



7/8 Avenue N.W. Traffic Calming 23 Street N.W. to 11 Street N.W.

Stakeholder Report Back: What we Heard
December 2021

Project overview

Sections of the 7/8 Avenue corridor are scheduled for pavement rehabilitation in 2022. The City has heard concerns from residents regarding speeding and shortcutting along this corridor. It is currently an east-west connection as part of the wheeling network, and it also connects two north-south routes: the future 16 Street NW bikeway through Hillhurst to the 17 Street NW bikeway through Hounsfield Heights, as well as the 21 Street NW bikeway in Hillhurst through to the 22 Street NW bikeway in Hounsfield Heights.

The goals for the design included:

- 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/78-avenue-nw-traffic-calming calling 311. Public feedback was accepted from August _____ until September _____.

What we asked

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

- How enthusiastic are you about improving this corridor in general?
- How supportive are you of the traffic calming treatments for 8 Ave NW proposed below?
- How supportive are you of the traffic calming treatments for 7 Ave NW proposed below?

Citizens were then asked to provide written feedback, to a maximum of 255 characters to the following question:

Do you have any comments regarding the proposed treatments?

What we heard

In general, stakeholders recognized the need for traffic calming measures implemented along 7th Ave and 8th Ave NW. The point at 7th Ave and 19th Street was consistently recognized as an important intersection where there were observed conflicts between modes. Participants offered suggestions regarding the most critical traffic calming interventions and where they felt those treatments would be most effective. Some stakeholders offered alternative design suggestions which can be found in the summary table and verbatim



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comments. Most participants ranked their enthusiasm as high for changes along this corridor and provided a highly supportive ranking for improvements to 7th and 8th Ave NW.

The top three themes that emerged from the comments provided by stakeholders on the project engage portal were:

- Traffic calming and speed reduction
- Prioritize active modes and pedestrian crossings
- Safety concerns

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.



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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:
12	5	2	17	50

Citizens were presented with potential traffic calming treatments for 8th Ave NW (between 11 St NW and 19 St NW) and asked to rate their level of support for the proposed changes on a five-point Likert scale. Results of how citizens ranked the treatments on 8th Ave NW are outlined below.

How supportive are you of the traffic calming treatments for 8 Ave NW proposed below?

1 – I do not support them at all	2	3	4	5 – I am highly supportive
9	4	2	18	54

Citizens were presented with potential traffic calming treatments for 7th Ave NW (between 19 St NW and 23 St NW) and asked to rate their level of support for the proposed changes on a five-point Likert scale. Results of how citizens ranked the treatments on 7th Ave NW are outlined below.

How supportive are you of the traffic calming treatments for 7 Ave NW proposed below?

1 – I do not support them at all	2	3	4	5 – I am highly supportive
14	6	5	23	52

Citizens were asked to provide comments regarding the proposed treatments presented for 7/8 Ave NW. A summary of input received can be found in the table below.

Category	Response Summary
Traffic calming and speed reduction interventions needed	<ul style="list-style-type: none">Participants communicated ongoing observations of vehicles cutting through the neighbourhood at fast speeds despite some speed bumps already being installed on parts of the road.Stakeholders indicated the road as being regularly used by children and felt traffic calming interventions were needed from a safety perspectiveSpeed tables and pinch points were frequently cited as important interventions. Citizens expressed concern that speed tables must be significantly elevated to deter motorists from speeding.

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Prioritize active modes and pedestrian crossings	<ul style="list-style-type: none"> Stakeholder comments that pedestrian improvements should be integrated in the design. For example, a sidewalk along the park at 8th Avenue and continuous sidewalk received favourable feedback. A potential traffic signal at 7th Ave and 19th Street NW received support as citizens perceived cars speeding southward on 19th Street. Participants indicated the public realm enhancements, such as the added trees and greenery, could serve to make the street safer for pedestrians and cyclists.
Safety concerns	<ul style="list-style-type: none"> Participants indicated conflict between motorists and active modes particularly at 19 Street NW and along 7th Ave NW. A few respondents explicitly requested that the 7th Ave NW speed bumps remain part of that streetscape. Stakeholders cited the proximity of 7th and 8th Ave to schools and parks as a rationale for implemented strong traffic
Specific intersection suggestions	<ul style="list-style-type: none"> Stakeholders provided feedback regarding certain intersections along the project cross section. 19th Street and 7th Ave received support for a traffic signal by many respondents. The pinch point between 21st and 22nd Street was cited as potentially impeding business access at the back of buildings. A few comments pertained to speed tables along 7th Ave and indicated that the locations was too far from 19th Street to be effective.
Traffic diversion and reduce short cutting	<ul style="list-style-type: none"> Citizens observed short cutting of vehicles accessing collector roads and felt that cut through traffic needed to be reduced through traffic calming implementation. 7th Avenue was cited as experiencing particularly high levels of cut through traffic.
Not supportive	<ul style="list-style-type: none"> Participants expressed concern that this project was not the best use of funds. Respondents communicated both avenues were typically low volume and functioned well already. A few stakeholders felt existing speed bumps were effectively and enough to curb high speeds.
General support	<ul style="list-style-type: none"> Participants who expressed support for the proposed treatments generally cited that all proposed solutions were necessary to ensure the street was a safer environment for all users. The wide nature of 7th and 8th Ave was cited as primary reason the street produces speeding behavior by motorists and required all proposed treatments implemented.
19th Street crossing	<ul style="list-style-type: none"> Pedestrian crossing across 19th Street at 7th and 8th Avenue was repeatedly acknowledged by participants as a critical intersection to address from a pedestrian safety perspective. A few respondents suggested a raised sidewalk across 19th Street at 7th Avenue. Speed enforcement was proposed as an additional solution to address this intersection, as well as throughout 19th Street. A few respondents were explicit in their opposition to a traffic signal at this location as they did not feel car could stop safely especially in winter conditions.
Winter conditions	<ul style="list-style-type: none"> Citizens questioned if chicanes would create a challenge with snow clearance and thereby worsen the road conditions.



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	<ul style="list-style-type: none">• A few stakeholders question how car speeds would be addressed heading downhill, south on 19th Street particularly when icy conditions could make it difficult for motorists to stop at the bottom of the hill.
Opposed to pinch points/chicanes	<ul style="list-style-type: none">• Participants indicated pinch points were not an ideal street condition for cyclists as they caused conflicts between vehicles and bikes, particularly in the winter months.• A few respondents indicated that the pinch points looked esthetically unappealing.



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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.

Do you have any comments regarding the proposed treatments?

- We live on this street and all measures are needed, vehicles speed even with existing speed bumps, cut-through traffic is heavy. Road is not safe for kids on bikes
- Supportive - especially improvements to the 19th street crossing.
- Pinch at 19 and 20 to reduce speed
- Reduce short cutting slow traffic down along 7 ave between 19 and 20 street
- More needs to be done reduce traffic speed and volume especially around 19- 20 ave. Add in another speed table of pinch Reduce short cutting
- Stop short cutting reduce speed especially around 19 street
- Need more in place reduce traffic and speed along 7 ave stop short cutting
- Reduce vehicle speeds and traffic volume along all of 7 ave. Deter short cutting
- Need to reduce short cutting on 7 ave. reduce speed by adding a pinch between 19 and 20 ave along 7 ave repair or redo speed tables ineffective
- Add more pinch points between 19 and 20 ave. The speedtable is too far west of 19 and ineffective. Vehicles are going too fast the speed tables are almost flat in places. reduce short cutting along 7 ave
- it would be great to have a sidewalk along the park at 8th.
- Adding traffic signals to the intersection at 19th St is both unnecessary and would be dangerous, including in the winter when vehicles often have trouble travelling up or down the hill on 19th St.
- this road needs a detailed traffic study before any changes are made
- It is very difficult to cross 14th ST between 14th AVE and 6th AVE by car, as no left turns are available from either direction of traffic. Could these be legal left turns at night and somehow reduce traffic speed for easier car/bike crossing. Signals



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- There is not enough traffic to justify the spending. There is plenty of room already. The only thing this would accomplish is moving more traffic to 6 Ave, it is already happening since the speed bumps went in.
- Dangerous to cross at 19st as pedestrian - regular speeding down (or preparing to go up) hill, especially give park/community centre/preschool/schools in vicinity
- I do not think that the intersection of 19th and 7th needs a traffic signal, but the other proposals look great.
- slow down and reduce traffic on 7 ave
- Definitely need to reduce traffic and speed along 7 ave. Increased traffic on 19 will only add to the problem
- These are good improvements. Please review the traffic that uses 22nd Street from Kensington to 5th Ave as a short cut and 2nd Ave NW as a shortcut to Crowchild.
- reduce traffic reduce speed of cars/trucks Improve crossing for 19 Ave
- more traffic calming measures along 7 ave- nothing slowing down vehicles
- need more traffic calming along all of 7 ave - more speed tables
- Love it all! Consider a raised crosswalk at 19 St. Pedestrian and bike crossing signal across 14 St would be an incredible win. Cars coming down 14 St FLY through here.
- Why isn't there contemplation of traffic calming treatments along 8th Ave!? A lot could be done there to curb speeding and cut through.
- A dedicated cycle track would work very well in this setting
- But please don't get rid of the speed bumps on 7th - too many speeders!! Consider speed bumps for Juniper Rd down 22nd St NW as well - too many speeders there as well!!
- Enforce the speed up 19th street, no one slows down for the playground zone. I live in the house at the bottom of the 19street hill and have seen numerous car vs bike accidents and last winter a car lost control and drove over my lawn! City had to respond
- Looks good
- i really like the pinch points with plan to slow traffic and protect bikes and the increased tree planting.
- Not in favour
- Area number one needs immediate attention. Supportive of 1 and 4 for sure.
- I would strongly consider up grading the pedestrian overpass over Crowchild (24st NW/9 Av NW) to bike-accessible ramps to further enhance ride-ability along 7th ave across Crowchild to St Andrews Heights.
- the developer of Kensington Park Village, Northwest Healthcare has committed to do this work. Should not be required in your budget.
- Seems low cost
- I live on the corner of 8 Ave and 19 st and I can attest to the dangers of this intersection. Cars drive way to fast down the hill into a playground zone. Any remediation to force drivers to go slow would be appreciated.
- I am against the use of pinch points/chicanes. Prefer more frequent speed bumps.



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- This will transform our neighbourhood and make it so much more inviting for families and kids. Intersection at 19th st and 8th ave is so dangerous we have stopped crossing there entirely. Improvements east of 19th are so needed and easy-- tons of space!
- 17 Street is used by a lot of cyclists to get up the hill and access the communities to the North. Any redesign should consider this connection.
- "Single lane" bike priority signs conflict with Calgary's car first culture and are unideal (I hope it's only for now). It's not fun getting punished because someone doesn't like the rules.
- Eliminating the slip lane may make the 19th st intersection more dangerous for left turners turning north onto 19th. What really should be considered here is a roundabout.
- I wouldn't support traffic signals along this section of 7 Ave NW. I believe calming measures and setbacks would be more desirable for cycling and pedestrians
- sidewalk on 15th St NW, north of 8th Ave is obstructed by power poles - no sidewalk going uphill on w side of road
- there are already calming features on 7th ave, so vehicles just use 6th. That will get worse if you add to 7th ave without addressing 6th.
- The value of redoing sidewalks along 7th ave seem like a waste of money (all the '2's). Also feel that cost benefit needs to be factor in the 19th st changes. As this is where the speed limit reduces, I walk reg, never problem, don't just spend
- Some improvements, such as trees and pinch points to keep speed down are good. Light at 8th and 14th is good and should have been done instead of 7th... But please no "bike lanes" - parking and snow clearing matter and biking is already OK there.
- Are dedicated bike lanes being considered? 7th Ave does not need bike lanes and it would a significant impact to parking on a street with duplexes, apartments and businesses on already causing congested parking
- need lights and cross walk at 14th street. Need a bike lane all the way from crowchild to 10th street
- A lot of taxpayer dollars spent for little if any value
- I don't like chicanes
- Leave as is and save some money.
- Good no speed humps. I speed up for them in my car because they're fun! People with SUVs slow down, hilarious. Thank you, I see no dangerous bulb-outs at intersections! Those things are a nightmare for cyclists; they push us to within a half-inch of cars.
- Pinch points are dangerous for cyclists - cars just squeeze out the cyclists. They're also a nightmare to navigate in the winter in a vehicle.
- I really like the addition of a continuous sidewalk by the park as it is difficult to walk all the way down 8th avenue now. I am not supportive of the bike additions on 8th as there is a bike lane on 5th avenue. also trees are a concern at intersection
- 2008 8 Ave NW...as a resident on the little row of houses tucked below the WH off leash park, it is very important to have easy access onto 7 Ave and of course onto 19 St....Would traffic lights make it harder to come out and access 19 St both N and S?

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- Total waste of money, taxes are going sky high and how much is this going to cost. Need a new city council to stop the spending!
- Include 15 St NW north of 8 Ave NW to fill in missing sidewalks and the unofficial SAIT/Cedarbrae Apts parking lot plus speeding
- No crosswalk at 14 st and 8 ave. Put back pedestrian overpass. It could be north 8 ave. Crosswalk w lights at 19st. Sidewalk along north community centre. No evidence that traffic calming is required.
- The pinch point situated between 21 St and 22 St could impact the residents and businesses of 2220 as they require unimpeded access to their parking lot at the back of the building.
- Most of this looks OK. But have you ever driven down 19th Street at speed limit or even slower during the winter when its a bit icy. Having the cross walk at the bottom is already a problem for everyones safety. This does nothing to improve that!
- Excessive & expensive measures. Add a few speed humps to address any speeding and save \$ for higher density, higher use areas.
- Low priority - low volume of traffic.
- The pinch points look terrible. There are already speed humps on 7th Ave NW. It is impossible to speed. You should have been looking at 22nd St NW and Juniper Rd NW.
- All of these treatments are long overdue and needed for the safety and foot/bike traffic in the area. The crosswalk at 14st/7Ave or 14/8Ave near Hillhurst school needs a crossing light that actually works for the pedestrian, not for car traffic patterns!
- Please make these changes for the safety of our community!
- Separated bike lanes are safer
- These are overly wide mean streets. I think your interventions are great but all will be needed. There is heavy pedestrian and bicycle use here so these interventions will have a major impact.
- Leave these streets alone. If you do anything, do continuous sidewalks. At least it will actually slow cars down.
- huge support as cars go so fast here! something to consider if parking is reduced at 2220 7th ave NW - the business there demands a lot of parking that can take a way from the residents. May want to consider permit parking nearby
- Love it; but signals are needed at 19 and 14 Streets NW for this to be a 5A route. Would be great to replace the inaccessible overpass across Crowchild with an accessible overpass aligned with this corridor.
- Need a safer pedestrian crossing of 19th St at 7 Ave NW
- I don't think that traffic signals are needed at the 19th St intersection; just better signage and an easier way to cross.
- Add a 4 way stop on the street as well
- As a resident of 7th Ave, any level of increased traffic calming would be appreciated. It's a long stretch without stop signs, people fly down it unsafely. Please make this happen!
- All great safety improvements. Not as high a priority as some of the busier streets. Would like to see the pedestrian connection pushed across 10 St with a signal.