, would be a disaster to getting out of Briar Hill. PLEASE, PLEASE, PLEASE rethink this. Thank you.
I bike to this area from the ped/bike bridge that crosses 16th avenue between 21A Street and 21 Street. How can cycling be more comfortable and made safer east of 19 Street?
Waste of money for unnecessary changes. Require left turning lane onto 19 Street N.W. The sidewalk on the north side of 14 Ave was just replaced a few years ago. I don't feel there is enough bike/wheeled traffic down 14 Ave to warrant changes.
Many vehicles east bound cars turn left to 19 st North. Removing the left turn lane will create an inability to get through on one light adding congestion We have lived here 15 + years and the surface of 14 Ave is poor, especially for bikes. Many sidewalks on 14 Ave and the side streets need replacing. As a person with physical challenges the slanted sidewalks for driveways and lane access creat less stable walking surfaces and cause enough pain to decrease the distance I can travel.
more cycling lanes please
Repave 14th Ave, several potholes have yet to be repaired, dangerous for wheelers. Replace sidewalk (only half done) along 14th ave, due to uneven surfaces, tripping hazard for seniors, wheelers, persons with disabilities. Not sure purpose of painted lines west of 19th st as road not leading to retail or public space by 24th St. Can use 16th Ave/Crowchild underpass for wheelers. Safer, easier to use, more open for safety.
Please do not remove the left turn lane at 19th street. At a minimum you could do a traffic survey for left turns
Removal of the left turn lane from 14th Ave eastbound onto 19th St northbound will backup traffic leaving the neighborhood. Currently it works very well with 2 eastbound lanes allowing for a combination of left and right turns plus continuing eastbound on 14th Ave. I'm a resident and year around cyclist since 1988 and Car and Bike traffic are light enough on 14th Ave west of 19th street that NO bike lane is needed especially if parking is no longer allowed between 20th and 24th streets.
Unless you're going to add additional lanes then no.
Stop decreasing lane widths in calgary. We are at the point where we have to come to a complete stop for oncoming a bus or truck on Bowness Road. Don't do that here too. Stop messing with our roads!!!!
Thank you for working to improve the community.
We feel that elimination of the left turn lane from 14th Ave to 19th street will only back up traffic into the circle and and create unnecessary frustration and time delay to get through the light.
Do this in more areas of the city. All C-train stations should have safe cycling access.
The high rise building completed on 16 Avenue, next to McDonald, is a loud speaker to reflect all the traffic noise to the south side. Making the existing low height sound wall useless.
Enhancements to the playground area would be a great way to improve mobility and create a destination.
Physically Protected lands are a must. Painted lanes are not safe and not "all ages". On street lanes are useless in the winter without proper snow clearing. Too often snow gets pushed into them from the road or adjoining sidewalk.



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<p>Off street or protected bike lanes please, and protected intersections. The current proposal is woefully inadequate for 39% of the community's commuters. Painted lines do not save lives.</p> <p>Right turn slip lane from WB 14 Ave to NB 19 st is unsafe. At the very least it needs a high entry angle to force motorists to slow down.</p> <p>I wish you had included the pedestrian overpass over Crowchild. It is currently narrow and inaccessible to wheelers, and part of an essential route to the hospital.</p>
<p>Maybe I am missing something but I don't see wheeling lanes east of 19 St. How are people supposed to access library and mall safely? Non connected bike paths/wheeling lanes are not at all the much of an improvement for people who want to safely get around town on bikes/scooters/wheelchairs etc.</p> <p>Same applies to the intersection design. Most collisions happen on intersections and wheeling paths/lanes that don't also include redesigned intersections are of little value.</p>
<p>Please make sure that the cycle lanes are protected by cement or other devices. Paint is not enough.</p> <p>Also, this is the first time I've seen the word "wheeling" instead of bicyclist. Is this jargon or is wheeling to indicate scooters, bikes, and other non-car transport?</p>
<p>Should be separated and hard-protected biking infrastructure. Paint does NOTHING to protect and my kids.</p>
<p>Enforce speed limits, cars not stopping at pedestrian lights.</p>
<p>Northeast corner of 14 the Ave & 19th St NW has island to accomodate slip-lane for cars. It encourages high speed traffic & make pedestrian crossing dangerous. Island & slip-lane should be removed.</p> <p>Pedestrian crossing on 14th Ave NW from Louise Riley library to Lions Park LRT station is dangerous as drivers exiting the library parking lot do not see crossing light installed so high above the street. Library parking entrance & exit should be closed in favour of access from mall parking lot.</p>
<p>Don't remove left turn lane</p>
<p>It would be great to see delineators or some other form of physical separation for the wheeling lanes west of 19 St. Even a minimal amount of separation makes a huge difference in deterring drivers from parking in the wheeling lanes.</p> <p>I would also like to see a Phase 2 of this project that incorporated better wheeling connections across the 14 St bridge into SALT, and/or across Crowchild Trail into St Andrews Heights.</p> <p>For the 19 St/14 Av intersection, could leading pedestrian intervals be put in?</p>
<p>I am very concerned about what happens in the winter. Already the south side of 14th ave has a problem with snow on the road due to plowing. If the snow is not removed the road will be down to single lane given the past patterns. As well, on the corner of 14th ave and 22 street there is no sewage drain and it is a low spot. Snow melts and freezes leaving a very large and dangerous route for bikes and walking. Without addressing this, I think we will have a large hazard.</p>
<p>Looking forward to more separated cycling infrastructure for people of all ages to use safely.</p>
<p>The bicycle traffic in front of my home tells me that this change is not cost effective but go along to get along i guess. All bicycle riders dismount to go up and over Crowchild as they pass my home so not changing the street parking for the last block approaching 24th will not spoil or inconvenience the overall changes planned.</p>
<p>I do not think we need to add in bike lanes as you see very few people out on bikes. This is going to take up a lot of usable space for parking for something that is very seldom used.</p>
<p>14 Ave East requires a left hand turning lane on to 19 Street to keep mobility safe for Briar Hill residence. Left turning lane is used more than straight through lane. I have lived in this neighbour 27 yrs. Worked at Lions Gate mall and witness the issue first hand.</p>



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Since when is a "traffic circle" a gateway feature to a community? My understanding is 14th avenue speed limit was reduced to 40KM in the city's most recent ridiculous change, the traffic circle IS NOT required, not the expense or the inconvenience to residents. The ONLY thing I like about the plan is installation of directional wheel chair ramps.
Plan rendering removes existing left-turn-lane from 14th street onto 19th st. It's 1 OF THE MOST USED EXIT's from the community. Where is the study, justification of doing this? May force more traffic over to 12th ave and left turn there where there's a cross walk- more chances of accidents. Since when is a "traffic circle" a gateway feature to a community?
The intersection of 19 street and 14 avenue is very busy with many pedestrians as well as vehicles. The LRT slows traffic. Please do not allow cyclists to ride rather than dismount. It will be treacherous as there is not enough room. Cyclists usual don't bother to dismount anyway. There are many disabled folks using 14 avenue for the LRT. It is already pretty slow and confusing along there. Please keep it simple, safe and attempt to make the park a little more attractive.
This is a very good project. I fully support it.
I am in favour of bike lanes however I believe in this location it would be a total waste of money. The sidewalk on either side is brand new. Plus with the residential traffic and low volumes bike travel is not an issue in the existing lanes. I would rather my tax dollars be spent on bike lanes in higher traffic areas where safety is an issue
Don't do the traffic circle. Unless you can get a large 3 lane circle there to handle all the traffic.
Thanks for the explanation of elephant crossings.
This is a waste of money! Addicts will take it over too
Defund the arts
Nope. Happy to see more accessibility and more bike infrastructure
I disagree with removing the ability to left turn onto 19th St. NW. Adds distance to people wanting to access 16th ave and the interchange at 14th st and 14th ave then 16th ave is confusing.
Access to SAIT should be considered as part of this. The sidewalks on the bridge are far too narrow, there is no sidewalk on the south side leading into SAIT campus. This is an extremely busy route when there is a show at the Jubilee and it prioritizes cars. It should be easier to walk or bike onto to SAIT campus from 14th Ave. I particularly hate the transition from the pathway back onto to 14th Ave at southbound 14th street. The slip lane makes it dangerous - cars disregard the yield sign.
No
Removing the left turn at 14 ave/19st will have a serious impact. You will need to adjust the traffic light sequence or that exit from the community is at risk of becoming unusable
The establishment of bike lanes on BOTH sides of 14th Ave. is ridiculous. How many bikers use 14th ave!!!. You claim that the community has a high rate of bicycle use, but how many head west on 14 th Ave?? If you really insist on providing bike lanes - THEN EVEN ONE IS OVERKILL.. With a little bit of imagination you could also kepp the left turn lane from 14th ave to 19ty st
I would like a reevaluation of including 14 Ave between 23 street and 24 street. Shy of accessing the pedestrian overpass at the far west end of 14 Ave, this is a dead end for all but immediate households.
Seriously, why would you even consider removing the eastbound left turn lane onto northbound 19th Street!!!??? I am an avid cyclist but I and my family also use our car to go places outside our neighborhood. Removing that lane will bottleneck traffic at the intersection ... sometimes already a problem even with the turn lane... and people will instead travel through the residential streets to 12th Avenue where they can get onto 19th Street. This is a terrible idea!
Why bother



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Retain the left-turn bay on 19th, build a MUP along 19th between 14th and 16th ave, and consider adding bike lanes or a MUP along 19th St.
I don't think it's necessary to put in designated bike lanes, especially from 19 street east, as there are already bike paths in the park.
The traffic circle is a bad idea. People will continue to turn left out of the strip mall to head east on 14th ave regardless of what lines exist on the pavement (solid yellow or not).
Make it more friendly for wheeled and pedestrian traffic
Your SHARE link at the top of the page is not linked. Please correct before going any further with this survey. Thank you.
I have lived in the community for 27 years just off of 14 ave and do not see much in the way of bike users on it so adding bike lanes to satisfy a few and frustrate the majority makes no sense. If you are looking for traffic calming then consider speed bumps or stop signs as alternatives. Less costly to maintain and get the job done. eliminating the left turn lane at 19 street will add to traffic congestion and concerns for emergency vehicles trying to navigate through the community.
Again, traffic speeds along 14th are pretty high as vehicles seem to really gun it when getting to the slight hill by 21a st. There are a decent number of little kids in the neighbourhood, so some sort of traffic calming measures would be welcome.
This change would drive more traffic through the neighbourhood. Not a well thought out idea.
Ridiculous waste of money. We have sidewalks in the neighborhood that need fixing. I have had a complaint in on 311 on sidewalk issue for over 400 days and no response.
Yes. PLEASE do not remove left turn lane at eastbound 14 Ave. and 19 St. N.W.
If you improve mobility but then people get hit by cars, there is no gain there. Must address the natural patterns of people leaving train and crossing 14th Ave. It does not serve people as it is now.
Continuity of the wheeling lanes east of 19th st would provide much better access to the library and shopping centre, which is otherwise blocked off by the train line. Transit crossings are not always bike-friendly and are an additional barrier to get from the pathway, back over 14 Ave, to the parking lots. If nothing else, transitions from the wheeling lanes/widened sidewalks to on-street biking on 14 Ave or 19 St should be considered.
Make sure there are sidewalks on both sides of the street. Wider sidewalks to accommodate bikes and pedestrians. Lighted crosswalks. Police cyclists and pedestrians to stop them from jay walking and cyclists not stopping at stop signs. If cyclists want to be on the road then they need to be ticketed the same way a motor vehicle is for breaking traffic laws.
Cycle tracks should be added to 14th Street east of 19th Street. The slip lane from 14th Street eastbound to 19th Street northbound should be removed and a more standard intersection put in. Slip lanes are a challenge for pedestrians and for maintaining in winter.
Consider extending the Wheeling infrastructure improvement to the overpass over Crowchild Trail at 21st Street. Right now the connection involves either going down an unpaved back alley or going the wrong way down a one-way Street 16th Ave. Paving the alley between 20a and 21st Street to connect the overpass to 14th ave would completely fix this, or making a 2-way Wheeling Lane for 1 block along 16th Ave.
more trees for shade canopy, better lighting, fewer cars would all be good
No traffic circles! More bike lanes!
I understand improvements from 19St to 14 St. High traffic volume, accessing Ctrain from North Hill Mall.



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Cost benefit. Struggling with if this is best use of tax dollars - maybe better to live with what we have and refund. Bikes seem fine with current infrastructure.
I think its a TERRIBLE idea to get rid of the left hand turning lane on 14th Ave onto 19th st. I travel this route everyday and sometimes multiple times. The reason being is if you get rid of the additional left turn lane as illustrated in the proposal it will clog that intersection. You already have the c-train gate that comes down regularly just further on 14th ave and also a very clogged 19th st left turn lane onto 16th ave. Please leave a left turn lane on 14th Ave onto 19th.
Stop making so many changes.
You are not addressing the safety issues on 14 Ave for transit, pedestrians and cars. The crossings on 14 ave to transit do not match where people need to walk to make bus connections as people are forced to jay walk to catch the bus because drivers do not wait for their passengers to use the designated crossings. The sidewalk on north side of 14 ave are not wide enough and the two exits from the mall and the library are not safe for cars trying to access the library parking lot from the mall.
I'm all for improvement
Homeowners with vegetation obstructing the view from side streets onto 14th Avenue should be asked to cut the vegetation back to promote safety. Examples : NW corner 21A ST , SE corner 22 ST
No sidewalk on south side of 14th Ave between 14th street and 17th street. Why?
Eliminating a left hand turn onto 19th St from 14th Ave?! Huge planning mistake if that's the case.
Removing the left turn lane to NB 19th will create traffic problems for WB 14th. It is a major entrance to the neighborhood.
Please ensure and advanced left turn signal is installed if eastbound traffic at 19 and 14 is reduced to one lane.
I'm unclear what the traffic flow impacts for leaving the community will be like by removing the left hand turn lane. The stop lights are often short, esp. with the LRT just there. I'm surprised there's no plan to add pedestrian sidewalk access to the lrt on the south side of 14th (eg. for students going north, or those catching the bus). One can go around via the path, but still curious imo.
One of those big wide speed bumps like you see down the hill in west hill burst along 5th avenue would be good - I'm not exaggerating- the cars (black truck) that speed in and out of briar hill on 14 avenue really speed - I'm talking 80 not 60 So I know it isn't the question but northbound 19 st should not be allowed to turn left onto 10 ave - oncoming (southbound) cars crest the hill at them + cars having to slow/stop on a steep grade behind the left turning vehicle (especially in winter)
Consider making this a scatter/scramble crossing off of the c-train station where the full length of the c-train walks down the steps and crosses the street to get to the other side of the street heading north.
This community needs a left turn lane from 14th Ave. on to 19th Street. The 12th ave. left turn is insufficient due to no traffic lights and excessive commuter traffic both north and south. Also in winter this intersection is blocked for extended time periods as traffic slows to accommodate ice and snow down the 19th street hill. The traffic lights at 19th St. and 14th Ave. and the left turn are essential and must not be removed.
While wheeling is nice for many, I don't believe it should be a priority for this area. Biking is really only feasible a few months of the year in Calgary due to weather and I don't feel the current set up on this area of road is too difficult to warrant spending the time/money/effort to create designated wheeling lanes. Also, I think taking away parking in that area would have a negative impact.
There is not a need for bike lanes along 14 Avenue. It is pretty safe to bike on this road and it is my understanding the speed limit is going to change to 40 km. There is not a huge amount of traffic along it



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because it doesn't connect to major roads. I walk my dog along this street everyday. Please spend money wisely. Taxes are too high.
The ancient bridge from the 1960s at the 14 street 14 ave interchange outright sucks for cyclists and pedestrians (especially skateboards). Redo the sidewalk and make it wider or add a bike lane. Reducing the 4 through lanes on 14th ave to 3 lanes (2 through lanes with a centre left turning lane) would create space for a wider sidewalk and/or bike lane with a minor to non existent impact on traffic flow.
14 ave should be repaved with brick near the CTrain station. Speed limit should be reduced to 20 or 30 km/h. The entire length of the CTrain station should be designated a cross walk so cars have to stop for people trying to catch the bus. All chains should be removed to allow easy crossing.
Honestly i don't see the value in spending the money on these so called improvements. Kind of a waste in my opinion. My BIGGEST concern with your plan is there removal of the left turn lane at 19th Street. I am not trying to be rude but that plan is crazy!? It will create a backlog of traffic and people will just detour to 12 Ave to get onto 19th Street. Not a great option for our community. Surely you can create bike lanes and still allow this important feature for vehicle traffic!
Painted lanes are not good or safe cycling infrastructure. You should install separated bike lanes on both 14th avenue and especially on 19th street.
Tired of the City taking every opportunity to install bike lanes, remove parking, and generally make it hard to drive. The City's war on cars continues. Bike lanes (lets call them what they really are) are way over designed for the amount of traffic on these streets. Cyclists to obey the rules anyways. Money could be better spent on helping businesses come out of the pandemic. Enough of the social engineering already. The city is very sneaky about consulting the public. Public is unaware.
Removing the left turn lane onto to 19 Street is a bad idea and is not an improvement. If I want to get to 16 Avenue (which is primarily the direction I go when I leave the neighbourhood), this will impact my ability to smoothly continue my regular trips
For the love of God, please install an MUP along 19th between 14th and 16th Ave.
Yes! 1. PLEASE remove the slip lane on the NE corner of 14 Ave/19 St! Slip lanes are dangerous! 2. Where the drawing says ""improve pedestrian crossing over the LRT track"", please also improve it for wheelers going from the pathway to SAIT. At the moment it is a complete mess. 3: Please work with the snow clearing department to keep wheeling lanes clear all winter. 4. Bonus: find a way to put wheeling lanes all along 14 Ave.
Take a whole lane away from traffic 14Ave between 19St and 14St. Why is this three lanes wide? it isnt needed and just means people speed along it.
Defund the arts
I have used this regularly (for a time daily) for bicycle travel - it is disjointed and poorly signed, making it well connected and signed will improve this natural corridor greatly. On street wheeled lanes from SAIT campus to 19 ST would be a significant improvement.
Ensure that wheeling lanes are protected with physical barriers. Consider a woonerf or some other scramble crossing from the train station to the mall. People will continue to jaywalk across, and the safest design is to prioritize pedestrians for this area. Eliminate slip lane at 19 st. Pathway connectivity east of 14 st is non-existent. Users are forced onto the road or a trail in order to access the SAIT train station. Protected bike lanes should extend for this area.
Need a cycling connection across the 14 St bridge to make the connection to SAIT, AUArts, and the Jubilee. Project isn't complete without this.



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Really need to consider fully protected wheeling lanes. Painted bicycle lanes are not fully protected, and do not provide an all ages and all abilities experience. If parking is already being removed, why wouldn't you add the extra protection?

Don't ignore or dismiss as irrelevant the needs and concerns of all citizens of various mobility modes, listening only to the desires of vocal "active lifestyle" proponents who may only live in or commute through the community for a short period of time.