



3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

Project overview

The 3rd Avenue NW Streetscaping project is part of the Kensington Area Improvements Phase 2 engagement initiative. Third Avenue between 9A and 10 Street NW serves as one of the main connections between Sunnyside Station and the Kensington commercial district.

The goals for this corridors design were to:

- Create a more welcoming entrance to the Kensington commercial district for people arriving by LRT or from Sunnyside.
- Enhance the experience of pedestrians.
- Support the needs of local businesses

Engagement overview

Due to Covid-19 restrictions, engagement was conducted entirely online with opportunity to provide input by visiting engage.calgary.ca/kensingtonarea/3-avenue-nw-streetscaping or calling 311. Public feedback was accepted from August 28 until September 28.

What we asked

Public feedback focused on citizens ranking their enthusiasm for changes along the 3rd Avenue corridor and ranking the effectiveness of two proposed streetscape conditions: Option A and Option B. Stakeholders were also given the opportunity to provide qualitative input regarding current streetscape conditions and their opinions on the two proposed treatment options.

What we heard

- 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.

What we heard

Stakeholders acknowledge that 3rd Avenue served an important function given the commercial business presence and its proximity to the Sunnyside LRT station. The street was regarded as busy with people accessing shops and many comments spoke to the crowded nature of sidewalks on 3rd Avenue. The Safeway parking lot was regarded as an element detracting from the public realm as it was a large area of asphalt for vehicular parking. The top three observations themes regarding current street conditions were:



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- This street contains a high volume of pedestrian and cyclist activity;
- The street is highly used by cars accessing southside businesses and turning into the Safeway Parking lots which created congestion and backups at 10th Street NW; and
- Public realm upgrade required to address streetscape deficiencies (e.g. narrow sidewalks) and Safeway parking lots area.

Option A received slightly more favourable responses with stakeholders citing it had a strong separation of travel modes and predictable street environment for motorists. Participants felt this option would create a traffic calming effect and a more pleasant walking environment. Concerns were expressed in both options that the proposals created parking loss and worsened traffic congestion come onto 10th Street and out of the Safeway Parking lot. Participants were enthusiastic about the tree plantings in flex zones and indicated this feature would lend to a more inviting street as would widened sidewalks. Option B received criticism from a group of respondents who felt shared travel lanes would not produce traffic calming or safety outcomes.

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

Question #1:

Citizens were shown current streetscape conditions and asked to rate their level of enthusiasm for corridor improvements on a five-point Likert scale. Results of citizen rankings can be seen in the table below:

1 – Not at all: Leave the corridor as it is	2	3	4	5 – Very excited: Improvements are really needed at this location
6	3	1	27	59

Question #2:

Citizens were presented with a visual concept and description for 3rd Avenue titled Proposed Condition A. They were then asked how well Option A met the goals described in the concept drawing.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
17	12	5	24	40

Question #3:

Citizens were presented with a visual concept and description for 3rd Avenue titled Proposed Condition B. They were then asked how well Option B met the goals described in the concept drawing.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
1	20	8	26	27

What is important to know about the current streetscape? Tell us why?

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 3rd Avenue NW.

Category	Responses
High volume of pedestrians and cyclists	<ul style="list-style-type: none"> Survey participants highlighted 3rd Ave as an important connector in the community given its proximity to local business and the LRT. Respondents spoke to the importance of an enhanced public realm for pedestrians and that sidewalk upgrades were needed.

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	<ul style="list-style-type: none"> The bike path was noted to be poorly laid out and unclear for users.
Vehicular usage, congestion, and parking needs	<ul style="list-style-type: none"> Respondents noted observations of cut through traffic that created unsafe pedestrian crossing conditions. Comments pertained to multiple modes of transport using the street and traffic calming measures could support the functionality of the street. Cars turning in and out of Safeway were cited in multiple comments as a reason for street congestion.
Esthetic upgrades required and address Safeway parking lot	<ul style="list-style-type: none"> Public realm improvements were generally supported in this category with respondents citing cracked and narrow sidewalks, bike and car conflicts, and a lack of landscaping and greenery as areas for improvement. The Safeway parking lot was mentioned in comments as being aesthetically unappealing. Tree planting was supported in this category, but a few participants raised the issue of maintenance and ensuring that trees planting would be properly cared for.
Safety	<ul style="list-style-type: none"> Most comments about safety related to pedestrian and vehicle conflicts and concerns about residents and business visitors crossing 3rd Avenue. A couple of safety related comments pertained to the proximity of the street to the LRT and associated criminal activities.
Specific design feedback	<ul style="list-style-type: none"> A group of comments provided specific design feedback or alternative suggestions. Examples include thoughts that share bike lanes do not protect cyclists, tree planting appearing without bare ground to help them survive, non-touch gates at the LRT station, and suggestions to make this a pedestrian only plaza.
Sidewalk width	<ul style="list-style-type: none"> Respondents indicated that the sidewalk was too narrow and pedestrian have little space to navigate, particularly on the north side of 3rd Ave. Pedestrians were observed by respondents as often walking on the street to navigate sidewalk crowds. Survey participants suggested sidewalk widening to make the street a more pleasant environment for pedestrian accessing local businesses.
Vibrant area	<ul style="list-style-type: none"> Comments in this category touched on this being a priority street because of its active and busy nature. A few respondents indicated the street could be nicer and more functional without the Safeway parking lot dominating a significant portion of the landscape.
Accessibility	<ul style="list-style-type: none"> Participants cited the sidewalk as becoming inaccessible due to crowding and a lack of width. The exit points of the Safeway and the south alleyway were point out as points that inhibit street access and safe passage.

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Cut through traffic and alleyway	<ul style="list-style-type: none"> Third Avenue was noted to be a street connection from 10 St NW to the southbound bike lane and 9A Contraflow which means the street experiencing multiple modes of transport at peak travel times.
sight lines/visibility	<ul style="list-style-type: none"> There was a noted perception among some participants that sight lines were poor for cars entering and exiting the Safeway parking lot and south alleyway.
No changes required	<ul style="list-style-type: none"> This comment was associated with participants who did not feel this street was worthy of public investment.
Public transit	<ul style="list-style-type: none"> Comments about public transit generally mentioned the proximity of the Sunnyside LRT station as adding to the busy nature of 3rd Avenue and scattered crossings of pedestrians onto the street.
Crime prevention via design	<ul style="list-style-type: none"> A couple of comments pertained to vagrancy on 3rd Avenue and the need to consider CEPTD principles when consideration streetscape enhancements. The proximity of the LRT platform was linked to crime volumes.

Option A – 3 Ave N.W. Streetscaping

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 56 comments were submitted regarding what citizens felt project staff should know about this streetscape.

Better separation of modes needed	<ul style="list-style-type: none"> Participants in this category favoured the clear separation of bike and vehicles and cited the superiority of protected bike infrastructure in keeping roadway users safe. Comments alluded to this option doing a better job of slowing traffic and protecting cyclists. Respondents noted the preservation of parking (versus flex zone design) represented a more predictable travelling environment for cyclists.
Prioritize Active Modes	<ul style="list-style-type: none"> Similar to the above section, participants were supportive of creating changes that enhance the walking and wheeling experience. This was typically synonymous with a strong separation between modes which was perceived as safer than shared bike/car roadways. Some respondents indicated that 2nd Ave favoured vehicles due to its perceived wideness and that a higher focus on active modes would diversify the street more enjoyably and safely.
General Support	<ul style="list-style-type: none"> Comments in this category encapsulate support for the redesign and streetscaping improvements.

	<ul style="list-style-type: none"> • Respondents in this category often cited support for Option A in reaction to it allowing for many different modes of travel. • General comments cited this option as providing a more attractive and appealing streetscape.
Traffic Calming	<ul style="list-style-type: none"> • There were positive comments regarding how measures could serve to narrow the street and enhance the sense of place. • Respondents often connected traffic calming to landscaping features which would enhance the visual appearance of the street. • Many comments in this category emphasized the importance of reduced vehicular speed given the daily trips made to Sunnyside School by families and children.
Landscaping features	<ul style="list-style-type: none"> • General support for added trees and greenery, particularly when used to separate modes of transport and offer shade to pedestrians. • Some respondents requested the project team to consider adding more landscaping and tree planting than what was displayed in the rendering. • Numerous respondents in this category cited enthusiasm for the beautification that would be provided through these landscaping features.
Opposed to Design	<ul style="list-style-type: none"> • Some respondents were opposed to the design because they said Option B was a better choice for the street (e.g. Option B provided superior bike protection). • Certain participants were generally not supportive of investment of public dollars on 2nd Ave. • Oppositional comments focused on concerns that these changes could negatively affect parking availability, driving lanes would become too narrow in the winter and road conditions operated fine in their current state.
Importance of Parking	<ul style="list-style-type: none"> • Many people were supportive of the concepts presented but shared the perspective that parking loss could negatively affect multi-residential dwellings and local businesses. • Respondents in this category indicated residential density would only increase in this neighbourhood and therefore parking availability remains a significant issue in Sunnyside. • Multiple respondents indicated parking should remain on both sides of 2nd Ave.
Comment regarding flex design	<ul style="list-style-type: none"> • Respondents spoke to a desire to have flex spaces on both sides of the street. • Some comments cited confusion about how the flex spaces would operate or if they would simply default to parking stalls. • A few participants supported the flex spaces, but also commented that permanent, separated bike infrastructure would be a superior option for cyclists.

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Prioritize traffic throughput	<ul style="list-style-type: none"> • Respondents in this category communicated the importance of 2nd Ave NW as an important vehicular corridor. • Participants observed that the street is often congested and provides necessary access to multi-unit dwellings. • Comments cited the importance of 2nd Ave as a collector route and that there were better options for nearby bike routes.
Specific design feedback or alternative suggestions	<ul style="list-style-type: none"> • This category contains various comments with concept suggestions or alternative, such as suggestions for continuous sidewalk, larger flex spaces, large truck vehicle restrictions, or making travel lane 3 metres each way. • Some respondents pointed to other nearby areas as a better potential for active mode separation. • A few respondents spoke of locations outside of the project scope and geographic area.
Working well already	<ul style="list-style-type: none"> • Comments in this category indicated that no changes or interventions were needed to 2nd Ave NW. • Concern from respondents that changes could negatively affect movement patterns or congestion along the roadway.

Option B – 3 Ave N.W. Streetscaping

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 73 comments were submitted regarding what citizens felt project staff should know about this streetscape.

Category	Responses
Not supportive	<ul style="list-style-type: none"> • Respondents provide comments with reactions to specific elements of the design shown in Option B. For example, some indicated share bike lanes were not sufficient to protect cyclists while others said sidewalk and pedestrian realm enhancement were inadequate and other comments pointed to the preservation of a two-way street not being enough to curb traffic conflict and vehicular speeding.
Safety and mode conflicts	<ul style="list-style-type: none"> • A batch of comments reflected concern that this street was dangerous for cyclists and observations of cars not yielding to bikes. • Respondents often touched on prospective traffic calming implementation along 3rd Ave to improve street safety for all users. • Lack of adequate sidewalk width and pedestrian overcrowding was also raised in the context of safety.

Delineate between pedestrian and vehicle areas	<ul style="list-style-type: none"> • Curb designation was noted as an important factor in providing separation between pedestrians and vehicles. • General agreement in this category pertained to pedestrians needing more space along 3rd Ave.
General support	<ul style="list-style-type: none"> • Comments demonstrating general support indicated that Option B presented a good balance of features for multiple user types and enabled vehicular movement while also designing the street for active modes.
Protected space and infrastructure for bikes	<ul style="list-style-type: none"> • This category of comments touches on support for dedicated bike infrastructure and the importance of separating cars from bikes. • Shared bike priority was viewed by respondents as an inadequate approach if active mode prioritization is a project goal.
Specific design feedback	<ul style="list-style-type: none"> • Specific design suggestions were shared such as constructing a centre meridian of planter boxes, introducing a pedestrian plaza an
Prefer option A	<ul style="list-style-type: none"> • Ten participants were explicit in their support for Option A because they indicated it better enhanced the public realm, reduced vehicular traffic, and produced a safer environment for all users.
Two lanes of traffic needed	<ul style="list-style-type: none"> • These responses point to the necessitate for two-way lanes of travel for motorists to ensure a functional streetscape and business access.
Traffic calming	<ul style="list-style-type: none"> • Respondents who touched on traffic calming generally favoured the one-way street option and had observations that vehicular speed reduction was necessary on the road. • In and out traffic from the Safeway parking lot was also noted as a justification for traffic calming.
Sidewalk widening	<ul style="list-style-type: none"> • Wider sidewalk along 3rd Avenue were general supported from both an esthetic and functional perspective.
Remove curb	<ul style="list-style-type: none"> • Removal of curbs was supported in this category and a few comments drew attention to the Safeway traffic situation as perpetuating user confusion in the area. • A few respondents posed the question of how curb removal would impact drainage.
Parking	<ul style="list-style-type: none"> • One comment encouraged the project team to consider removing all parking given the proximity to 10th Street and the Safeway parking lot. • A couple of comments cited that people will still drive and need to park to access south side businesses on 3rd Ave.
Vagrancy concerns	<ul style="list-style-type: none"> • A few participants cited observations of increased vagrancy and social disorder and a desire to see this addressed through streetscape improvements.



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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.

What is important to know about the current streetscape? Tell us why.

- Sidewalk is too narrow, especially on the south side
- Can be a proper transit plaza.
- This diagram for current space is incorrect. There is not 3 travel lanes here
- It's pretty busy here.
- This is a busy area.
- There is limited greenery in this area. The Safeway parking lot and the sunny side train station add utility but not likability to the area. Improved greenery is need. As well as well as crime prevention through design elements to deal with vagrancy.
- Because of the LRT platform it brings in alot of unsavory people to the neighborhood and needs to be kept visible and free of benches and shrubs. This will keep people from hanging out as well as no place for the drug dealers to hide.
- There are dips in the sidewalk at the west end (between 11th St and 10A St) left over from former house driveways that make negotiating 3rd Ave very difficult in the winter. The dips fill with water and then ice in the winter.
- only parking on one side parking is important for the shops of Kensington
- Crossing 3rd at the alley as a pedestrian can feel unsafe. Poor visibility for the cars entering. the road. Sidewalk feels very narrow and crowded
- This is a major street connection from 10th ST NW Bike Lane SB to 9A St Contraflow lane. This area can get hairy around the 10th St Intersection w NBR and SBL turning traffic. The alleyway is commonly used as cut-through and the south side sidewalk conges



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- I was a bit surprised to see this, as I didn't really consider it a problem area. However, I can see how it could be improved for the small businesses on the south-side and how it could be made more welcoming for folks arriving via transit.
- Tons of pedestrians and bikes transiting through here. Sightlines for drivers aren't great.
- Better accommodation is required for connectivity for pedestrians and cyclists
- The right traffic lane is actually a parking lane. There is currently heavy traffic turning E from 10 st then immediately turning left into Safeway. This blocks West going traffic. Then if a parked vehicle pulls out from the S lane it's mess for cyclists
- Not very pedestrian friendly. Lots of "scattered crossing" from the train station to each side of 3rd ave. Also, the train gates into Sunnyside are terrible and always need to be repaired. A non touch option like 2nd ave would really help the crossing.
- the current streetscape is adequate
- Traffic is horrible
- It is a busy corridor. The parking lot is not attractive. The SE set of buildings are also ugly. Could be much nicer and more functional.
- seems like a very cramped space, i know it is always hard to get into the safeway parking lot as well. no turning signal to turn left into 3ave. busy area with pedestrians and sometimes think it can be unsafe with pedestrians and cars.
- Never seems to slow down
- How can you change this 'bulb' intersection. The tracks lie directly amidst the "avenue" you are describing. Do you plan to move the tracks?
- It is not broke, don't fix it.
- It is ugly, dominated by the safeway parking lot.
- This diagram is NOT accurate. There are not three travel lanes on this short street segment; parking on both sides. Misleading.
- It's a little dead being sandwiched between a parking lot and houses
- It's a boring entrance to the neighborhood and lots of loitering.
- biking is not safe as too busy
- The vehicle traffic design does not seem intentional anymore. Seems to have evolved piecemeal due to different needs a different times. Would love to see this rethought for efficiency and safety.
- Have the loading spots in front of the shops and parking across the street only. There shouldn't be parking on 3rd AV between 10ST and 10A ST. This street is congested as is from residents from 4 areas (condos & houses). Please remove parking spots.
- Pedestrian and bicycle infrastructure is in dire need of expansion here. Street parking here is valuable, but in such high demand that it's almost useless.
- The only improvement required is access into the Safeway parking lot on the west side - it can sometimes be congested.
- It is very congested with a lot of users in a small area - people turning in and out of the Safeway parking lot can make it quite dangerous as visibility is lower
- I bike this frequently. It's dangerous, but I don't understand your proposed solutions.

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- Road is too wide - it has the opportunity to feel more like a plaza or high pedestrian section but so little space is given to pedestrians.
- As per description, this bit of road has very heavy pedestrian traffic as well as bike often requiring that you walk in street as sidewalks so small.
- Shared lanes are pointless. Cars are equally aggressive in them compared to normal lanes
- I love all the trees in the drawings. But they can't survive without enough bare ground around them to gather water. The fiasco of planting trees three times!!! on Memorial Drive should have taught the city tree planting bosses something! I hope!
- How about not spending this type of money to support the stores by keeping taxes where they are
- Way too much space for automobiles given the proximity to Sunnyside Station and the high volumes of people walking and cycling.
- I walk here every day. This space is awkward to navigate, particularly with a stroller, and crossing the street can be dangerous.
- This corridor has a lot of traffic in various modes of transport. I've lived on 9a street for years and witness too many close calls and accidents.
- The current street is awkward. Not enough sidewalk space and half the east bound drivers turn left (illegally) on to 9 A Street to get into Safeway parking lot.
- cars do not give bikes space and we often feel the need to ride in the door zone where cars are biked which is hazardous
- This will be a lot of effort and money for minimal improvement. Give that Safeway is the main tenant in the space and lots of people visiting with cars this proposed solution for this block would create big challenges.
- There is a LOT of pedestrian traffic there. Bikes and scooters shoot by. Drivers in and out of Safeway, as well as those rounding the block. And it's very underwhelming as an entrance to the area for train traffic.
- Bike path poorly laid out and unclear - how to connect from River Path to 10th.
- Everyone seems a little confused in this space - peds, cyclists and drivers
- The sidewalk on the south side of the street is small and uneven. It definitely requires more space to ensure safe and easy access to the businesses and through the corridor.
- This street is really just a run down connector. The north side is nothing but a sidewalk and the safeway parking lot.
- As a student walking this route to university twice a day, I have fallen several times on the ice formed due to poor "Boulevard" sloping on the south side - I would love to see this improved and beautified
- I live on the corner of 9a and 3rd. The stop sign is so often rolled through by cars. Cars do dangerous 3-pt turns here. I would like to be able to cross there more safely without using the signalized intersection. The south sidewalks are also too small.
- Traffic between 10th street and Irt tracks is unsafe for peds and bikes. Unappealing visually in this block
- It is uninviting and unsafe for pedestrians.

- It is very dangerous hard to cross. Cars speed here a lot short cutting through traffic. Curb extensions are needed
- This is the main connection between the LRT, Kensington BIA, and Hillhurst. The sidewalks are literally crumbling and the ARP identified this as a top priority for improvements.

What do you think about this option? Tell us why.

- Sidewalk is too narrow, especially on the south side
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- Never seems to slow down
- How can you change this 'bulb' intersection. The tracks lie directly amidst the "avenue" you are describing. Do you plan to move the tracks?
- It is not broke, don't fix it.
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- It is very congested with a lot of users in a small area - people turning in and out of the Safeway parking lot can make it quite dangerous as visibility is lower
- I bike this frequently. It's dangerous, but I don't understand your proposed solutions.
- Road is too wide - it has the opportunity to feel more like a plaza or high pedestrian section but so little space is given to pedestrians.
- As per description, this bit of road has very heavy pedestrian traffic as well as bike often requiring that you walk in street as sidewalks so small.
- Shared lanes are pointless. Cars are equally aggressive in them compared to normal lanes
- I love all the trees in the drawings. But they can't survive without enough bare ground around them to gather water. The fiasco of planting trees three times!!! on Memorial Drive should have taught the city tree planting bosses something! I hope!
- How about not spending this type of money to support the stores by keeping taxes where they are
- Way too much space for automobiles given the proximity to Sunnyside Station and the high volumes of people walking and cycling.

- I walk here every day. This space is awkward to navigate, particularly with a stroller, and crossing the street can be dangerous.
- This corridor has a lot of traffic in various modes of transport. I've lived on 9a street for years and witness too many close calls and accidents.
- The current street is awkward. Not enough sidewalk space and half the east bound drivers turn left (illegally) on to 9 A Street to get into Safeway parking lot.
- cars do not give bikes space and we often feel the need to ride in the door zone where cars are biked which is hazardous
- This will be a lot of effort and money for minimal improvement. Give that Safeway is the main tenant in the space and lots of people visiting with cars this proposed solution for this block would create big challenges.
- There is a LOT of pedestrian traffic there. Bikes and scooters shoot by. Drivers in and out of Safeway, as well as those rounding the block. And it's very underwhelming as an entrance to the area for train traffic.
- Bike path poorly laid out and unclear - how to connect from River Path to 10th.
- Everyone seems a little confused in this space - peds, cyclists and drivers
- The sidewalk on the south side of the street is small and uneven. It definitely requires more space to ensure safe and easy access to the businesses and through the corridor.
- This street is really just a run down connector. The north side is nothing but a sidewalk and the safeway parking lot.
- As a student walking this route to university twice a day, I have fallen several times on the ice formed due to poor "Boulevard" sloping on the south side - I would love to see this improved and beautified
- I live on the corner of 9a and 3rd. The stop sign is so often rolled through by cars. Cars do dangerous 3-pt turns here. I would like to be able to cross there more safely without using the signalized intersection. The south sidewalks are also too small.
- Traffic between 10th street and lrt tracks is unsafe for peds and bikes. Unappealing visually in this block
- It is uninviting and unsafe for pedestrians.
- It is very dangerous hard to cross. Cars speed here a lot short cutting through traffic. Curb extensions are needed
- This is the main connection between the LRT, Kensington BIA, and Hillhurst. The sidewalks are literally crumbling and the ARP identified this as a top priority for improvements.

How well does Option B meeting the goals described above?

- i not much different from today aside from sidewalk
- I don't trust drivers to respect bike priority here - seems dangerous.



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- Better than option 1 by keeping two lanes of traffic but I think you could keep parking on one side of the street and a bike path on the other and perhaps add a bit of greenery.
- This is the more favourable option. However DO NOT remove the curbs. Improved plaza space is the goal but defining contrast between walk area and drive area should be maintained for pedestrian safety. Employ strategies to deal with increased vagrancy
- Would be great to see protected bike lanes
- Again to much of a hangout for unsavory guests in the neighborhood.
- I think slow two way traffic is preferred, allowing easier dispersal of traffic volumes in the area. The key is to allow some room for cyclists and make the pedestrian experience at the western end (11th - 12th St NW) less dangerous.
- parking is lost
- Like the two way traffic
- I like this option better. If cars are slowed right down, feel like there is more room for everyone
- This option feels less safe, however if there was a centre meridian traffic calming planter boxes around the driveway, either end of the block to help slow traffic, and shorter crossing distances that would help.
- The lowered curb concerns me. If more people will be using this area it may be wise to keep the areas separate. I do think this should be kept a two-way.
- Doesn't get the vehicles out... cutting a direction of traffic in Option A is much preferred.
- "Shared bike priority" is unsafe nonsense. Only physically separated bike lanes can keep cyclists safe
- what does 'shared travel lane' mean? fighting with cars? I don't think so
- Vehicle traffic has no place whatsoever in pedestrian districts. We should do more than simply reduce vehicle access to Kensington Rd. and 10 Ave: we should make this a pedestrian-only neighbourhood.
- This is no safer than the status quo and provides a false sense of accomplishment
- Removal of curbs is good. Without the resolution of the Safeway traffic situation this perpetuates the confusion in this area.
- Despite not driving that road I believe 2 way traffic flow is more appropriate for the grocery stores.
- Perhaps include more bike parking instead of having bikes on the street? It is a short block and easy to walk.
- don't like shared roadway
- 3 Avenue N.W. west of 10 St is NOT WIDE ENOUGH FOR 2 WAY TRAFFIC AND PARKING. LOOSE THE PARKING
- I like the idea of eliminating the curb
- I think 2 way traffic is still important here. as kensington is difficult to move around within a car, limiting the space where cars can travel can create more congestion
- Very modern
- Stop spending tax dollars on something that does not need doing.

3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

- it is not clear if there is 2 way car traffic allowed and if so this is not ideal especially with lack of curb to separate car from people.
- Too much of a compromise
- I prefer 2-way traffic. Wider sidewalks are important in all scenarios. Not sure about the lack of curb - how would this improve drainage?
- "bike priority" never works to include more beginner cyclists. Protected bike lanes are best, followed by unprotected (but still designated) bike lanes.
- Parking is not a priority on the street when there is already a parking lot next to it, plus next to an Irt station
- Removing the curb makes no sense. We need one there on both sides.
- This is the better option.
- I like this intuitively. I also think it looks very attractive.
- Taking away the curb will make it less safe for pedestrians. Sidewalk on the Safeway side is plenty wide. Could widen on the South side or ask stores to leave it as a sidewalk and not to use it for displays.
- Like the flexible loading/parking/planting zone. Two-way traffic would help keep flow without congesting other areas, but doesn't address challenges of a tight space with higher collision risk.
- Don't trust shared bike/motor vehicle use.
- I think the widening of sidewalk spaces is really positive for improving the street scene. My concern with removing the sidewalk curb surrounds poor definition at winter time and no relief from wet & slushy conditions during times of melt.
- I like the adding width to the sidewalks, and the flex zone.
- Option B is a waste of effort. Better to do nothing than lipstick on a pig.
- You're going to get people parking on the sidewalk if there is no curb. Not the 'sense of place' you're going for I imagine.
- better than current, but like the dedicated bike lane
- We need to allow vehicular traffic to still move so I like option B better then option A
- Option A is better. The 2-way will likely become more hazardous with confused and frustrated drivers.
- Bike priority is a myth. No driver respects it.
- I love all the trees in the drawings. But they can't survive without enough bare ground around them to gather water. The fiasco of planting trees three times!!! on Memorial Drive should have taught the city tree panting bosses something! I hope!
- Absolutely not! Limits parking and driving lanes are too narrow in winter.
- This looks like a good balance.
- You need a sidewalk for separation
- I think the other options minimizes car priority and maximizes other uses better.

3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

- Good upgrades except shared bike priority per above. Really like removal of curb! Consider almost everywhere. Redevelopment of Safeway and or south block likely, so wait until then to improve this block.
- Not as good for biking as other design
- Pedestrians need more space.
- Still dangerous for cyclists
- curbs need to be designated. There are too many pedestrians in the area.
- This is really not doing anything that helps make sidewalks bigger. Shared lanes are useless to cyclist; don't bother.
- cars and bikes sharing the same path would be hazardous as cars would not yield to bikes and be angry with bikes.
- I really liked the two flex zones and two way shared lanes
- It is the sidewalk on the non-Safeway side that needs to be widened. This doesn't really help pedestrians or cyclists.
- Removing the curb along with the flex space would make the area feel more open and pedestrian friendly. Drivers would need more than signage to buy the idea that bikes get priority, but that's just Calgary for you.
- Could be good, with clear markings.
- Prefer two way traffic
- I think this option could work well. However, I would encourage a traffic diverter or median on the east end of 3rd Ave at 9a street to ensure that cars aren't turning left from 3rd Ave on to the 1-way road.
- Not as good as option A.
- Most of the concept is great, but removing the curb plays into my concerns about poor drainage and icy sidewalks - unless this street is regularly cleared of snow
- I dislike keeping the two-way street. If this design integrated speed bumps in addition to the raised profile maybe this will be okay to feel welcoming but I see it still feeling hostile to non-car users without speed bumps.
- Wider sidewalks and trees will make a huge difference to this plaza area. As a pedestrian it currently feels tight and rundown. Without a curb I would feel safer with some sidewalk bollards or furniture to differentiate sidewalk from road.
- Like the curb removal and priority for active transportation
- No cycle tracks, road is still too wide, and you are keeping the same narrow curb.
- Awful, this is the same as now pretty much
- This is terrible, this will still create a wide street for speeding cars
- I like the lack of curbs for increased accessibility.
- Would prefer to narrow travel lanes further and add wider south sidewalk.