



Gladstone Road Traffic Calming

14 Street N.W. to 10 Street N.W.

Stakeholder Report Back: What we Heard
December 2021

Project overview

Gladstone Road provides an excellent walking connection. Traffic calming will help to enhance this street. Goals for Gladstone Road corridor design include:

- Reduction of vehicle speeds and traffic volumes
- Improved pedestrian safety

Engagement overview

Due to Covid-19 restrictions, engagement was conducted entirely online with opportunity to provide input by visiting engage.calgary.ca/kensingtonarea/gladstone-road-traffic-calming. Public feedback was accepted from August 31 until September 19, 2021.

What we asked

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

- How enthusiastic are you about improving this corridor in general? (answers provided using a 5-point Likert scale, ranging from “Not at all: Leave the corridor as is” to “Very excited: Improvements are really needed at this location”)
- How supportive are you of the traffic calming treatments proposed? (answers provided using a 5-point Likert scale, ranging from “I do not support them at all” to “I am highly supportive”)
- Do you have additional comments regarding the proposed treatments? (255 character limit for responses)

What we heard

In general, the most frequently cited issues stakeholders brought forward in their feedback for Gladstone Road were pedestrian safety, accommodations for active modes and vehicle speed reductions. Enhanced sidewalks and designated bike lanes were generally favoured by participants as treatment options. Stakeholders were supportive of measures that would reduce cut-through traffic and car speeds. A few participants questioned if traffic circles were appropriate for Gladstone Road given the narrow nature of the street and potential disruption to cyclists.

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.



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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: Improvements are really needed at this location
15	4	1	23	121

How supportive are you of the traffic calming treatments proposed below?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
19	5	6	20	120

Do you have any comments regarding the proposed treatments?

Category	Response summary
Active modes	<ul style="list-style-type: none"> Stakeholders reported a high volume of wheeling citizens on Gladstone Road N.W. and expressed general support for treatments that would improve active mode conditions. Some stakeholders were explicit in their desire for a separated bike lane as they felt it would ensure a safe experience for cyclists and asked where cyclists should navigate upon arrival at 14 Street N.W.
Safety	<ul style="list-style-type: none"> Participants reported observations of motorists travelling about the speed limit on Gladstone Road and expressed associated safety concerns. Speed bumps were often suggested as an intervention to address ongoing speeding issues. A few stakeholders suggested Gladstone Road become a bike priority road with cars prohibited from passing cyclists.
Pedestrian focus	<ul style="list-style-type: none"> Stakeholders expressed enthusiasm for the pedestrian realm to be enhanced (e.g. sidewalk widening and continuous sidewalks) through the proposed changes as they viewed Kensington as a high foot traffic neighbourhood.
Traffic circles	<ul style="list-style-type: none"> A group of stakeholders questioned if Gladstone Road had enough width to accommodate traffic circles and if they could create an unintended obstacle for cyclists.



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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?

- Improve bike tie-in with Safeway... East Gladstone Park through to Sunnyside station.
- This would be a great candidate for a bike priority road (cars prohibited from passing) with a speed limit of 20km/hr.
- As a pedestrian in the neighborhood; this would be great! Cars are constantly speeding through the area; specifically on Gladstone.
- Improvements are generally good; however, without a dedicated cycle track it does not meet the objectives
- All of the above plus shared streets. Gladstone is so narrow, why are there sidewalks and a crowded street. Cyclist, pedestrians and vehicles should all share gladstone as previously proposed. This would give pedestrians more space and slow traffic down.
- I cycle here super often to access Kensington from my home in West Hillhurst. I'm definitely supportive of more walking/wheeling options because of how often this is used.
- Traffic circles will increase vehicular traffic and disrupt bikes. How about installing a sidewalk that is of reasonable width on each side of the street?
- I have asked for speed bumps on Gladstone repeatedly for the 33 years I have lived here so that suggestion thrills me. Too many people use the road for a quick trip between main arteries. However our streets are too narrow for traffic circles. Bikes yes!
- Separated bike lanes are safer
- somewhat better, but would be better with active transportation options.
- I would just make it very clear from 14st entrance that bikes and pedestrians can use this route as 14st is very hostile to everyone but cars.