



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

## Project overview

19 Street N.W. provides shops and services that serve West Hillhurst and surrounding communities.

It is also an important walking, biking, and wheeling connection that extends from Kensington Road to Nose Hill Park. It has been identified on the City's long-term 5A (Always Available for All Ages and Abilities) Network.

This corridor currently does not meet the needs of all Calgarians, as the shared lanes feel uncomfortable for children, families, and most folks who are interested in biking and wheeling more often.

The public was presented with three goals for 19<sup>th</sup> Street NW:

- Enhance the look and feel of the streetscape
- 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/19-street-nw-streetscaping](https://engage.calgary.ca/kensingtonarea/19-street-nw-streetscaping) or calling 311. Public feedback was accepted from August 31 until September 19, 2021.

## What we asked

Public feedback focused on citizens ranking their enthusiasm for changes along the 19th Street corridor as well as ranking the effectiveness of two proposed conditions: Option A and Option B. Participants were given the opportunity to provide qualitative feedback regarding current streetscape conditions and their opinions of the two proposed treatment options.

## What we heard

Stakeholders expressed a high level of enthusiasm for improvements along the 19 Street corridor. Traffic calming interventions, streetscape beautification and consideration of the local business community were consistent themes derived from citizen feedback. The top three issues and observations stakeholders raised about this corridor were:

- There is currently not enough room for pedestrians and cyclists on the street with particular attention to narrow sidewalks and shared vehicle/bike lanes;
- Traffic calming and safer pedestrian crossings, particularly at the 19<sup>th</sup> Street and 2<sup>nd</sup> Avenue intersection, were identified as important interventions for this corridor; and



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- Streetscape beautification efforts, such as trees and flex zone plantings, were identified as important for streets users and businesses, however several citizens expressed concern regarding parking removal potentially affecting the commercial presence on 19<sup>th</sup> Street.

Option B was identified by stakeholders as most effectively meeting the project goals with specific attention to better allocation of space for cyclists and pedestrians, enhancement of the public realm, and positive traffic calming outcomes. In both options, several participants suggested extending streetscape changes to Memorial Drive and addressing the intersection at 7 Avenue N.W. and 19 Street N.W. Option A was perceived by a group of stakeholders as narrowing the road to a point that it could create traffic congestion and snow removal challenges. In both options, stakeholders were enthusiastic for corridor improvements that would enhance the pedestrian experience and visual appeal of the streetscape.

Stakeholders provided critical input to both Option A and B as they were concerned about parking loss and impacts on increasing commercial and multi-story residential development along the corridor. Participants expressed the viewpoint that 19 Street N.W. should focus on vehicular movement and protected bike lanes were better focused on nearby streets.

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

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 19 Street N.W. In total, 164 comments were received regarding current streetscape conditions.

Category	Response
Not enough room for bikes and pedestrians	<ul style="list-style-type: none"> <li>Participants communicated the 19 Street corridor's public realm could be greatly improved to meet the needs of all users, with particular focus on pedestrians and cyclists. Widened sidewalks and defined bike spaces were supported frequently in response to Option A.</li> <li>Increasing multi-family residential and business developments were cited as reasons for addressing public realm and accessibility accommodations for pedestrians, residents and people visiting West Hillhurst businesses and amenities.</li> </ul>
Active mode and safety solutions needed	<ul style="list-style-type: none"> <li>Respondents reported observations of this corridor being busy with multiple modes of transport and cars and cyclists being too close together on the road.</li> <li>Stakeholders suggested designated bike facilities (e.g. dedicated bike lanes and bike racks) and pedestrian realm improvements (e.g. beautification and increase in sidewalk widths) as safety and place-based solutions for 19<sup>th</sup> Street and favoured this in the presented Option A treatment.</li> <li>Stakeholder expressed a desire to see this corridor contain more opportunity for multiple modes of transportation</li> </ul>
Safety observations	<ul style="list-style-type: none"> <li>Participants in this category expressed concern regarding motorist speeding with particular attention to the crosswalk at 19<sup>th</sup> Street and 2<sup>nd</sup> Avenue which is frequently used by families and children walking to the local elementary school.</li> <li>Ongoing construction in the area was referenced as a variable for cars, bikes and pedestrians interfacing in unsafe, unpredictable ways.</li> </ul>
Density and commercial considerations	<ul style="list-style-type: none"> <li>Perceptions around increasing density and commercial development were brought forward as a significant variable in making this a well-used streetscape.</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>Traffic calming interventions were suggested by participants who indicated motorists consistently travelled over speed limit as well as mode conflicts and pedestrian safety represented ongoing issues. Stakeholders asked how Option A would address the intersection of 7 Ave and 2 Ave on 19 Street N.W.</li> </ul>
Esthetic improvements	<ul style="list-style-type: none"> <li>Stakeholders expressed support and necessity for public realm and streetscaping enhancements such as benches, widened sidewalks, tree additions, and increased greenery.</li> </ul>

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Importance of parking	<ul style="list-style-type: none"> <li>Comments in this category were frequently connected to the local business community and increasing residential density. A few participants referenced alternate nearby streets that could serve as dedicated bike routes to ensure maximum parking allowance remained on 19<sup>th</sup> Street.</li> <li>A few participants commented that current business allocated parking was inadequate to address the traffic and visitors travelling to 19<sup>th</sup> Street by vehicle.</li> </ul>
Local area planning	<ul style="list-style-type: none"> <li>There were a series of comments related to local area planning and municipal planning initiatives. Participants asked how this streetscape project fit in with other City programs (e.g. Main Streets and Local Area Planning) and some questioned if streetscapes improvements should be delayed given current growth and change, and there being no current LAP.</li> </ul>
Prioritize traffic throughput	<ul style="list-style-type: none"> <li>Stakeholders communicated a desire to see 19<sup>th</sup> Street retain a vehicular movement focus with side streets being the focus of bike routes. Comments indicated that this was a corridor that connected motorists to important roadways such as Memorial and 16<sup>th</sup> Avenue.</li> </ul>
Additional/alternate design suggestions	<ul style="list-style-type: none"> <li>A group of stakeholders provided the project team with specific design suggestions for 19<sup>th</sup> Street. Examples of suggestions included allocation of sidewalk space for outdoor patios, main level business being only retail or restaurants (versus service providers like dentists) and beautification measures such as improved lighting.</li> <li>A couple of comments were outside the geographic scope of this project; for example, a desire to see streetscape improvements be extended all the way to Memorial Drive along 19<sup>th</sup> Street.</li> </ul>
Working well already	<ul style="list-style-type: none"> <li>Participants in this category indicated that the street functioned as it should and there was no need for work or improvement at this time.</li> </ul>

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 140 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response
Active modes and safety solutions	<ul style="list-style-type: none"> <li>Participants indicated potential for 19 Street N.W. to enhance facilities and accommodations for active users. Shared bike and car travel lanes were less favoured compared to designated bike lanes.</li> <li>A group of comments referenced a need to address pedestrian safety with a particular focus on the intersection at 19 Street N.W. and 2 Avenue N.W. and asked if this design option would provide that intervention.</li> </ul>

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Esthetic and landscaping improvements	<ul style="list-style-type: none"> <li>Favourable comments were received for the planting and flex spaces presented in Option A. Participants indicated streetscaping enhancements and increased greenery would improve the public realm on this corridor.</li> <li>Comments were received from participants who felt narrowing of the road would enhance the quality of the pedestrian realm.</li> </ul>
Designated space for active modes.	<ul style="list-style-type: none"> <li>Stakeholders provided comments that the road is already narrow and inquired how the Option A concept would be accommodated on the street without putting pressure on side streets.</li> <li>Participants communicated observations that the street required better delineation of space, so it is more inviting for all road users, and felt Option A could address this issue.</li> </ul>
Importance of parking	<ul style="list-style-type: none"> <li>Participants communicated the importance of parking availability to respond to the need created by increased multi-family residential developments and commercial presence and that this should be a factor considered in detailed design.</li> </ul>
Additional/alternate design suggestions	<ul style="list-style-type: none"> <li>Stakeholders offered design feedback on elements proposed in the concept plans such as how snow removal would be managed with bike lanes and ideal locations for bike and scooter parking.</li> <li>A group of participants made alternative suggestions such as building setback for larger development along 19 Street N.W. to ensure substantial sidewalk width.</li> </ul>
Density considerations	<ul style="list-style-type: none"> <li>Respondents indicated densification as an influencing factor for how the street is used. Stakeholders queried how parking and traffic would be managed with increasing development in this area.</li> </ul>
Prioritize traffic and street width	<ul style="list-style-type: none"> <li>Most comments in this category were not supportive of substantial changes that would interfere with vehicular movement or parking access. Participants indicated alternate bike routes nearby and that 19 Ave N.W. should remain a vehicular thoroughfare. Many respondents in this category were not supportive of Option A.</li> </ul>
Traffic calming and safety	<ul style="list-style-type: none"> <li>Stakeholders in this category connected traffic calming interventions with enhanced street safety. Vehicular speeds as motorists descended southward on 19<sup>th</sup> Street, particularly as they approach the community association area, received comments of concern and hope that Option A would provide a solution.</li> </ul>
Favour option A	<ul style="list-style-type: none"> <li>Respondents in this category expressed a preference for Option A when compared to the Condition Option B rendering.</li> </ul>
Working well already	<ul style="list-style-type: none"> <li>Participants in this category indicated that street conditions were working well and that there was no need for investment or change.</li> </ul>
Snow and winter conditions	<ul style="list-style-type: none"> <li>A segment of stakeholders raised the issue of bike lane snow clearance to ensure year-round usability and how snowfall could create crowding on the street if roadway narrowing is implemented. Stakeholders indicated this should be considered for both Option A and B.</li> </ul>

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Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 163 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response
Active mode and safety concerns	<ul style="list-style-type: none"> <li>Stakeholders expressed a need for improved separation of space between cars, bikes, and pedestrians. There was general support for the flex zone which was viewed as a traffic calming mechanism.</li> <li>Reduction of vehicular speeds and traffic calming additions were connected to the prioritization of active modes and road safety and a positive feature of Option B.</li> </ul>
Esthetic and landscaping improvements	<ul style="list-style-type: none"> <li>Comments from the Prioritize Active Modes category were often associated with public realm enhancements (e.g. street furniture, trees, landscaping) to improve the pedestrian experience along 19<sup>th</sup> Street.</li> <li>The addition of trees and greenery received support as it was considered an enhancement to the streetscape and would produce traffic calming outcomes.</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>Respondents in this category indicated a need for traffic calming interventions to address vehicular speeds and many indicated Option B could have this effect.</li> <li>Speed tables and flashing beacon crosswalks were brought forward as potential solutions that participants indicated should be integrated with Option B.</li> <li>Intersections that were cited as ongoing areas of concern: 7 Ave/19 Street and 2 Ave/19 Street.</li> </ul>
Importance of parking	<ul style="list-style-type: none"> <li>Participants who cited the importance of parking on 19 Street N.W. frequently connected that requirement to new condo developments and street level commercial presence.</li> <li>Respondents expressed concern around spillover traffic on side streets if Option B minimizes parking availability on 19 Street NW.</li> </ul>
Additional/alternate design suggestions	<ul style="list-style-type: none"> <li>A group of comments spoke to specific design suggestions or areas outside the geographic scope of this project such as the intersection at 19<sup>th</sup> Street and Memorial Drive. Other examples of comments/questions: if street furniture would create accessibility issues or if the City should reduce condo developments to ease congestion on this corridor.</li> </ul>
Density considerations	<ul style="list-style-type: none"> <li>Participants indicated increased residential development along this corridor contributed to high traffic volumes and congestion. Comments were also connected to the need for parking availability given the continued state of development and business presence along 19<sup>th</sup> Street NW.</li> </ul>
Favour option B	<ul style="list-style-type: none"> <li>Stakeholders in this category were clear in their support for the Option B proposal versus the Option A proposal. Participants</li> </ul>

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	indicated Option B was a significant improvement for pedestrians and cyclists and that it better met the needs of the street.
Prioritize vehicular traffic and road width	<ul style="list-style-type: none"> <li>Participants commented that the traffic volume did not justify investment along this corridor and indicated the importance of maintaining 19<sup>th</sup> Street as a vehicular corridor.</li> <li>A group of comments expressed concern that road narrowing presented in Option B would increase traffic issues and congestion.</li> </ul>
Not enough room for bikes/pedestrians	<ul style="list-style-type: none"> <li>Stakeholders observed that the current street environment does not allow delineated space for all users.</li> <li>A group of respondents questioned if 19 Street N.W. space allowed for the proposed Option B conditions; suggestions were made for streetscaping improvements that did not significantly narrow the road or parking removal.</li> </ul>
Integrate with other planning efforts	<ul style="list-style-type: none"> <li>Stakeholders expressed a need for The City to develop a local area plan before undertaking such streetscaping improvements.</li> <li>A few stakeholders expressed concern at high density buildings being permitted on 19<sup>th</sup> Street as they create shade and change the street character.</li> </ul>
Working well already	<ul style="list-style-type: none"> <li>Participants indicated that 19 Street N.W. currently functioned well and there was no need to investment at this time.</li> </ul>



## 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.

- This is an important corridor for linking vehicular traffic. Do not agree with narrowing roadways further. Maybe adding a narrow bike lane to sidewalk would be okay but don't disrupt parking, already limited.
- Shared lanes are dangerous; paint is not infrastructure
- I would like to see beautification: trees, nice lampposts etc. But don't take away parking. More new buildings are adding more businesses which need more parking NOT LESS. Bikes do NOT need their own lane as they can share road.
- If improvements is code for 5+-storey density then stop. 19 St is not a corridor like 14 St or 10 St. We are a community that is already split by Crowchild. This development creep at the City has to stop. Not every solution involves more condos.
- Currently along 19 there is no "planting" section that I know of. It is road, sidewalk, business/homes.
- With 19th street expanding, it's getting a lot busier. It's also an important bike/pedestrian connector from North Hill, 5 Ave, Kensington, and the river.
- Road is not safe or optimized for bicycles
- This street lacks flow for bike and pedestrian access. Considering it has popular food/retail shops, flow needs to be better for pedestrian/bike/and pedestrian alike.
- It is getting busier and busier with lots of foot traffic - safety can be vastly improved
- Needs a facelift - especially considering ongoing densification. Too car centric.
- We live on 20th and don't feel comfortable biking with our child along 19th. There are a lot of hidden corners where current parking set up makes it difficult for drivers to see people crossing.
- With rapid densification of the street, it will be increasingly busy and it's already not that safe for cyclists and pedestrians crossing. Signal or a formal xwalk is needed at 19th St and 2nd Ave NW. at





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- Even though there is a bike lane, 19th Street is not safe for biking. Also unsafe to cross at 7th Ave and playground in general.
- Reduce traffic volume reduce high level development as it adds to traffic congestion.
- 19th has lots of commercial properties, but isn't a pleasant street to walk or bike down. I think improving the experience for consumers would increase business to the area.
- This is a terrifying corridor to cycle on. It needs separated lanes.
- we need to resolve the intersection at Memorial Drive first due to changes at 16 St this needs to be included in the design
- No room for cyclists. Feels really unsafe to cycle on this street.
- Needs a community driven, focused approach. Right now it feels that build up not out has stricken inner city communities with a lack of holistic planning. This would make a huge difference to focus on 19th street as a more improved res/comm space.
- I like the new buildings on this street.
- Not enough traffic to justify the extra spending.
- Additional businesses, new multi use buildings and expected continued redevelopment of older properties has significant increased car and pedestrian traffic, along with kids walking across 19th street to attend Queen Elizabeth Elementary.
- The T intersection across from the community centre at 6 Ave and 19 nw needs a better crosswalk. Something with flashing lights and better signage. Many motorists do not realize this is a cross walk and many children use it everyday.
- does not feel safe to bike on 19th street, or at times to cross on foot due to drivers not stopping at crosswalks.
- This is a popular neighbourhood destination, and protected bike lanes would make accessing the businesses here safer for kids and families.
- Need a pedestrian light at the bottom of the hill to allow safe crossing for all ages. It is unsafe People go to fast and dont stop for pedestrians
- Retail needs to succeed and needs parking. Would like to see a great continuous sidewalk but push bike traffic north/south to 21 St which links in with river pathway.
- Multi-family developments are being added with additional retail development with insufficient consideration for parking
- Traffic will increase with density, and 19th is a growing N-S corridor for bikes & cars. Yet the area remains a pathway for students going to the Queen Elizabeth schools and needs improvements for safety and flow..
- Have frequently had issues with cars while biking on 19th
- Even though I am not in favour of the many cars we have on the roads.....where will you put them ?
- South of Kensington Road is also in need of improvements to reduce speed of traffic and enable easier walking to the river parks. North too is a great improvement as outlined and in scope.
- The sharrows are dangerous for cyclists and frustrating for drivers
- The current state works, no need to make expenditures when none are needed.



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- There is no way that there is this much space on this road as is. It's already cramped. You cannot ever get two bikes passing parked cars and passing cars all at the same time. This is deceiving and wrong. Correct your map or actually drive down this road.
- I live on 1 Avenue NW and 19th Street and it is very difficult to see incoming traffic, cars and bikes/scooters, because of parked cars. I would like to see no parking at the "stalls" just before the street to Avenue corner from 6am to 6pm.
- The area is ugly and doesn't make me feel like spending time there. Also, there are no public spaces where I could meet friends or invite people to congregate. The area needs some attractive sitting spaces as well as some charming design elements.
- Biking and wheeled improvements will not improve the access at Briar Hill north of 5th Ave. Additionally, there are other North/South streets parallel to 19th St that can provide improved wheeled/biking access. Parking at the commercial sites required
- needs safe walking/biking space
- In business corridor. Biking dangerous.
- It's not friendly for biking. Also, it needs more trees in the streetscaping.
- I live in the area and ride often on this street. It is not bike friendly at all. It is busy. Cars tend to speed and there is not really room for cyclists.
- A tricky section. Don't want a narrow 19th to drive street traffic into the neighbourhood. Protected bike lanes would need to be shovelled and city doesn't have a commitment to this. We are a WINTER city and need parking. Widening sidewalks makes sense.
- Many more interesting shops coming to this area. Important to at least widen the sidewalks to reflect the improving desirability of walking around the area.
- Busy intersection, lots of cyclists and pedestrians, parking on the street. Hill up to Kensington is a high traffic area
- does not feel like a friendly walking or biking environment now with small sidewalks and no separated bike lane. very high speed traffic as well
- As traffic is expected to increase due to new commercial activities along the street, it would be important to ensure safety of pedestrians. In particular crossing 2 Avenue/19th Street towards Queen Elizabeth school is a major concern.
- Makes driving more difficult
- Cars often travel over the speed limit on this street which is dangerous for pedestrians. Traffic calming measures are needed.
- Area is undergoing a lot of development. Needs improved greenery and traffic calming.
- 19th Street has huge potential to be a walkable destination for the community
- There are many blind corners turning on to 19th St, especially at 6th Ave because of the street parking. Cars driving south on 19th St down the hill have near encounters at the pedestrian crossing.
- Ha ha - there's a bike lane here? I never ride on 19th because there are safer alternatives in the residential streets. With more traffic due to the giant condos being built, I still probably won't bike here unless significant changes are made.
- Any plan for 19th (and 21st) would be better applied to 18th St NW (Queen E K-12)!



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- Overall, supportive of single lane traffic. However, concerns over lack of parking as the densification of 19th street continues. There is no ready alternative to parking on 19th street, in particular with the proposed changes to Kensington Road.
- Currently isn't the best for biking. Access to dedicated bike lanes going north and south and good access to memorial should be prioritized.
- I use this area a great deal and it would be great to see more enhancement
- My kids and I bike here
- I have lived in the area since 1991. How about having all traffic go off 19th street at 5 avenue and let the remaining section be walk and bikeway only? if you set up shopping areas around town that are walk only ..ndable to high traffic. Why not
- Not great for biking or walking
- Shared bike lanes, with or without signs and road paint, are no different than riding on any road.
- Very enthusiastic. 19 St NW is an important transporation corridor but which currently is dominated by vehicle traffic with little safety for alternative forms of transporation, especially bike traffic. Sidewalks are also too narrow..
- I do not like shared lanes between cars and bicycles due to the risk of conflict and accidents.
- Roadway is too wide and encourages higher speeds. Cyclists are encourage to ride in door lane.
- Making improvements here will make it more of a destination and will increase patronage to restaurants and cafes on the street. It will also be a good complement to upgrades on Kensington Road
- This is a main thoroughfare, we need it in the area and should be left as is
- Parking for residents & businesses is important. Limited bike and pedestrian use.
- The shared road/bike way works well as it is. It is a waste of money to change this. Focus money on preventing the destruction of the urban canopy with 100 year old trees being torn down to make way for infills.
- 19 street is the #1 priority in this project. It is the only direct way to cycle down the hill to the river and is terrible for bike use. Like 5th street there is lots of speeding and unsafe passing being done around cyclists, but with even more traffic.
- The cycling "lane" seems very unsafe. Vehicles travel likely at 50 km/hr and faster some times. Given the amount of cyclists and pedestrians, this street could benefit from better walkways, cycling protection and traffic calming.
- Sharrows aren't great, obviously. You need to retain ~some onstreet parking or businesses here will be negatively affected.
- My kids won't bike with traffic and is stressful for me to have them bike 19th st. Sidewalks too narrow.
- No width reduction. No separation to encourage active transportation
- This is a cycling route and is not always shared well.
- The sidewalk is way too narrow and biking in traffic does not work well.
- Keeping vehicular on 19 St and off adjacent streets like 18 ST NW & 8 Av NW. Calming of 19 St NW is forcing vehicles onto both 18 St (QE Schools and Bow Swimming Pool) as well as 8 Av.

- this area is heavily trafficked by school children and seniors. pedestrian safety is very poor with all the cut-through traffic - current pedestrian crossings on this street are unsafe as they are not highly visible and cars travel at a high speed.
- Speed limit is too high for the condensed street. Crossing the road is often unsafe, particularly with young children, as there are no lights and cars speed off before we have fully crossed the road.
- the bike/care sharing doesn't work. Need dedicated bikes lanes
- 19 Street is a growing pedestrian spot with cool shops and right now the speed limit seems high. Shared bike lanes can be scary when vehicles have pedestrians and parked cars to contend with.
- It would be great to get a bike lane on this street. I also find that people zoom down this street and sometimes it is hard to cross.
- Provide more commercial space.
- This street is rapidly redeveloping and becoming a central artery for the community. It is important to have protected bike lanes rather than just arrows. It would also be great to create pedestrian crossings with flashing yellow lights.
- It's dangerous and confusing for everyone: cars, bicycles, and pedestrians. That cross-walk at 2 Ave. is a nightmare!
- Need traffic calming.
- It is an area in transition that needs an integrated look.
- Parking. Already hard enough to visit businesses here.
- Sidewalks feel narrow especially With volume of traffic in busy times. Hard to pass other pedestrians without stepping onto the road or adjacent properties. Need more space for bicycles.
- Businesses need the parking formal customers. So many streets either have or will have permit parking only, especially when street parking is limited. Remove all permitted parking in the inner city and force people to park in their garages!
- Needs to be safer for bike riding to access the bike paths along the river to the downtown core.
- Works for me
- 19th is a major connector to the river pathways. I want to see the beauty of both the pathway and the street improved.
- Not safe for bikes or pedestrians, lack of trees makes it kinda bland with just concrete
- accesibilty, bike and pedestrian safety
- Don't want bike lanes(try 21st?) keep the parking for residents & businesses especially as you're adding more businesses & condo density. Definitely need new sidewalks & beautification & some benches for eating or coffee. Need another bistro restaurant.
- Very! The current bike path is not protected, and as a cyclist I don't feel safe. Cars often pass by too closely, especially with the ongoing construction that already extends past the sidewalk and narrows the road.
- Parking for retail activities is an issue & spilling onto neighbouring streets. New developments are under capacity for parking stalls. Not currently designed for safe biking. No point in upgrading while redevelopment is constantly occurring



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- It is disappointing to see this when there is no LAP in place. The developers along 19th street ask for, and receive, parking relaxations and then the City, thru this, thinks removing parking is the answer! Leave this corridor alone under there is a LAP.
- Correction is needed: 19ST starts at Memorial Dr. and speeding véhicules between Memorial and Kensington is a real problem for residents. Suggested improvements need to extend to Memorial Drive. Thank you.
- Street is well used by pedestrians and cyclists in community. Cars drive fast and road is tight for cyclists. Shops provide great places to meet and gather. Busy walking route for kids attending community school.
- Very unfriendly at the moment for young walkers and cyclists, although there are many.
- I would like to see more commercial development: cafes and restaurants make a vibrant street. Look to Bridgeland as a template.
- 19 Street has so much potential to be a wonderful space for everybody!
- Pedestrian friendly street level retail makes for a vibrant neighbourhood.
- You can't have less parking. These businesses won't survive without people being able to find parking.
- The traffic flow for cyclists and vehicles must be improved as safety and congestion are becoming an issue. This street is our primary link to the north hill mall everyday for shopping and the library, and beyond. Its primary purpose is a road !
- 19th street is an important road for community members to access amenities west and east of 19th street. In particular, Queen Elizabeth school, playgrounds, community center, tennis courts, etc. Vehicles gain speed from briar hill to Kensington road.
- 19th St is being asked to absorb parking relations of approved and future developments. i.e. the Boutique Residences have 7 stalls for 20 units. 19+2 has 9 stalls of relaxation. Want bike lanes? Ensure new developments have sufficient on site parking.
- The high traffic volume and often high speeds make it unsafe for cycling and crossing the street on foot
- This is a great option
- More pesdestransvt to help small business in this residential and business area!
- The local businesses draw in pedestrian traffic and it is a key cycle route connector but it is dangerous and largely unappealing. Sharrows for cycling are useless. Pedestrians often don't get right of way at crossings. Cars speed along what should be a c
- Parking blocks bike lanes and obstructs visibility for pedestrians. The crosswalk at 2nd Avenue is very badly designed. Adding a street patio for Vintage Caffeine put school kids at risk. Insufficient bike lock up. The whole streetscape is a mess.
- Many people bike along 5/6 Ave and as 19 St NW is a local destination with shops, restaurants, it would be well served by a bike route along the street. It would enhance the commercial and create a safer walk/biking environment.
- Currently has some charm but needs development to serve the community better and look better to help support traffic to the small businesses.



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- This is becoming an incredible mixed use space, and is vibrant with added businesses. However with the added activity, pedestrian safety crossing 19th St is a big concern as majority of kids to west cross 19 via foot traffic/bike to QE schools.
- On street parking is becoming an issue with increased commercial space, and the number of condo units that are not providing sufficient parking stalls. Must make it safer for children travelling to schools. Would like improved bike safety
- I do not see a need for improvement.
- Lots of change happening on this street. Wait a few years and see what people would like then.
- dangerous to bike down, I never do with kids. Can be dangerous to cross as a pedestrian
- The current streetscape is being developed without community input. This corridor needs a community-based plan. The current LOCs and DP for 19 metre buildings are outrageous. The maximum height should be 11 metres.
- Current configuration prioritizes vehicles.
- Carriageway is overbuilt and public realm is underprovided.
- currently riding through this area feels hazardous and cars are aggressive with bikes
- Busy corridor utilized by many cars, pedestrians and cyclists. Currently not very friendly to cyclists due to proximity of cars. Also difficult when trying to cross 19th street to see past all of the parked vehicles to ensure it is safe to proceed.
- busy commuter road for vehicles & bikes. Businesses encouraging ppl from across YYC to visit, needs parking.
- Sidewalk on west side of 19th between Kensington & 5 Ave is too narrow and also in poor condition. People at Made by Marcus, Dairy Lane often spill into car lanes. Sidewalk in front of Peeny & Fausta is in disrepair. Need better cycling access.
- Good amount of room for pedestrians and lots of green cover
- We need to bring back a Main Street feel with parking options. Add outdoor patios, more mini lights for atmosphere, add seating options, reduce professional service business licences at street level. Should be retail or restaurant only
- This is already a great street and it has so much potential. It really feels like a main Street for the neighborhood. I want improvements to support local business on the street and help make it a destination
- With all of the new developments here, it's desirable to be able to walk/ride in this area.
- Attract local business, diversify transit away from cars
- This street is evolving into a great place, streetscape enhancements would go a long way in improving the experience for all users
- It's a busy road and needs to be safe and practical for pedestrians and bikes, and help give access to businesses
- The city is increasing density, excessive multi storey buildings and additional commercial yet there is already limited parking and possibly more limits with this "improvement". The landscape of residential has changed with 19 & 2 and not for the better.
- I use and love this street and want to encourage more business and restaurants





# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- This is an important pathway/access corridor. It is important to note that traffic changes down this road could feed more traffic to cut through residential areas not well developed for traffic if flow changed. Speed of traffic is also an issue currently
- Let's wait 5 years and then reevaluate the desire for parking in this shopping street. Now is not a good time to make long term decisions regarding parking needs. 21st street is a better North South corridor. Also shouldn't Main Streets fund this?
- It has the beginning feelings of a hub of West Hillhurst but it is stalled and needs some work. Needs to be more attractive and contain businesses that support and contribute to the values of the community - eg. organic markets, deli's, coffee shops
- The walking environment could be improved on 19th Street to match the desired densification plans.
- Currently does not have enough shopping and appeal for eating socializing
- Improvements are needed to provide a separated and elevated cycle track or mult-use pathway; street trees; wider sidewalks/public realm; bump-outs at intersections; improved intersection treatments to prioritize pedestrian.
- This street has so much unfulfilled potential - already lots of great retail/food but needs better walking and biking infrastructure. Feels unsafe to bike here currently. Sidewalks should be wider and there should be trees or landscaping.
- 19th is the main thoroughfare for a lot of residents of West Hillhurst. The street has no presence, has many unattractive buildings and doesn't make you want to visit most of the shops.
- It comes down to sidewalk space from store front to curb. Option B looks nice to me but I'd be keen to keep the space safe from future developers encroaching on the space.
- There is minimal parking as it is and the business' currently there need this to sustain themselves. People cannot always walk to these locations.
- bike lane between traffic and parked cars is dangerous.
- I walk along 19th street all the time - to get to preschool, my dentist, the library, etc.
- Construction, not large enough sidewalks, and not appealing scenery for peds
- Currently, the sidewalk on the east side of 19 St is very narrow. It cannot even comfortably accommodate two pedestrians passing each other. With the increased commercial presence and higher density residential coming, sidewalk accessibility must improve.
- Pedestrian safety. Parking for residents. Businesses that provide parking for staff and customers. Cross walks. Sidewalks for walking (not for walking on the street around the ice cream shop!)
- Current streetscape doesn't create that many parking areas. I would prefer a more pedestrian/bike friendly space.
- It is fine. People need to park somewhere to use shops
- The sidewalks and crossings feel unsafe. All users would be safer with separated bike lanes. A better design can make it a more lively destination.
- Much safer for anyone travelling by bike
- WH is a rapidly developing vibrant community, but it has become very run down and tired.



- I like the idea of widening the side walks, I do not like the idea of a bike lane. There are many other routes and streets that bikers can use in the area. The street is already fairly narrow, adding a bike lane will make it worse
- Keep the character of west hillhurst and limit large condo buildings which increases traffic by schools and parks where there are many children
- It's a sad disaster of jammed in density that will shade the street. Very busy artery into downtown and kids crossing to go to school. We have to remember we are a winter city and the city fails to remove snow and gravel from bike lanes.
- 19th Street is not a reasonable connector from Nose Hill Park to Kensington Rd. due to the distances of those areas. Furthermore, any streetscape changes that are limited to 7th avenue would have limited impact on improving this corridor.
- Driveway curb cuts across pedestrian sidewalks, lack of a pedestrian crosswalk from the south side of 2nd Ave east of 19th St to the north side of 2nd Ave west of 19th St., lack of safe bike lanes, no alleyways for vehicular access between 6th Ave and 2nd
- This has the potential to be a community corridor that should be safe for pedestrians and cyclists. It's close to schools, recreation and parks.
- Current corner to corner parking on the 2 Ave to 1 Ave block making turning on to or crossing 19th street hazardous due to visibility issues. Many pedestrians use the N/S alley west of 19th as an alternative.
- 19 St works okay at the moment and it's biggest issues are skinny sidewalks and lack of upgraded e-W crossings.

## What do you think of Option A? Tell us why.

- I do not agree with narrowing roadway as this would be extremely disruptive. Nor disrupting residential parking. Maybe add a bike lane to one side of sidewalk with lanes, not on the roadway, and not significantly narrowing roadway. No trees in present road
- Not enough parking. Too much priority to bikes. We need a pedestrian light crossing for kids going to school. Don't make pedestrian laneway at 3rd Ave into a road. Keep it a crossing/walkway for kids to go on less busy roads (not 2 or 5 Aves). Like trees
- Good idea but not a justification for more condos.
- Currently, this is a pretty narrow street without a lot of trees. Alternating planting/parking zones would make it more pleasant.
- This option is more desirable than option B as local businesses on this street need to have parking space for customers but it also encourages more foot traffic and bike use.
- The separate bike path is important to encourage bike use
- Good protected bike lanes. Alternate flex zones on both sides would be nicer
- There are not too many major turning points along 19th NW so separated bike lanes would not cause too much of a visibility/safety issue.



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- Better traffic calming and safety for pedestrians
- Good compromise for pedestrian/cycling and local businesses.
- I love the separated bike lanes
- pedestrian access from 19th to the bow river pathway should be developed
- This option satisfies bike lanes and pedestrians and provides some parking which is ideal. It does not prioritize parking which is good since we're trying to increase public transit use and alternative methods of moving around. More planting area is great
- Both A & B look to be a big improvement for pedestrians and bicyclists. I don't really understand the need for the "planting/furnishing" space. Option B seems more efficient.
- this option looks great! it would be much nicer to walk and bike along 19th street. the increased planting would be very nice too.
- This is a major improvement, but not as good as option B.
- need to fix the Memorial drive first
- I like the new bike lanes.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses. With the city approving multi housing units, there is already not enough parking spaces.
- One lane of flexible planting/parking might not be enough parking for people doing quick pit stops at all the new businesses. Widening sidewalks and integrated bike lanes addresses safety and ease of commute for all ages around the heart of the community.
- Add a pedestrian light at the bottom of the hill on 7 ave Add better pedestrian awareness at 6 ave crossing
- Either of these options would be a wonderful improvement.
- This is a good concept. My wife and I are frequent users of this area both walking and biking. A downside is parking as it is limited already and eliminating additional spots may be a challenge.
- Add a pedestrian light at the bottom of the hill for 19 street and 7 ave Improve pedestrian walk at 19ave and 6 ave Slow traffic to 40 km before the 30 km
- Way too much parking sacrificed.... retailers here need it.
- Separated bikes lanes are a great way to reduce the unnecessary bike/car encounters. Adding more greenery to the street via the flex lanes will be a nice way to help offset the increased density
- Really love this and the additional bike space. the mix of parked cars and bike lanes today make it unsafe today.
- Separated modes of transport
- How does this meet the needs of residents? There is commercial build up but these changes, particularly in winter would be unmanageable and would not improve the road use for regular commuters in any transportation use.
- There is no way you can make this much space along this road. It's way too cramped as it is.
- I like the dedicated bike lanes.



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- The area also needs new (charming) street lighting and design elements, including planters, benches, and public spaces.
- Reduces parking in the retail section north of Kensington road.
- needs both side parking/trees
- cars rarely stop for pedestrians at 19th St and 7th Ave - they come speeding down the hill - super dangerous!! Wider sidewalk is not the issue
- Removing parking is tricky. You show everything in summer but nothing in winter. Need to get real about Calgary as a winter city. What about seniors?
- Prefer more green space.
- West side of 19 St has significantly more commercial, important to provide sufficient on-street parking to support those businesses. Like wider sidewalks and protected bike lanes.
- This looks good. While I support the idea of the FLEX lanes, important to design them with maximum parking as a goal. Lots of businesses in this area that I want to quickly stop at. Also, people coming to use this area will need to park to enjoy it.
- Looks very similar to the next one but may have more issues during snowfall/removal
- this is a good start
- I'd prefer sink holes were fixed, these are more dangerous,
- Good, but I would like more greenery
- Yes, reducing width of traffic lanes would help. But how are you going to manage parking and traffic with increased development in this area?
- Any plan for 19th (and 21st) would be better applied to 18th St NW (Queen E K-12)!
- I can't tell the difference between either of these.
- I am sure the people on both sides of the road won't like part of their front lawn taken away! If you minimize parking it will hurt every existing business. Bike lanes should not be on 19th street! They are on 5th Ave. which is good enough!
- I think greening the area is important and to widen sidewalks provides more space for enjoying shops and cafes. Better access with bike lanes for safety.
- Wide sidewalks will improve the usability of commercial/retail spaces
- I do not like the idea of alternating sides for parking. Very confusing for visitors and residents.
- Better than current. More safe and appealing
- Protected bike lanes improve safety. Bike lanes integrated with the sidewalk would be easier to clean in winter and safer.
- It is important to ensure that the bike lanes are protected and not just lines of paint on the street. It is not clear from the above where parking for bikes/scooter/etc. would be
- This option achieves the goal of making the street much more inviting for all road users.
- Noticeably better.
- Option A is sufficient as it will increase walkability and biking ability without impeding car traffic. This road is not as busy so this won't cause congestion.
- Road too narrow, especially in winter.



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- The shared road/bike way works well as it is. It is a waste of money to change this. Focus money on preventing the destruction of the urban canopy with 100 year old trees being torn down to make way for infills.
- While it does a lot protect the cyclists through protected bike lanes, this option is inferior to option B. It has less trees and parking and cyclists and pedestrians on the left side of the street still have to walk next to traffic.
- Not sure I understand the alternating parking and planting and how that will work. Also, does the improvement plan provide space for restaurant patio with ease of walking flow past patio areas.
- Width reduction, increased space and safety for active transportation
- I like this one and think it would work great. The flex space should be for parking though as parking is needed for all the businesses in the area.
- Use 18 St NW & 8 Av for bicycle lanes and keep cars to the road better design to handle through traffic like 19 St
- most cyclists use the side streets because they are already safer and less busy - priority should be given to pedestrians in this area.
- Parking is already limited in area, this will put pressure on side streets to accommodate cars and reduce visibility for pedestrians and accessibility for community parking. Does not address safety for pedestrians crossing the road. Don't need 2 bike lane
- These options will force business traffic onto the side streets. Why are you describing as low density residential as there are a variety of high density projects going in.
- I don't understand the difference between these two options. Protected bike lanes are great and I enjoy the flexible planting and parking zones. There is ample parking now but with the new condo complex the parking will be needed.
- and it seems like this configuration would also make it easier to cross the street at the corner.
- Like the proposed alternate planting. Also concept of narrowing road width to slow down traffic
- It's a good plan. I slightly prefer B since it seems to have more planting.
- Seems safest.
- only need parking on the west side of 19th
- It would be good to add benches for pedestrians
- Separated bike lanes are ok, but parking will suffer too much
- Good in concept. Like the dedicated bike lane.
- Protected bike lanes very needed.
- Need to keep this toad as a major transport corridor and put an intersection at Memorial
- Great
- The additional planting space (in addn to flex) helps with greening the street.
- Love it.
- I like the protected bike lane and the planting zone. I don't think we need parking on 19th Street. There are parking lots on the side streets, and some of the mixed-used developments already have designated parking for their businesses.

- Parking?
- I don't like the shared bike/car space - please divide.
- It meets the city's goals but not the community's issue with parking
- Do not change this corridor until there is a LAP in place - otherwise, the constant development with commercial space and parking relaxations will create a massive problem in this area.
- This scenario would increase community building as most would travel working one corridor. Plse extend to Memorial Drive to slow cars coming off Memorial and build community feel for residents. Thank you.
- I like this option but would love to see more greenery and a way to slow cars down through the street.
- I like the improved pedestrian and bike lanes. See very little difference between option a and b.
- Plan for patios on wider sidewalks.
- To me, either option A or B would be terrific. I defer to the design experts as tow which would be better suited to this street, as I find it hard to precisely envision the difference in real life.
- You have not left parking.
- The road widths cannot be reduced, they are constrained enough already. The new buildings must allow for adequate set back for pedestrians and bikes. The primary purpose if a road is to move traffic, not creat an inefficient but charming parking lot
- Agreed. Reducing the width of road for vehicles would achieve a lot of the concerns above. Concern that this will move traffice to side roads
- As a daily cyclist, I appreciate cycling infrastructure. But where is the on street parking required of the new condo developments? Alternating parking requires cars to have a diagonal movement in the 2nd street intersection which is already chaotic
- As far as I can tell, this option will have less parking in total than B, which I think will cause a shortage of parking and push commercial traffic to park on side streets
- It seems like the street is imbalanced, and having parking and trees on both sides of the street would be very convenient given the density and the new businesses popping up in the area
- Separated bike lanes are best
- Better but a real missed opportunity to make this a vibrant destination area, especially with new ground level businesses opening
- Get rid of street parking completely. This is a major corridor in/out of downtown and to numerous schools and retail centres in the NW.
- Both Options A and B would be a huge improvement, the key being the protected bike lanes. Alternating planting and parking is a good option for drivers parking to pick up from restaurants, or run quick errands. More trees are also wonderful!
- I like this option as it gives more room to each area. As a family who rides bikes up 19th St, I love the devoted bike lanes and limited on street parking. One consideration will be the number of driveways on the East side may make this challenging.
- It meets the city's goals, but not the redirects goals of ensuring there is enough on-street parking for the new units coming on stream. Plus east side of 19 street does not have an alley for parking



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- Don't do this.
- WE do not need bike lanes on 19th street. Very few people ride their bikes up the 19th street hill. Also bike thefts are very popular in our area so many do not ride and lock bikes to go into stores. Street parking is important for residents and shops.
- This is an imbalanced cross section, would rather see more balance with trees, parking, and flex space on both sides.
- Option A is good, but option B is nicer with the two flex zones and the two rows of trees.
- barriers are really good to protect bikes from cars
- I like that the cyclists are separated from traffic by parked cars and a barrier.
- I am local resident, one block fr 19th St, ped & cyclist. Do not incr sidewalk, Designated commuter street 50 km. Do not add trees to street! Find parking lot/parkade to reduce resident/vis parking concerns to encourage multi housing & business.
- Also need safer pedestrian crossing of 19 St NW near stores.
- I think the wider furnishing zone on 19th street makes a lot of sense.
- Good but not enough greenery
- 19th street needs more parking not less to support the businesses! I'm price the look and atmosphere of the street but add more parking!!!!
- It's fine, but I would prefer separated bike lanes.
- Need divided bike lanes with all the kids in this neighbourhood. The intersections are also a huge issue and no one stops for kids crossing by the dry cleaners. That is the route from Queen E so they need to improve that crossing. Maybe flashing lights.
- Again, push more commercial, multi storey condos and no parking. Plus your plan doesn't accommodate the ridiculous pop up patios on sidewalks that push pedestrians onto streets. Yet, most of theses patios are empty. Looks so trashy, feels unsafe to walk
- Let's wait 5 years and then reevaluate the desire for parking in this shopping street. Now is not a good time to make long term decisions regarding parking needs. 21st street is a better North South corridor.
- Makes the walking environment more enjoyable which should increase pedestrian and wheeled traffic for potential commercial opportunities
- I don't think we need protected bike lanes. The road is already narrow and to access shops like the dry cleaners is difficult already
- This is an imbalanced cross section and provides parking w/ street trees/flex intermittently on only the east side of the street. Currently parking is concentrated on the west side especially north of 6Ave. Also the west side has utility conflict potentia
- I like the protected bike lanes, landscaping, sidewalks how this option has the most trees/landscaping, and less parking.
- Overall, it meets the goals but the limited parking isn't well planned when considering the increased residential density that we're seeing along 19th
- Please leave as is. The pendulum has swung to far to accommodate cyclists. Not everyone bikes.
- don't see value in the planting/furnishing on only one side.





- Think it's a good compromise
- Need more parking, slower traffic, bike lanes are good. Cross walk is needed now. I heard a nasty comment that the city was not adding a cross walk until a child was hurt. Hope that is not true.
- Love the designated bike lanes and additional planting. Allows for more sidewalk space for furnishings, patios and gathering.
- Don't like it leave as is
- Good overall. Pedestrians should be farther from road and bike lane.
- Only concern is parking. As the area develops and draws more people, will parking spill over into the side streets. Conversely does having flex parking on both sides still leave room for trees?
- This option is ok, but it does not make much significant change other than to give the cyclists more room
- We do not need a bike lane in this street. There are other side street that can be used by the bikers
- I would like to see less traffic from increased condo buildings
- I like this but unsure of impact of losing parking for businesses/homes in an area that has had hundreds of parking relaxations.
- Due to the structure of the existing infrastructure, it is not possible widen sidewalks and add bike lanes while increasing traffic density along this primarily residential street.
- It meets critical needs IF driveway curb cuts across pedestrian sidewalks are eliminated...
- Excellent! Makes it safe and a place I would like to travel through.
- Love the protected bike lanes, much needed. Important to have them connect into other bike lanes elsewhere if possible.
- Good, but I like B better.
- Would prefer double tree canopy and parking for both sides in the area.

## What do you think of Option B? Tell us why.

- iDo not agree with narrowing roadway or disrupting parking on busy thoroughfare which also has a hill. Maybe widen one sidewalk with 2 way bike lane, but don't add trees to road nor narrow. the roadway in any way.
- Do not remove parking with "flexing". Do no have dedicated bike lanes (continue to share with cars). 19st is getting too busy with increased density. Add trees/nice lampposts without removing parking or addg bike lanes. Add pedestn lights for kids.
- Good idea also but not a justification for condo-fication of 19 St, followed by the inevitable creep into the rest of the community.
- This would be great.
- Optimized for everyone, nicer and safer to have flex zones on alternating sides to slow cars
- The symmetry pleases me





# 19 Street N.W. Streetscaping

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- More trees in this area would really enhance this street and I feel would aid the retail businesses along this street. It can feel a bit hectic and uncertain driving this street with so many people frequenting the businesses.
- I like this option better. Separation between cyclists and pedestrians seems better.
- I like it. There is a parking shortage considering densification plans, but I like option a a bit better
- narrowing the road will make the area feel more congested
- Too much parking focus and less planting. Lets prioritize public transit and alternative methods of moving around from the start of the densification of this street (happening now),
- Pedestrian light reduce speed limit
- Reduce speed pedestrian light improve, pedestrian safety
- It's a start. But they need to slow traffic down between 19 and 20ave with a speed table or pinch
- This option looks great. Would be a very nice improvement. Great separation for pedestrians and cyclists.
- Make it safer with a proper light crosswalk at 7 ave. Improve visibility of cross walk at 6ave
- Reduce traffic volume and speed
- Reduce development in the area there has been so much new development it has added tremendous traffic volume and congestion
- option B meets the goals, but I don't like the seating/etc between the bike lane and sidewalk. I think that could create obstacles that would impact the accessibility.
- Will make it more of a focus for the neighbourhood and attract new businesses. Disappointed that city has permitted such high buildings along 19th street. Will shade the street and change the character
- This is a fantastic improvement for cyclists and pedestrians.
- need to fix Memorial drive first
- Storm water and water run off filtration through green spaces is critical to the health of our waterways and community. This just seems common sense given the science behind it.
- I prefer the bike lanes.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses. With the city approving multi housing units, there is already not enough parking spaces.
- like more separation of cars from bikes and pedestrians. need more shade. consider flashing pedestrian crosswalk at 2ave (access to QE schools)
- Widening sidewalks, integrated bike lanes addresses safety & ease of commute for all ages around the heart of WH. Dual flex zones increases parking for new businesses. Slowing down traffic hopefully addresses cars ignoring pedestrians at 2nd Ave & 19th St
- More flex space seems like a better option.
- I am please with both options.
- Parking retained and better protection for cyclists.

- Similar to option A, the separated bike lanes are a great idea. More greenspace via the additional flex lane would be a great addition
- As with a previous answer I cannot see how all these plans can fit in to the quite narrow 19th street
- This is even better to have additional flex but curious how this impacts the current street scape as it's wider? Both options are great.
- Separates modes of transport
- This option meets even less needs, with the rise of commercial buildings, less parking isn't helpful and the expense to make such changes does not add value to the people who live here.
- Again, it's too damn narrow. You can't actually do this on this road. Drive it yourself to see.
- I like this option B better over A and current because of added trees, dedicated bike lanes.
- Agreeable middle ground
- we need parking and trees. Bike lanes whilst maintaining parking
- we need parking and trees. Bike lanes whilst maintaining parking
- Need to calm this street. Think removing parking is tricky.
- See comment above. Improved planting would enhance both sides of 19 St, though I think it's more important in front of commercial. Keeping sidewalk at edge would provide more potential patio space. Important to maintain adequate on street parking.
- This is good. Need to design flex lanes to maximize parking - keep the planted areas short. OK to have them often, but make sure parking is prioritized. Lots of people wanting to stop here and frequent the businesses.
- Slight difference but this one keeps one lane of cyclists further from the vehicles
- this seems more bike/ ped friendly and would allow more greenery which is always welcome in our city
- We ride bikes 4 months of the year. Stop this insanity
- The more trees and greenery, wider sidewalks, the better
- I don't understand the flex zones or the difference between 1 and 2
- This street will likely have substantially more traffic of all kinds once the current higher density builds are complete. Protected bike lanes and larger sidewalks are the way to go for sure.
- Great use of space by relocating sidewalk, and I like the greenery on both sides of the road
- Not sure how there would be space for this but interested to see options.
- Any plan for 19th (and 21st) would be better applied to 18th St NW (Queen E K-12)!
- I can't tell the difference between either of these.
- Same opinion as option A! Multi-storey buildings should be limited! They never have enough parking which is already an issue on 19th street! Plus they add traffic to our already dangerous intersections for walking across and turning onto 19th street!
- This option provides a safer buffer from traffic for bikes going both ways.
- This seems to give better parking zones which is important for the businesses and services as well as residents.
- I think this would be very safe for my kids



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

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- Narrower sidewalks will contest traffic and reduce usability of commercial spaces
- I drive on this road daily and with all the construction vehicles and construction sites, the patios sticking out and the customer parking plus resident it is very hard already to navigate the traffic lanes. if you make them narrower that is not good
- Relocating sidewalks to edge of right of way slighter better than option A. Integrating bike lanes at sidewalk level makes them easier to clean in winter and safer by making them less confusing for motorists - bikes obey ped lights at intersections.
- This seems to integrated great sidewalk capacity to ensure accessiblility along with parking for bikes and scooters. Additional tree canopy is also desireable.
- Protected bike lanes are great!
- On the one hand I do not like the idea of preserving too much parking, but as I live in the area and want to see this up and coming area develop, it may be necessary to preserve the parking for sake of the businesses there.
- The costs to maintain parking are exceptional. Costing on both Option A and B should be presented to make it clear how much the extra parking costs.
- Only recommendation is biking and scooter racks for lock up
- Road too narrow, especially in winter.
- The shared road/bike way works well as it is. It is a waste of money to change this. Focus money on preventing the destruction of the urban canopy with 100 year old trees being torn down to make way for infills.
- This option would retain more parking and allow for trees on both side of the road when compared to Option A. It also separates Cyclists and pedestrians farther from traffic, improving the feel of the streetscape. This option is better than Option A
- I prefer this option to enhance the walkability and cycling safety.
- I like having trees and plants in the sidewalk. They add curb appeal
- Like the wide sidewalks right up to edge of right of way. Separate bike lanes on both sides. Unsure about reduced width lanes. People need parking especially around shopping. Residents don't want them parking on side streets.
- width reduction More separation to encourage active transportation and community interaction . Potential to significantly improve quality of neighborhood
- This is great for the many businesses along 19 Street NW
- I like Option A better as more space is given to sidewalks than flex areas, but this better than the current situation.
- It appears that it will force more vehicular traffic onto adjacent streets like 18 St and 8 Av
- sidewalks are already unsafe in this area - priority should be given to pedestrians, not bikes.
- Better for parking concerns. Still does not address pedestrian safety for crossing the road. I rarely see bikes on this road that I drive every day, the bike lanes seem unnecessary.
- By relating to "edge of ROW" does this mean taking the easement that are currently people's front yards?
- Divided bike lanes



- I don't understand the difference between these two options. This says the sidewalk is widened, but the illustration shows the sidewalk being narrower which I do not like. I like the nice wide sidewalks on the west side.
- This seems like it's almost the exact same as option A, but with the sidewalk closer to the road? So I have rated them the same.
- Like the protected bike lane for children
- I like the emphasis on planting in Plan B.
- I like this, but seems a bit complex (?)
- Too much street parking, good to have dedicated bike lanes
- It would be good to add benches for pedestrians. Separated bike lane is a good idea.
- Separated bike lanes are ok, but parking will suffer too much
- Additional trees would be great.
- Still protected bike lanes, which is my primary concern.
- Need to address Memorial dr intersection first
- I like this option, but don't like bike parking right next to bike lanes. People step into lanes to unlock bikes, tie dogs up to racks and dogs get in lanes. Can cause issues
- I like Option A better. But I like that there are protected bike lanes in both options.
- Need parking.
- I really like the divided bike lanes. This helps slow traffic (narrower road), keeps cyclists safer, and is more aesthetic with the treed area dividing the cars from pedestrians.
- This looks more appealing and also will keep cyclists off the pedestrian side walk
- I like both plans
- It meets the city's goals but not the community's issue with parking Will impact those homes who've developed yard into ROW. Doesn't address safety of crossing 19th at 2nd Ave. Doesn't address impact of increased traffic from new developments proposed
- Do not change this corridor until there is a LAP in place - otherwise, the constant development with commercial space and parking relaxations will create a massive problem in this area.
- Missing green space and extra trees.
- Love the added trees. So many old trees are being removed for new infills it adds to the community ecosystem as well as provides well needed shade for pedestrians and cyclists. And it is beautiful!
- Looks basically the same as option A to me. I don't get what the difference is. Maybe just not obvious on my little phone screen.
- To me, either option A or B would be terrific. I defer to the design experts as to which would be better suited to this street, as I find it hard to precisely envision the difference in real life.
- No parking
- Same as above
- Agreed. Reducing the width of road for vehicles would achieve a lot of the concerns above. Concern that this will move traffic to side roads



- This could be better as long as it maintains on street parking in both directions to support the on street requirements of new developments.
- This option provides better safety for cyclists and has more parking overall than option A.
- This is the best option by far. It would make it safer for pedestrians and would balance both sides of the street better. It would provide additional parking and trees which we desperately need
- Separated bike lanes are best
- More parking flex spaces!
- Seems a bit worse than option A?
- A little better, but remove parking zones. Also remove "beg lights" from all intersections. Pedestrians must be prioritized.
- Both Options A and B would be a huge improvement, the key being the protected bike lanes. Alternating planting and parking is a good option for drivers parking to pick up from restaurants, or run quick errands. More trees are also wonderful!
- This seems like this will be too tight with the devoted bike lanes in addition to two flex/parking areas and two flow traffic. I do like the addition however to the devoted bike lanes and better walkways.
- Same comments as above for Option A. I like the idea and feel of it but somewhere there needs to be on street parking, or the planning commission should be ensuring that new developments being proposed have adequate parking.
- Don't do this.
- Bike lanes are not important. Not sure what flexible planting is. 19 metre buildings should not be allowed. Street parking is important. Pedestrians can travel on regular-sized sidewalks. We live in a winter climate. People drive!!!
- This is great. Only adjustment would be to elevate the bikes to provide another level of separation from the cars. This cross section provides a balance on both sides of the street. Please don't go with option A just because it's cheaper.
- Option B would be great, provides public realm, trees, cycling, and parking.
- Also a good option to protect bikes
- I like this as it balances out the street. It is nice to have flex planting on both sides of the street and having parking available on both sides works better for cars coming into the area. Safer for pedestrians to cross due to two flex spaces.
- I prefer option B with the pedestrian sidewalk slightly more separated from the bike land and car traffic. Love the extra trees, and microclimate in both A and B.
- I am local resident, one block fr 19th St, ped & cyclist. Do not incr sidewalk, Designated commuter street 50 km. Do not add trees to street! Find parking lot/parkade to reduce resident/vis parking concerns to encourage multi housing & business.
- Also need safer pedestrian crossing of 19 St NW
- This has a good amount of green cover
- Need more parking on 19th street! Add mini lights for atmosphere and more seating and patio options. No more professional service business at street level. We don't need more dentists where there could be retail or restaurant at street level



# 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

- This option seems to strike a good balance of traffic calming, bike support, walkability, and keeping enough parking stalls for local businesses and residents
- I like this plan a lot. Having the bike lanes segregated makes people feel safer.
- If this is the same as Montgomery BRZ then I would avoid as the weaving bike lanes are not practical for bike commuter traffic.
- I like this option better than option A, as it gives a small buffer between the sidewalk and the bike lanes. This seems like a nice idea.
- Look like more separation For modes of travel but doesn't look much different. How will ability to turn left when traveling from Kensington to 7/8th Ave be dealt with?
- I think the street furniture and bike racks would serve the active retail uses in the area well
- Does the city seek out alternatives to spend more, for the heck of it? 19 should accommodate traffic. Adjacent streets will become high vehicle traffic to accommodate this proposed nonsense. Repair the existing roads...Kensington rd is a disaster.
- Let's wait 5 years and then reevaluate the desire for parking in this shopping street. Now is not a good time to make long term decisions regarding parking needs. 21st street is a better North South corridor.
- I prefer this option as it appears to make better use of the space
- More pedestrian friendly. Love the focus on the bike lanes. Thank you!!
- This is okay. The additional parking could be a benefit
- Need parking not bike lanes
- This provides a more balanced street providing street trees and parking/flex space equally on both sides of the street. I would like to see the bikes elevated from road rather than the concrete upstands with indicators as shown in the cross section.
- I prefer option a bit this is a big improvement too.
- This will slow traffic, look good but will still provide the necessary parking for shoppers as well as people visiting at the new mixed use buildings
- Too many roadways with bike lanes impact business accessibility. Not everyone can walk to a destination.
- Like how it makes the street feel more sheltered and the trees separate cars from bikes and sidewalk
- Worried it might be difficult for disabled people to cross large distance
- I like this plan. The more areas for cyclists pedestrians the better. I would hope patio space for restaurants and cafes are included.
- No need to have two lanes of flex space. Street parking has been noticeably higher in the last 1-2 years because of the commercial businesses so having two flex spaces would likely be fully occupied by vehicles for much of the day.
- This survey is limited. There has to be a better way. How about parallel parking, one way street etc...I do not see a difference between the two options.
- I like the additional planting but would prefer additional sidewalk space in option A.
- Seems just like option a

## 19 Street N.W. Streetscaping

Stakeholder Report Back: What we Heard

December 2021

- Better for pedestrians. Meets goals.
- Provides a safe buffer between pedestrians/bikes and motorists
- This corridor is a nightmare to navigate as a cyclist. It's not great as a pedestrian either, and driving is awful given how many people pass cars that are trying to parallel park. This is an improvement.
- Only question relates to trade off between trees / greenery and parking.
- This option provides good accessibility for both pedestrian and bicycle traffic. There are a number of schools in the area and this will offer better protection for usage by students.
- Option B provides the safest option for cyclists and cars while giving options for additional greenery.
- I would like to see less traffic from increased condo buildings
- Disabled people travel in cars: no parkin would be rough. As well, everyone I know uses 21st nw to cycle along.
- This option has the same flaws as Option A. The city should be looking at integrating this initiative with the Riley Communities plan rather than having this as a separate initiative.
- This also looks good, but it is unclear how driveway curb cuts between 2nd Ave. and 6th will be addressed.
- Still a good idea!
- Love the protected bike lanes, much needed. Important to have them connect into other bike lanes elsewhere if possible.
- I think with the push for much larger structures along 19th street, having a wider streetscape will be important to preserving the attractiveness of the street. Pedestrian bump outs are needed on 1 ave
- Like the opportunity for more street parking in the business area and double tree canopy.