16 Street N.W. Traffic Calming
6 Avenue N.W. to Kensington Road

Stakeholder Report Back: What we Heard
December 2021

Project overview

16 Street has been identified on the City's long-term 5A (Always Available for All Ages and Abilities) Network. It provides a connection from Kensington Road to 8 Avenue NW, and onwards further north. Traffic calming this street will create a neighbourhood greenway comfortable for walking and wheeling and address concerns we heard from residents about traffic on this street**.**

Goals for 16 Street N.W. corridor design:

- Reduce vehicle speeds and traffic volumes
- Improve pedestrian safety
- Enhance cycling and wheeling

Engagement overview

Due to Covid-19 restrictions, engagement was conducted entirely online with opportunity to provide input by visiting engage.calgary.ca/kensingtonarea/16-street-nw-traffic-calming. Public feedback was accepted from August 31 until September 19, 2021.

What we asked

Citizens were asked to rate their feeling for corridor improvements on a five-point Likert scale. They were asked to separately rank the following three questions:

- How enthusiastic are you about improving this corridor in general? (answers provided using a 5-point Likert scale, ranging from “Not at all: Leave the corridor as is” to “Very excited: Improvements are really needed at this location”)
- How supportive are you of the traffic calming treatments proposed? (answers provided using a 5-point Likert scale, ranging from “I do not support them at all” to “I am highly supportive”)
- Do you have additional comments regarding the proposed treatments? (255 character limit for responses)

What we heard

In general, stakeholders provided explicit support for the proposed treatment at Kensington Road and 16 Street N.W. which included a pedestrian blinker. Enhancements to the tree canopy and an improved streetscape for pedestrians and cyclists were noted as priorities by many stakeholders. Participants observed cut through traffic from motorists who avoided the congestion point at Kensington Road and 14 Street N.W. and suggestion traffic diversion treatments in addition to the proposed traffic calming options. Some stakeholders raised concerns regarding the potential narrowing of 16 Street N.W. and parking removal.

For a detailed summary of the input that was provided, please see the Summary of Input section.

For a verbatim listing of all the input that was provided, please see the Verbatim Responses section.

Next steps

The public feedback received during this phase of engagement will be used in conjunction with technical analysis and cost considerations to select which projects will be carried forward for implementation. Phase 3 Engagement will include the presentation of refined design drawings of the projects that were selected through the Phase 2. The public can expect the Kensington Area Improvements Project Phase 3 to launch in the winter of 2022.

Summary of Input

How enthusiastic are you about improving this corridor in general?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
12	4	1	14	49

How supportive are you of the traffic calming treatments proposed below?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
0	12	2	30	53

Do you have any comments regarding the proposed treatments?

Category	Response Summary
Traffic calming interventions needed	• Stakeholders acknowledged the need to consider traffic calming treatments on 16 Street N.W. Respondents indicated support for a pedestrian blinker for crossing at Kensington Road and 16 Street N.W. based on observations that cars could not easily see cyclists and pedestrians.
Alternate design feedback and suggestions for other streets	• Stakeholders presented alternative options in West Hillhurst for traffic calming intervention. Key areas of concern included the segment between Memorial and Kensington Road on 16th Street and 18th Street N.W. A few participants recommended changes be extended north of 6 Avenue N.W. • Participants questioned how these changes would be impacted by ice and snow in the winter months.
Not supportive	• Stakeholders in this category were explicit in their opposition to this proposal. Some participants indicated other streetscapes in the area were more in need of traffic calming interventions and that some treatment options (e.g. chicanes) could have an adverse effect on cyclists.
General support	• Participants who provided comments of general support were explicit in the need for traffic calming interventions on 16 Street N.W. to ensure a safer street for all users.
Safety observations	• Stakeholder observed ongoing safety issues and conflicts between cars, cyclists, and pedestrians. Some participants observed near misses at 16 Street and Kensington Road and indicated that intersection should be a priority focus.

Prioritize active modes	• Stakeholders who cited the need to prioritize active modes were generally supportive of the proposed treatment options with particular attention to the intersection upgrade at Kensington Road and 16 Street N.W.
Intersection at Kensington Road	• The Kensington Road intersection at 16 Street N.W. was the most frequently cited intersection in the project area and participants indicated a need to implement changes at that location. Stakeholders commented that 16 Street N.W. is an important connection point to the 14 Street bridge and the river bike path network.
Traffic diversion	• Stakeholders in this category desired additional traffic diversion treatments to supplement proposed traffic calming conditions.
Tree canopy	• Enhanced greenery and an improved tree canopy were supported by participants who felt these improvements would have a beautification and traffic calming impact.
Do not narrow road and preserve parking	• Stakeholders were concerned proposed changes would remove parking needed by residents and their visitors. Some participants indicated support for the pedestrian blinker at Kensington Road, but commented no further treatments were required.
Congestion and cut through concerns	• Stakeholders reported overflow traffic on this street which was largely attributed to congestion and no advanced turning for vehicles travelling toward 14 Street N.W. Participants were generally supportive of treatments that would address cut through traffic.

Verbatim Comments

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

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

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

Do you have any comments regarding the proposed treatments?

- Traffic calming along 2 Ave and 21st St would definitely improve pedestrian and bike safety, especially for children using parks and schools in the area.
- 21 Street only has one stop sign at 4 avenue between Kensington Road and 5 avenue. Install speed humps and 4 way stop signs at 1 and 2 avenue N. W. Speeders don't have to stop until 4 avenue when driving north or south from 4 avenue.
- maybe agree making some of changes @5th ave as is a busy road. don't agree with #2 changes for other intersections (except on Bowness road which is a wider road). In winter, side roads aren't plowed &smaller intersections would make too hard to drive
- These look like good improvements,I bike here all the time.
- These seem like nice improvements. I use this corridor a lot and extra safety would be very welcome.
- The more that can be done to reduce the speed at which people drive along 21 St NW the better. Traffic humps should be built every other block
- Good. Lots of kids in the area.
- Making this a safer route for neighbourhood traffic is necessary. 19th is the artery so calming this down will keep it that way.
- I use this route daily as a cycle commuter to the core. Making it more bike friendly is important to me. The Kensington RD intersection is often difficult as people park right on the corner so I can't trigger the light sensor. Love the add of trees.
- wider sidewalks would be great. 21st is quite narrow, so traffic doesn't go too fast. speed bumps etc may not be required to reduce traffic speeds. crosswalks could be improved and the whole street could use new pavement!

- do not like pinch points
- Cars run stop signs along these blocks all the time. I think they need to be more predictable as to when a stop sign will be.
- There is not enough traffic to justify the extra spending.
- Crossing as pedestrian at 5th ave can be tricky especially with parked cars in both directions blocking drivers' views
- There needs to be considerable traffic calming measures along 7 ave Its unsafe for cycles and pedstrians
- These are good but I see no reason for cars to need to drive on this street at all! Even more could be done to turn this street into a biking and walking boulevard and community green space. Think bigger!
- Make sure speed bumps do not impede the bicycle paths.
- This is a popular bike/walk/wheel thoroughfare for the neighbourhood to access the river pathway. Improving that access would be excellent.
- Anything to make the crossing of Kensington road safer for the only road that meets up with the river pathways
- The existing speed tables on 7 ave need t be redone they dont slow traffic especially large vechicles
- there needs to be additional calming measures along 7 ave. There are not enough speed tables ed tables and the ones that exist are worn out There should also be a pedestrian light at the bottom of 19 street
- Focus on improving crossing at Kensington Rd (most important part of this corridor). Invest $ here instead of trying to put bikes lanes on 19 St.
- This is a main bike route with a lot of foot traffic. If the whole proposal is not possible, we would be highly supportive of at least adding in the intersection upgrades on 5th and Kensington.
- These are positive developments but without a dedicated cycle track, it does not meet 5A. It is very far from that goal.
- For a number fo years, I have used this street for biking and walking to work. I agree this is necessary to very least slow down the traffic.
- Love this improvement for my bike route to the river path. Will improve the neighbourhood markedly. The added trees and bike routes will improve this road so much!
- I don't understand 3 and 4. A lot of this is unclear to me (what's a pedestrian blinker?). 21st is the preferred biking street over 19 St. so support traffic calming/bike safety. Crossing Kensington needs to be safer.
- I don't really see any issue with 21 Street NW. I use the bridge across Memorial Drive often, and don't see why it needs improvement.
- Helpful
- Not for winter conditions
- There is already a pedestrian bridge at 21st and Memorial. Consider Bowness Rd, due to its width it is a common speeding zone, dangerous at 23rd as people try to access Crowchild (traffic circle at 23rd maybe?)

- I would love to see this street turned into a bike boulevard. There are plenty of other streets that cars can use. This street could serve as a main artery for bike and other active transport to get to west hillhurst.
- In general I support speed bumps, bike lanes and crossings. I am concerned about the pinch points because with the volume of cars parked on the sides of the road, there is already a need to stop and let oncoming traffic go by.
- Any plan for 19th (and 21st) would be better applied to 18th St NW (Queen E K-12)! You realize that 18th St NW is wider, noisier and busier with numerous interactions between traffic and children. Going in and out of Queen E?
- Seems cheap
- No a bike lane would be nice
- change 4th ave to a 4 way stop so safer for bikes
- this bike path is not easy to see bikes when in a vehicle, some way to help with that with out removing too many parking spots as there isnt a lot of parking here
- This enhancement will move traffic to 23 St NW which is already overused as alink between Kensington and 5Ave NW. Also consider traffic calming on 23St NW as traffic exits Crowchild onto Kensington and thru 23St it passes a PED crossing 2 schools a church
- Parking on 21 Street should be prohibited within 10-15 metres from Kensington road as cars park too close to the intersection (particularly on the north side) and it is not safe for cyclists when cars turn onto 21st
- Broadview Road /22 Street E/W @playground is uncontrolled intersection. N/S has yield signs only. Cars usually see and observe the playground zone signage but not always. The playground at Broadview/22St NW is high use. We need 4way stop @Broadview/22St.
- I live on Bowness Road adjacent to 21 St. I would like to see parking removed on 21 St in addition to other proposed changes, in order to widen the area available for sidewalks and bike lanes.
- Would be great. 21st and Kensington does detect bikes - please keep this or improve it. Also please improve the transition from road to bridge going over Memorial - it's now very tight, and the curb cut is poorly placed.
- We do not find a need for traffic calming in the area and it would be a waste of money
- Much needed. Lots of kids so need traffic calmimg, better curb cuts, crosswalks
- All streets in this area have a similar amount of traffic. Adding traffic calming to one street will increase problems for other streets.
- I would need to see some more details at the intersection of 21 st. and Bowness Road as this may affect parking in front of my home.
- The corner of 21 St NW and 2 Ave NW is right at a very popular park. A 4 way stop or as is described above (bulb-outs) would both result in traffic calming which is vital given the number of kids in this area (again, very popular park)
- Speed bumps should be added to everywhere in the playground zone in this area. In particular, cars race along 2nd and up / down 16A st, despite the playground zone signs. Even school buses race down 16A st everyday. Speed bumps = simple and cheap!!!

- we don't need speed bumps
- Not critical, especially if you fix 19 St. so it has bike lanes. Redundant. I do use the pedestrian overpass all the time, but then I go along the avenue at the base of the overpass and zig zag to the bike lanes on 6 Ave. bike lanes o
- 21 street is highly used by pedestrians and bikes to access the river pathways. Bowness road is the worst intersection for fast cars and cars that do not stop for pedestrians.
- Speed humps are not necessary because of all the stop signs!
- Very important ped & wheeling connection to ped overpass across Memorial BUT most expenses not warranted. Vehicle speeds reasonable since frequent intersections (12) along this stretch & light at Kensington Rd. Focus $ on sidewalks...near school only.
- Yes to all of the options on this.
- Excited about benefits from continuous sidewalks
- Currently only one stop sign between 5 and Kensington. Perhaps add another if traffic calming measures do not work. Lower speed near park.
- the primary visibility problem is all the rental trucks parked along 21 street related to Kensington Auto reducing visibility. They already create pinch points there and areA hazard to cyclists and traffic flow already.
- I find this Street to be fairly quiet so not sure we really need traffic calming measures.
- Separated bike lanes are safer
- Widen and protect the bike lanes for safer all-age access. Make 21st St below Kensington one way going north to reduce traffic.
- This is a popular biking route in the community to access the river pathways. Also frequently biked by families and children. Improvements would be excellent.
- Definitely support the added pedestrian safety by the 2nd Ave playground/park. From Kensington to 1st Ave NW, parking on both sides makes this extremely tight as a family of 5 biking up to the intersection light.
- I wouldn't do any of these; its a waste! If you do anything, just do continuous sidewalks, at least it will slow down vehicles and help pedestrians.
- yes yes yes this is a bike and walking corridor, any traffic calming and improvement is supported
- traffic calming will save lives so any improvement is good.
- I like the idea of making this road more pedestrian and bike friendly. We use it as a family on foot and by bike to access the river. It would benefit from work to feel more cohesive and walkable.
- Put a 4 way stop in the street
- Not sure 3 and 4 are really required near ramp
- The intersection of Kensington Road with 21st street is a top priority to improve. As this is a connector to the river pathway system it makes the most sense as a north South corridor.
- I live a block away and think that we need to increase the amount of development and retail on that street. More restaurants/bars and shops. Fewer admin offices with storefront access.
- This is a very useful cyclist and pedestrian road.

- As a pedestrian and cyclist that uses this route regularly, this is sorely needed!
- These are great improvements. Not sure it's the top priority relative to other streets. Definitely needs greenway type safety improvements if 19 St does not have dedicated bike facilities.