

Calgary



February 2026

14 Avenue N.W. Reconstruction and Mobility Improvements

Phase 3: December 1 - 30, 2025

What We Heard/Did Report

Prepared by:
The City of Calgary Engage Resource Unit

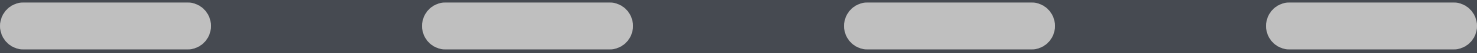


Project summary

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 provide 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.



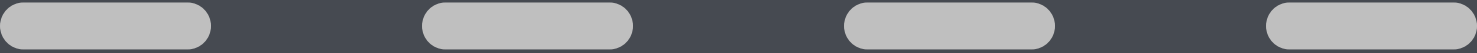


Engagement overview

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 growth 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 during Phase 1 in January 2025.

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 hosted three in-person public engagement events and one targeted interest holder workshop, plus an online survey. 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.



In Phase 2, from May 12 - June 4, 2025, we presented design options for Calgarians and interest holder for their feedback. Specifically, we aimed to learn how the design concepts impact the following: parking, community access, pedestrian crossing & safety, pedestrian comfort, wheeling and cycling comfort & safety.

In Phase 2, we hosted three in-person public engagement events, one school presentation, one targeted interest holder workshop, plus an online survey. Feedback indicated strong support for safer, more accessible streets through multi-use pathways, traffic calming, and reduced vehicle speeds, especially near schools, transit, and key destinations. Participants valued improved pedestrian and cyclist safety and better connectivity, while raising practical concerns about winter maintenance, shared-pathway conflicts, lane configurations, and congestion. Opinions were mixed on design features such as curb extensions, medians, and roundabouts, with a general preference for solutions that balanced all users' needs and remained practical and affordable.

This feedback, in line with technical and budgetary requirements, helped to shape the final design concept presented to the community in Phase 3.

Phase 3: Project Communications



- Postcards mailed to residents, businesses, and apartment buildings in the community.
- Social media posts on Facebook, Instagram, and NextDoor.
- Councillor and Community Association toolkits provided to share awareness.
- Bold signs on the corridor.
- Door knocking and hand delivered letters to impacted residents along the corridor.
- Project mailbox made available, with option to subscribe to the project's mailing list.
- Sandwich board signage in the corridor's residential area.



In-Person Engagement Opportunities

In Phase 3, the project team hosted two in-person public engagement opportunities to share the design and answer any questions.

113 people attended the two public engagement events

- **North Hill Centre:** Saturday, December 6 from 12:00PM - 2:00 PM
- **Louise Riley Library:** Wednesday, December 10 from 5:00PM - 7:00PM



What we shared:

On the main page, we shared a two-minute video providing an overview of the improvements and changes to the corridor, as well as the rationale for the project and overall corridor improvements. We provided sub-pages for each of the three segments along the corridor, that provided specific location details and descriptions of the improvements and changes to that area, with a selection of images.

During the engagement period, 2691 people visited the page, and the video had 1041 views.



The main page also included a comprehensive list of Frequently Asked Questions about the project, a subscription link to the project's mailing list, a project email address to contact the project team, links to related projects in the area, the project's engagement timelines, and link to the previous 'What We Heard' engagement reports.

For details on what was shared on each of the segment's sub-pages, please see below.

Segment 1 - 24 Street to 20A Street N.W.

Segment 1 of 14 Avenue N.W. spans a distance of approximately 680 metres from 24 Street N.W. to east of 20A Street N.W. within the residential neighbourhood of Hounsfield Heights - Briar Hill. Segment 1 features connection points to the current Crowchild Trail Pedestrian Overpass, transit stops, and connections to neighbourhood amenities including Briar Hill Elementary School and Hounsfield Heights Park. The Crowchild Trail Pedestrian Overpass has been proposed at 12 Avenue N.W. with a ramp running north to connect to 13 Avenue N.W. at grade, with proposed on-street bikeways connecting the ramp to both 14 Avenue N.W. and 12 Avenue N.W. The proposed upgrades consider existing and future connections to the Crowchild Trail Pedestrian Overpass and larger regional networks.



Segment 1 key improvements include:

1. Future bikeway connection on 24 Street N.W. to the future Crowchild Trail Pedestrian Overpass planned for 13 Avenue N.W.
2. Pedestrian island refuge extended at the base of the current Crowchild Trail Pedestrian Overpass with wheelchair accessible ramps and marked crosswalks to improve space, safety, and accessibility.
3. Traffic at the 14 Avenue N.W. and 24 Street N.W. intersection limited to right turn only - westbound to northbound from 14 Avenue N.W. and northbound to eastbound from 24 Street N.W. This is to create space for extended pedestrian refuge island at the current Crowchild Trail Pedestrian Overpass.
4. On-street parking along the north side of 14 Avenue N.W. removed from 24 Street N.W. to the laneway between 23 Street N.W. and 22A Street N.W. to prevent impact to existing landscaping and retaining walls within the road right-of-way and to maintain access and sight distance for the existing driveways.
5. Cross section A-A: Street section view showing improvements with reference to the existing condition. The cross section is looking east along 14 Avenue N.W., from west of 23 Street N.W.
6. Future bikeway connection on 23 Street N.W. to existing bikeways and future Crowchild Trail Pedestrian Overpass planned for 13 Avenue N.W.
7. On-street parking along the north side of 14 Avenue N.W. removed from 24 Street N.W. to the laneway between 23 Street N.W. and 22A Street N.W. to prevent impact to existing landscaping and retaining walls within the road right-of-way and to maintain access and sight distance for the existing driveways.

Segment 1 Key features include (continued):

8. Multi-use crosswalk for east-west pedestrian/cyclist movement and directional accessible ramps at all corners along north side and south side of 14 Avenue N.W.

9. Multi-use crosswalk for east-west pedestrian/cyclist movement and directional accessible ramps at all corners along north side and south side of 14 Avenue N.W.

10. On-street parking maintained along north side of 14 Avenue N.W. from laneway between 23 Street N.W. and 22A Street N.W. to west of 20 Street N.W. to maximize the amount of on-street parking spaces. Parking is removed on the south side to accommodate the full design, providing for dedicated travel lane widths in both directions and more space between opposing vehicle travel lanes. This will accommodate the multi-use pathway along the north side without impacting the existing landscaping.

11. Bus will stop in-lane as per existing condition on south side of 14 Avenue N.W, east of 22 Street N.W

These features and improvements were shown on a hotspot map to show precisely where they would be located in Segment 1. Rationale for these design choices were presented in a What We Heard /What we Did table, based on feedback received in Phases 1 and 2.

See below the top themes we heard about about Segment 1 in Phase 1 and 2, and what we did to address them.

Cyclists and wheeling on the road

The design includes a multi-use path which will provide a space for people to bicycle, scooter, roller-skate, that is separate from motor vehicles. Cyclists are still legally permitted to cycle on the roadway.

Removal of on-street parking

A parking study along 14 Ave N.W. showed peak demand was below 25%, indicating more supply than demand. Parking is retained on most of the north side to maximize availability. South side parking was removed to widen lanes and formalize lanes and add a multi-use pathway without affecting landscaping. On-street parking is restricted from 24 St N.W. to the laneway between 23 St and 22A St N.W. to protect landscaping and to maintain access and sight distance for the existing driveways.

Safety of children and youth when walking

The design narrows the road width, creating a shorter distance for people crossing the road and reducing the time and length of exposure to motor vehicle traffic. The design uses curb extensions to help drivers see people that are about to cross the road before they step onto the road. Raised intersection/crossings at 21 Street N.W. slows down drivers and increases visibility of pedestrians crossing.

Trees/aesthetics

Design aims to retain the existing trees in this section of the corridor. Opportunity for low lying landscaping at the traffic circle on 20A Street N.W.

Speeding

Design introduces traffic calming measures such as curb extensions, a traffic circle on 20A Street N.W., and a raised intersection at 21 Street N.W.

North-side pathway affecting properties

Existing driveway access will be retained but access may be impacted at times during the construction of the pathway. The proposed pathway will be slightly wider than the existing sidewalk and is not expected to affect landscaping between the property line and sidewalk. The curb was adjusted to preserve the landscape retaining wall on the north side between 24 St N.W. and the laneway between 23 St N.W. and 22A St N.W. On-street parking was removed in this section to avoid impacting the walls.

Parking narrows lanes and blocks safe passing

Currently vehicles can park on both sides, but this limits effective travel lane width for each direction to approximately 2.5m, which is not up to standard. The new design ensures a consistent travel lane width in each direction of at least 3.0m throughout Segment 1 which adheres to current standards.

Curb extensions

Curb extensions are a proven traffic-calming measure that help slow vehicle speeds and improve visibility for people crossing the street. Given the low traffic volumes along this section, these changes are not expected to create traffic issues.

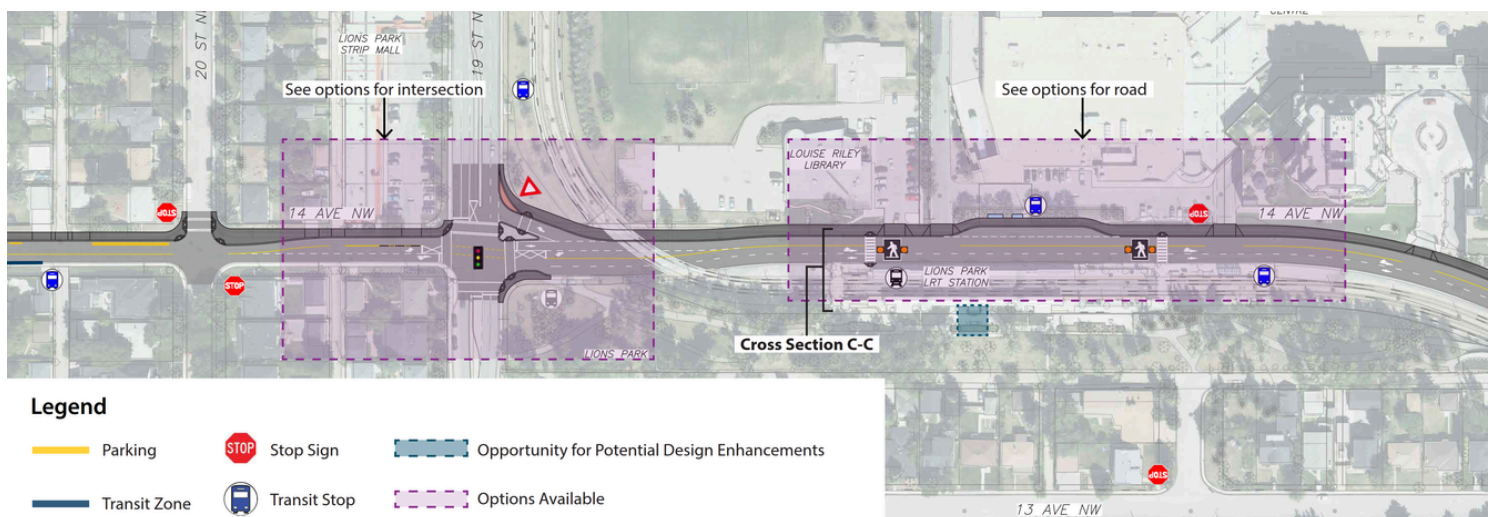
Maintenance/snow clearing

The multi-use pathway would be cleared by The City's pathway maintenance group, with their own priority levels different from the street. Homeowners would still be expected to clear the adjacent 1.5m of snow from the multi-use pathway like they do for the sidewalks.

Segment 2 - 20 Street N.W. to North Hill Centre pedestrian overpass

Segment 2 of 14 Avenue N.W. spans approximately 500 metres from 20 Street N.W. to the North Hill Centre Pedestrian Overpass. Segment 2 encompasses key intersections and destinations including the Lions Park Strip Mall, Louise Riley Library, Lions Park LRT Station, North Hill Centre, Hounsfield Heights Briar Hill Community Centre, transit stops, residential building access, and pathway connections to Lions Park.

We heard from community members that it is important to consider safe access to the Lions Park Strip Mall, improve traffic light timing at 19 Street N.W., maintaining left turn capabilities at 19 Street N.W. and at the North Hill Centre complex area, sidewalk improvements and safety enhancements at crossing points, traffic calming, and clear connection points to Lions Park.



Segment 2 - Key improvements include:

1. Existing transit stop relocated from east of 20A Street N.W. to west side of intersection to remove potential congestion in the traffic circle when the bus is stopped and maintain efficient traffic flow and sight lines.
2. On-street parking maintained along north side of 14 Avenue N.W. from laneway between 23 Street N.W. and 22A Street N.W. to west of 20 Street N.W. Parking has been removed on the south side to accommodate the full design, providing for dedicated travel lane widths in both directions and more space between opposing vehicle travel lanes. This will also accommodate the multi-use pathway along the north side without impacting the existing landscaping that is within the road right-of-way.
3. Multi-use crosswalk for east-west pedestrian/cyclist movement and directional accessible ramps at all corners along north side and south side of 14 Avenue N.W.
4. Multi-use (3.0 metres) pathway along north side. North side pathway avoids conflicts with higher westbound to southbound left turn traffic movements west of 19 Street N.W., overhead power lines, transit stops, provides direct connection to Riley Louise Library, North Hill Centre, and connects to future pathway across 14 Street N.W. bridge to SALT/Jubilee/AUArts.
5. Sidewalk along south side between 20 Street and 19 Street N.W. widened to 2 metres for additional space for pedestrians along 14 Avenue N.W. corridor and at intersections.
6. Up to 2 trees may require removal along the south side of the Lions Park Plaza building to make room for extension of the eastbound left turn lane.

Segment 2 - Key improvements include (continued):

7. Eastbound to northbound left turn lane at 19 Street N.W. maintained and extended for additional traffic queuing capacity.

8. Transitional multi-use pathway to shared space for all modes in front of Lions Park Plaza and retain existing tree.

9. Pedestrian waiting area at 19 Street N.W. expanded and improved with directional wheelchair-accessible ramps at all corners of the intersection.

10. Right turn island removed to slow turning movement onto 19 Street N.W. and improve yielding drivers' view of on-coming traffic. Provides additional space for pedestrians waiting to cross the street, allows for a single crossing, and reduces total crossing distance for pedestrians and cyclists.

11. Opportunity to plant trees on the northeast, northwest and/or southeast side of the 14 Avenue N.W./19 Street N.W. intersection. Opportunity for additional landscaping will be explored during detailed design and included where possible. Landscaping can improve air and water quality as well as support biodiversity.

12. Existing transit stop removed and consolidated with transit stop to the east by Lions Park Station. This will remove potential conflicts and congestion at the 19 Street N.W. intersection for eastbound traffic when a bus is stopped.

13. Through travel lanes reduced to consistent lane widths of at least 3.3 metres to reduce vehicle speeds and improve predictability and overall safety for road users.

Segment 2 - Key improvements include (continued):

14. Cross section C-C: Street section view showing improvements with reference to the existing condition. The cross section is looking east along 14 Avenue N.W., from west of Louise Riley Library.

15. Concrete half barriers at Lions Park Station along south edge of road to encourage people travelling between the Station and North Hill Centre to use the existing two marked pedestrian crossings with overhead flashers. To also deter people from using the new raised median as a pedestrian refuge.

16. Raised median island across from Lions Park Station to allow for dedicated eastbound left turn lane at Safeway and Louise Riley Library access and prevents weaving of eastbound through traffic to reduce conflicts.

17. Improved and larger waiting area at the westbound bus stop in front of North Hill Centre. Pathway runs behind the bus stop platform to minimize conflict between pathway users and transit users. Existing trees maintained where possible.

18. Existing narrow sidewalk south of existing planters behind Lions Park Station replaced with 3.0 metres multi-use pathway to tie-in to existing pathway to the east and west of the Station

19. Single eastbound through lane that reduces traffic weaving and queuing behind transit zone. Improves overall safety and predictability for road users travelling eastbound.

Segment 2 - Key improvements include (continued):

20.Curb bulb shortens crossing distance and improves visibility of pedestrians at crosswalk on east end of Lions Park Station.

21.Dedicated eastbound bus bay at east end of Lions Park Station to provide separate waiting area for buses to stop, without impacting main travel lane.

22.Multi-use (4.0 metres) pathway along north side. North side pathway avoids conflicts with higher westbound to southbound left turn traffic movements west of 19 Street N.W., overhead power lines, transit stops, provides direct connection to Riley Louise Library, North Hill Centre, and connects to future pathway across 14 Street N.W. bridge to SALT/Jubilee/AUArts.

These features and improvements were shown on a hotspot map to show precisely where they would be located in Segment 2. Rationale for these design choices were presented in a What We Heard /What we Did table, based on feedback received in Phases 1 and 2.

See below the top themes we heard about about Segment 2 in Phase 1 and 2, and what we did to address them.

Connections to other wheeling lanes/destinations

The design consists of a multi-use pathway along the north side of the corridor to create a more direct east-west connection that connects to key destinations (e.g., Louise Riley Library, North Hill Centre, SAIT, overpasses, etc.). Proposed plans for future pathway connection along the east side of 19 Street N.W. from 14 Avenue N.W. to 16 Avenue N.W. This pathway will be designed and completed as part of future projects.

Cyclists and wheeling on the road

The design includes a multi-use pathway which will provide a space for people to bicycle that is separate from motor vehicles. The pathway is meant for people of all ages and abilities, whereas cyclists that are comfortable with riding on the roadway are still legally permitted to do so. The design includes pathway improvement within Lions Park to provide a separate and more direct pathway behind the Lions Park LRT station, which will tie into existing pathway on either side.

Sidewalk width and pedestrian safety

Replacing sidewalk along the north side of the corridor with a wider multi-use pathway to improve safety and comfort for pedestrians and/or cyclists. Pathway will be setback by 1.0m from the edge of the nearest travel lane. Travel lane widths will be reduced to slow vehicle speed.

Trees/aesthetics

The design aims to retain existing trees as much as possible.

In Segment 2, up to two trees may require removal along the south side of the Lions Park Plaza building. These trees are currently within the City right of way. There is opportunity to replant these trees on the northeast, northwest and/or southeast side of the 19 Street N.W./14 Avenue N.W. intersection. Explore additional opportunity for landscaping improvements within the project extent, where possible.

Jaywalking from LRT station to the mall

Concrete half barriers are proposed along the road edge of the south sidewalk, between the existing two designated pedestrian crossings with overhead flashers. This is to discourage people from jaywalking between the two crossing and potentially using the median islands as a waiting area.

Pedestrian crossing at 19 Street/14 Avenue N.W.

We are exploring signal life cycling opportunities; there may be opportunities to improve the signal timings to optimize pedestrian crossing times and vehicular flow at the 19 Street N.W. intersection.

Traffic flow and congestion

The design consists of one eastbound through travel lane and a dedicated left turn lane, instead of two eastbound lanes with shared movements. This reduces weaving from the middle eastbound lane and improves traffic flow, overall safety and predictability for road users travelling eastbound. The design maintains existing dedicated bus bays and develops separate bus bay for eastbound bus at LRT station to prevent busses from stopping in-lane for longer duration stops (timing points).

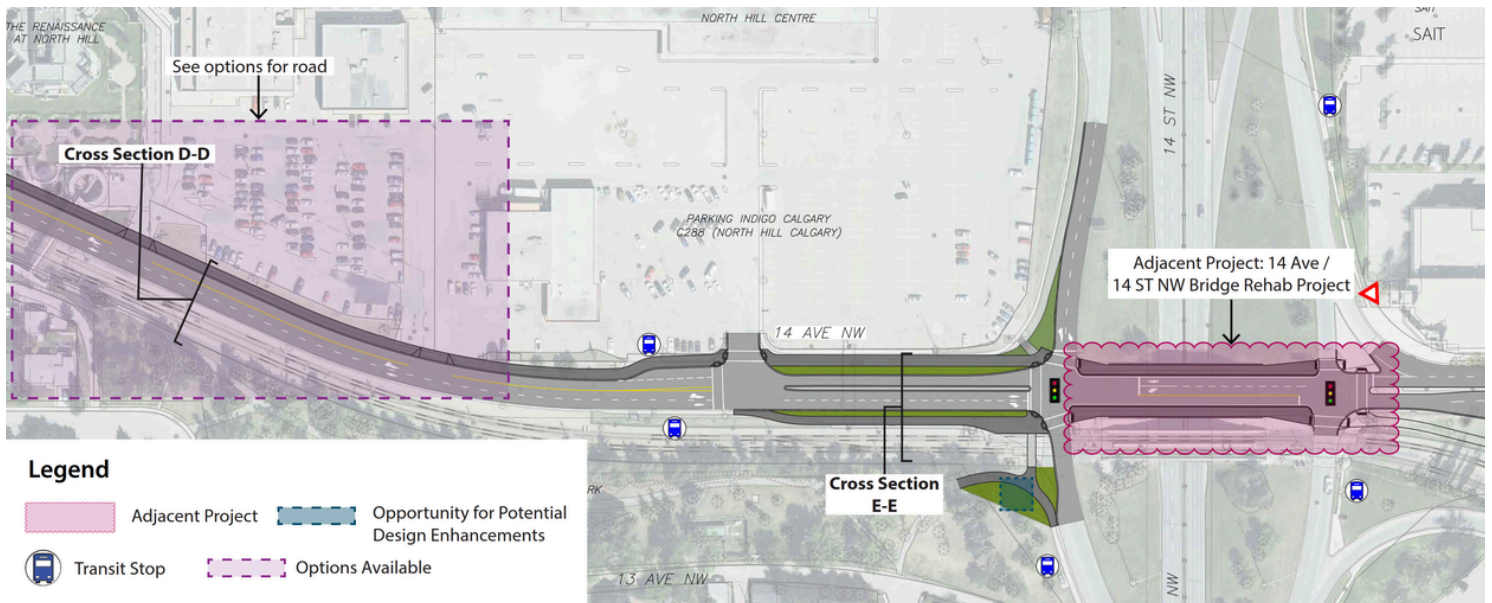
Pedestrians crossing at the Library/Safeway

Future design options may include consolidation of driveways and will be explored as part of any future redevelopment of the library and North Hill Centre.

Segment 3 - North Hill Centre pedestrian overpass to 14 Street N.W.

Segment 3 of 14 Avenue N.W. spans approximately 350 metres from the North Hill Centre Pedestrian Overpass to the 14 Avenue and 14 Street N.W. bridge. Segment 3 encompasses access to North Hill Centre and connections to 14th St N.W., SAIT, AUArts, the Southern Alberta Jubilee Auditorium, transit stops, and pathway connections to Lions Park. Segment 3 connects to the 14 Avenue and 14 Street N.W. Bridge Rehabilitation Project and considerations have been made to ensure seamless connections to the bridge for walkers, wheelers, transit users and drivers.

We heard from community members that it is important to consider widening the sidewalks to improve pedestrian safety, pedestrian overpass accessibility, safer wheeling connections to SAIT, improved road and LRT crossings, and traffic calming.



Segment 3 - Key improvements include:

1. Raised median island at North Hill Centre access east of The Renaissance condominium to allow for dedicated eastbound left turn lane and prevents weaving of eastbound through traffic to reduce conflicts.
2. Cross section D-D: Street section view showing improvements with reference to existing condition. The cross section is looking east along 14 Avenue N.W., from east of the pedestrian bridge to North Hill Centre.
3. Multi-use (4.0 metres) pathway along north side. North side pathway avoids conflicts with higher westbound to southbound left turn traffic movements west of 19 Street N.W., overhead power lines, transit stops, provides direct connection to Riley Louise Library, North Hill Centre, and connects to future pathway across 14 Street N.W. bridge to SAIT/Jubilee/AUArts.
4. Up to 2 trees may require removal in front of Kal Tire.
5. Improved existing bus stop in front of Kal Tire by removing conflict with driveway and create a larger waiting area at the existing westbound bus stop. Pathway will run behind the bus stop platform to minimize conflict between pathway users and transit users. Maintain separate stopping area for buses that are out of main travel lane to allow for longer stops.
6. Eastbound bus stop connected to a pathway along the south side that will provide access across 14 Avenue N.W. to the North Hill Centre Mall, and also across 14 Street N.W. to SAIT/Jubilee/AUArts.

Segment 3 - Key improvements include (continued):

7. Raised multi-use crossing, at North Hill Centre/Indigo parking east access to provide better accessibility for east-west pedestrian/cyclist movement and slow vehicle turning speeds. Directional accessible ramps on the north side and south side of the intersection access.

8. Cross section E-E: Street section view showing improvements with reference to the existing condition. The cross section is looking east along 14 Avenue N.W., from west of 14 Street N.W. (west of intersection).

9. Opportunity to plant trees on the north side of 14 Avenue N.W. with the new boulevard area, creating a more comfortable space for pedestrians and cyclists. Additional opportunities for landscaping will be explored during detailed design and included where possible. Landscaping can improve air and water quality as well as support biodiversity.

10. Travel lanes reduced from 6 lanes to 3 lanes to align with the cross-section from the adjacent bridge rehabilitation project, reduce crossing distance for pedestrians/cyclists, reduce potential conflicts with traffic weaving, and provide space for enhanced pathway and landscaping areas.

11. Improved pedestrian and vehicle cross of LRT tracks with the removal of the right turn island removed on the southeast corner. Pathway connection to Lions Park will be improved to align with new crossing location. Additional opportunities for landscaping will be explored during detailed design and included where possible.

Segment 3 - Key improvements include (continued):

12.Right turn islands removed at 14 Street N.W. (west intersection) to reduce turning vehicle speed and improve. Provides additional space for pedestrians waiting to cross the street, allows for a single crossing, and reduces total crossing distance for pedestrians and cyclists.

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These features and improvements were shown on a hotspot map to show precisely where they would be located in Segment 3. Rationale for these design choices were presented in a What We Heard /What we Did table, based on feedback received in Phases 1 and 2.

See below the top themes we heard about about Segment 3 in Phase 1 and 2, and what we did to address them.

Cyclists and wheeling on the road

The design includes a multi-use pathway which will provide a space for people to bicycle that is separate from motor vehicles. The pathway is meant for people of all ages and abilities, whereas cyclists that are comfortable with riding on the roadway are still legally permitted to do so.

Traffic flow and congestion

The design consists of one westbound through shared right turn lane, and two eastbound travel lanes (one through lane and a dedicated turn lane). At the east end, this reduces the total travel lanes from six to three and aligns with the planned cross section across the 14 Avenue N.W bridge rehabilitation project. This reduces the crossing distance for pedestrians and cyclists, provides more space for landscaping, reduces weaving between lanes, and provides overall safety for road users.

Pedestrian crossing at 14 Street/14 Avenue N.W.

Signal relocation at the west intersection will be coordinated with the bridge project, with an opportunity to improve signal timings for better pedestrian crossing and traffic flow. The design removes channelized right-turn islands on the northwest and southwest corners, expanding pedestrian waiting space, enabling a single crossing, and reducing total crossing distance.

Trees/aesthetics

The design aims to retain existing trees where possible. Up to two trees may be removed in front of Kal Tire, located within the City right of way. Several new trees are proposed on the north side of 14 Avenue N.W., west of the intersection with 14 Street N.W., enhancing the interface with the mall parking lot in a new boulevard created by narrowing the roadway. Additional landscaping may be added, including low-lying landscaping along the south side west of the 14 Street bridge, where feasible.

Enhancing bus stops

Improved and larger waiting area at the westbound bus stop in front of Kal Tire. A pathway will run behind the bus stop platform to minimize conflict between pathway users and transit users. The expanded waiting area will provide opportunity to install a bus shelter and other amenities for passengers waiting. Eastbound bus stop on the south side will connect to a pathway on the that side, providing improved access across 14 Avenue N.W. to the mall and across 14 Street N.W. to SAIT/Jubilee/AUArts.

Connection to bridge at 14 Street/14 Avenue N.W.

Design includes coordination and alignment with the 14 Street N.W. Bridge Rehabilitation project. The bridge rehabilitation project will include the installation of multi-use pathway along both sides, and converting the existing four-lane carriageway to a three-lane cross section.

Engagement summary

In Phase 3, the feedback we heard from the community focused on several key areas related to the proposed improvements along 14 Avenue N.W. and surrounding streets. Themes include localized comments and questions about connectivity and safety enhancements, traffic and parking concerns, design and landscaping impacts, business engagement, and overall perceptions of project priorities. Input reflects both support for improved accessibility and safety, as well as concerns about cost-effectiveness, parking loss, and practical implementation.

Connectivity & Safety: Support for improved pedestrian pathways and signage; emphasis on minimising conflicts and designing for real-world behavior.

Traffic & Parking: Comments about lane reductions, restricted movements, and loss of on-street parking, especially during events and for residents with limited access.

Design & Landscaping: Requests for tree preservation, and advance notice for landscaping changes.

Business & Community Impact: Need for communication with businesses on construction staging; mixed views on creating gathering spaces near the mall.

Feedback & Perceptions: Some had positive comments on overall corridor improvements, while others had concerns about perceived over-investment and calls for cost-effective solutions.

Safety & Social Issues: Concerns about pathway safety, jaywalking deterrents, and clear separation between pathways and parking.

Next steps

Construction start is planned for summer 2026. More details about construction staging and working zones/areas throughout the project corridor will be provided in the coming months on the project webpage at calgary.ca/14avenw

A full list of questions and comments received at in-person public events and emails to the project team during Phase 3, have been included in a separate document, published on the project's engage page at engage.calgary.ca/14avenw