

Calgary



March 2025

14 Avenue N.W. Reconstruction and Mobility Improvements

Phase 1: What We Heard Report

Prepared by:
The City of Calgary Engage Resource Unit



Project Summary

14 Avenue N.W. was identified for road rehabilitation in 2021 and is now part of the Major Road Reconstruction Program to address aging infrastructure, improve safety, and enhance accessibility for all users.



The current project will consider safety for each travel mode, so we can support different people reaching different destinations and have greater access to healthy and affordable choices. This investment in infrastructure will bring 14 Avenue N.W. back to a state of good repair and better support changes in the ways Calgarians tell us they like to travel.



Project Background

The project was deferred in 2022 due to funding and a need to conduct further engagement with the community to align the design with community needs and aspirations. Due to the changes in the community since previous engagement and plans for future development in the area, the project team provided a fresh opportunity for people to share their concerns and ideas on ways to improve mobility and the existing infrastructure along and across the corridor. Valued feedback was received in previous engagement and will be considered alongside more recent feedback.

Reconstruction of 14 Avenue N.W. is anticipated to include:

- Roadway repairs (subsurface repairs, utilities, curbs and gutters, paving).
- Local and network active mode improvements (e.g. sidewalks and pathways).
- Transit stops and circulation.
- Travel, turning and parking lane adjustments.
- Street amenities and trees (lighting, benches, and decorative touches).
- Roadway and intersection design improvements.



Engagement Overview

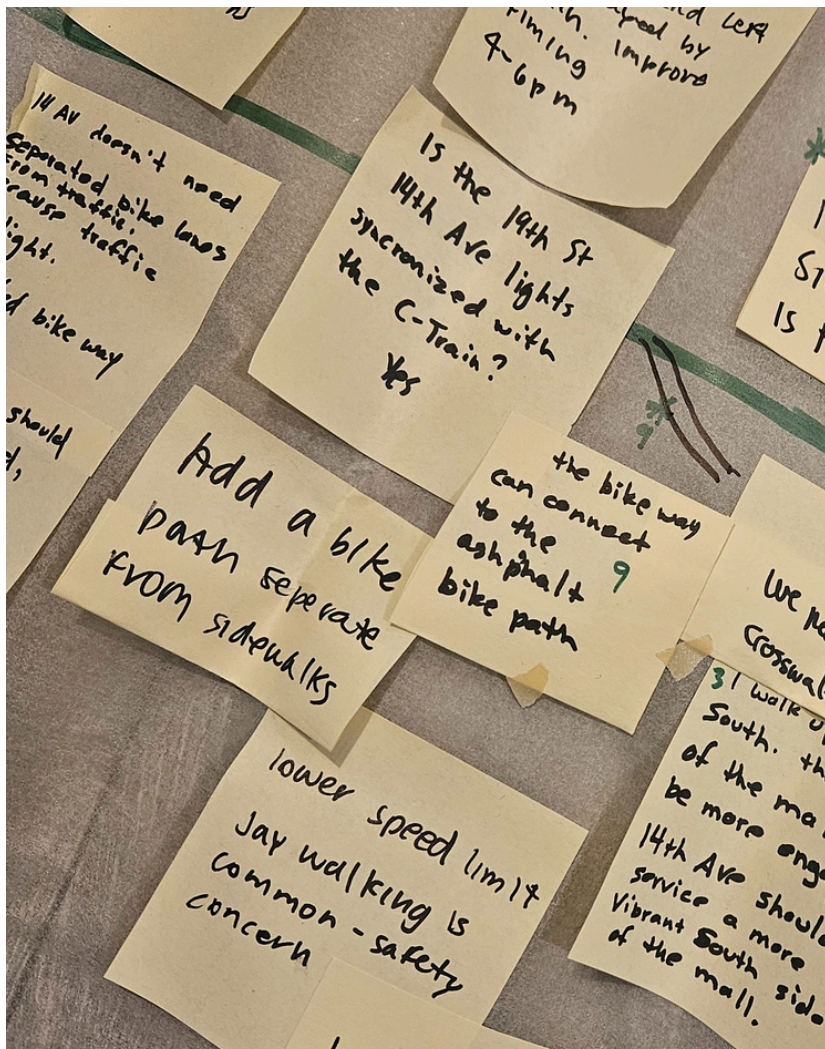
Pre-engagement was conducted in September and October 2024, with the project team meeting with the Ward 7 Councillor's Office and the Hounsfield Heights - Briar Hill Community Association, to learn about where people gather and how people may want to be engaged.

This informed The City's engagement strategy and plan for the project. Phase 1 engagement was conducted online and in-person between January 22 and February 17, 2025 - asking people to share valuable local perspectives, opinions, and concerns. This helped the project team understand the local context and various needs in the area.

In-Person Engagement Opportunities

The project team hosted three in-person public engagement opportunities, and one external interest holder workshop in the area for people to share their input and ideas. A printed map of the route was provided that people could write their comments directly on.

- **SAIT:** Tuesday, January 28 from 12:00PM - 2:00PM
- **North Hill Centre:** Saturday, February 1 from 12:00PM - 3:00 PM
- **Louise Riley Library:** Saturday, February 8 from 11:30 AM - 1:30PM



**245 people
attended
the public
engagement
events.**

Project Collaboration



The 14 Avenue N.W. Reconstruction and Mobility Improvements project team collaborated with both the Riley Area Construction Projects and the 14 Avenue and 14 Street N.W. Bridge Rehabilitation Project, for in-person public engagement events. In addition, the 14 Ave N.W. project attended the Riley Area Construction Projects Open House on March 3, 2025.

This provided an opportunity for people to understand how other projects happening in the area are connected.

For more information on these projects, please visit:

www.calgary.ca/rileyconstruction

calgary.ca/14avenwbridge

Project Communications



2375

Postcards mailed to residents, businesses, and apartment buildings in the community.

3165

Social media clicks to engage portal page.

- Councillor and Community Association toolkits provided to share awareness.
- 3 Bold signs (as pictured above) on the corridor.
- North Hill Mall promoted the project on their social media platforms, as did Hounsfield Heights Community Association in their newsletter.
- Project mailbox made available, with option to subscribe to project updates.

Interest Holder Workshop

Who attended:

- Hounsfield Heights Briar Hill Community Association
- Southern Alberta Institute of Technology (SAIT)
- Southern Alberta Jubilee Auditorium
- Cllr. Terry Wong/Ward 7 Office
- Calgary Board of Education
- Bike Calgary

Other business owners and operators along the corridor were each invited to attend this workshop.

A workshop was held with interested parties on Feb 6, 2025, from 5:30-7:30 PM at the Hounsfield Heights Briar Hill Community Association.

The workshop was held to collect feedback on the study corridor, and to understand the current condition and potential improvements that could be considered in the development of design options.

The workshop included a presentation with key findings from background research conducted along the corridor. Then, interested parties provided feedback through a facilitated group activity, where participants were asked to examine sections of the corridor and provide locations where improvements could be made.

What we heard



Interest Holder Workshop:

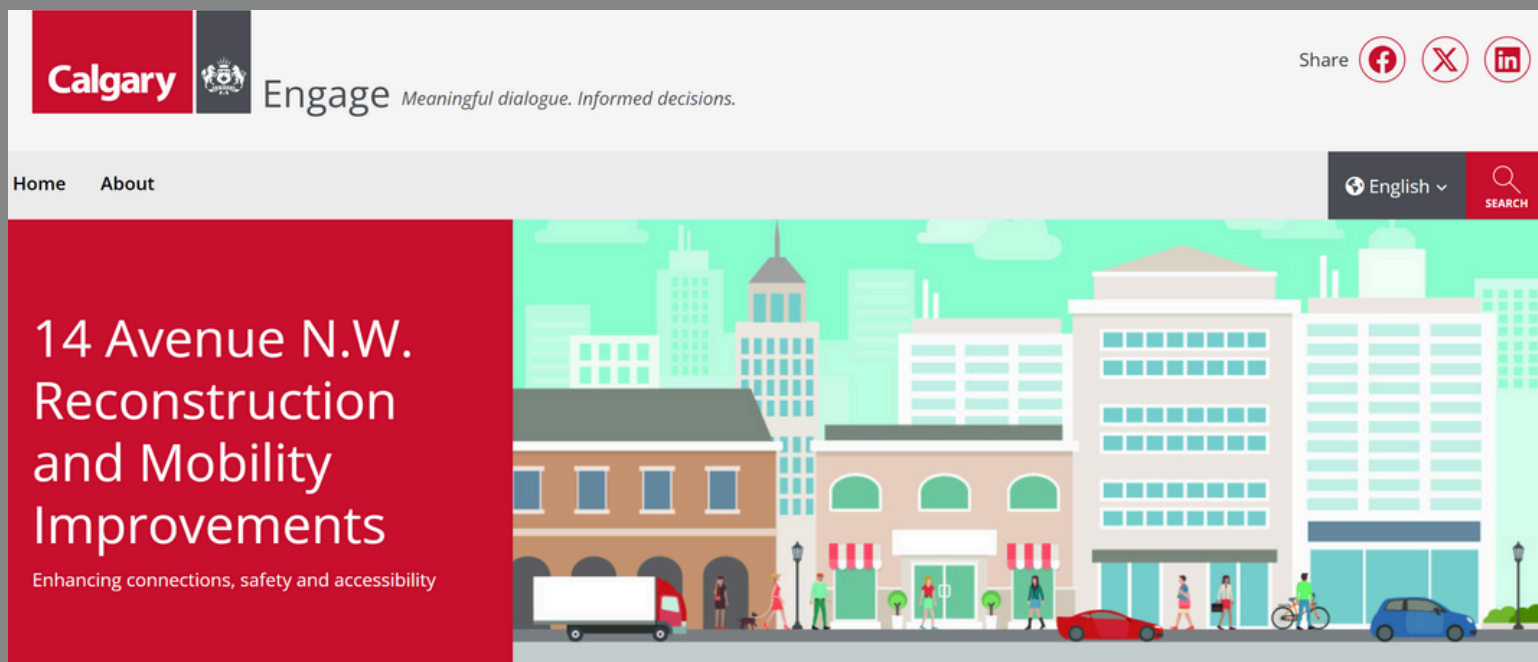
Improved Wheeling Environment: Opportunities were identified along the entire corridor that considered connections to larger wheeling networks. Preferences for separated bike infrastructure integrated within 14 Ave right of way, within Lions Park, and alternate alignments (on 12 Ave N.W. within residential segment) were discussed.

Pedestrian Safety & LRT Access: Key areas along the corridor were identified for improvement, including LRT track crossings, and improved access between the commercial amenities and Lions Park Station Area. Lighting was also identified as needing to be improved at several key points along the corridor and within the Lions Park Station Area to enhance pedestrian safety. Suggestions were made to improve the general pedestrian environment through widened sidewalks and other placemaking enhancements.

Vehicle Traffic Reconfiguration: Several areas along the corridor were identified for improvement for vehicle access and circulation, including access to/egress from the Lions Park Plaza, queuing and congestion caused by the LRT track crossing, and considerations at key intersections including 19 St N.W. and 14 St N.W.

Online Engagement

Open from January 22 - February 18, 2025



1384

Visitors to the page.

564

Contributions to the page.
Including 186 comments
received at events.

408

Contributions made to the
social map.

153

Contributions made to the
visioner comment tool.

What we asked:

Online we used a mapping tool to allow participants to drop a pin along the indicated route to tell us where we should consider making mobility improvements.

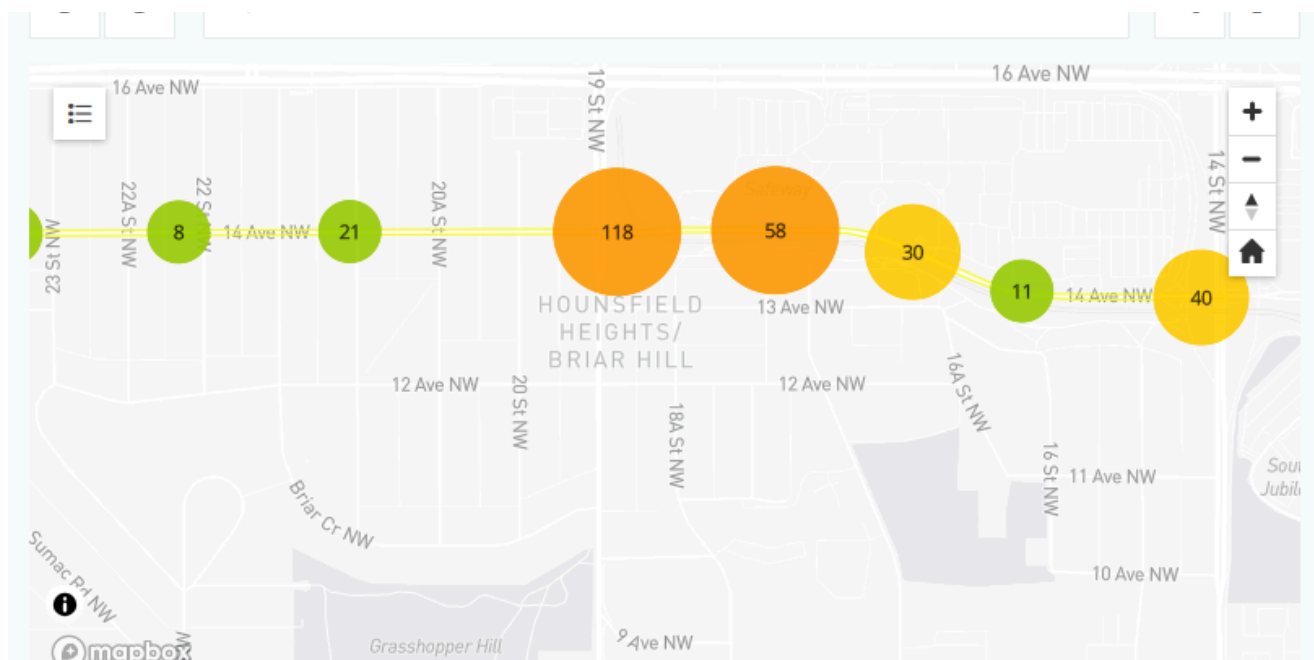
Question 1:

Understanding Walking, Wheeling, Traffic, and Safety on 14 Ave N.W.

We want to understand how all modes of transportation interact along the corridor and identify what is working well and what needs improvement.

Consider how you experience this corridor. On the map below, click "Add Marker" to show us:

1. where current design is working and where it is not, for walkers, wheelers, transit users, and drivers
2. where changes could be made to enhance this corridor for all modes of transportation.



Due to individuals misrepresenting themselves in the username field on an initial map, and making comments using someone else's name, the original interactive map for this project was removed and replaced.

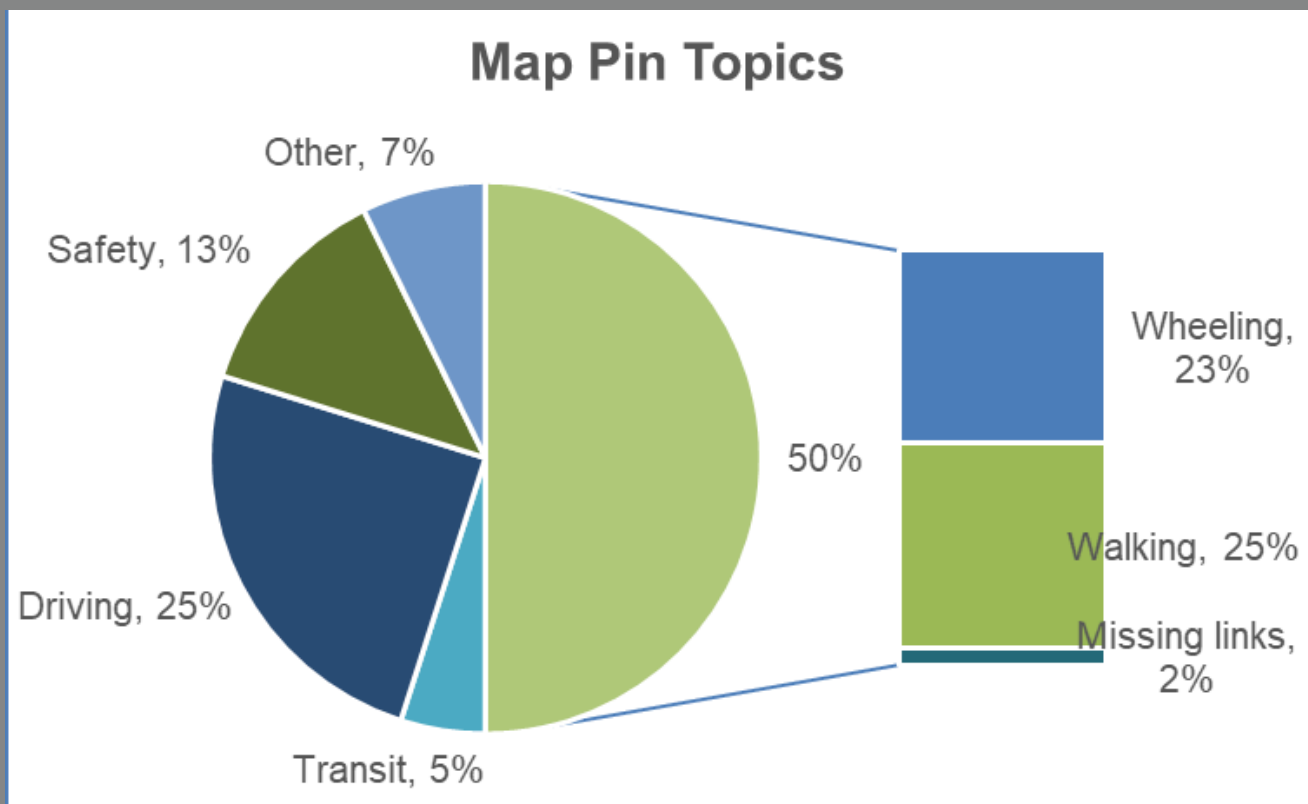
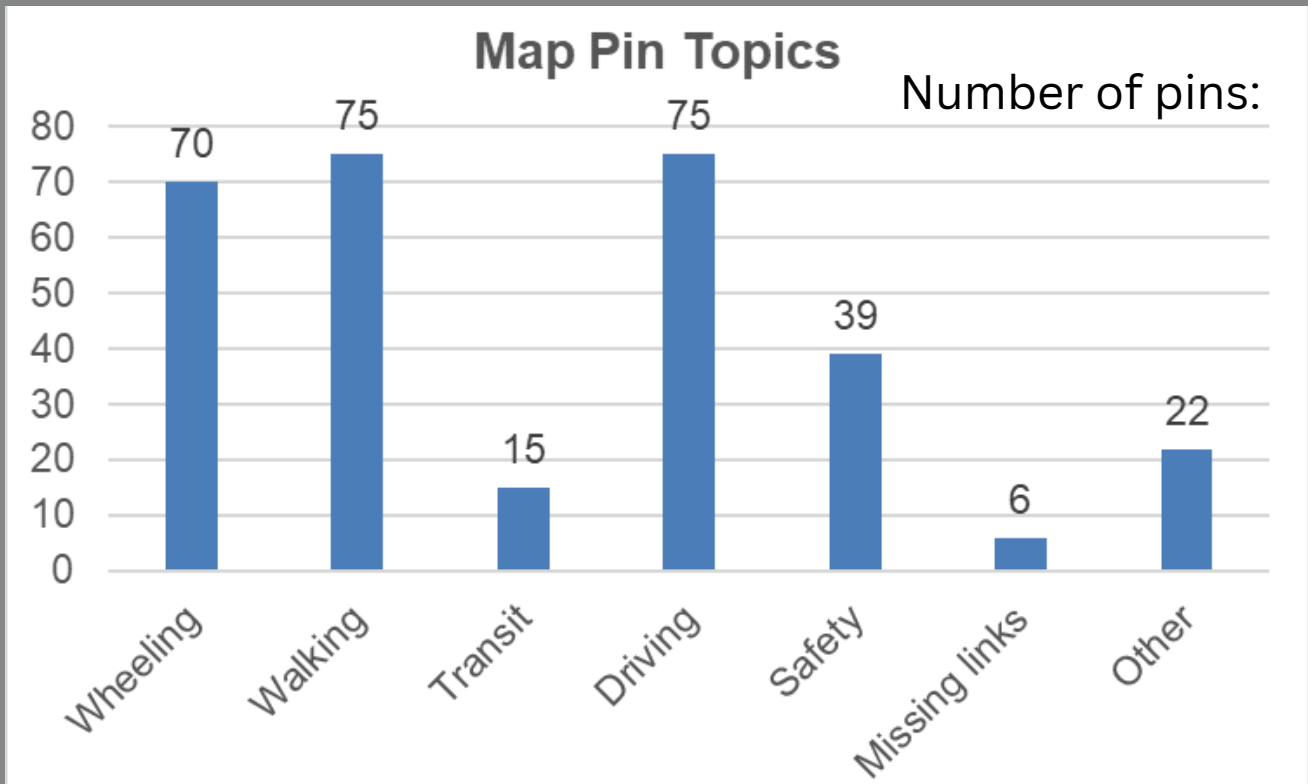
We acknowledged that including a username field in this tool was unnecessary, as the insights and perspectives from community are what truly matter in this engagement process, and not the identities of those providing the input.

We removed and replaced this map promptly and asked people to be respectful when using these tools to promote meaningful conversations that help project teams to make informed decisions.

All comments received on the initial map between January 22 – January 31, were re-entered on the replacement map and noted with an asterisk*. The misrepresented comments were removed.

While most of the pins were dropped near the location related to the comment, there were many that were related to other parts of the study area, whether further along the corridor or at an area that was clear of other pins. For this reason, the number of pins related to some sections of 14 Ave N.W. may not be exact. Below are examples of the main topics and themes, per study area on the corridor.

What we heard



What we heard



Study Area: 14 Ave and 24 Street N.W.

Participants in the social map activity dropped 11 pins at or related to the west end of the study area where 14 Ave N.W. meets 24 Street N.W., Crowchild Trail soundwall and pedestrian overpass. It is a smaller cluster but an important point for connections to communities and destinations outside the study area. Almost all of the pins (8) were related to cycling, with 2 pins for pedestrians and one safety pin.

Theme	Sample Comments
Accessibility of pedestrian bridge over Crowchild Trail	<p>[Walking] Whether walking or wheeling this is a tired old overpass where there is a high risk of slip and fall on stairs.</p> <p>[Walking] This poor bridge. Sketchy to say the least. Put it out of its misery and replace it with something prettier and accessible.</p> <p>[Walking] The overpass at Crowchild trail could accomodates bikes Better. It's old and narrow</p>

What we heard



Theme	Sample Comments
Cycling and wheeling connections	<p>[Wheeling] The long term plan for the crossing of Crowchild has the pedestrian bridge at 12th Ave, not 14th Ave. If cycling lanes are put on 14th Ave, they would be going nowhere in the long run! this is not a good use of space and funds, we need to think ahead more.*</p> <p>[Wheeling] The connection from 14th Ave to 13th Ave needs to be redesigned to allow for better walking/wheeling access and increased connectivity and integration between the two neighbourhoods. A proper unimpeded walking/wheeling connection between Foothills Hospital and Lions Park LRT station can be made if this connection is designed with walking and wheeling users in mind first.*</p> <p>[Wheeling] Recognizing the constraints on 24th St north of 14th Avenue, it would be worth considering bike connectivity north along the sound wall - the grade is a bit easier to handle then turning east on 14th Avenue at this point. Perhaps a loop to connect to 14th further east?</p>

What we heard



Study Area: 24 Street to 20 Street N.W.

This section of the corridor follows 14 Ave from 24 Street to 20 Street N.W. Participants dropped 43 pins all along this stretch, with some small clustering at intersections. The pins for driving (17) and wheeling (12) were more common; there were only a few for safety (5), other (4), transit (2), walking (2) and missing link (1).

Theme	Sample Comments
<p>Safety for walking</p> <ul style="list-style-type: none">• Speeding cars• School crosswalks• Sidewalk repairs	<p>[Safety] I would like to see some traffic-calming device along 14 Ave in the residential zone. It is a stretch of 7 blocks with multiple pedestrian crosswalks. Many drivers speed here because it is straight and has no stop signs. Children have to cross this road to get to school or Green Park.*</p> <p>[Walking] Please introduce some kind of traffic calming/landscape beautification element here. My kids walk to school at this intersection and I would feel more comfortable with them walking around if this intersection (21/14) was designed to encourage drivers to slow down. Something pretty would also be nice.*</p> <p>[Wheeling] No bike paths required sidewalks need improvement as priority.</p>

What we heard



Theme	Sample Comments
<p>Bike lanes concerns</p> <ul style="list-style-type: none">• Increase use• Not needed	<p>[Wheeling] Cycling does not always feel safe along 14 Ave, especially for children, because cars often speed along 14 Ave because it is so wide and straight. Adding a two-way bike lane physically separated from traffic would encourage more cycling. Adding street trees would also make walking along the sidewalks more appealing and would also add shade.</p> <p>[Wheeling] dedicated wheeling lanes are not needed for a safe cycle on 14th Ave NW - the Mobility Study with the Riley LAP showed this to be a 'low stress' cycle... a dedicated lane is not always necessary! there are better uses of the funds (like connecting Lions Park to the 16th Ave path and completing the promised 16th Ave path on the lane beside the sound wall). Further, if lanes are put here, they would be going nowhere in the long run, as the crossing of Crowchild will eventually be at 12th Ave, not 14th Ave.*</p>

What we heard



Theme	Sample Comments
<p>Street parking on 14 Ave N.W.</p> <ul style="list-style-type: none">• Too narrow• Needed by residents• Future growth	<p>[Other] Do not allow any parking on 14 Ave on either side of the street between 19 Street and 24 Street. The road is too narrow and inhibits 2 way traffic. You either have to cross the center line to get by the parked vehicle or pull over and let a vehicle coming from the opposite direction pass by before proceeding. A bike lane would be a great addition to 14 Avenue.</p> <p>[Driving] Maintain street parking. This is not a busy stretch of road, and most of the traffic is from people that live here. You can't cross Crowchild trail.*</p> <p>[Driving] parking for future row houses matters too! we don't need separated bike lanes here - it's a calm cycle, there are other priorities and other needs (like the parking) that matter.</p> <p>[Driving] city is planning to add a lot of density to Briar Hill (the R-CG plans are already coming!). The traffic from these increased number of dwellings needs to be modelled and planned for, not just the current traffic or parking load.</p> <p>[Other] If density is to increase 5 x then removing parking on 14th Ave is at odds with that plan.</p>

What we heard



Study Area: 14 Ave and 19 Street N.W.

The majority of pins (61) dropped by participants focused on the area around 14 Ave and 19 Street N.W., including the blocks on 14 Ave between 20A Street and 19 Street, the shopping plaza on the west side, the LRT tracks and the pedestrian crossing on the east side.

Theme	Sample Comment
Connectivity to other wheeling lanes and destinations	<p>[Missing links] This corridor from the LRT station could be a really excellent connection to the Foothills Hospital. It is wild the train doesn't go there directly, but making 14th Ave a nice, safe walk or bike ride would be a big step.</p> <p>[Wheeling] connection from Lions Park path to 16th Ave path is a high priority (path on boulevard east of 19th Street), not bike lanes west of 19th Street</p> <p>[Wheeling] I ride my bike from 22 ST NW to downtown every day from April to November [...] from 19ST to SAIT really could use a dedicated lane that eventually connects with the 10 Street bike lane.</p>

What we heard



Theme	Sample comments
Plaza entrance onto 14 Ave N.W.	<p>[Driving] Traffic coming out of the south entrance of the strip mall is a ongoing hazard throughout the day to not only other vehicles but also active mode commuters [...]For safety right hand egress should once again be enacted but this time combined with a traffic button at either to 20 St or 20A St to allow the traffic to safely and legally u-turn to egress from the community at the controlled 14th Ave and 19 St intersection*</p> <p>[Driving] a barrier is needed to make illegal left turns out of Lions Park Plaza not possible... this is a safety issue!*</p> <p>[Driving] Eliminating the ability to make a left turn out of this plaza would help make it a safer and less-congested intersection. Completely close this exit, or make it a forced right turn directing people to 20A street for access to 16th.</p>

What we heard



Theme	Sample comments
Left turn lanes	<p>[Driving] The left turn out of Briar Hill is really important to maintain and improve. If it is made more difficult it will have a lot of knock on effects elsewhere in the community. People do need to be able to exit the community smoothly, and not all trips are suitable for transit or active modes - we need to realistically plan for all users needs!</p> <p>[Other] Regardless of mode of transport this community was loud and clear in the last engagement that getting rid of the left turn land from EB 14 Ave to NB 19 Street is a bad idea for a number of reasons. I hope that has not been lost in the shuffle.</p> <p>[Driving] Removing the left turning lane onto 19th from 14th ave will result in a significant congestion of traffic into the neighborhood and cause significant increased traffic onto 12th ave.</p> <p>[Wheeling] Must keep left hand turn lanes in ALL directions. This is a busy intersection and if we increase density 5 x per City Hall plan, then need to improve this intersection not make it worse by removing turn lanes.</p>

What we heard



Theme	Sample comments
Crosswalks, pedestrian lanes, and sidewalks	<p>[Walking] Pedestrians waiting to cross at the NW corner of 19 ST & 14 AVE NW risk being side-swiped by vehicles turning from 19 ST southbound to 14 Ave west. It's a very tight turn and longer vehicles, buses, trucks, or speeding cars often cut the corner onto the sidewalk! Worse if more than a couple of people are waiting there is no space to safety stand. The other three corners have wider corner sidewalks, for pedestrian safety, the NW corner needs a bigger apron.*</p> <p>[Walking] Road is narrow no space for bike lane, widen pedestrian path instead.</p> <p>[Walking] Sidewalks are skinny and have lots of driveway accesses - which makes it difficult to move strollers and dangerous when there are icy conditions.</p> <p>[Walking] I never walk along 14 ave - it is ugly, noisy and unsafe. Please build separated bike and pedestrian lanes with trees.</p>

What we heard



Study Area: East side of intersection with 19 Street to west end of LRT platform and crosswalk.

The east side of the 14 Ave and 19 Street N.W. intersection includes the LRT right of way on the south side of 14 Avenue N.W., and the pedestrian crossing and crosswalk that joins the west end of the LRT platform to the Louise Riley Library.

Theme	Sample comments
Concerns about crossing LRT tracks <ul style="list-style-type: none">• Winter safety• Separation of vehicles and pedestrians	<p>[Walking] If the city wants to make this a transit-oriented community, it needs to do a better job of making it safe for pedestrians, especially in the winter. If I had mobility problems I couldn't navigate this area in the winter because the city doesn't keep the sidewalks clear and the plows pile the snow up where pedestrians need to walk.</p> <p>[Walking] Crosswalk lights are poorly coordinated at the 19st/14av intersection, with the train crossing barriers. You often have to wait multiple light cycles if the train barriers are activated.</p>

What we heard



Theme	Sample comments
Turn lanes into the LRT area	<p>[Wheeling] Adding a formalized hook turn/Copenhagen left for cyclists heading southbound on 19 St and desiring to turn left on 14 Ave or the pathway. Also: make the pathway connection much better at this intersection. I cycle through often and almost always use 14 Ave instead of the pathway since the road is so empty and better connected than the pathway past 14 St into SAIT.*</p> <p>[Driving] a left turn option into the Library and Safeway is a MUST, we can't reduce the driving lane to one lane without left turn lanes into the several entrances to the north, traffic will turn into a grid lock if we can't turn left easily where we need to go. The entrance into Safeway is especially needed for traffic flow around the whole mall.*</p> <p>[Transit] Busses off of 14th ave WB to NB turn and they need a WB turn to 16th ave Maybe bus lane/light</p>

What we heard



Theme	Sample comments
Connectivity to other communities	<p>[Missing link] There is a serious missing link between the Lions Park path and the path up at 16th Ave... if the two were connected by a path along the east side of 19th (a path on the boulevard, not taking from the car lanes), then the grid would be much more connected. This is a much better use of cycling/path infrastructure budget...*</p> <p>[Walking] improve path and lighting for pedestrians and cyclists connecting from station area to top of 17A Street - it's too dark as you step away from bright station lighting, and this is an important connection into the community and down 17A to facilities and the cyclable hill...*</p>

What we heard



Study Area: North Hill Mall

The section of 14 Ave N.W. that passes between the back side of North Hill Mall and Lions Park LRT had a few small clusters of pins and many spread out along the stretch between the crosswalk at the west end of the LRT platform and east towards the elevated pedestrian bridge. The clusters include the entrances to the library and Safeway, and the area between crosswalks and bus stops on the north side of 14 Ave. In total, 46 pins were dropped in this area, but some were related to the park pathway on the south side or other parts of the study area.

Theme	Sample comments
<p>Pedestrian safety</p> <ul style="list-style-type: none">• Crosswalk placement• Traffic speed	<p>[Safety] Access across 14th from the LRT station is poor. People are constantly running across the road to catch bus connections, as the current crosswalks are at the far east and west ends of the station.</p> <p>[Safety] People jaywalk coming from train. because crosswalk too far removed.</p> <p>[Safety] Speed limit should be reduced to 30 or 40. We should have a pedestrian zone, that acts similarly to a school zone with clear signage that speed limit is lower in this area because it is busy.*</p>

What we heard



Theme	Sample comments
<p>Sidewalk</p> <ul style="list-style-type: none">• Widths, safety	<p>[Walking] sidewalks need to be wider in the station area... lighting on path from 17A needs to be better (major connection to community), slope of path to 17A leads to icy slippery conditions - needs improvement.</p> <p>[Walking] The north side of the side walk between parkade and 14th street is very narrow and could have a buffer/boulevard</p> <p>[Walking] The sidewalk is much too narrow here. East of the back entrance to the Safeway, there is no need for 3 lanes of road traffic. An enhanced pedestrian realm would be very nice all through here. When we go to enter the south mall entrance here we're always bumping into people waiting for the buses.*</p>

What we heard



Theme	Sample comments
Sidewalks: Trees	<p>[Other] Achieve optical narrowing and pedestrian safety in the lead-up to a high-activity pedestrian area with street trees! Everyone loves street trees! This area of the street may look bleak today, but even in the near future it could become an important place for active frontage with the development of mixed-use residences. Similar to the trees planted just east of Edmonton Tr on 16 Ave, let's get some life in the ground in anticipation of private reinvestment.*</p> <p>[Wheeling] Consider improving the sidewalk experience along the road, especially at night. As mentioned elsewhere, with Lions Park being somewhat drug use (and dark at night, its a park), this sidewalk is preferred for walking from the west of North Hill to/from SAIT/Jubilee (evening performances)/etc. Currently poorly lit/dark, and large cut outs (as others have mentioned). Would be nice if this was a less sketchy experience (though it is better than the park at night). Could consider a sidewalk-bikepath side-by-side or separated with a line of small trees?*</p>

What we heard



Theme	Sample comments
Car-limited zone	<p>[Safety] 16 Ave is more than capable of accommodating the limited car traffic that flows here. The section of road from here [pedestrian bridge] to 19 St should be a pedestrian, wheeling, and transit-oriented street where the design speed of the street is 20 km/h or less. This is an access road for cars to enter the shopping mall, and library - there is no reason for efficient vehicle throughput here as opposed to 16 Ave - it only invites conflict in what's a high-activity pedestrian and transit area.*</p> <p>[Walking] This is a transit hub - both for the LRT, and for several bus routes that tend to pause here. This strip between 19 St and the Ped Bridge should be re-envisioned as a transit and pedestrian-first place, where cars are guests only.*</p> <p>[Safety] This entire section should be reduced to one lane in either direction. Add lots of trees, a two way, grade separated bike lane, wider sidewalks, and extend it all the way to SAIT. Also a raised crossing at the LRT station. An easy, no brainer win for the safety of all.</p>

What we heard



Study Area: Lions Park on south side of LRT tracks.

With pathway, bikeway, community playground and connection to the pedestrian bridge.

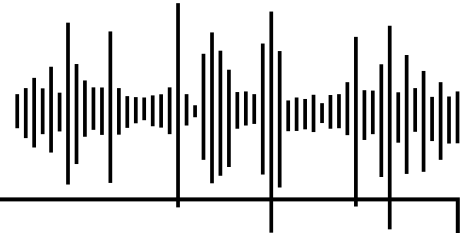
Theme	Sample comments
<p>Pedestrian bridge</p> <ul style="list-style-type: none">• Importance, improvements, safety	<p>[Walking] pedestrian bridge is in desperate need of maintenance, and this link is important! current work on 14th needs to be coordinated with a redo of this pedestrian bridge.</p> <p>[Safety] the pedestrian bridge is in dire need of maintenance! this bridge is needed - any plan needs to include it, or a redo of it, and it needs to be made safe again (many stair tread edges are missing, concrete degrading)*</p> <p>[Wheeling] The pedestrian bridge should be demolished or for a design that encourages at-grade use of the street by pedestrians and wheelers.*</p> <p>[Walking] Been better recently, but had previous concerns with security. (Lions park + overpass to mall)</p>

What we heard



Theme	Sample comments
Pathway connectivity with 14 Ave N.W. and north	<p>[Wheeling] To get to the (from LRT) pedestrian overpass behind the mall to 16th, have to walkthrough a busy parking lot with no sidewalk</p> <p>[Wheeling] improve how the Lions Park path comes out of the park (get rid of the old bit of narrow sidewalk), and how it crosses the tracks and the yield lane from 14th Ave to 14th Street... (and yes, the path should be part of the wholistic project of how all modes work along 14th Ave)*</p> <p>[Wheeling] the connection from the Lions Park pathway to the 14th Ave bridge needs to be improved a lot - the pathway needs to be more fluid and appealing to faster cyclists at the east end.</p>

What we heard



Theme	Sample comments
Pathway and park	<p>[Wheeling] The pathway through the adjacent park is also an option to keep the road at full width but that pathway needs a lot of work if you actually expect cyclists to use it. eg it needs to be wider and not have massive roots and be separate from the main C-Train pedestrian walkway.</p> <p>[Wheeling] Someone commented about leaving the park as a park - could NOT disagree more! the cyclists should be on the pathway in the park, not getting tangled up with transit, transit users, other pedestrian, and cars (yes, people do need to drive to the grocery store sometimes, and to the Renaissance Towers)... AND the community needs the park USED to be appreciated and to discourage social disorder. The park is not supposed to be an empty green space! Further, there are tons of cycling paths in other parks in Calgary, and they function well - why would we ignore or under use this one?</p> <p>[Wheeling] The existing pathway system deserts wheeling users into a sharp turn to cross the tracks, and await a favourable light cycle, in order to cross the car-oriented bridge, towards a post-secondary institution. Travelling westward from SAIT is even worse.</p>

What we heard



Study Area: 14 Ave and 14 Street to Jubilee, SAIT.

This crossing directly connects the Lions Park LRT and North Hill Shopping Centre to the Jubilee Auditorium, SAIT, and Alberta University of the Arts. A smaller cluster of pins (26) were dropped at and around the intersection of 14 Ave N.W. and 14 Street N.W. however many comments were related to other areas and issues along 14 Ave. The themes below did emerge from the ones related to the study area.

Theme	Sample comments
Accessibility	<p>[Safety] Accessibility ramps need to be placed in appropriate spots.</p> <p>[Wheeling] Tricycle bikes -> wider width back - concern w/ driver. Agree with wider sidewalk on bridge.</p> <p>[Walking] The curbs between sidewalk and roadway on the bridge are abnormally high which creates something of a hazard.*</p> <p>[Walking] Traffic: More time for pedestrians to across the street. ^.^ Intersections on 14th street bridge.</p>

What we heard



Theme	Sample comments
Sidewalks	<p>[Safety] Sidewalk too close to the road. Dangerous</p> <p>[Wheeling] Improve how the sidewalks and the cyclists using the pathway cross both the tracks and the yield lane from 14th Ave to 14th Street. The current situation is awkward and doesn't have great visibility lines.*</p>
Road safety	<p>[Driving] Don't like merge - too short - hard to see coming traffic. Longer merge needed.</p> <p>[safety] bridge feels dangerous on a bike</p> <p>[Driving] Lower the speedlimit to 40KMS. Enhance Ped. Lights + Signage</p>

What we heard



Theme	Sample comments
Connectivity	<p>[Transit] Bus stop. better connection to get to Jube - required.</p> <p>[Missing link] Needs connectivity to university for bikes for Briar Hill [pined at 14th and 14th SW corner SW]</p> <p>[Walking] The south side of the sidewalk ends abruptly after the 14th street bridge.</p>

What we asked:

Question 2:

We used an open-ended visioner tool on the online portal to ask participants the following: What else do you want The City to consider when improving the safety, accessibility, and connectivity in this area?

In total, 153 suggestions were provided. Many of these duplicated comments and concerns noted on the map including mixed views on the need for bike lanes along 14 Ave N.W., mixed views on street parking, and concerns about left turn lanes at 14 Ave N.W. and 19 Street N.W.

A few people used the opportunity to share their thoughts on the value of the project and some other City issues. Common themes and examples of comments related to safety, accessibility, and connectivity from the visioner tool are summarized in the table below.

Participants had the option to “thumbs up” or “thumbs down” comments from their neighbours as well, which can be viewed in the “Verbatim Comments” document. NOTE: the “thumbs up” or “thumbs down” function for this online tool is a general indicator of sentiment towards other participants’ comments only and is not a “vote” or considered statistically valid.

What we heard



Theme	Sample comments
<p>Connectivity</p> <ul style="list-style-type: none">• Pathways	<p>This project needs to holistically look at the Lions Park path as well, not just 14th in isolation! many mobility routes should be in park.</p> <p>We live in Banff Trail and don't use 14 Ave on a regular basis. We do ride our bikes to Lion's Park pathway and recommend improved crossing.</p> <p>Better lighting for the pathways on the south side of Lion's Park station, please!</p>
<p>Accessibility</p> <ul style="list-style-type: none">• Sidewalks	<p>Please prioritize accessible walking (with strollers, walkers, wheel chairs) AND protected bike lanes. It's currently a horrible walk/ride.</p> <p>People walking, people in wheelchairs, and people on bicycles. Forget parking, and please, for Pete's sake don't prioritize car traffic.</p> <p>Install storm drains along 14th. The snow melts and runs to 14th then freezes creating a Hazzard on the road as well as the sidewalks.</p>

What we heard



Theme	Sample comments
Safety <ul style="list-style-type: none">• Pedestrian crossing	<p>significant safety issue with Ctrain line as it crosses pedestrian cross walks both sides of 14 st. needs a gate or barrier to cross</p> <p>Bump outs or raised crosswalks used commonly in Europe for beacon crossings near the LRT station to enhance pedestrian safety.</p> <p>Widen the sidewalks and create direct, safe and quick crossing to the mall.</p> <p>Prioritize safe access to LRT during all seasons/times of day (eg, snow cleared in crosswalks/sidewalks, designing safe crosswalks, lighting</p>



Engagement Summary

Re-engaging this community in Phase 1 was beneficial for the project team to understand what has changed since the project was deferred in 2022. We learned that recent development plans and changes in the area have altered the feedback significantly, with people more concerned about how increased density and changes will impact the corridor.

There is a strong desire from the community to upgrade aging infrastructure on the corridor, and for a safer and more visually appealing transit hub. Improved connectivity and accessibility for all modes of travel were frequently requested, as were improved lighting, shade, and beautifying features such as trees.

Next Steps

Phase 1 helped the project team to identify local and site specific challenges and opportunities that will help inform design concepts. The project team, including design consultants, engineers, landscape architects and representatives from Roads, Parks, Utilities and Planning groups will review public feedback and take it into consideration alongside factors such as cost, environmental impact, technical limitations, and long-range plans to inform design options that will be presented in Phase 2: Explore.

Phase 2 Engagement will present potential reconstruction and mobility improvement solutions to the public for consideration in Summer 2025.

