

July 2025

Calgary



14 Avenue N.W. Reconstruction and Mobility Improvements

Phase 2: 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 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 in January 2025.

From this we received over 800 comments and contributions from community members who live, work, and learn near 14 Avenue N.W. These valuable insights helped the project team to design options to present to the community for Phase 2.

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, cycling comfort & safety.

This feedback, alongside other technical considerations, will help the project team to make informed decisions on the final design concept, that will be presented later this year.

Project Communications



- Postcards mailed to residents, businesses, and apartment buildings in the community.
- Digital project advertisements at Lions Park and SAIT LRT stations.
- Social media posts on Facebook, Instagram, and NextDoor.
- 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 Hounsfied Heights Community Association in their newsletter.
- Project mailbox made available, with option to subscribe to project updates.



In-Person Engagement Opportunities

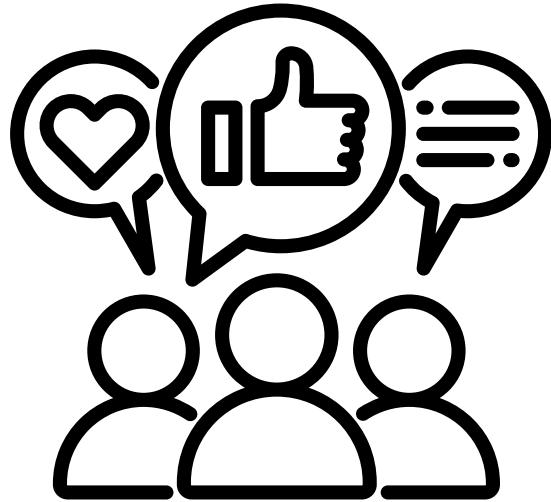
In Phase 2, the project team hosted three in-person public engagement opportunities, one external interest holder workshop, and one school presentation in the area for people to share their thoughts on the design options and features.

161 people attended the three public engagement events

- **Hounsfield Heights - Briar Hill Community Association:** Wednesday, May 14 from 4:30PM - 6:30PM
- **Louise Riley Library:** Sunday, May 25 from 1:00PM - 3:00PM
- **North Hill Centre:** Saturday, May 31 from 12:00PM - 2:00 PM



In-Person Engagement: What We Heard: Top Themes



Mixed opinions on bike paths: some see them as unnecessary or underused, others would bike more if safer infrastructure existed, with separated and protected infrastructure.

Differing views on sidewalk widening—some prefer only repairs where needed. Requests for better pedestrian crossings (e.g., zebra lines, crossing buttons). Requests for safer crossings, especially for seniors and school children.

A complete list of the comments received in-person and online can be viewed in the verbatim comment report.

Some resistance to removing on-street parking, especially with future densification (e.g., rowhouses). Concerns and support about traffic flow disruptions (e.g., loss of slip lanes, roundabouts, LRT gate delays).

Some feel the project is not a priority and funds should be redirected to more pressing needs (e.g., park upgrades, social disorder). While others supported the project, particularly the safety improvements elements.

School engagement

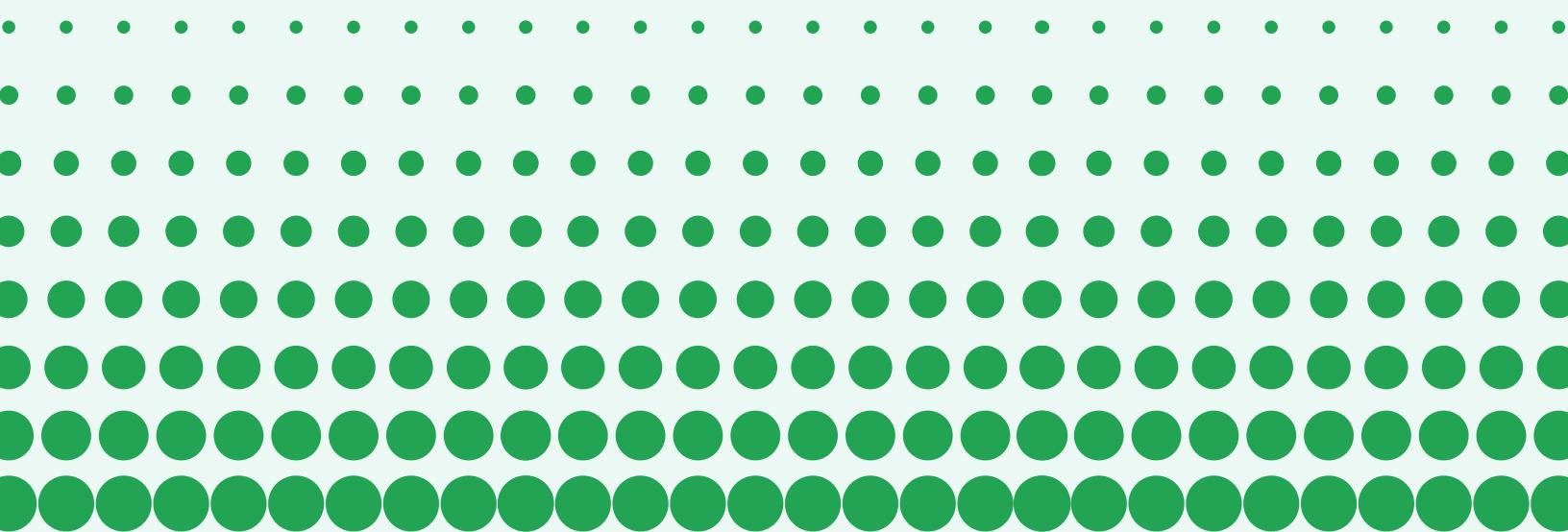
On May 12, 2025, the project team visited the Grade 5/6 students at Briar Hill Elementary.

The students explored the role of public participation in decision making and how decisions we make today will impact them.

We heard great ideas and comments from the students about how we can be more equitable and empathic in our infrastructure designs to meet everybody's needs and lifestyles.

The students raised topics such as accommodating people with reduced mobility, and seniors. They shared their thoughts with us on what makes complete street vs incomplete streets and learned about roundabouts and how to use them.

Using a 'Dotmocracy' activity, the students voted with sticker dots each on which option they most preferred in Segment 1 and 2 of the project corridor.



School engagement: What We Heard

"The ones that looked the safest, with crossing in mind."

"The ones that would be most effective and help with traffic, reduce crashes."

"I chose the options without roundabouts knowing that they would take longer to build. Having construction near houses would be noisy and take a long time".

Students were concerned about construction time and impacts it might have on safety for their families and community. They said that if these concerns were addressed, that choosing the safest options and features should be the top priority.

Students liked Option 2 for both Segments 1 & 2, and Option 1 for the Lions Park Station Area.



Interest Holder Workshop

A workshop was held on May 27, 2025, from 5:30–7:30 pm at the Hounsfield Heights Briar Hill Community Association to present design options for the study corridor and gather feedback. Attendees reviewed concept designs through a presentation and shared input via group discussion and a survey.

Who attended:

- Hounsfield Heights - Briar Hill Community Association
- Renaissance at North Hill
- Sustainable Calgary
- Representative from the Ward 7 Office
- Calgary Board of Education
- Bike Calgary

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

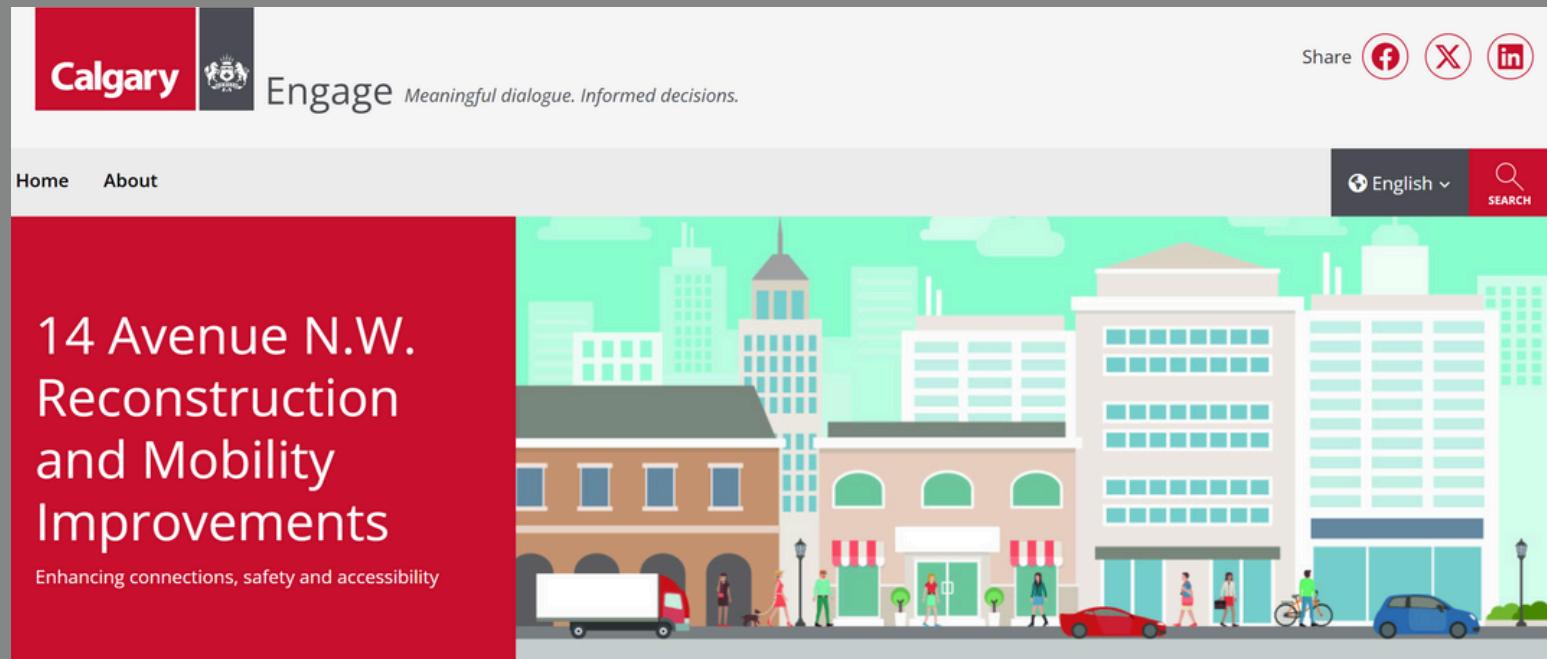
Separate meetings were held with Concord Pacific Development and Bentall Green Oak (BGO), who were unable to attend the workshop date.

Segment 1: Participants supported safety and mobility upgrades in the residential area, especially traffic-calming features like curb bulbs and raised sidewalks. The traffic button at 20A Street N.W. was well-received for improving U-turn access near Lions Park Strip Mall. Suggestions included more raised sidewalks, better bike lane connections on 24 Street N.W., and additional curb bulbs.

Segment 2: Participants favoured designs that kept current road alignments while improving safety and maintaining access to places like Louise Riley Library and North Hill Centre. Concerns included removing signals, turn lanes, and traffic lanes. There was also interest in upgrading Lions Park pathways and adding barriers near the LRT station to reduce jaywalking.

Segment 3: Participants supported the design concepts, especially pedestrian and traffic-calming improvements. They preferred keeping access to North Hill Centre for businesses and emphasized maintaining winter access to pathways, including those in Lions Park, for year-round use.

Online Engagement



The screenshot shows a web page for a public engagement project. At the top left is the Calgary logo with the word "Engage" and the tagline "Meaningful dialogue. Informed decisions." Below the logo are "Home" and "About" links. On the right are "Share" buttons for Facebook, X (Twitter), and LinkedIn, along with a language selector for "English" and a search icon. The main content area features a large red box on the left with the project title "14 Avenue N.W. Reconstruction and Mobility Improvements" and the subtitle "Enhancing connections, safety and accessibility". To the right is a colorful illustration of a city street with buildings, people, and vehicles. The overall design is clean and professional.

Online engagement was open from May 9 - June 4, 2025

1874

Visitors to the page

114

Contributors to the page

What we asked:

Online we provided an overview map of the corridor broken into three separate segments. We outlined that the concept and options currently shown are ones that had more benefits than trade-offs. Key considerations emerged from the community feedback received during Phase 1 engagement that were encompassed in the proposed design concepts. The considerations that guided the design process included:

- Enhanced safety for all modes of transportation.
- Improved intersection functionality and crossings for vehicle and sidewalk users.
- Clear connections to larger pathway networks.
- Maintaining vehicle traffic turning capabilities and access.
- Alignment with adjacent projects and potential growth in the area.



The design concepts proposed:

A multi-use pathway to replace the narrow sidewalks on the north side of 14th Ave N.W. allowing walkers and wheelers to safely navigate the corridor from 24 Street N.W. to 14 Street N.W. separate from vehicle traffic.

Proposed intersection reconfigurations that maintain vehicle turning capabilities.

Pedestrian crossing upgrades to increase visibility, safety, and accessibility.

Mobility design features to connect regional transportation networks.

We provided three separate surveys for each segment, allowing people the option to participate in whichever ones they chose to.

For a breakdown of specific improvements per segment, please see the following tabs and provide your feedback:

↓ Submit Your Feedback Below ↓



Segment 1 survey

24 Street N.W. to 20 Street N.W.

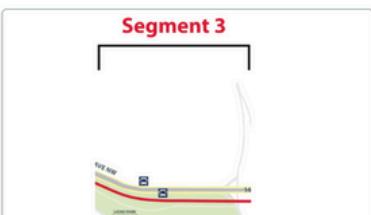
[Click here to view segment 1 and provide feedback >](#)



Segment 2 survey

20 Street N.W. to North Hill Centre pedestrian overpass.

[Click here to view segment 2 and provide feedback >](#)



Segment 3 survey

North Hill Centre pedestrian overpass to 14 Street N.W.

[Click here to view segment 3 and provide feedback >](#)

In each segment survey we asked participants to rate their level of support for each overall segment concept, and also for the options within each segment.

See example for segment one below:

For the proposed concept design above for Segment 1 (24 Street to 20A Street NW), please indicate your level of support (1= No Support, 5 = High Support) Required



Tell us why you gave your rating:

When responding, please consider how the design would support you as a person walking, wheeling, driving and/or taking transit through the area.

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 Hounsfied 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 Hounsfied 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.



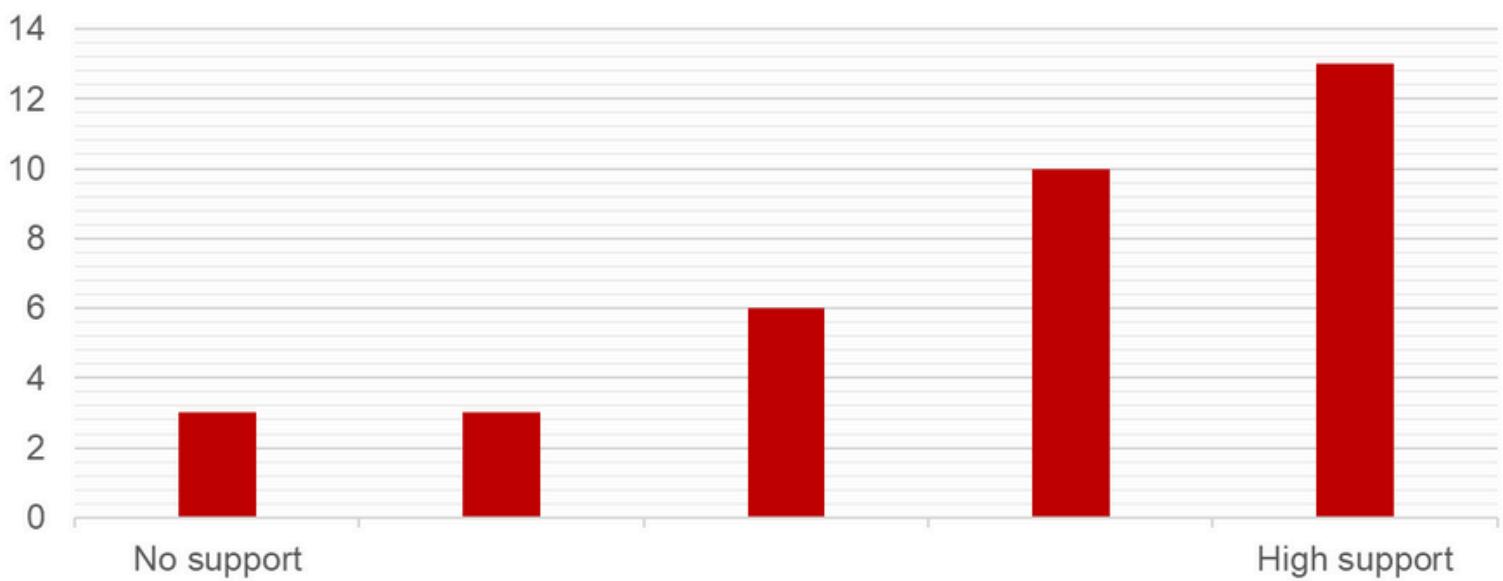
Segment 1 Key features include:

- 1. Extend sidewalk area around staircase to improve accessibility and provide more room to move around stairs at the current Crowchild Trail Pedestrian Overpass with ramps connections for the northbound on-street bikeway on 24 Street N.W.**
- 2. Maintain existing landscaping between property line and pathway on north side of 14 Avenue N.W.**
- 3. Multi-use (3.0m) pathway along north side. North side pathway avoids conflicts with higher westbound to southbound left turn traffic west of 19 Street N.W., overhead power lines, transit stops, and connects to future pathway across 14 Street N.W. bridge to SAIT/Jubilee**
- 4. Directional accessible ramps at all corners along north side and key intersections on the south side**
- 5. Multi-use crosswalk and wider ramps for east-west pedestrian and bicyclist movement**
- 6. Maintain on-street parking along north side to maximize parking spaces provided. Parking has been removed on the south side to increase safe passing space for vehicle traffic in different directions and maintain transit zones where parking is not permitted**
- 7. Existing transit stop maintained. Bus will stop in lane and will slow eastbound traffic flow**
- 8. Existing sidewalk connection to Briar Hill Elementary School to the south**
- 9. Curb bulbs to shorten crossing distance and improve visibility of pedestrian at crosswalk**
- 10. Existing sidewalk connection to Briar Hill Elementary School and Hounsfied Heights Park**
- 11. Curb bulbs outs and raised crosswalk to shorten crossing distance and improve visibility of pedestrian at crosswalk, and slow traffic speed**
- 12. Future bikeway connections to the future Crowchild Trail Pedestrian overpass.**

What we heard: Segment 1 - Overall Concept

Question: Please tell us why you rated the proposed concept design above for Segment 1 (24 Street to 20A Street NW) the way you did (level of support (1= No Support, 5 = High Support).

Segment 1 Features:
24 Street to 20A Street N.W.



No Support	3
	3
	6
	10
High Support	13

What we heard: Sample Themes and Comments

Question: Please tell us why you rated the proposed concept design above for Segment 1 (24 Street to 20A Street NW) the way you did (level of support (1= No Support, 5 = High Support).

Theme	Sample Comments
Multi-Use Pathway	<p>[Rated 5] I really like the addition of a dedicated multi use pathway, especially since this street connects the neighborhood to so many pedestrian overpasses. I also like prioritizing pedestrian safety, especially around the elementary school so that kids feel safe walking from a young age.</p> <p>[Rated 3] My primary concern is that I have a driveway that accesses directly onto the North side of 14th Ave and wonder how the bike pathway will affect my property.</p> <p>[Rated 5] I like the multi use pathway, curb bumps and raised crosswalks. This will help reduce the number of speeding cars along the avenue and improve pedestrian safety.</p>

What we heard

Theme	Sample Comments
Parking	<p>[Rated 3] Parking on the North seems to be more reasonable with more houses in the North face 14 Ave than houses on the south. Widen the sidewalks for walking and wheeling would increase the safety of community including drivers.</p> <p>[Rating 4] Looks good but in reality the parking on one side of street does not leave enough room for the two other lanes to actually pass each other, currently one has to pull into the oncoming lane if someone has parked one the road...people don't drive minis, they drive SUVS and trucks, let's be realistic please.</p> <p>[Rating 4] I will always be supportive of improvements to cycling and pedestrian infrastructure, though parking could be removed to further separate cyclists from pedestrians.</p>

What we heard

Theme	Sample Comments
Curb extension bulbs	<p>[Rating 1] I agree with north side parking only along 14th Avenue. I do not agree with curb bulbs (expensive and not necessary). Install pedestrian crosswalk signage instead. We must educate our children how to properly cross a street.</p> <p>[Rating 2] I don't support a bulb at the intersection of 21A which would narrow the intersection. This would create more of a traffic issue and potentially more hazards for children crossing the road. We have lived on 21A for over 30 years and haven't noticed or heard of close calls affecting pedestrians and traffic incidents at the intersection. If the is an issue, may be other measures could be considered i.e. crosswalk signals. We notice more students using the alley between 21A and 21st to navigate their way through the area.</p> <p>[Rating 5] Curb bump outs and traffic calming are great additions around schools - would love to see continuous sidewalks for the pathway, especially where it crosses other connections. It's a great way to further calm traffic where it interacts with those outside of cars (walking or wheeling).</p>

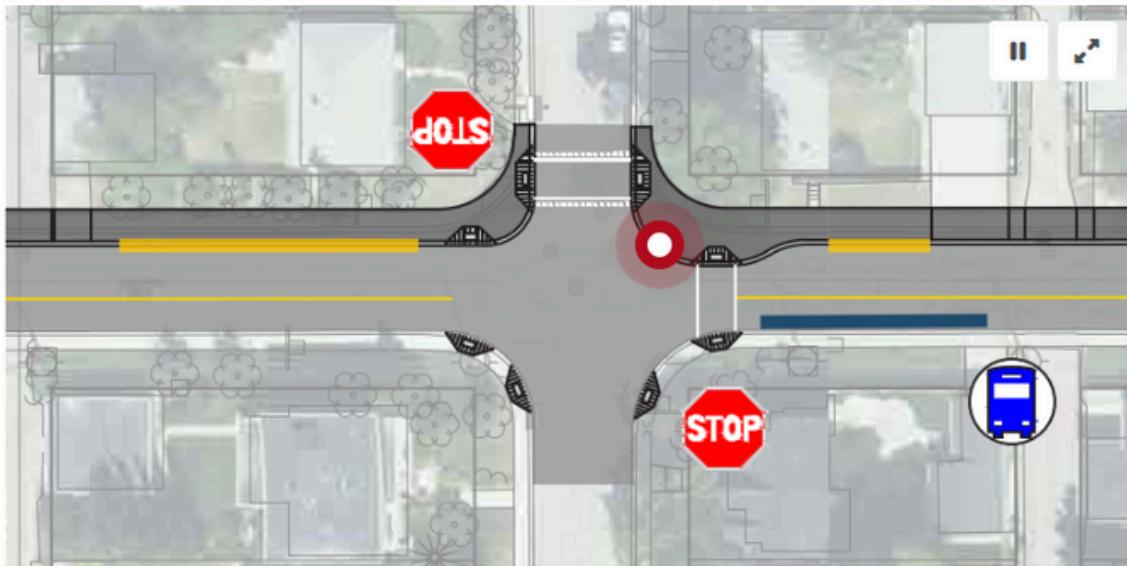
What we heard

Theme	Sample Comments
Accessibility	<p>[Rated 3] The multi use pathways should not have ramps on them for alley access. This is very hard to use for people walking, especially in the winter. Just have short abrupt ramps by the edge. It will force people to drive them at a slow pace and make is safer for everyone. You should have bulb outs for every intersection and raised crosswalks too. Why so few? This would be way safer for kids walking to school or to visit friends.</p> <p>[Rated 3] I'm not a huge fan of the combined bike/walk path. A lot of elderly people walk from our neighbourhood to the shops, and cyclists are not the best at letting people know when they are coming up behind you. I don't know why cyclists wouldn't just use the road in this location, as it isn't too busy. If cycling lanes are really that important, can they be separate from the sidewalk?</p> <p>[Rated 4] -like parking on one side BUT make parking limits at least 2 hrs (nothing meaningful like a class, professional service appointment, social/home care visit, etc) can be done in 1 hour and possibly limits change for evening and weekend hours.</p>

Segment 1: Options

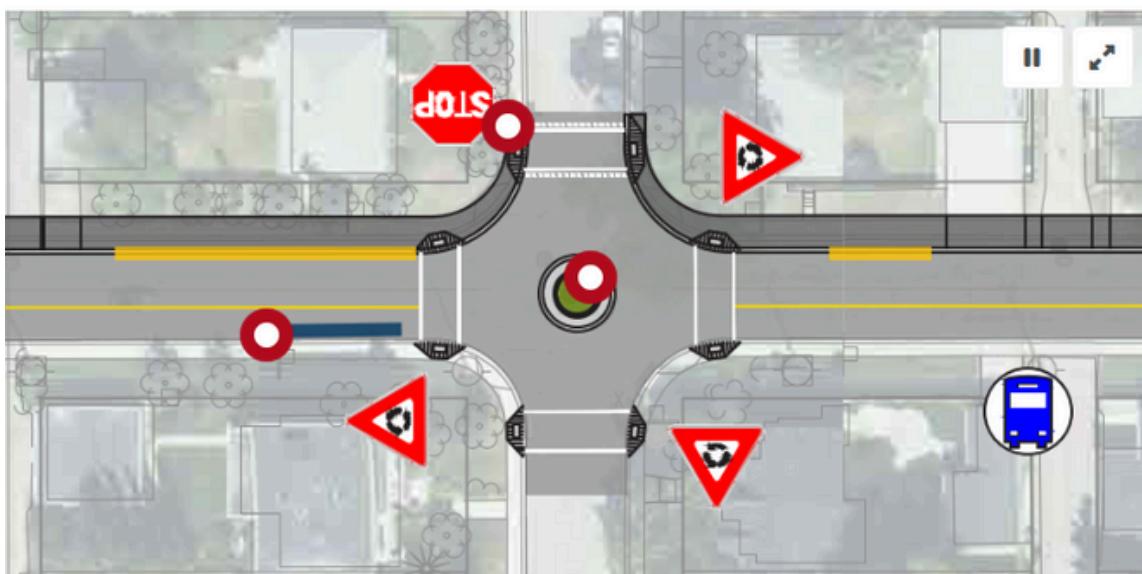
20A Street N.W. - Option 1

Option 1 proposes maintaining the current functionality of the intersection while adding enhanced pedestrian crossings.



20A Street N.W. - Option 2

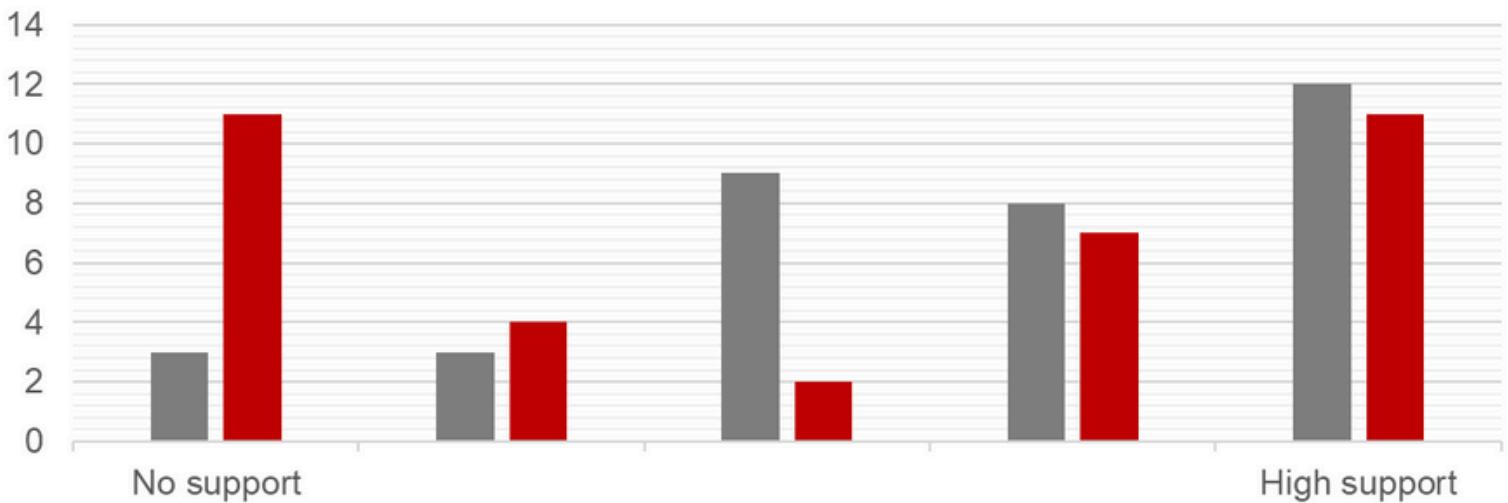
Option 2 proposes a traffic button configuration to slow traffic while maintaining vehicle flow and allowing for legal U-Turn capability for drivers. The location of the traffic circle on 20A Street N.W. allows space for eastbound vehicles to queue on 14 Avenue N.W. approaching the 19 Street N.W. intersection.



What we heard: Segment 1 - Design Additions

Segment 1 Features:
20A Street N.W.

■ Design Additions: Option 1 ■ Design Additions: Option 2



Star Rating	Option 1	Option 2
No Support	3	11
	3	4
	9	2
	8	7
High Support	12	11

What we heard: Sample Themes and Comments

Question: Please tell us why you rated the Option 1 and 2 design for Segment 1 (24 Street to 20A Street NW), the way you did (level of support (1= No Support, 5 = High Support))

Theme	Sample Comments
Cost	<p>[Option 1 rated 5, Option 2 rated 2] Option 1 seems to be a resource effective solution that just need a little investment to enhance the current system that lead to the goals of improve safety for all (pedestrians, cyclists, drivers). Whereas option 2 increase the functionality that is just nice to have but not so much of necessity for safety; and would cost higher, which I would not support as much in this economic downturn we are experiencing.</p> <p>[Option 1 rated 5, Option 2 rated 4] Guess my logic would be to save a little here by going for option one and put the big money into the roundabout fix for the 19th Ave NW intersection.</p> <p>[Option 1 rated 4, Option 2 rated 5] While more expensive, as a person who bike commutes across the city fairly often I have found that traffic circles nicely slow down drivers in such a way that doesn't give preference, they seem to get used to watching out for each other and in so doing make it safer for both pedestrians and cyclists/scooter riders.</p>

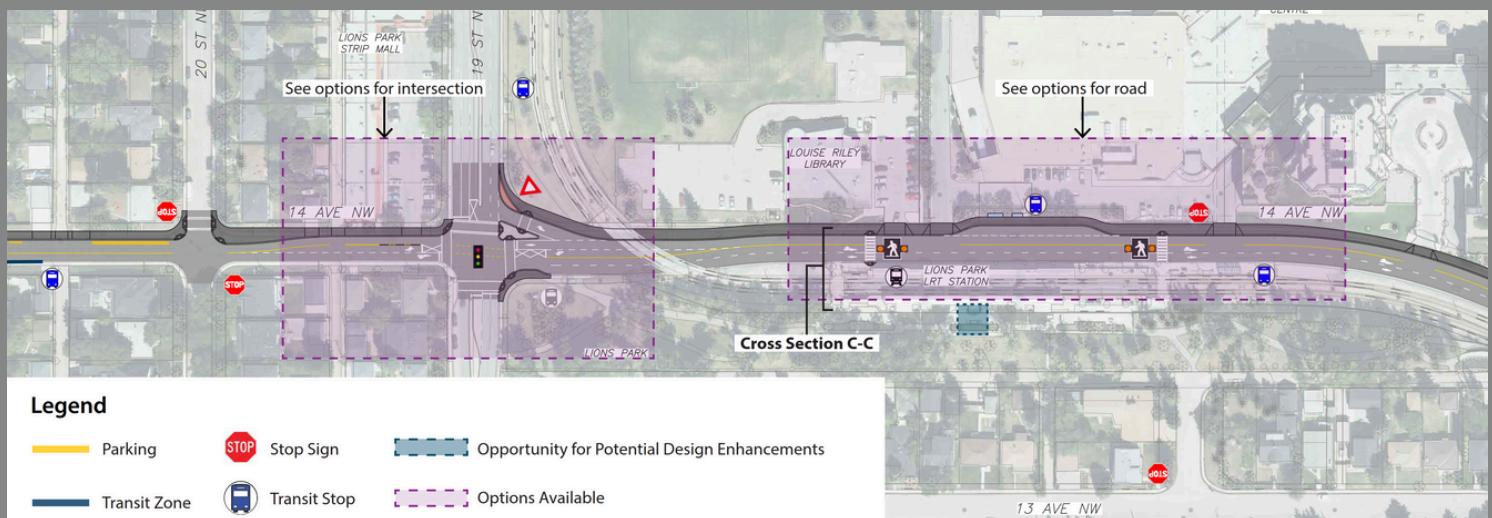
What we heard

Theme	Sample Comments
Roundabout, traffic circle, button	<p>[Option 1 rated 4, Option 2 rated 5] Traffic circles are great IMO. Would love to see some thought go into how the MUP will cross these intersections. Do they jog right, cross, jog left or is there a way to make it a continuous pathway and further calm traffic at the same time.</p> <p>[Option 1 rated 5, Option 2 rated 1] Stop signs will ensure vehicles come to a complete stop - this is important for children and pedestrians who use this route as a school crossing. Roundabouts do not stop vehicular traffic - only slow. Roundabouts also create safety issues for cars - aswhilst they are going around the circle, pedestrians can enter the crossing area behind them and may not be seen. A circle/roundabout would be better situation closer to the strip mall which has dreadful and dangerous access.</p> <p>[Option 1 rated 5, Option 2 rated 1] don't like traffic buttons - can squeeze out bikes.</p>

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.

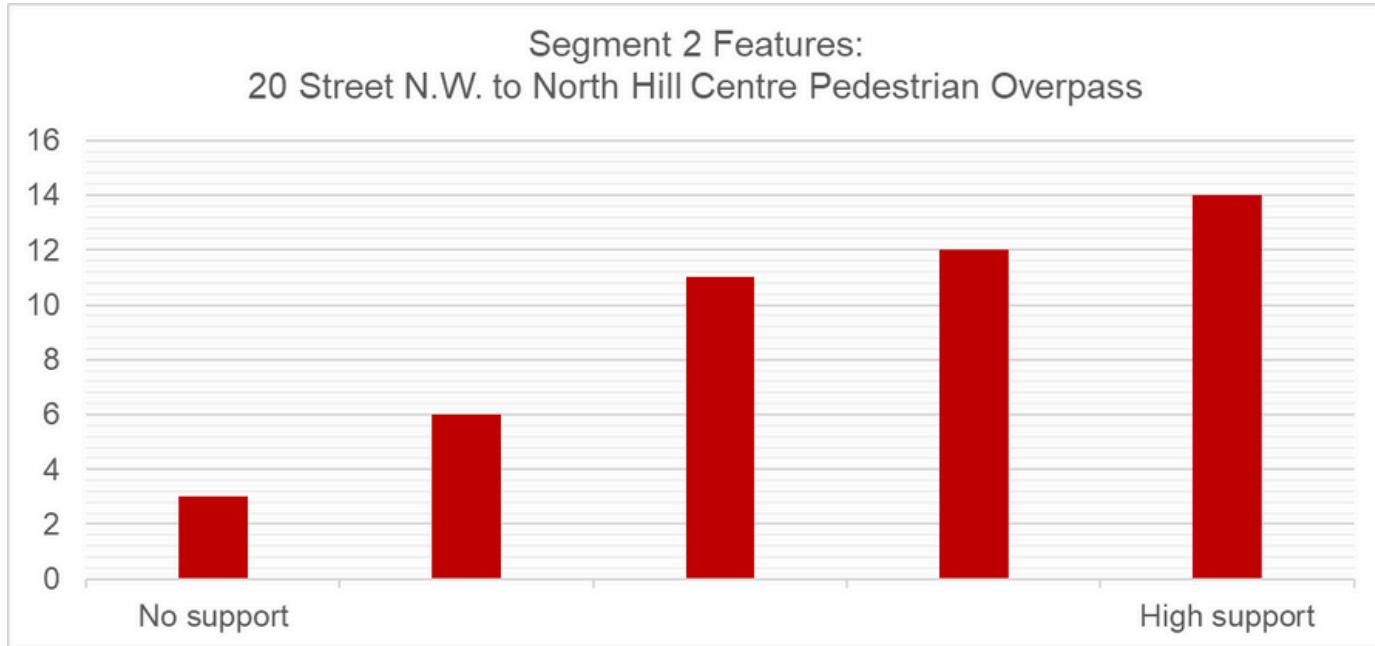


Segment 2 - Key features include:

- 1. Existing transit stop maintained. Bus will stop in lane and will slow eastbound traffic flow.**
- 2. Maintain on-street parking along north side east of 20 Street N.W.**
- 3. Multi-use crosswalk and wider ramps for east-west pedestrian and wheeling movement.**
- 4. Multi-use (4.0m) pathway along north side. North side pathway avoids conflicts with higher westbound to southbound left turn traffic west of 19 Street N.W. overhead power lines, transit stops and connects to future pathway across 14 ST NW bridge to SAIT/Jubilee.**
- 5. Explore opportunities to widen pathway or provide separate bicycle pathway through Lions Park.**
- 6. Explore barriers at the LRT station to improve safety and reduce jaywalking.**
- 7. Maintain existing left turn movement into condo complex.**

What we heard: Segment 2 - Overall Concept

Question: Please tell us why you rated the proposed concept design for Segment 2 (20 Street N.W. to North Hill Centre Pedestrian overpass), the way you did (level of support (1 = No Support, 5 = High Support).



No Support	3
	6
	11
	12
High Support	14

What we heard: Sample Themes and Comments

Question: Please tell us why you rated the proposed concept design for Segment 2 (20 Street N.W. to North Hill Centre Pedestrian overpass), the way you did (level of support (1 = No Support, 5 = High Support).

Theme	Sample Comments
Pathways and sidewalks	<p>[Rated 4] I fully support wider multi-use pathways and less road traffic lanes. Riding with children on sidewalk en route between SAIT and Louise Riley regularly, the narrow pathway has led to several close calls of my daughter falling off the narrow curb into the traffic lane.</p> <p>[Rated 3] The multi use pathway should NOT have ramps built in them for cars, makes it challenging to walk on especially in winter.</p> <p>[Rated 3] I think that putting the pathway on the north side ignores the fact that most foot traffic in this area is either travelling to or from the lrt station.</p> <p>[Rated 5] Wider sidewalks are much better especially if they are multi-use, i.e. bikes take part of the path.</p>

What we heard: Sample Themes and Comments

Theme	Sample Comments
Crossings to Library/ Safeway	<p>[Rated 2] This is the area that has the most safety concerns. In my short time in the neighbourhood, I've had cars almost hit me several times crossing 19 St NW coming from the Safeway, and crossing from the LRT by the library. The most common issue is southbound drivers not slowing down or stopping when they are turning right onto 14 Av NW. The proposals for crossing from the LRT station are inadequate to address the issues with cars turning out of the Safeway or reducing jaywalking by putting crosswalks where people actually want to go.</p> <p>[Rated 4] Will be nice to have some more space in front of Louise Riley to appreciate the lovely area directly in front of it, which would benefit from benches to admire the green space. Could something be done to access the library parking lot from elsewhere other than directly next to it when attempting to enter from north hill mall?</p> <p>[Rated 4] My kids and I bike to the library from the SAIT direction and the crazy unsafe turns that people are constantly making across the path of bikers and pedestrians is very frustrating and sometimes scary.</p>

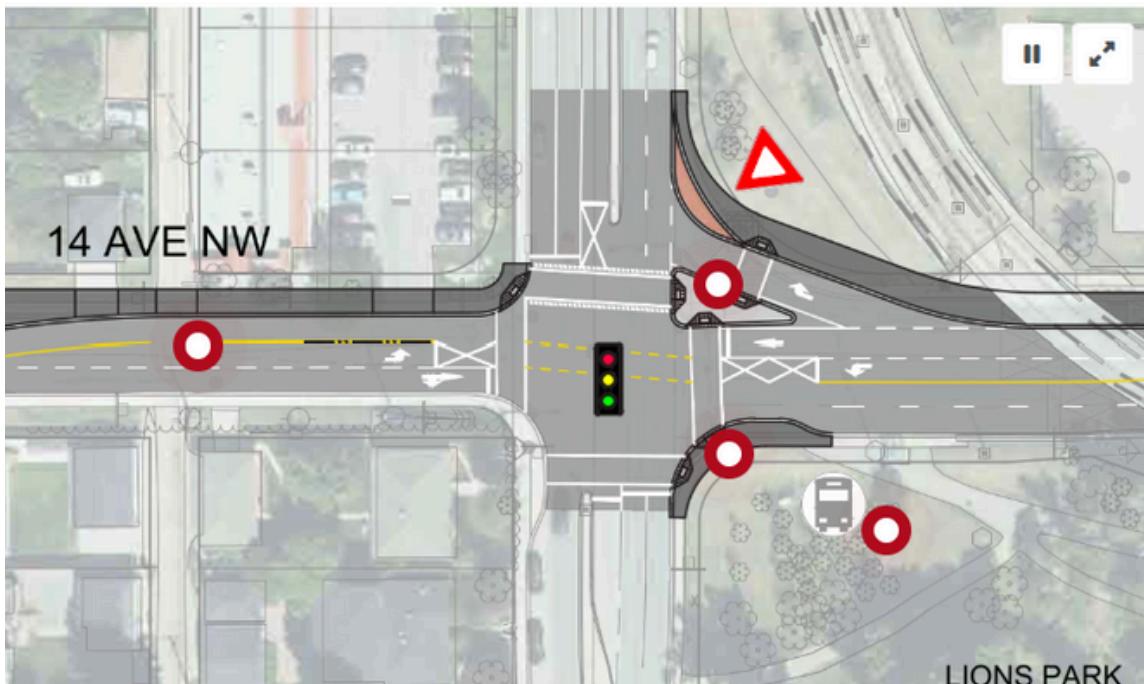
What we heard: Sample Themes and Comments

Theme	Sample Comments
Pathways and connectivity	<p>[Rated 3] strong support for improved cycle connectivity E-W along 14th Avenue. Could be better improved by better connectivity to the south side of 14th Avenue and Lion's Park.</p> <p>[Rated 3] Thirdly, please connect the pathway to existing bike/running paths, between 24st-10st. Thirdly, please connect the pathway to existing bike/running paths, between 24st-10st.</p> <p>[Rated 4] There needs to be clear connections to pathways, so people aren't just spit out into traffic.</p> <p>[Rated 4] CONNECT THE NEW PATHWAY TO THE PATHWAY ON 16 AV NW - WHY ARE WE BUIDLING MISSING LINKS INTO OUR NETWORK ??!!!</p> <p>[Rated 5] A multi use path along the north side would be great. I would only like to see a better bike connection at Lions Park as many cyclists use 17A street from West Hillhurst and connection to the MUP would be important - otherwise cyclists will continue to ride on the south side and cross at the lights (not always correctly) or ride up 19 Street which can be dangerous for everyone. SO improved connection to the MUP would be a suggestion.</p>

Segment 2: Options

19 Street N.W. - Option 1

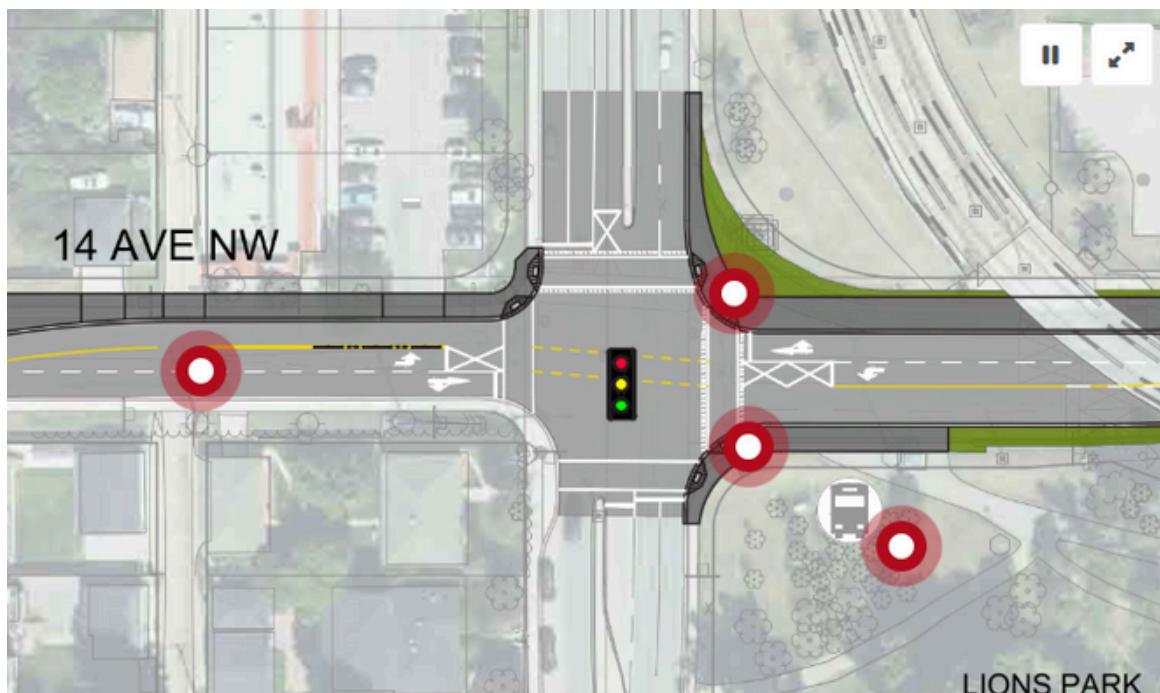
Option 1 proposes maintaining the current functionality of the existing intersection and improves traffic flow for westbound traffic on 14 Avenue N.W. by removing the on-street transit stop and consolidating it east on 14 Avenue N.W. Enhancements have also been made to improve crossing for pedestrians. Option 1 will have limited improvements for traffic signal timing due to the maintained vehicle turning capabilities and LRT crossing constraints.



Segment 2: Options

19 Street N.W. - Option 2

Option 2 proposes maintaining the current functionality of the existing intersection and acknowledges queuing for vehicles while improving traffic flow by removing the on-street transit stop and consolidating it east on 14 Avenue N.W. Moderate enhancements in the pedestrian environment are being proposed to remove the turn island situated on the northeast corner of the intersection to slow the speeds of turning vehicles and reduce pedestrian conflicts. While the removal of the island improves pedestrian safety by creating a shorter, more direct crossing, it may result in some queuing in the westbound lanes of 14 Avenue N.W. While this change may impact the low volume of westbound drivers on 14 Avenue N.W., northbound right-turn movements would be permitted at red lights after yielding to traffic and pedestrians. Option 2 will have limited improvements for traffic signal timing due to the maintained vehicle turning capabilities and LRT crossing constraints.



Segment 2: Options

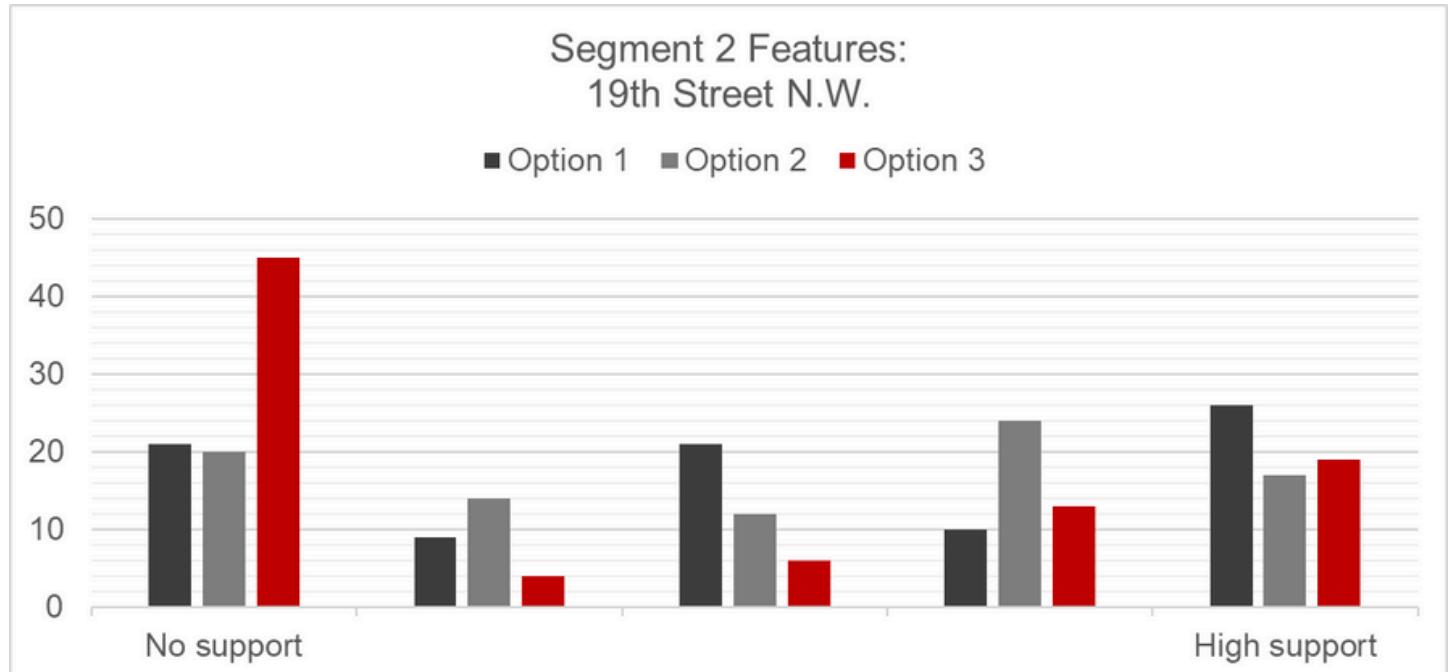
19 Street N.W. - Option 3

Option 3 proposes a roundabout to allow for the continuous flow of traffic and reduced vehicle queuing caused by the existing intersection signalization to accommodate the LRT crossing priority conditions. Option 3 addresses intersection signalization by allowing traffic to flow through the intersection at more consistent volumes compared the existing and proposed signalized options. Option 3 allows for potential placemaking opportunities in the centre of the roundabout.



What we heard: Segment 2 - Design Additions

Question: Please tell us why you rated the Options 1, 2, and 3 designs for Segment 2 (19th Street area.), the way you did (level of support (1= No Support, 5 = High Support).



Star Rating	Option 1	Option 2	Option 3
No Support	21	20	45
	9	14	4
	21	12	6
	10	24	13
High Support	26	17	19

What we heard: Sample Themes and Comments

Theme	Sample Comments
Roundabout - In Favour	<p>[Option 1 rated 2, Option 2 rated 5, Option 3 rated 3] circle make sense but during rush house, I would foresee ppl travelling north bound turning westbound on 16 would easily clog it giving traffic circle turns northbound into single lane. If 16th and 19th turn traffic circle then yes. All for traffic circle as long as blocks use it.</p> <p>[Option 1 rated 1, Option 2 rated 1, Option 3 ranked 5] I want the roundabout so I don't have to stop when going down 19 St.</p> <p>[Option 1 rated 3, Option 2 rated 4, Option 3 ranked 5] The roundabout eliminating the traffic signal issues from the LRT would be a huge advantage, as well as eliminating pedestrians having to wait for the traffic signal to cross. It would be worth the additional funding</p>

What we heard: Sample Themes and Comments

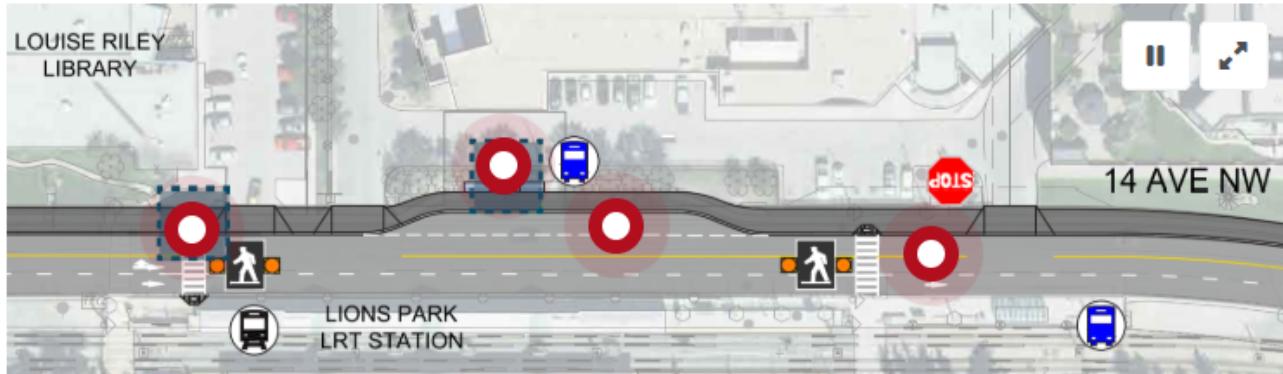
Theme	Sample Comments
Roundabout - Against	<p>[Option 1 rated 1, Option 2 rated 1, Option 3 rated 1] do not think a traffic circle will improve anything for walking, driving or biking. I use the intersection for all three. It is not a good corner for a traffic circle especially during the rush hour. It would especially be a bad idea for drivers making left turns. Horrible idea.</p> <p>[Option 1 rated 5, Option 2 rated 2, Option 3 rated 1] The roundabout design is not an ideal design for this area. Due to high levels of pedestrian traffic coming from Lions Park, especially during rush hour, you can expect cars to be backed up, possibly to trans Canada. Furthermore, the fact that there is a train track right beside the roundabout will lead to a total freeze in vehicle traffic within the roundabout when a train is passing by. A signalled intersection for this area is ideal.</p> <p>[Option 1 rated 5, Option 2 rated 3, Option 3 rated 1] That traffic circle configuration is way too confusing, especially considering it is so close to the Trans Canada Hi-Way and many businesses and services that bring people to the community infrequently. The traffic mostly backs up here because of a backlog of vehicles turning left from Northbound 19th street onto Westbound 16 Ave. If that turn signal time could be lengthened, it would help a lot. As a resident who frequently heads straight through on 14 Ave westbound, I prefer to maintain a separate right turn lane to keep the traffic moving.</p>

What we heard: Sample Themes and Comments

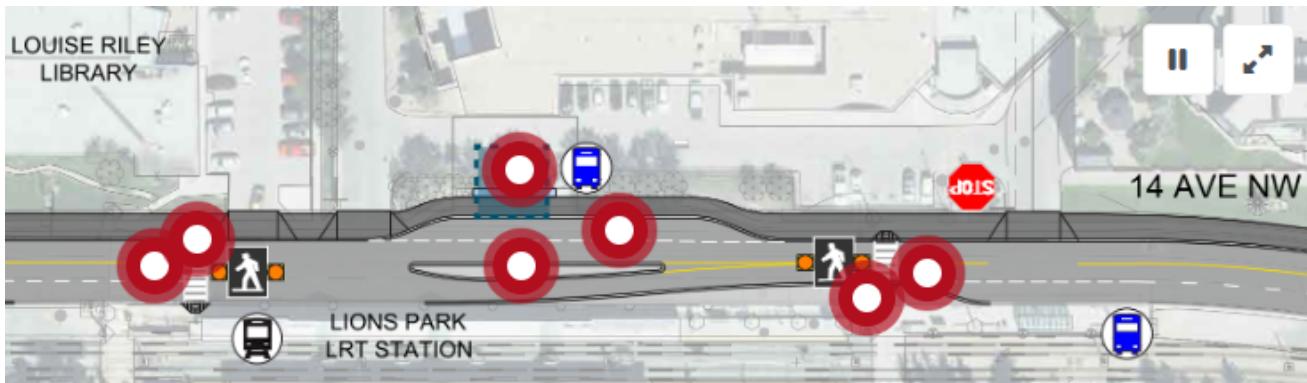
Theme	Sample Comments
Slip Lane	<p>[Option 1 rated 2, Option 2 rated 4, Option 3 rated 5] Option 1 - While it's an improvement over the previous design, this still looks like it would be scary to cross as a pedestrian. The slip lane is what does it for me, as well as the number of lanes. I don't think 14 Ave needs all that many lanes.</p> <p>[Option 1 rated 1, Option 2 rated 4, Option 3 rated 5] A slip lane is a regressive proposal that is NOT ALIGNED from your own guiding documents. This is contradictory to Calgary's Complete Streets and Vision Zero design principles. Option 1's slip lane would cater to driver speed and convenience at the expense of pedestrian and cyclist safety.</p> <p>[Option 1 rated 1, Option 2 rated 5, Option 3 rated 3] Making people walking and wheeling cross a slip lane (in Option 1) is bad - pedestrians should be the priority at this intersection, not drivers.</p>

Segment 2: Lions Park Station Area - Options

Option 1 proposes maintaining the existing lane configuration and vehicle turning capabilities while exploring opportunities to enhance pedestrian crossings. Calgary Transit will be involved in decision-making processes to advance design options proposed near the Lions Park LRT Station and nearby Transit Zones.

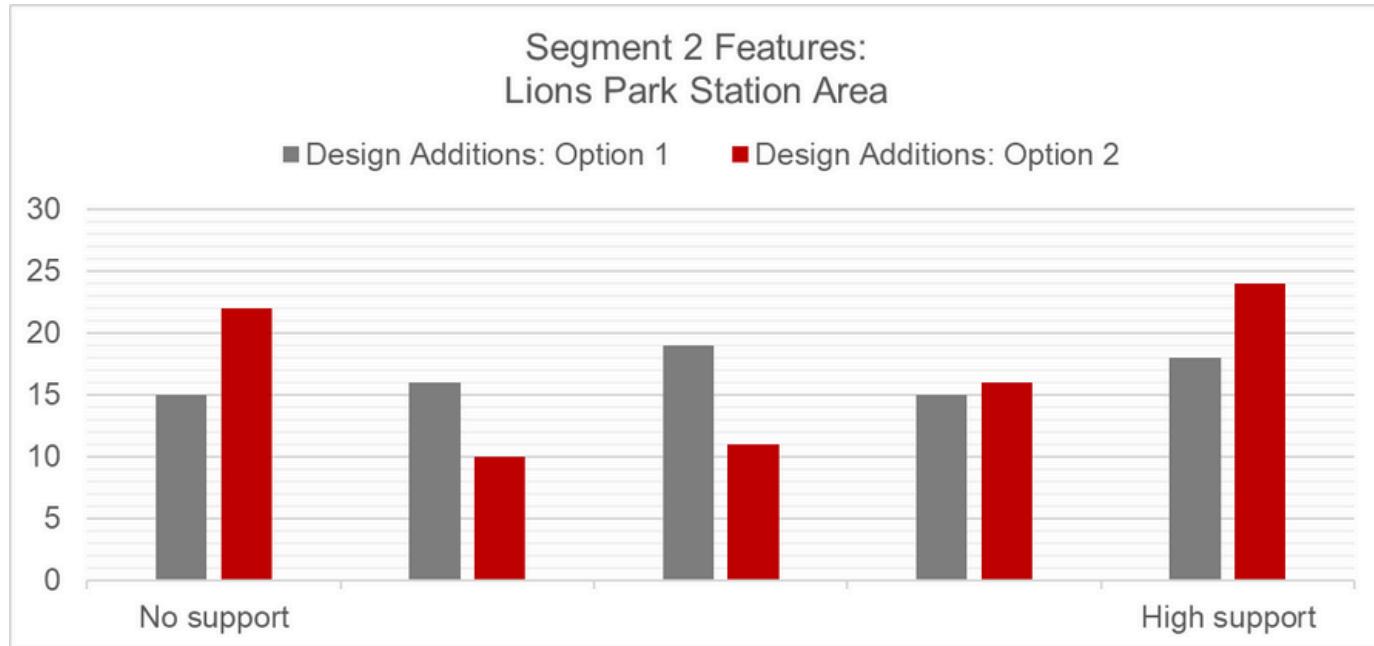


Option 2 proposes expanding the station area to accommodate pedestrians accessing the Lions Park LRT Station and nearby Transit Zones. This option proposes one lane of east-bound traffic on 14 Avenue N.W. to allow for dedicated through traffic, enhanced pedestrian crossings, and dedicated Transit Zones that do not stop traffic. Calgary Transit will be involved in decision-making processes to advance design options proposed near the Lions Park LRT Station and nearby Transit Zones.



What we heard: Segment 2 Lions Park Design Additions

Question: Please tell us why you rated the Option 1 and 2 design for Segment 2 (Lions Park Station area.), the way you did (level of support (1 = No Support, 5 = High Support).



Star Rating	Option 1	Option 2
No Support	15	22
	16	10
	19	11
	15	16
High Support	18	24

What we heard

Question: Please tell us why you rated the Option 1 and 2 design for Segment 2 (Lions Park Station area.), the way you did (level of support (1= No Support, 5 = High Support)

Theme	Sample Comments
Jaywalking	<p>[Option 1 rated 4, Option 2 rated 1] Jaywalking is a car centric mentality that detracts from good street design. Find out why people are jaywalking and design the street so they can do the same thing but safely.</p> <p>[Option 1 rated 3, Option 2 rated 3] It is my understanding higher "fencing" will be installed to stop train users from jaywalking between the two current crosswalks. Unless the fencing is at least 5 feet high, there will be those that jump it. Not sure what the best solution to this would be but people will always find the shortest distance between 2 points.</p> <p>[Option 1 rated 1, Option 3 rated 3] This is a transit and pedestrian street. We need to quit acting like it's 1929, and show the most frequent users of this space some respect. Why not "deter jaydriving" with a woonerf raised crosswalk design?</p>

What we heard

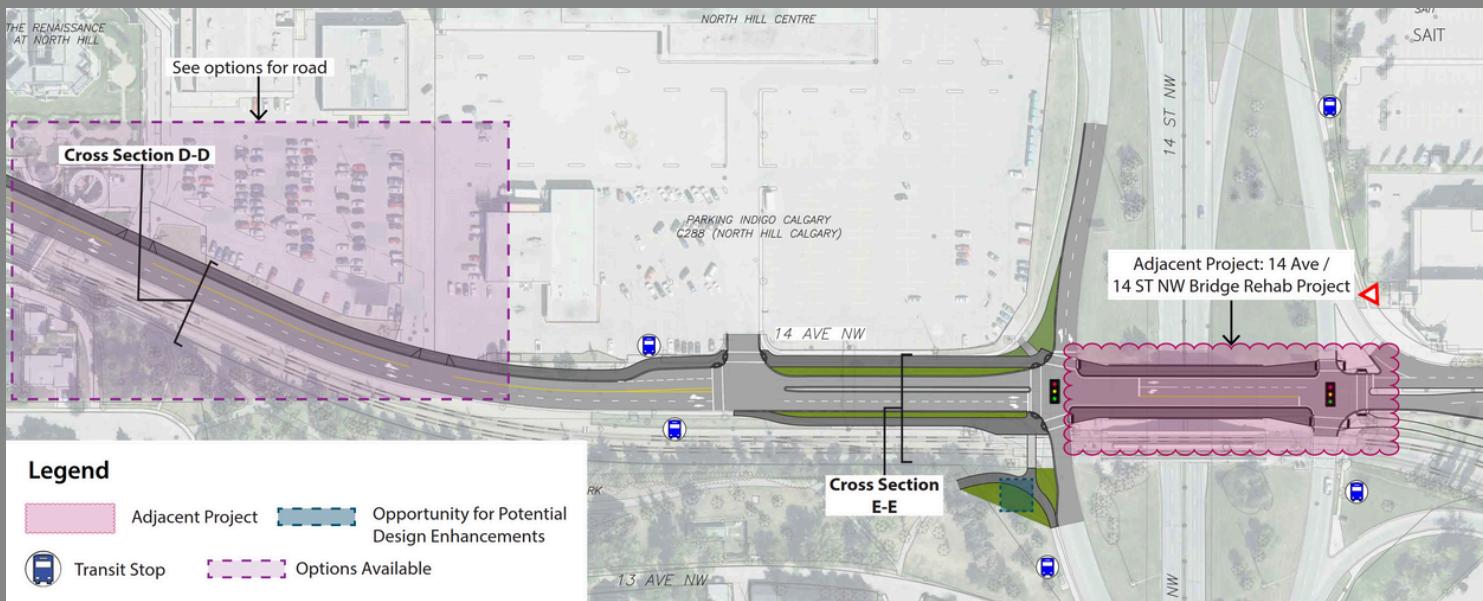
Theme	Sample Comments
Wider pathway	<p>[Option 1 rated 1, Option 2 rated 1] Would be great if for Option 1 or 2, the extended pedestrian pathway could include cyclists / active transport wheelers as well.</p> <p>[Option 1 rated 2, Option 2 rated 4] This widened pathway needs to extend further east beyond the bus parking bay to N Hill Mall's SW entrance. The current well-trodden soil substantiates this imperative.</p> <p>[Option 1 rated 2, Option 2 rated 4] Add a crossing if possible (or make the west crossing a wider scramble crossing) to improve the desire path to the sidewalk to Safeway and the MAX Orange BRT.</p>

What we heard

Theme	Sample Comments
Median	<p>[Option 1 rated 4, Option 2 rated 1] An elevated median and curb bulb will just slow traffic down. There is already congestion in this section so we need more flow of vehicles.</p> <p>[Option 1 rated 5, Option 2 rated 1] The raised median island in option 2 will only provide a "safe haven" for jay-walkers.</p> <p>[Option 1 rated 3, Option 2 rated 1] A raised median island doesn't seem to discourage jaywalking instead having a platform to be safe while jaywalking would encourage more jaywalkers.</p> <p>[Option 1 rated 5, Option 2 rated 5] Option 2 - The added islands and bump-outs are nice, not only to control traffic, but also to calm it and provide refuges for pedestrians crossing. That includes the middle island there, as I can imagine pedestrians will inevitably cross</p>

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 features include:

- 1. Multi-use (3.5m) pathway along north side. North side pathway directly connects to key destinations along and connects to future pathway across 14 ST NW bridge to SAIT/Jubilee.**
- 2. Improve connection from intersection to existing transit stop along south side of 14 AVE NW.**
- 3. Remove channelized right turn islands to reduce turning vehicle speed, improve drivers' view of oncoming traffic from 14 AVE NW. Reduce overall crossing distance for people walking and bicycling.**
- 4. Improve pathway connections and landscaped areas to align with new crossing location.**
- 5. Explore opportunities to improve vehicles, pedestrian and cyclist crossing of LRT tracks with Calgary Transit.**

What we heard: Segment 3 - Overall Concept

Question: Please tell us why you rated the proposed concept design for Segment 3 (North Hill Centre Pedestrian overpass to 14 Street N.W.), the way you did (level of support (1= No Support, 5 = High Support)



No Support	2
	3
	17
	11
High Support	9

What we heard

Question: Please tell us why you rated the proposed concept design for Segment 3 (North Hill Centre Pedestrian overpass to 14 Street N.W.), the way you did (level of support (1= No Support, 5 = High Support)

Theme	Sample Comments
Pedestrian Safety	<p>[Rated 3] Narrower driving lanes is good. Other traffic calming measures would be great, like speed bumps or at least raised crossings. Also having the pathway continue across driveways would be great. That way there's a visual reminder to drivers that they're entering ped/bike space.</p> <p>[Rated 1] If there is more use of public transport and more people using the services at North Hill Mall, I do not see keeping bikes and pedestrians together as a good idea. With more people using the buses and more bikes, some of them electric (usually faster), there is a potential for accidents.</p> <p>[Rated 3] Multiuse pathways may be safer for cyclists, but they aren't safer for pedestrians.</p>

What we heard

Theme	Sample Comments
Landscaping	<p>[Rated 3] I would like to see more landscaping improvements on the west pathway too. No one likes walking next to a road and parking lot without any trees for shade in the summer.</p> <p>[Rated 4] If more boulevard is being added on the north side of 14th Ave, be sure to include trees, as currently this is a boring unshaded walk.</p> <p>[Rated 4] I like the wider sidewalks and beautification with trees. Would be much improved over the vast concrete/asphalt expanse.</p> <p>[Rated 3] would be keen to see some green space on the north of 14 Ave. as it is rather depressing and concrete as it is now.</p>

What we heard

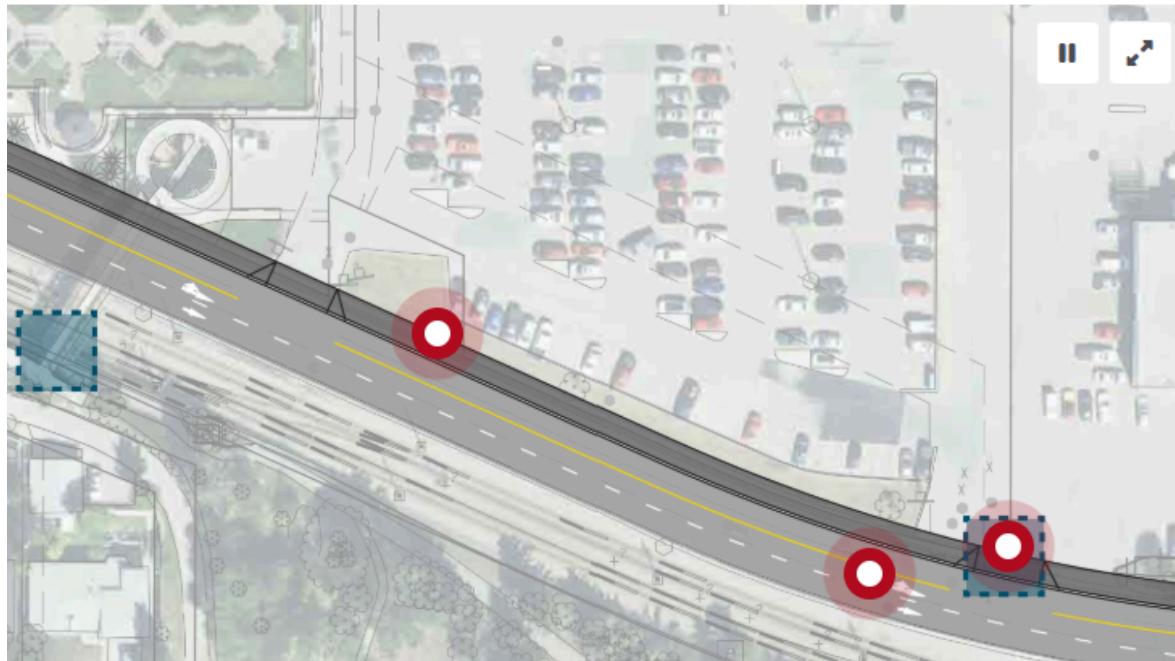
Theme	Sample Comments
Connectivity	<p>[Rated 3] Connectivity for cyclists crossing over 14th avenue towards SAIT is a concern to me - will there be a continued pathway on the north side of 14th avenue east of this segment? or will cyclists have to cross to the south and join eastbound vehicle traffic into SAIT?</p> <p>[Rated 3] my biggest concern is where do cyclists go after they cross the bridge? The City should give priority to developing longer bike paths that are designed for everyday commuters so they can navigate the city in a safe manner and without having to deal with bike lanes that suddenly stop and dump the cyclist into the traffic flow</p> <p>[Rated 4] For the sidewalk coming out of Lions Park just south of the tracks, make sure that the pedestrian route is direct to the tracks crossing, rather than angling away from the crossing (so we pedestrians end up cutting a corner where the path should be).</p>

What we heard

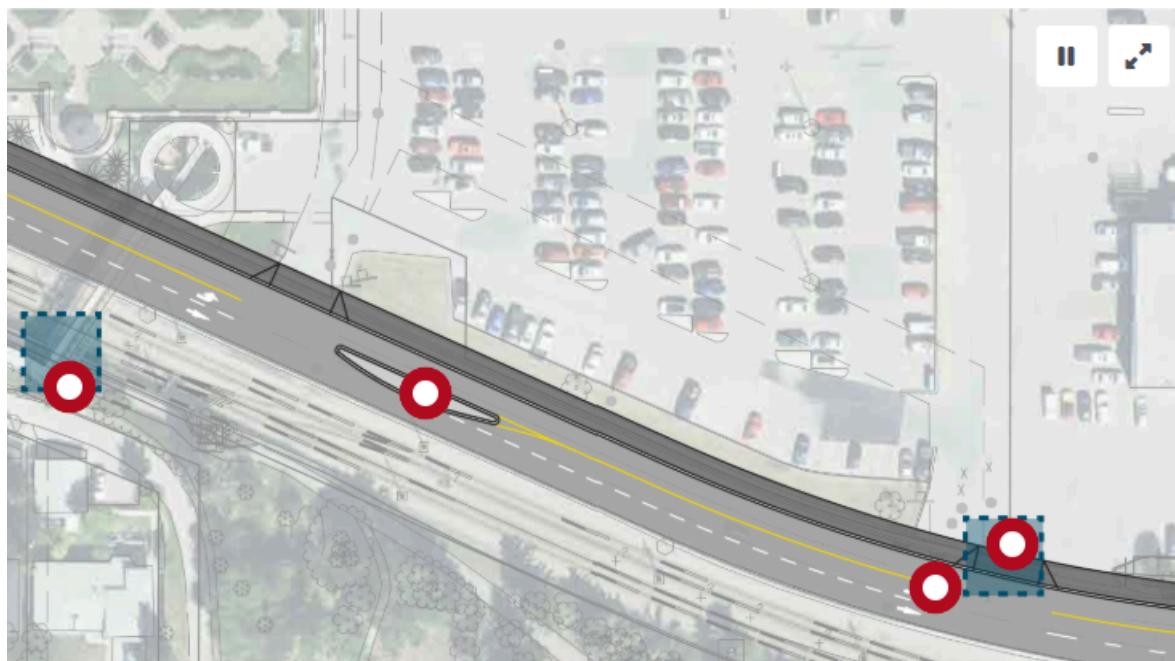
Theme	Sample Comments
Other suggestions	<p>[Rated 1] Improve the existing pathways on the green area South of the LRT, instead putting a path alongside 14 Ave. It will be healthier and nicer for pedestrians and bikes.</p> <p>[Rated 3] Would prefer to see improved connectivity for cycle/pedestrians on the south side (Lion's Park) - this is still a much more pleasant way to travel along 14th avenue.</p> <p>[Rated 4] Disappointed that some of the budget isn't addressing the pedestrian overpass' bad state of maintenance, and its issues with the pathway in Lions Park. Again, more activity in Lions Park would be good, and isn't promoted here.</p>

Segment 3 Options: North Hill Centre pedestrian overpass area

Option 1 proposes maintaining existing roadway functionality while exploring enhancements to pedestrian access and safety.

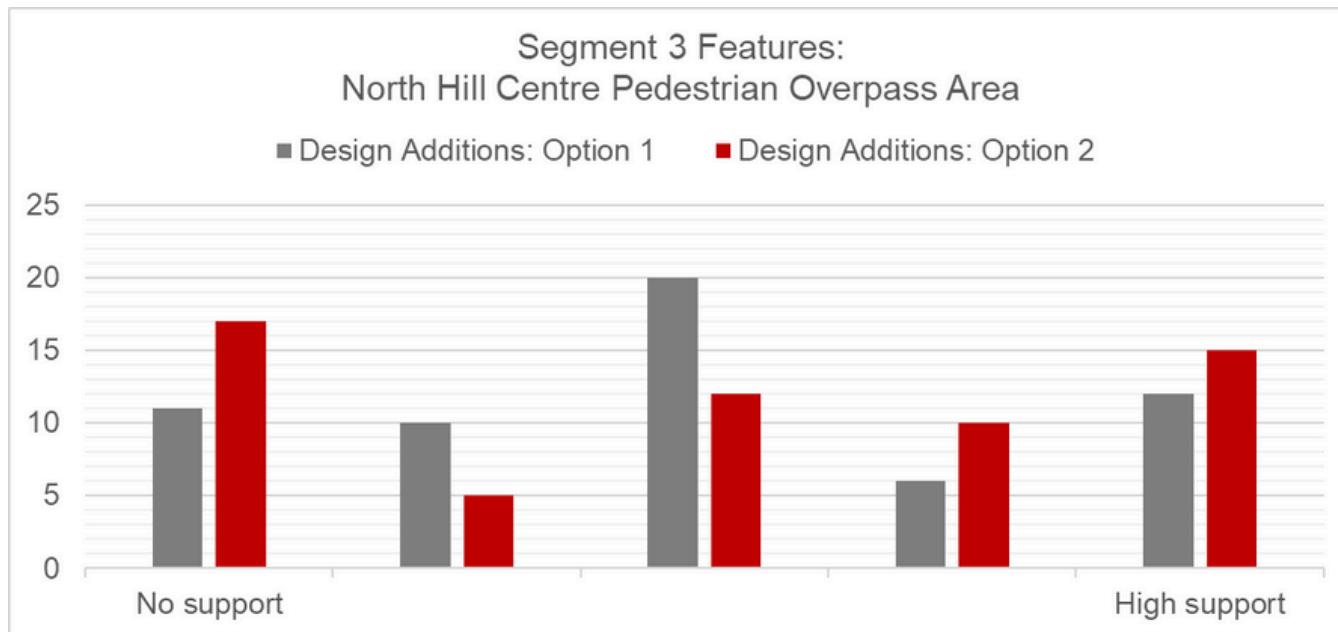


Option 2 proposes traffic calming design features to reduce weaving and improve overall safety and predictability for road users.



What we heard

Question: Please tell us why you rated the Option 1 and 2 design for Segment 3 (North Hill Centre Pedestrian overpass to 14 Street N.W.), the way you did (level of support (1= No Support, 5 = High Support)



Star Rating	Option 1	Option 2
No Support	11	17
	10	5
	20	12
	6	10
High Support	12	15

What we heard

Question: Please tell us why you rated the Option 1 and 2 design for Segment 3 (North Hill Centre Pedestrian overpass to 14 Street N.W.), the way you did (level of support (1= No Support, 5 = High Support)

Theme	Sample Comments
Raised median	<p>[Option 1 rated 2, Option 2 ranked 5] Only major difference is the median, but it's a big one. In providing protection and clarity for those turning into North Hill, it not only makes the area safer, but reinforces the idea of the street as a means to arrive at a destination, rather than somewhere to move through.</p> <p>[Option 1 rated 2, Option 2 ranked 1] No raised medians please squeeze the road instead. add a chicane.</p> <p>[Option 1 rated 5, Option 2 ranked 2] I prefer option 1 because raised median islands always seem like an unnecessary obstruction to me, because a vehicle that is slightly off-course in the lane can collide with the island. This is especially true in winter, when it's difficult to effectively remove snow around the island, so that the island is sometimes hard to see and drivers might not know it's there.</p>

What we heard

Theme	Sample Comments
Improvements to sidewalks	<p>[Option 1 rated 5, Option 2 ranked 1] waste of time and money - only the sidewalks need to be fixed for wheelchairs those of us on bicycles/scooters use the Lions Park pathways instead STOP WASTING OUR TAXPAYERS MONEY!</p> <p>[Option 1 rated 2, Option 2 ranked 3] Creating some raised crossings / continuous sidewalks midblock would be nice. The ped bridge is horrible for accessibility and I'm gonna cross wherever I want, anyways.</p> <p>[Option 1 rated 1, Option 2 ranked 3] It's safer for those walking and wheeling if driveway access into north hill is consolidated. If that can't be done - can continuous sidewalks be implemented as a physical reminder that vehicles are entering a space where people are walking and wheeling?</p>

What we heard

Theme	Sample Comments
Left turn lanes	<p>[Option 1 rated 4, Option 2 rated 5] I like that both options consolidate turn opportunities... currently there are many places where vehicles may turn, which makes it tough for cyclists who have to keep stopping to allow them to turn.</p> <p>[Option 1 rated 4, Option 2 rated 5] I like the version that has distinct left turn lanes, and cuts down on weaving of traffic (but the current version is OK also, important thing is to keep the left turn lanes, as you have).</p> <p>[Option 1 rated 3, Option 2 ranked 4] I like the dedicated turn lane. Is there room for an EB Cycle track with either of these configurations?</p> <p>[Option 1 rated 5, Option 2 ranked 1] the disconnected left turn lanes will create confusion in option 2.</p>

What we heard



Theme	Sample Comments
Other suggestions	<p>[Option 1 rated 3, Option 2 ranked 1] explore options to have two lanes going West, one for vehicles passing by and another for access to the mall, library, residential towers, Safeway, etc.</p> <p>[Option 1 rated 3, Option 2 ranked 5] reduce weaving. 1 travelling lane + 1 turning lane is necessary & sufficient for this area</p> <p>[Option 1 rated 2, Option 2 ranked 1] you don't need two eastbound driving lanes. Make one of them a dedicated bus lane.</p>

Engagement summary

Segment 1: Many residents support the addition of a multi-use pathway and traffic calming measures like curb extensions and raised crosswalks, especially near schools, to enhance pedestrian and cyclist safety. There is appreciation for prioritizing walkability and reducing speeding, though concerns were raised about the impact on driveways, winter usability of ramps, and the safety of shared bike-pedestrian paths. Parking on the north side of 14th Avenue is generally favoured, but some worry about limited space for two-way traffic and suggest time-limited parking. Opinions are mixed on curb extensions and roundabouts; some see them as effective for slowing traffic, while others prefer simpler solutions like signage and stop signs. Overall, there's strong support for safety improvements, but with a preference for practical, affordable measures that balance all users' needs.

Segment 2: Participants support wider multi-use pathways and fewer traffic lanes to improve safety, especially near SAIT, Louise Riley Library, and the LRT station. Concerns include winter maintenance from vehicle ramps on pathways and the placement of the path on the north side, which may not align with pedestrian traffic patterns. Improved connectivity to existing bike and pedestrian routes, especially at Lions Park, is a key priority. Opinions on the proposed roundabout at 14 Ave and 19 St NW are mixed—some see benefits in traffic flow, while others worry about congestion and pedestrian safety.

Engagement summary

Segment 3: There was general support for the proposed design and options. Feedback regarding the number of lanes appeared in comments throughout; for example, some preferred two west-bound lanes, or two east-bound, or a single lane for private vehicles plus a bus lane. Consolidating the driveways into North Hill Mall was mentioned by many. Comments were mixed regarding the median in Option 2. Participants felt trees and shade would greatly benefit this segment. There was concern about the potential for conflict between different kinds of users on the shared pathways and some recommended using the pathway through Lions Park, south of the LRT, for wheeling and making the multiuse pathway along 14th Avenue pedestrian only.

Overall, the feedback reflects strong support for safer, more accessible streets, with a focus on balancing the needs of all users.

Next Steps

The project is progressing into the next phase with the following key developments:

Preliminary Design Advancement: The consulting team will proceed with the preliminary design phase. This stage will integrate feedback gathered from the public, interest holders, and technical assessments to ensure a well-rounded and informed design approach.

Phase 3 Engagement: Scheduled for winter 2025, this phase will focus on communicating the preferred option to interest holders and the broader community. The goal is to ensure transparency and continued engagement as the project moves forward.

Construction Timeline: Construction is currently anticipated to commence in 2026, following the completion of design and engagement activities.