



26 Avenue S.W. Mobility Improvements: Phase 2

Report Back: What We Did
October 2023

Project Overview

The City of Calgary is working to make 26 Avenue S.W. between 37 St S.W. to 14 St S.W. safer for everyone. 26 Avenue S.W. connects many communities that are experiencing growth and change, which increases the need for affordable, healthy, and sustainable travel options. More specifically, the goals of Phase 2 of this project are to:

- Improve safety for everyone.
- Offer infrastructure that supports several travel options.
- Enhance the experience of using the road by making it easier to access community amenities and destinations (including improved pedestrian crossings).

The project team developed three feasible options based on policies including the Calgary Transportation Plan, the 5A ((Always Available for All Ages and Abilities) Network principles, previous feedback from residents, and technical data/studies (e.g., parking and speed studies). The three options that were developed are:

- Option 1: Multi-use pathway (MUP)
- Option 2: On-street wheeling lanes
- Option 3: Hybrid option. This option blends Options 1 and 2 with on-street wheeling lanes to the west of 22 Street and a multi-use pathway to the east of 22 Street S.W.

Engagement Feedback Summary:

We asked participants to share their feedback on the three options being considered for 26 Avenue S.W. between June 1 and 22, 2023. Through The City's online tool, we asked questions about the perceived comfort level of people walking, wheeling, and driving for each of the options and what could be done to improve the options. We also asked which option was preferred and the reasoning behind their choice to help us understand preferences and priorities. This table summarizes resident preferences by option from the [What We Heard \(WWH\) report](#).

Table 1: Key reasons for option comfort level		
Options	Comfortable	Less comfortable
Option 1: MUP on north side	<ul style="list-style-type: none"> • MUP is consistent through the corridor. • Provides increased sight lines. • Allows wheeling users to pass slower users without entering traffic lanes. • Provides separation between people wheeling/walking and driving. • Provides shorter pedestrian crossings. 	<ul style="list-style-type: none"> • People walking and wheeling must share the MUP space. • Pathway profile creates a bumpy ride for people wheeling as it goes down at alleys and driveways and back up again.
Option 2: On-street wheeling lanes	<ul style="list-style-type: none"> • On-street wheeling lanes are consistent through the corridor. • Provides increased sight lines. • Provides physical separation between people walking and wheeling and driving. • Perceived as intuitive for all users. 	<ul style="list-style-type: none"> • Wheeling lanes slow down traffic for people driving. • People wheeling are closer to traffic. • Difficult for wheeling users to pass slower users.
Option 3: Hybrid option (blend of Options 1 and 2)	<ul style="list-style-type: none"> • Has the comfort benefits of both Options 1 and 2 while retaining on - street parking lane east of 22 Street S.W. 	<ul style="list-style-type: none"> • Has a single crossing location for people wheeling eastbound to transition from on-street wheeling to MUP east of 22 Street S.W. • Key reasons for being less comfortable mentioned in Options 1 and 2 apply to Option 3 as well.

With regards to the top choice question, below is a summary of the reasons why each option was either a top choice or not a top choice.



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Table 2: Key reasons for top choice selection		
Options	Top choice	Not a top choice
Option 1: MUP on north side	<ul style="list-style-type: none">• MUP appeals to youth and families.• Discourages people from parking in wheeling lanes.	<ul style="list-style-type: none">• Reduces on-street parking capacity.
Option 2: On-street wheeling lanes	<ul style="list-style-type: none">• Least expensive.• Encourages travel in different ways.• Follows principles of 5A network (see What We Did section).	<ul style="list-style-type: none">• Removes all on-street parking.• Impedes flow of traffic.
Option 3: Hybrid option (blend of Options 1 and 2)	<ul style="list-style-type: none">• Balances interests of people.• Provides on-street wheeling on the west side (more alleys), MUP on the east side (more on-street parking and hills).	<ul style="list-style-type: none">• Reduces on-street parking capacity.

What We Did:

After a review of the What We Heard report, the project team evaluated the options against the City transportation policies (5A network guiding principles, [Pathway and Bikeway Plan](#)), community impacts and cost of each option. The 5A Guiding Principles are:

- Separate people by their speed.
- Improve visibility.
- Make it reliable.
- Be accessible for everyone.
- Make it easy to use.

While Option 2 (protected on-street wheeling lanes on both side of the road) better aligns with the 5A principles as it separates people by speed, Option 1 and Option 3 minimize the impacts to the community's parking needs east of Crowchild Trail. Given the low parking utilization west of 22 Street S.W., there is opportunity to separate users by speed (which is one of the 5A Guiding Principles) through Option 3, while still retaining parking on one side east of 22 Street S.W.



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Based on the above assessment, Option 3 leads in terms of balancing the City policies, goals of the project, and community interests and concerns. This option does not impact existing accessible parking spots which exist on the south side of 26 Avenue and east of 22 Street S.W.

The engagement feedback provided valuable insights into Option 3 and the perceived inconvenience related to crossing 26 Avenue at 22 Street S.W. where users must transition from on-street wheeling lanes to the multi-use pathway. To improve the safety and flexibility for people transitioning between the on-street and off-street infrastructure, a transition zone with multi-use pathways on both sides of the street has been added to the plan between 25 Street and 22 Street S.W., across the Crowchild Trail bridge (see Figure 1 and Figure 1A at the end of this report).

The transition provides two different locations where people can transition from one side of the street to the other. This can help address the concerns that people expressed with the hybrid option 3 during Phase 2 engagement. This transition zone also allows additional crossing opportunities, better travel route choices and improved access to transit stops on 26 Avenue, which will improve convenience and safety for people walking and wheeling. The details of the 26 Avenue and 25 Street S.W. intersection, including traffic control details, will be confirmed as the design is developed further.

The concept of a transition zone is common on many bridges in Calgary, including 9 Avenue S.E. (between 7 St. S.E and 8 St. S.E.) and 12 Street S.E. bridges (between Zoo Rd. N.E. and 8 Ave. S.E.) in Inglewood, and on Bowness Road N.W. (between 70 St. N.W. and 67 Street N.W.).

Next Steps:

The project team will proceed with the detail design of the **modified Option 3**, now called **Option 3A**. Construction will be aligned with road repaving and will take place over two years starting in 2024 as additional funding becomes available that is required to complete the modified design.

The detailed construction schedule and impacts will be determined and shared with the public as the project progresses.

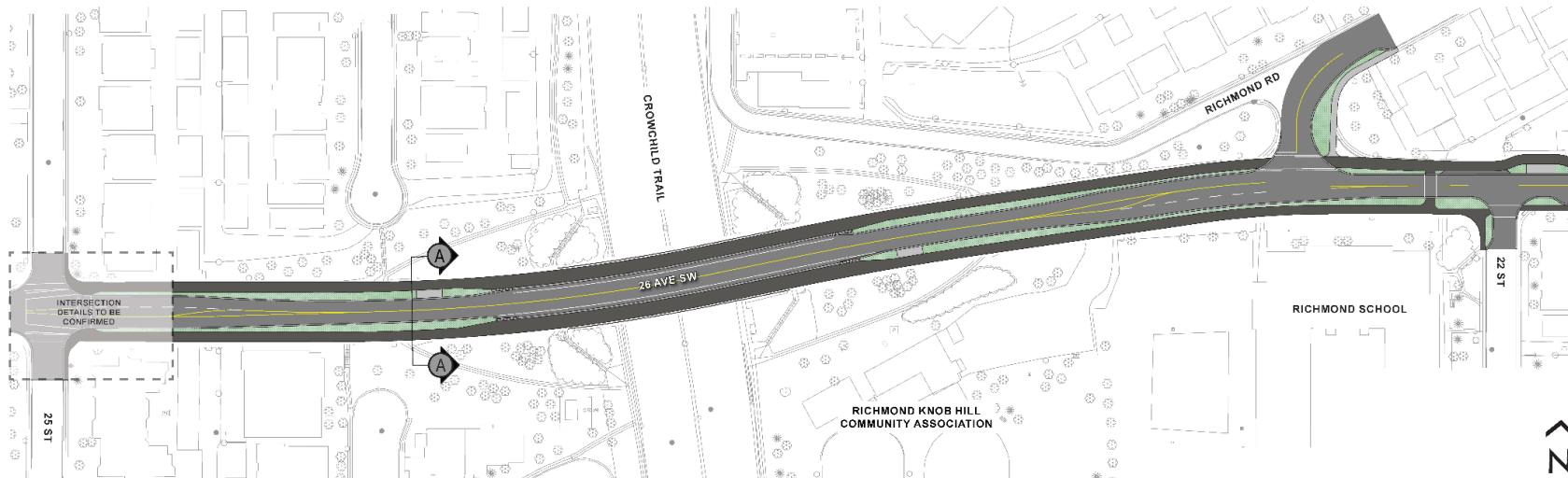


Figure 1: Option 3A (modified option 3 between 25 Street and Richmond Road with pathways on both sides of the bridge and crossings on both intersections)

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SECTION A-A

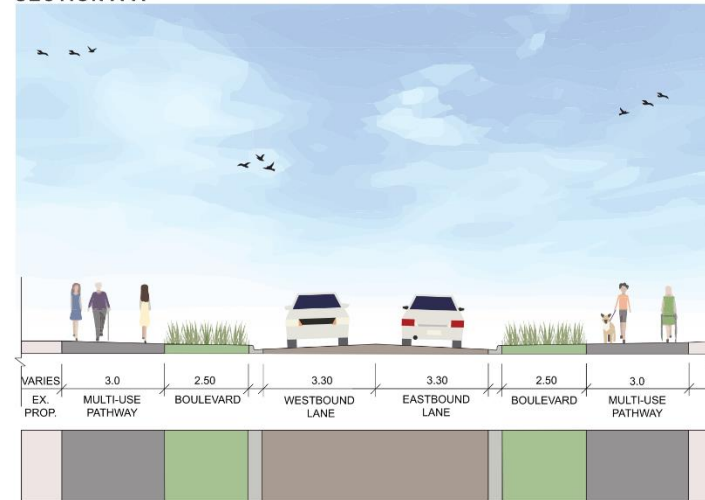


Figure 1A: A-A cross-section (see Figure 1 for location of A-A)