

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

Key features 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.
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.

12. 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 SAIT/Jubilee/AUArts.
13. Travel lanes widened from shared 5.0 metres for two-way travel to 6.0 to 7.0 metres or 3.0 to 3.5 metres per travel lane in each direction.
14. Existing sidewalk connection on 21A Street N.W. to Briar Hill Elementary School to the south.
15. Curb bulbs at intersection with 21A Street N.W. to shorten crossing distance and improve visibility of pedestrians/cyclists at the crosswalk and slow vehicle turning speeds.
16. Curb bulbs and raised intersection at 21 St. N.W. to shorten crossing distance and improve visibility of pedestrian/cyclists at crosswalks and slow vehicle turning speed.
17. Existing sidewalk connection on 21 Street N.W. to Briar Hill Elementary School and Hounsfield Heights Park to the south.
18. Cross section B-B: 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 20A Street N.W.
19. Existing transit stop relocated to west of 20A Street N.W. to remove potential congestion in the traffic circle and maintain efficient traffic flow, and sight lines.
20. Traffic circle at 20A Street N.W. to slow traffic while maintaining vehicle flow. Allows drivers exiting Lions Park Plaza to safely and legally U-turn at the traffic circle and return to the 14 Avenue N.W./19 Street N.W., rather than turning left out of the south plaza access (currently restricted).