



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard  
December 2021

## Project overview

Kensington Road provides shops and services that serve Hillhurst, West Hillhurst and surrounding communities. It is also an important walking, biking, and wheeling connection that extends from 10 Street to Parkdale Boulevard. It has been identified on the City's long-term 5A (Always Available for All Ages and Abilities) Network. It is scheduled for pavement rehabilitation in 2023.

The public was presented with three goals for the Kensington Road corridor design with a focus on the section between Parkdale Boulevard and 18<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/kensington-road-streetscaping](https://engage.calgary.ca/kensingtonarea/kensington-road-streetscaping) or calling 311. Public feedback was accepted from August \_\_\_\_\_ until September \_\_\_\_\_.

## What we asked

Public feedback focused on citizens ranking their enthusiasm for changes along the Kensington Road corridor (between 18<sup>th</sup> Street NW and Parkdale Boulevard) as well as ranking the effectiveness of three proposed conditions: Option A, Option B and Option C. Stakeholders were given the opportunity to provide qualitative feedback on the current street conditions and the three proposed streetscape treatment concepts.

## What we heard

In general, stakeholders communicated enthusiasm and support for improvements to the Kensington Road corridor between 18<sup>th</sup> Street and Parkdale Boulevard. Participants felt this section of Kensington Road had to potential to have a more pleasant main street feeling with enhancements to the sidewalk area, public realm, and addition of more commercial businesses on ground level. The three most frequently cited areas of participant feedback and observations about their experience on Kensington Road related to:

- Streetscape esthetics and a lack public realm that did not create a strong sense of place;
- Traffic calming interventions required to enhance street safety for all users; and
- Better prioritization of active mode and pedestrians is needed.



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Citizens expressed concern that all proposed treatment options could negatively impact traffic flow and spill off traffic on nearby residential streets. Many stakeholders wanted to see vehicular priority preserved along Kensington Road and self-identified cyclists commented that there were many nearby bike routes that adequately serve their needs and connect to major bike routes so protect bike lanes were not needed on this corridor.

Option B received the most positive responses with stakeholders citing its presentation of long-term streetscape solutions such as trees, street furniture, protected bike infrastructure, planters containing added greenery and its portrayal of added commercial business. There were expressed concerns from citizens that the lane reduction could create increase congestion for transit vehicles and cars who are access downtown via 14<sup>th</sup> Street and Crowchild Trail.

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

### Question #1:

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

1 – Not at all: Leave the corridor as it is	2	3	4	5 – Very excited: Improvements are really needed at this location
23	10	1	22	144

### Question #2:

Citizens were presented with a visual concept and description for Kensington Road Summer Condition Option A. They were then asked how well Option A met the goals described in the concept drawing.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
38	14	14	61	35

### Question #3:

Citizens were presented with a visual concept and description for Kensington Road Condition Option B. They were then asked how well Option A met the goals described in the concept drawing.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
30	11	2	28	113

### Question #4:

Citizens were presented with a visual concept and description for Kensington Road Proposed Condition C. They were then asked how well Option C met the goals described in the concept drawing.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
47	40	11	24	39



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## What we heard

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on Kensington Road. In total, 133 comments were received regarding current streetscape conditions.

Category	Response summary
Streetscape esthetic and infrastructure challenges	<ul style="list-style-type: none"><li>• Stakeholders indicated potential for this segment of Kensington Road to be a more pedestrian-friendly and visually appealing streetscape.</li><li>• Current conditions were reported as poorly landscaped, lacking adequate walking facilities (e.g. sidewalks are uneven/crumbling and too narrow) and being too car focused.</li></ul>
Traffic Calming and Safety observations	<ul style="list-style-type: none"><li>• Stakeholders in this category agreed that the west segment of Kensington Road was automobile dominated and many commented that it resembled a poorly maintained highway where pedestrian are uncomfortable crossing sides.</li><li>• Respondents supported traffic calming interventions, increased crosswalk installations and beautification such as the addition of trees, greenery and public art.</li></ul>
Prioritize Active Modes for pedestrians and cyclists	<ul style="list-style-type: none"><li>• Active mode focus on Kensington Road tended to emphasize the pedestrian experience and the roadway lacking street level appeal.</li><li>• A small group of comments drew attention to the lack of bike facilities and Kensington Road not being a safe environment for cyclists.</li></ul>
Prioritize Traffic Throughput, Parking and Vehicular/Transit Access	<ul style="list-style-type: none"><li>• Participants identified Kensington Road as an important corridor for public transit and motorists.</li><li>• Comments reflected a concern that narrowing and/or vehicle lane removal could negatively affect traffic flow and increase congestion. Parking loss was also a concern in this category.</li></ul>
Specific blocks face of concern and design input	<ul style="list-style-type: none"><li>• Stakeholders offered design suggestions that they would like to see along Kensington road such as “to the curb” commercial development west of 19<sup>th</sup> Street, installation of street furniture and public art, and creation of a “village type” atmosphere.</li><li>• Stakeholders offer comments specific to certain blocks or intersections such as prohibiting left hand turning on south side streets and focusing bike routes on less busy side streets (e.g. Bowness).</li></ul>
Not enough room for bikes/pedestrians	<ul style="list-style-type: none"><li>• Participant comments focused on the car-oriented nature of Kensington Road, west of 14<sup>th</sup> Street, citing it as an uninviting street environment. Sidewalk conditions and a lacking public realm were referenced as ongoing streetscape issues.</li></ul>



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	<ul style="list-style-type: none"> <li>Despite citing poor pedestrian conditions, Kensington Road, particularly at 19<sup>th</sup> Street NW, was referenced as a high foot traffic area.</li> </ul>
Business access	<ul style="list-style-type: none"> <li>The importance of business access was referenced by stakeholders as a critical consideration along Kensington Road.</li> <li>Participant commented that streetscape and public realm improvements had potential to drive more people to local businesses.</li> </ul>

## Option A – Kensington Road Summer Conditions

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 109 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Streetscape and local infrastructure improvements	<ul style="list-style-type: none"> <li>Stakeholders communicated a desire to ensure improvements would have a beautifying effect on the Kensington Road streetscape. Street furniture and enhanced greenery were among the top priorities for esthetic improvement to the streetscape. Trees were generally preferred over planters.</li> <li>Participants felt Kensington Road had the potential to be a more inviting place for residents and neighbourhood visitors.</li> </ul>
Importance of vehicle access, throughput and parking	<ul style="list-style-type: none"> <li>Participants comments reflected a desire to see vehicular movement prioritized along this segment of Kensington Road. Critical comments were collected regarding bike lane installation when other nearby bike routes existed in proximity.</li> <li>Comments reflected a concern that condition changes would narrow the road and challenge winter snow removal.</li> </ul>
Prioritize active and pedestrian modes	<ul style="list-style-type: none"> <li>Comments in this category reflected a desire to see active modes better accommodated along Kensington Road. Participants indicated enthusiasm for the reduced traffic and strong buffer between bikes and cars that Option A could provide.</li> </ul>
Specific block face or intersection feedback	<ul style="list-style-type: none"> <li>Stakeholders made location-specific suggestions for this corridor such as vehicular access to Crowchild and 14<sup>th</sup> Street not being impinged by active mode infrastructure and the north sidewalk requiring a greater extension of sidewalk than what is demonstrated in the Option A visual.</li> </ul>
General support	<ul style="list-style-type: none"> <li>Participants expressed support for proposed condition changes and indicated they could have a positive impact on safety and streetscape conditions and address the functional needs of the street.</li> </ul>
Traffic calming and safety solutions	<ul style="list-style-type: none"> <li>Participants indicated placemaking implementation, such as public art and an enhanced tree canopy, could serve as a traffic calming mechanism to address driving speeds and create calmer conditions for active modes.</li> </ul>



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	<ul style="list-style-type: none"> <li>A few comments reflected a desire to see speed radar and enforcement along Kensington Road.</li> </ul>
Residential and business access	<ul style="list-style-type: none"> <li>Stakeholders emphasized the importance of the local business community and residential area and expressed concern that the</li> <li>Proposed streetscape improvements were responded to positively as they were viewed to create a more inviting atmosphere that would likely benefit local businesses.</li> </ul>
Prefer Option B	<ul style="list-style-type: none"> <li>A small group of participants explicitly stated support for the proposed condition in Option B.</li> </ul>

## Option B – Kensington Road Streetscaping

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 129 comments were submitted regarding how citizens felt about the proposed streetscape changes on Kensington Road.

Category	Response summary
Streetscape and placemaking improvements	<ul style="list-style-type: none"> <li>Stakeholders provided supportive comments toward Option B in relationship to how enhanced the look and feel of Kensington Road.</li> <li>Trees and wider sidewalks were cited as important streetscape elements and participants indicated Option B design had potential to improve functionality and esthetic of the street.</li> </ul>
Importance of vehicle access, throughput and parking	<ul style="list-style-type: none"> <li>Stakeholders communicated the importance of keeping vehicular traffic moving through this street and questioned if the reduced lane width outlined in Option B would inhibit the flow of traffic, increase congestion and potentially create spill off effects on neighbourhood side streets.</li> </ul>
General support for Option B	<ul style="list-style-type: none"> <li>Participants in this category explicitly stated support for Option B as producing improved outcomes for this segment of Kensington Road.</li> </ul>
Prioritize cyclists, pedestrians and accessibility	<ul style="list-style-type: none"> <li>Participants indicated changes proposed in Option B would encourage better usage of the west portion of Kensington Road and that streetscape improvements would encourage pedestrian to use it as a walking route.</li> </ul>
Specific design or roadway feedback	<ul style="list-style-type: none"> <li>Participants communicated that cyclists would be unlikely to use Kensington Road given the high volume of motorists and bike lanes were better allocated to nearby side streets.</li> </ul>
Not supportive	<ul style="list-style-type: none"> <li>A group of respondents were explicit in their opposition to the corridor changes proposed through Option B.</li> </ul>
Business and residential considerations	<ul style="list-style-type: none"> <li>Participants indicated it was important to consider how Option B changes would impact nearby businesses and residential streets.</li> <li>The combination of bike lanes, furnishings, sidewalks and trees were considered to be beneficial to the entire Kensington community.</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>Participants felt Option B conditions could achieve lower vehicular speeds on Kensington Road and create a safe environment for</li> </ul>

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	pedestrians and cyclists. The placemaking elements were recognized for their speed reduction impacts.
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## Option C – Kensington Road Streetscaping

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option C. In total, 123 comments were submitted regarding how citizens felt about the proposed streetscape changes on Kensington Road.

Category	Response Summary
Not supportive	<ul style="list-style-type: none"> <li>Participants cited opposition to Option C conditions changes. Some stakeholder felt proposed corridor alterations would have a negative impact on the streetscape.</li> <li>Stakeholders opposed specific elements of Option C such as the shared car/bike lane not being safe for cyclists and the centre refuge create blind spots to motorists.</li> <li>Respondents indicated Option C changes would not positively impact the pedestrian realm as compared to Option B proposed changes.</li> </ul>
Median and shared travel lane responses	<ul style="list-style-type: none"> <li>The median and shared travel lane were Option C streetscape elements that were referenced by many participants. A small number of comments indicated the median would create a more esthetically pleasing streetscape and would add greenery which could create a</li> <li>Participants expressed concern that the shared travel lane was not as safe as a dedicated bike lane.</li> </ul>
Importance of vehicle access, throughput and parking	<ul style="list-style-type: none"> <li>Stakeholders expressed concern that proposed changes would negatively impact traffic flow and increase congestions.</li> <li>Comments suggested nearby residential streets were better suits to bike route designation.</li> </ul>
Prioritize cyclists, pedestrians, and accessibility	<ul style="list-style-type: none"> <li>Respondents indicated a preference for a streetscape option that provided accessibility to people use active modes and assistive devices.</li> <li>Comments reflected a preference for a streetscape option that provide shade and user amenities. A few comments indicated Option B better responded to public realm needs.</li> </ul>
Specific design or roadway feedback	<ul style="list-style-type: none"> <li>Stakeholders proposed solutions and changes that were different than the Option C renderings such as conversion of the median to a shifting live-traffic lane to allow for a peak-direction bus-only lane, similar to Memorial Dr.</li> </ul>
Streetscape and placemaking improvements	<ul style="list-style-type: none"> <li>Participants indicated public realm improvements should be a priority for Kensington Road. A number of respondents indicated that Option B allowed for greater improvements for the pedestrian experience.</li> <li>A lack of protected bike lanes and a lack of human-scale changes like planters and enhanced greenery, were identified as deficits in the Condition C proposed changes.</li> </ul>



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Business and residential considerations	<ul style="list-style-type: none"><li>• Participants indicated that local business and residential proximity were an important consideration for the implementation of these proposed changes.</li><li>• A few stakeholders indicated the space allocated for the median would be better redirected to sidewalk improvements to ensure good service to pedestrians accessing residential side streets and area businesses.</li></ul>
Traffic calming	<ul style="list-style-type: none"><li>• Traffic calming was referenced as a priority for the streetscape, though a few participants indicated that Option C did not produce significant traffic calming outcomes.</li></ul>
Favour Option C	<ul style="list-style-type: none"><li>• A small group of stakeholders were explicit in their support for Option C.</li></ul>





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## Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

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

- i This is important thoroughfare in limited access already. Do not agree with narrowing the road further nor disrupting residential parking. Alternatives exist for biking. Maybe add bike lane to grass plantings on sidewalk instead but no trees on road .
- Biking here stinks! I want access to shops
- It is an unusual street with fenced backyards of houses on the south side. Not pretty no matter what you do.
- Needs multiple car lanes for traffic. Keep 4 lanes!!! Reducing ability of cars to travel quickly thru community caused cut thru traffic on residential sts and causes traffic congestion so we can't get around our own neighbourhood or out of it.
- I bike here all the time and it's unsafe to share the road with cars on such a busy corridor.
- Not the most pleasant to walk, biking is dangerous and not recommend.
- This stretch of road is drab and depressing for pedestrians and very unsafe for cyclists. Sidewalks are rarely cleared in winter. I walk here when I have to to get to local businesses or Kensington, but I use side streets to avoid it as much as possible.
- The road in this area is unsightly. Improving curb appeal and reduce traffic would be ideal.
- We need to focus on streetscaping in areas of the city with high pedestrian traffic not in areas where the main modes of transport are cars. We need improvements but this is too far outside the pedestrian friendly area and should not be a priority
- Kensington needs to be busy. Its charm is really lacking since Covid and the inflation of lease rates



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- Please, Please DO NOT reduce traffic lanes to one in each direction instead of two in each direction. Kensington Road coming off of Crowchild is a major access point and is already very congested during peak travel times.
- Currently very ugly and a car superhighway.
- Terrible potholes and ruts west of 19th St. Dangerous pedestrian crossing at 16th St. Poor sidewalk maintenance west of 19th and around 18th St.
- the road is too narrow because it is how you get to 10th to access downtown. the sidewalk needs to be more wheelchair accessible
- Seems very commercial now, just a thoroughfare for people driving from downtown to the north during rush hour. No thought for the people who live adjacent.
- I live in the area and walking along Kensington is not currently very enjoyable! It's a busy, 4 lane road with lots of traffic and it doesn't feel very safe as a pedestrian (very close to fast moving traffic). It also doesn't seem good to bike down.
- The current streetscape is bleak and dirty. It's dangerous as vehicles speed through the extra wide no parking allowed street. It is not safe for bikes or pedestrians. Two schools and no school zones is ridiculous!
- Despite this being a major pedestrian corridor the sidewalks are awful and cars are given too much space, resulting in higher speeds.
- this is the major road in the area and changes to it would create shortcutting issues bike can use other roads
- Outdoor cafes now encroach onto the road so no room for bike lane. Intersection at 14 Street needs advance turn for all directions. Very unsafe for pedestrians at present.
- It encourages a car thruway at high speed. The crosswalks are often blinded by sunlight at shorter times of year.
- Rush hour traffic makes turning left from 23rd street onto Kensington Rd extremely difficult across 2 lanes with poor visibility. Cars often speed on Kensington and fail to stop for pedestrians despite crosswalks and flashing lights.
- I avoid biking on Kensington because it is too busy and dangerous for cyclists. Bike lanes are needed.
- This is my neighbourhood and I am constantly walking and biking around. It feels unsafe to cross Kensington road other than at lights or lit crossings. Biking is not pleasant on Kensington rd. Also, it's ugly!
- It is great in concept but the reality of reducing traffic to one lane each way is just not practical unless the city can provide better access to Memorial Drive.
- This road is currently ugly and looks like a highway. There is no place to ride your bike except the skinny sidewalks.
- Lots of foot traffic used by surrounding communities and schools. Lots of young families use this area.
- Currently, Kensington Rd is scary and dangerous to bike on, but there are alternative streets that can be taken



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- it is busy and congested, and dangerous for differently abled pedestrians and cyclists
- The city should consider a left turn lane from Memorial Eastbound onto 19th Street. If not, then Kensington Rd remains one of the primary access roads to the neighborhood from Crowchild.
- Especially at the 14th Street intersection - feels dangerous for pedestrians. Traffic is heavy and there is no feeling of separation between the sidewalk and road.
- This road is not walking friendly and is poorly maintained. Creating a welcoming space for pedestrians and bikers would enable enhanced experience overall and further support those wanting to walk to key parks, services in Kensington area, kids to school
- Kensington road has the potential to be a world-class attraction. It can be fully realized as a woonerf or closed to cars.
- This space accommodates the volume on the road and meets the needs with multiple lanes
- Sure, things could be improved, but at what cost?
- Can be difficult to cross the street with the 4 lanes traffic. Sidewalks are at certain locations narrow.
- not safe, too much traffic/noise
- Kensington is residential zone. Current state too busy/noisy when we have Memorial Drive, a designated main transport route 500M away. NOT SAFE
- It's a little dull and industrial feeling with chain link fences at the schools close to 21 street, and very few trees. As a pedestrian it's not enjoyable, and I would never bike down it.
- Right now, the streetscape seems very industrial. It is a road and that's it, nothing remarkable.
- Lots of fast traffic, few areas for children going to school to cross safely
- Doesn't suit the rest of Kensington, heavy traffic by schools
- Fix the potholes and dangerous drainage holes first
- It's a very busy road that has lots of schools and is pretty residential in nature.
- not a nice place to walk now, small sidewalks, no bike lane, no plantings/ furnishings. very car focussed
- Reduced car lanes in a busy community is unwise
- Prefer not to reduce #lanes on K Rd- this corridor is needed as an alternative to Memorial, which doesn't allow all turns at 19, 14, or 10 St.
- From Crowchild Trail and Memorial, Kensington Road is the entry point to the neighborhood. It is currently in major disrepair. It is embarrassing how ugly this area is given the property values and taxes paid. The pavement is a disaster. It needs trees.
- Lack of safe cycling infrastructure is a challenge. Business access can be challenging due to volume and speed of Kensington traffic
- very few people seem to walk along this stretch as it is exposed and cars can go pretty fast. Unlighted crosswalks are quite dodgy with poor signage (esp. at 16 StNW)
- The parking in Kensington is very limited as it is, as a business on Kensington road, I am afraid we may lose business when there is no parking available.
- not pedestrian friendly. not inviting.
- needs bike lane



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- To have a bike lane there would be wonderful
- the back yards of sfr back on to the road
- Make more pedestrian and alternate transport safety.
- Dangerously wide curb bulbs put cyclists into traffic, especially in winter months. Pavement condition in the biking areas is rough. In summer, sidewalk fencing to allow for patios also puts cyclists into traffic - unsafe distance between bike and car/bus
- Current design is hard for kids to be around on wheels. Not walk friendly for adults. In general current condition is not safe and not walk friendly
- It's not as appealing and safe as it could be with added vegetation and some added traffic control
- It's difficult to walk along Kensington Rd particularly in the winter given the small width of the sidewalks.
- Kensington road is currently not a very pedestrian/bike friendly road as there is so much traffic. This would really help to encourage pedestrian traffic!
- We need crosswalk lights at all crossings. People still go too fast.
- Pop-up patios are the main issue on Kensington Road affecting pedestrian safety. If the sidewalks weren't an obstacle course, pedestrians would feel safer. These improvements don't have anything from 10 St to 18 St.
- Streetscape Improvements should extend to 14th St (& at minimum to the part of 18 St heading north to Queen E Schools). West of 14th, Kensington Rd is VERY unpleasant for non-drivers, inviting aggressive and fast driving. Backward-facing homes contribute.
- This road lacks personality worse than anything, it's harrowing to drive on account of the narrow, double lanes, and it's way too scary to bike on. A bizarre mix of fronts/back of homes, drab multi-plexes, and businesses set so far back.
- It is too wide and open in terms of vehicle travel lanes, making it a high speed road for cars that is not friendly for pedestrians or cycling.
- Traffic moves too fast through this area
- needs a bike lane
- A stroad with no shade. It's not appealing.
- Improvements would enhance walking and biking experiences
- Reduce speeding the simplest way - speed bumps. Parking is important. Bike lanes not necessary.
- This area is not an enjoyable walk, or even cycling area. There's less community "value" in this area then almost anywhere in Kensington, Hillhurst and West Hillhurst
- Too many lanes, very underutilized corridor.
- Redesign of Kensington Road is the number 1 priority in my opinion.
- No width reduction. No separation to encourage active transportation and contribute to quality of Community interaction
- This is an important connector from 10 Street and 14 Street to Crowchild Trail and the west. Limiting parking on this route would further assist access to businesses along the corridor. Moving traffic to one area would help the community.



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- It's a high volume commuter road servicing the neighbourhood between Crowchild and 14th. I'm worried "traffic calming measures" would further congest the roadway and delay journeys. It needs to stay a high-volume road.
- Opens up area between Kensington and the Bow Valley Parkway. Great for commuting west to Foothills Medical Centre from Kensington.
- Vehicular traffic is encouraged to remain on Kensington Rd and not to go through the neighbourhood via other streets/avenues. It is functionally good as is as it serves its purpose to allow vehicles to go through the neighbourhood safely and quickly.
- It is essentially the back alley for Westmount Road, you are trying to put lipstick on a pig.
- During rush hour, both lanes each way are heavily used. Going to one lane each way will make left turns nearly impossible.
- K-Road is an extreme hazard for walking across and biking. Cars often are going 60-70km down this road. Bike lane desperately needed.
- It is currently a very unattractive road, used by traffic to get from point A to point B, often at speed. Unattractive and unwelcoming for pedestrians.
- It's not really pedestrian friendly or attractive.
- This street is very noisy and cars travel very fast. The sidewalks are narrow and often overgrown with tall fences right at the property lines. Two lanes of traffic are not at all needed as long as it widens out at the 14th St intersection. Needs bike lanes.
- It is the widest east-west road in the neighbourhood, plus a bus route, narrowing it to two lanes is insane. Why not reconsider using Bowness Road.
- Too much traffic.
- It's dangerous for cycling -- always has been -- and has serious problems at the schools...
- Feels like it's been neglected since the 60s.
- High traffic speeds and accidents very near to residential housing, pets, and schools. Crosswalks often ignored. Unaesthetic design. Redundancy between Memorial Drive & Kensington Road for traffic. Hard to cross and not safe for children.
- Often don't feel safe crossing on foot at Kensington Rd and 22nd Street. Worried about when my kids start crossing there on their own. Cars drive too fast and we have witnessed accidents there. Streetscape is unaesthetic. Biking on road is not safe as is.
- Kensington is a dangerous road for pedestrians and cyclists, and can't be pleasant for people living along it as it is a speedway. It is an ugly road that needs more green.
- Ugly streetscape especially south side (backyards), overcapacity for vehicles, high speeds, poor for pedestrians, very poor for bikes 😞
- Reducing Kensington Road NW from 4 lanes to 2 could make it near impossible to get out of my neighbourhood during busy times, esp. westbound towards Crowchild. NOTE - "busy times" is most of the day on the weekends as well as during rush hours.
- For the love of all things please leave this roadway open to vehicular traffic! It is already busy - and get extremely congested east of 14th Street.



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- Some dead trees next to the plaza. Would love to see permanent patio space for all the restaurants, permanent bike lane would also be great. The more walking friendly Kensington is the better!
- We already have bike paths by the river and another (which nobody uses) by Broadway Ave. Damn traffic is congested already with 2 lanes.
- Make it easier to support businesses and Kensington love
- Sterile, businesses are isolated in islands, unappealing for cycling and walking
- Drivers speed through the corridor, especially as they near Crowchild. South-side businesses at 21st Ave are very difficult to enter/exit, causing traffic problems.
- While this is currently primarily a vehicle-thoroughfare, cars can also use Memorial or Trans-Canada to travel East-West. There are commercial shops and restaurants here that would be more enjoyable to visit via foot or bike, extending Kensington district
- This road seems over built for the traffic it handles. This should be narrowed but not sure if it's really a priority.
- The streetscape needs improvement because it is unattractive.
- The south side of this street is a disaster. Because homes back onto it, the sidewalk is never cleared and is impassable for most of the winter.
- Works for now as a commuting corridor. Recreational cycling is routed to parallel aves and down to the river path system.
- This is a very popular shopping area and most patrons are traveling by bike or foot and a lot of traffic passes THROUGH here making it hazardous. We need to support businesses by allowing shoppers to arrive safely.
- Big, ugly, fast and loud.
- It's so noisy, people drive too fast.
- Ensure Turning lanes are available please so when a person is trying to turn left, the whole stack of cars behind them doesn't have to wait as well.
- There are bike lanes heading west on fifth Ave., and there are multiple bike opportunities along Memorial Drive. Both of these options are much more pleasant than attempting to add bike lanes to Kensington Road which is primarily an area for commercial bu
- It gets dark and a bit scary to walk at night from 14th street west on Kensington road. Add more ambient/character lighting like the mini warm white lights to keep the atmosphere and safety going down Kensington road
- This road is currently terrible. People speed down it so fast and it just feels like a divider. The sidewalk on the south side is not very pedestrian friendly.
- Not enough green or space.
- Not enough trees, too many cars on the road, very challenging for cyclists to navigate
- High volume usage between pedestrians, cars, and cyclists is currently very dangerous. Sidewalks need to be widened at the very least.
- As a key street in the area it doesn't offer a great pedestrian or bike experience today





# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- It is important that transit improvements are provided here, as this is a key corridor for future BRT towards Bowness and downtown. There are also other greenway options already towards the river and proposed at 5/6th Ave.
- We live in the neighbourhood and bike everyday with small children. Improved road safety is a high priority for us.
- Its a dangourse hell scape running along two school fields. There is nothing okay about the current situation.
- This needs to be a place rather than a thoroughfare.
- It's hard to see past the parked cars at intersections. The street should feel unique like the village. Need more greenery and lighting and fun art.
- Existing-Not enough trees poor accessibility
- My home backs onto this street, and we use it often. The condition is clearly deteriorating and could use a fave lift in addition to functionality improvements to account for the high volume of use.
- This section of Kensington is very concrete and unwelcoming, plus cars often speed - I would like to see this area made more safe and appealing for foot traffic (e.g. Amato gelato customers)
- This is a major walking street, especially towards 10th. Improvements on the way to 14th would make that section feel more alive as well. Would like to keep the wide patio space restaurants use near 10th. It's fantastic for making the street feel alive
- main thoroughfare - reducing to 2 lanes could cause traffic backups
- It looks like poorly maintained highway. Cars are speeding, pedestrians and cyclist are scared to use the road, lighting is awful, and crossing are minimal. Nature is non-existent.
- Permits for better traffic flow, particularly of transit vehicles.
- Too much space for cars, not enough for bikes. Street is also missing some trees/nature to make it more enjoyable.
- This is currently a very unpleasant streetscape with plenty of room for improvement. I do not feel safe walking or cycling along the road.
- It looks like a highway
- Even as a cycling advocate, I'm not sure heavy duty cycling infrastructure is needed here. There are many better E/W options through this area for cyclists. I am also concerned how you will integrate traffic with the heavy bus volume through this area.
- This street is awful. The cross section doesn't serve the community at all. Terrible landscaping, terrible walking facilities, terrible street trees.

## How well does the summer condition of Option A meet the goals described above?

- i Do not agree with narrowing roadway nor disrupting residential parking. Alternatives exist for bikes. maybe change the grass boulevard to bike lane, no trees onto road.

# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Why are you proposing we put in so many bike lanes when it snows here 7 months of the year? Will they be cleared in the winter? How many people will use it during these months? Where will the snow be piled?
- I think this is an excellent way to encourage visitors to the area on bicycles/scooters/pedestrians, and also make it safer for the residents of the neighbourhood - while also creating a beautiful street design
- Stop dedicated bike lanes on such a major road that has emergency access. Need parking for homes on north side. space between bike & car lanes is too large. Losing car lanes will cause poor traffic flow on this main road. Biking lanes don't belong here.
- This would be a great improvement, but I like option b with more trees better.
- This is great. Fewer car lanes and separated bike lanes/sidewalks would make me more likely to hang out on this road.
- This would limit traffic volume and reduce speed for pedestrian safety. This would also enable bike commuters to more easily access the river pathway from the neighbourhood.
- Put an all ways crosswalk at Kensington and 10 st NW. Traffic would be reduced by a lot
- I support bike lanes, however reducing vehicle travel to one-lane in each direction would not be good. It is a high volume area that requires two-lane travel in each direction.
- Everyone has a lane but short on trees/shade.
- Best option to address the needs.
- This would have a very positive impact on the speeds of vehicles, which often see this stretch as a speedway.
- No bike lane needed as there are bike lanes along Memorial and we want to support businesses with at least some parking for them during business hours.
- this is a main road already narrowed because of parking. bike lanes should be on a parallel road or along the river
- Love the bike lane add. And planted pockets. More trees?
- i think this would be great for improving pedestrian and bike safety, however it doesn't improve the look and feel of the streetscape. The planter boxes are nice, but the options with trees are much nicer!
- It would be a great improvement over the current setup.
- Good, but not enough space for pedestrians and furnishings, especially on the commercial side.
- will crate shortcutting due to traffic issue
- Like the reduced traffic and the divider between cars and bikes/pedestrians.
- Although the wider planters are nice, I think larger trees would help the street.
- This option seems better as there's an even wider buffer between bikes and cars. Plantings are great and add beauty to the neighbourhood!
- Reducing an already busy Kensington Rd to a single lane feels like it would create a traffic nightmare. With the ongoing densification of the neighborhood, the addition of hundreds of new residential and their cars will only make the problem worse





# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard  
December 2021

- I think it's very workable
- This is great. Reducing traffic lanes, adding walk space and bike space improve usability and make this welcoming for all transit types. More seating would make it better though.
- It safely separates traffic modes but cars should be limited/removed on this road.
- Reducing the vehicle lanes is ridiculous, this is a major route to downtown and inner city communities, this change would be terrible and would not meet the needs of Calgarians.
- Where are people going to park? You're removing all the parking for the few people who bike? People don't bike because the city is too damn spread out. No one wants to bike when everything is so far away. Stop making bikes a priority, and run more busses.
- This is my second preferred option A after option B as very least there is added vegetation and dedicated bikes lanes.
- Will result in extended interchange traffic time fore the density of vehicular traffic in dependant areas that need access to Crowchild and 14th Street.
- This is a residential area thus roadside parking is required
- This is a residential area thus roadside parking is required
- Fantastic. Protected bike lanes would enhance this corridor, and similar to what they have in Amsterdam, etc. More trees too, please!
- This looks ok, probably second best after option B. Not a lot here to help beautify the corridor.
- Looks safer but concerns about congestion of traffic
- Bicycling in Calgary is 4 months a year, this is not Portland. We have lots of snow that wasn't removed last winter
- great idea, am a big supporter of separate bike lanes; a good start
- Biking is for 4 months, vehicles need this space. Most bikers on roads are experts
- Concrete-separated bike lane is problematic for cleaning - gravel, ice, snow will never get cleared - expensive to build and to maintain. Planters will be neglected and look bad most of year (see Memorial Dr. for example). Hard to enter/leave bike lane
- Fewer vehicle traffic lanes may cause driver frustration given the traffic volumes
- What about parking in Kensington? Will there be a new parkeade built to accommodate the drivers?
- I like it all
- good idea, but would rather have more sidewalk area then space between bike path and vehicle lane
- I like this option to slow traffic snd calm the area for more to enjoy the businesses snd encourage locals to walk the area and use the services of local businesses.
- Protected bike lanes are a good idea provided the layout permits travel at 20km/hr. I've seen lanes next to the sidewalk in Bowness that weave far too much to be useful for commuters. What is the winter plan?
- smaller planted buffer for a wider furnishing space.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Love the idea of the planters to separate the bike lane. As a resident of Kensington, I know that drivers are often distracted and not always paying attention in this area because there is a lot going on. The separation would encourage bike safety
- Where do people park though?
- Overall, would work reasonably well but Option B preferable (A provides less shading, less permanent plants, and less comfort for pedestrians given furnishing space is wider).
- Safety is improved, but this street really needs trees & livening up so it doesn't keep looking like an industrial thru-way.
- I feel this is an acceptable option.
- Good - especially the bike lanes suggestion
- I love a protected bike lane.
- Please leave as is - no 'improvements' are necessary!
- Noticeably better and improves the feeling of the road. The planted buffer would be great for bees. Does not provide shade.
- Road too narrow, especially in winter.
- Double lane traffic required on Kensington. This is terrible for level of traffic that uses route daily! There is not much bike use on Kensington as bikers will use side streets or 5th Ave instead (kids and families)
- Width reduction. Separation encouraging active transportation and community interaction
- This is fine for the summer as it might increase access to businesses along the route. Keeping it as a moving corridor for vehicles and buses would support better traffic management in the community.
- I bike down this road "as-is" all the time, and a separate protected bikeline is not necessary if you're a confident cyclist and follow the laws.. If a cyclist is concerned re: traffic, they can simply bike down one of the adjacent low-volume streets.
- Other neighbourhood streets, particularly 18 St, which contains two schools, two children play areas and an outdoor swimming, to handle increased traffic volumes. Keep the traffic volumes off the neighbourhood streets with playgrounds and on Kensington Rd
- every stop the buses make will block traffic, there is a perfect location for a bike route on Bowness Road
- Don't like the goal being applied to this road. Kensington at 14th will turn into a 1/2 hour to get through the intersection at rush hour. And waiting for ever bus at every bus stop. I'll need to shortcut just to get in and out of my neighborhood.
- I like the wider planter space between the bike lane and the cars
- reduced lanes should reduce speeding. Should be done in concert with the rest of the road upgrades
- makes it more attractive to active transportation modes
- Separated bike lane is great, but the curbs should be extended further as they are very narrow in certain spots, especially on the south side where fences are right at the property lines and overgrown bushes can block access



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- It is the widest east west road in the Neighbourhood, plus a bus route, narrowing it to two lanes is insane. Why not reconsider using Bowness Road.
- Meh. A design needs to be year round due to year round pedestrian and bike traffic.
- I like this, but no trees?
- It's a heavily used corridor. I'm not sure it can reasonably go down to one lane, especially at the 14<sup>th</sup> intersection. I like the bike lanes.
- Looks nicer than current design, safer for pedestrians and cyclists, less daunting to cross especially for children.
- Bike lanes are great and reduced vehicle lanes makes me feel safer about my kids crossing the street. Just wish there were trees and more greenery
- Too barren looking. Treed streets reduce traffic speed
- We absolutely need 4 lanes - 2 each direction.
- "summer condition"? Don't understand! Landscaping (large trees) on south side would help hide/improve ugly streetscape. Like just two narrower lanes👍 Separate cycle track critical for AAAA use. Critical connection to Bow River Pathway. HIGHEST priority.
- it is a major corridor so be careful about how much you reduce vehicular traffic.
- PLEASE LEAVE KENSINGTON FOR VEHICULAR TRAFFIC - it's busy as it is - where is all the traffic going to go?! Bottlenecked into one lane!?! Cyclists, including me, have so many options other than being on Kensington.
- I love the planter separator, I'm sure many will whine about parking
- Maybe fix all the damn roads in the area first before you go spending money we don't have
- Good but not enough.
- Kensington already has a lack of parking, and too much traffic because you cannot reach 14th from memorial. Putting it down to one lane each way would ruin this neighbourhood
- This option is best. It puts more green space between bikes and vehicles. I'm sure you could figure out space to put trees in that space.
- The reduction of vehicular traffic to two lanes, on such a busy thoroughfare, will lead to traffic bottlenecks. I do not support this option.
- I like the separated bike lane. Again, the south sidewalk needs to be cleared much better than it currently is for it to be useful.
- If work is being done to beautify, add trees. Down to one lane is concerning to me.
- bike paths are separated - this is really good!
- Not sure that Kensington Road NW (west of 14 Street NW) is the best place for a cycling route; parallel avenues to the south are quieter and calmer. Kensington Road NW also needs a transit priority lane free from interference by turning/parking vehicles.
- Looks like a cheaper option than option B. I like the separation between bikes and cars. Maybe widen the sidewalk at the business side where people will be walking. Nice to get sun on the north side of street but need shade sometimes as well.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- The opportunity to have summer barriers for restaurants to sit outside as patios will be limited if we take up space for bike lanes. These barriers have been very successful in bringing in business to Kensington.
- I don't think we should road designs that are intermittent or based on seasons.
- You need residential and business parking on the north side of Kensington road from 16th street up 19 street! Needs to be permit parking for homes facing Kensington road
- Love the protected bike lane and wider landscaped buffer.
- Much better for the cyclists, but I would prefer to see more trees and less shrubs
- Restricting vehicle traffic will cause more people to run lights so they aren't waiting as long.
- Really like the plantings
- I think this option could be improved by reducing the furnishing width and the planted buffers to allow for a transit-only lane in both directions. If that cannot be accommodated, it is important a reversing transit only lane be provided in the peak flow.
- I like option B beter but would be okay with option A
- This is nice, but I prefer the tree lined option.
- I love the addition of planters to spruce the area up, and the safe bike lane. It is quite a busy road, so I wonder if one lane per direction will work okay, but if the light pattern at crowchild and 14th st were changed maybe it could work.
- No bad. Would prefer more trees and furnishing space.
- Very poor. This will contribute to traffic congestion. I rarely see cyclists on this Main Street. People ride on the side streets.
- Great! It would be perfect if you would plant the trees.
- I think this option could be improved through replacement of bike lanes with bus lanes to accommodate more reliable and faster travel times along the future Bowness BRT. Shift bike lanes to an alternate side street.
- Nature/trees aren't present enough.
- The wider sidewalks and buffered + protected bike lanes will be a great improvement for safety and livability of the street!
- This is great to see separated bike lanes
- Will there be bus pullouts? A turning lane on to Crowchild S? Without these traffic will be impassable during rush hour.
- Mobility improvements, good. Lack of trees, bad.

## How well does Option B meet the goals described above?

- i Do not agree with narrowing roadway nor disrupting residential parking in already limited thoroughfares. Alternatives exist for bike/pedestrian.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Stop dedicated bike lanes on such a major road that has emergency access. Need parking for homes on north side. space between bike & car lanes is too large. Losing car lanes will cause poor traffic flow on this main road. Biking lanes don't belong here.
- This would be great.
- This is my favourite option! With trees and benches, this could be a pleasant street I would actually choose to walk or bike down. It would also be a natural extension of the Kensington area rather than a jarring contrast.
- Option B is most desirable with the addition of trees plus addresses the traffic and safety issues above. This neighbourhood has far too few trees.
- Put an all ways crosswalk at Kensington and 10 st NW. Traffic would be reduced by a lot
- This seems like the option with the most benefits
- This option seems most appealing to me
- Shade and more attractive for pedestrians.
- This would be the best option to enhance safety, pedestrian/cyclist comfort and the aesthetic appeal of the road.
- No bike lane needed as there are bike lanes along Memorial and we want to support businesses with at least some parking for them during business hours.
- i don't like the bike lanes. people can ride along the river. the extended seating has been nice during pandemic and i hope ot becomes a permanent thing!
- Love this option with the trees. Only concern is how this will affect traffic flow during rush hour. Will this increase congestion? Where will cars go to avoid a longer line? Are there others measures being developed to reduce traffic from 14-Kensington
- This option would vastly improve Kensington Road!! I feel like this one meets all the goals the best. The trees would provide great shade for pedestrians and bikers, and it really improves the overall streetscape.
- A giant improvement over the current setup. Improved pedestrian and bicycle traffic. Improved green space. Traffic could still turn left or right with no middle median. important for businesses on both sides and residential garages/drive ways.
- Great for cyclists and pedestrians with good separation for different travel modes.
- we need to be able to move traffic cars are still a big part of Calgary and this will create issues
- Trees in Calgary make all the difference. It's been very sad to see so many trees go on the path by the river and in eau Claire. More trees along Kensington would be a great investment for air quality (crowchild proximity) and feel of a great neighbourhood
- Best option as trees on both sides will maximize streetscape, divider between cars and bikes/pedestrians improves safety and walkability.
- Bike lanes, larger trees, and a nice wide sidewalk looks excellent.
- Still a nice option. Very similar to above...
- Really love the trees here!
- This would drive more traffic to 5th ave making it a more dangerous bike route



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- This would be a preferred option with a left turn lane on Memorial Eastbound onto 19th Street.
- This is a workable option - protected bikelanes are very good
- Per above answers the concerns outlined above. Supports improved usage, reduces safety concerns etc.
- It safely separates traffic modes but cars should be limited/removed on this road.
- Why would this change be made? The back up traffic onto Crowchild is already too overcrowded at times. Terrible idea to cut this down to one lane each way when two lanes are optimal and requires no money to leave as is.
- Where are people going to park? You're removing all the parking for the few people who bike? People don't bike because the city is too damn spread out. No one wants to bike when everything is so far away. Stop making bikes a priority, and run more busses.
- This is my preferred option B vs other options and current. I like the added vegetation and trees, and dedicated bikes lanes.
- Same as Option A
- As above, requires parking for owners
- As above
- Even better than Option A, because it has more trees!!
- I like this option a lot. The tree-lined roadway will help improve the look of the area and create a perception of residential area rather than just road passing through.
- A little greener but same congestion
- No, give us back our car lanes
- This would make for a much safer road that is friendlier for bikes and pedestrians.
- love the extended furnishing zone and protected bike lanes to maximize pedestrian friendliness
- Why are you taking away a driving lane when biking is for 4 months
- Concrete separators bad for bike lane, hard to clean/will be neglected. Concrete planters will become weed beds/neglected (see Memorial Dr.). Hard to enter/exit these bike lanes.
- Trees are needed to improve the quality of the neighborhood. A right exit off southbound 14th to Memorial would solve the traffic issue at Kensington and Crowchild. Kensington Road does not need 2 lanes, better to have bike lanes.
- Same as above, though I would really appreciate beautifying the area
- i don't think more seating is really needed, but trees and bike lanes would really help here. This street seems to be more of a transit artery, and traffic would really need to be calmed a lot to make it a nice place to sit and hang out.
- I love the addition of more trees and foliage
- I appreciate the added greenery.
- Looks like option A
- like dedicated bike lanes
- I like it all
- more seating areas for more street based commercial, better looking with more greenery



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Depending on where the seating is this could be a nice option. But it really needs to be considered to compliment particular businesses or it will be useless and abused.
- Larger furniture zone would allow more trees for shade
- Concerned with the width of the car lanes absent information on the winter plan or whether bike lane will be cleared of snow and be commuter (20km/hr) friendly. Will I be biking on the road in the winter with snow at the curbside?
- NO: trees block the commercial and residential YES: wider furnishing
- This is the best option to provide buffer for the pedestrian and wheelers from cars. Also this allows less traffic with reduced speed. It will have lots positive implication on vibrancy of the street as well as future development.
- Even more inviting and travel friendly
- Excellent. Would meet the goals very well, and bring about a street that works well for everyone, including young families, the elderly, etc. Provides better balance than Option A (B yields more shading, permanent plants and pedestrian comfort).
- I think the tree scapes on both sides would really improve the overall look of the street & improve residential feel, and it would also help beautify the south side which often just looks at back fences & rear-ends of houses.
- I do not have strong feelings between this option and option A.
- I like the bike lanes suggestion and proposal to reduce traffic speeds
- I also like this option, more street furnishing is good!
- Please leave as is
- Noticeably better and would then match to what many people seem to think Kensington Road represents.
- Road too narrow, especially in winter.
- I think this is the only option if an objective would be to make this an actual enhancement in the community.
- This stretch needs to support commercial development. I would be concerned if you remove all onstreet parking on the north side you will deter businesses. There is room for a parking lane if you remove planted buffer zone.
- How is option b different than A? This does not allow for good traffic flow on main corridor. Needs two lanes each direction.
- Width reduction. Separation encouraging active transportation. Investment in quality of space contributes to quality of community
- I think this is a better option for 5 Avenue NW. Kensington Road is a solid connector route to so many other routes.
- I'll admit I like the tree cover on walkways, but again insist this needs to remain a high-volume vehicle pathway.
- I really like this - but please leave more room on the sidewalks for patios, benches, etc.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- It doesn't. Traffic will be encourage to transverse via neighbourhood alternate streets that are not designed to handle the increased traffic
- Who wants to sit on the south side facing a fence or traffic
- Good grief ... Bowness Road in Montgomery has already turned into a crawl and a lot of money for little improvement
- I like the trees on the side.
- I like the combination of bike lanes, furnishings, sidewalks and trees.
- benches are much needed!
- We know that trees of that height are often aspirational in Calgary and in those types of locations. use great care in selecting the types of trees, how they will be installed and maintained
- much the same as above, though more appealing to pedestrians. wider planters provide greater visual interest
- I like the protected bike lanes, and using planters is an excellent way to provide separation. Extending the sidewalk is much needed and the trees would be great.
- It is the widest east west road in the Neighbourhood, plus a bus route, narrowing it to two lanes is insane. Why not reconsider using Bowness Road.
- Much needed communal space + greenery to improve microclimate
- This would be great!
- Same comment as above about one lane only. Traffic might be too heavy. The trees and narrow bike land dividers are better though.
- Similar comments to A but preferred because of aesthetic of trees and pedestrian safety with some separation from bikes.
- Love the bike lanes. Reduced vehicle lanes makes me feel safer about my kids crossing the street. The trees really would make the atmosphere more appealing.
- I love the trees. K'ton definitely in need of this. Safety a huge issue on this road. I approve
- We absolutely need 4 lanes - 2 each direction.
- Very similar to A. Like big trees but very expensive, so add to south side only. See same comments as A above. HIGHEST priority project, plus plan to do with pavement rehab in 2023👍👍
- PLEASE LEAVE KENSINGTON FOR VEHICULAR TRAFFIC - it's busy as it is - where is all the traffic going to go?! Bottlenecked into one lane!?! Cyclists, including me, have so many options other than being on Kensington.
- More sidewalk and the planter and the bike lane! Fantastico
- Trees are nice touch that will beautify street
- Forgot it.
- I love the trees in the sidewalk.
- Flex parking to add then better
- Bike lanes are great.
- Much better than the barren car 'freeway' there now
- Stormwater drainage and trees are crucial to improve this area.





# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Option B would be wonderful.
- I wouldn't do this, keep the curbs where they are and have additional green space between bike lanes and traffic.
- The reduction of vehicular traffic to two lanes, on such a busy thoroughfare, will lead to traffic bottlenecks. I do not support this option.
- I'm not sure those trees are helpful. Trees seem to take up a lot of space and impact the accessibility for pedestrians with reduced mobility. I also worry that it will make visibility difficult entering Kensington Rd by car.
- Permanent cycling barriers reduce flexibility of use come winter. Down to one lane is concerning to me.
- even better! trees are great
- Not sure that Kensington Road NW (west of 14 Street NW) is the best place for a cycling route; parallel avenues to the south are quieter and calmer. Kensington Road NW also needs a transit priority lane free from interference by turning/parking vehicles.
- Trees are great. Residential could benefit from this.
- More green space, bike lanes and reduced traffic lanes
- I prefer this to Option A. I like the separated bike lanes. Works for west of 14th street. What about business and extended patios?
- This restricts traffic flow far too much
- You don't need a bike lane on both sides of the road. You need parking on the north side. Traffic at 14th street at rush hour heading east means sometimes a 5 light wait. Do not reduce the 2 lanes of traffic 18th street to 14th street!!!! Must have 2 lane
- I like this but prefer the option with wider buffer.
- This option would be amazing. Much better for the cyclists and love seeing the trees and the shrubs.
- Doesn't allow for street parking for businesses
- The wider space for the sidewalk and furnishings is great
- I think this option could be improved by reducing the furnishing width and the planted buffers to allow for a transit-only lane in both directions. If that cannot be accommodated, it is important a reversing transit only lane be provided in the peak flow.
- I like the trees and improved storm water management.
- This road diet induces slower traffic. Bikes and scooters have a place to exist. Pedestrians have a shorter distance between sidewalks, and have refuges between the driving and cycling lane. The trees are a big win!
- This would be amazing.
- Same comments as above. This looks great and would be well used. It is a highly trafficked area, both on foot, by car and on bike.
- I prefer this option with more trees and wider sidewalks
- The best option. More furnishings are excellent on a street with lots of coffee + food spaces. Would encourage the rest of the street to have more use.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Same as above. Why can't cyclists ride on side streets? It's noisy and unpleasant to ride on busy main streets. Bike lane or not, I avoid main streets.
- Well now that is the perfect design that should go along the whole stretch of Kensington Road. Great!
- This option will increase traffic congestion and will not permit for improved transit traffic flow.
- I love this option : every user has a space, bikers are protected, lot of trees/bushes.
- The wider sidewalks and buffered + protected bike lanes will be a great improvement for safety and livability of the street! I would love to see more street trees. I wonder if the 0.9 planting stretch will thrive so near to the travel lanes.
- The trees are great
- Will there be bus pullouts? A turning lane on to Crowchild S? Without these traffic will be impassable during rush hour.
- Improvements for all modes and tree planting opportunities. Looks good.

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

- Do not agree with narrowing roadway or disrupting residential parking on this important thoroughfare with limited options. Alternatives exist for pedestrian and bike traffic. maybe bike lane replace plantings on sidewalk without further widening, no trees
- No shared lanes!
- Vehicles are too close to the cyclists in this option
- Too much room given to bikes & not enough for cars. This is major road access to crowchld & 14st. Don't like median on this road. Add zebra lines on road at pedstrn crossings to help visibility of pedestrians. Comment section is too short to explain.
- Shares bikes down car lanes do not work
- Don't understand how the shared lane is going to work or how it helps. Like the idea of a Center median.
- I don't understand what problem the shared bike lane solves. The center median is nice, but not as nice as option B.
- This option is less desirable to option B as pedestrians can't sit under the trees for shade when they are in the median.
- Put an all ways crosswalk at Kensington and 10 st NW. Traffic would be reduced by a lot
- It would be preferable to have designated bike lanes rather than shared lanes. This is a major access road to Kensington and I feel a shared lane does not suit this particular road.
- Good, but the mix of protected/shared bike lanes might be confusing.
- Median not necessary.
- No bike lane needed as there are bike lanes along Memorial and we want to support businesses with at least some parking for them during business hours.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- The local traffic/bike lane is confusing to me. Prefer the increased planting of the other options.
- Option C mostly meets the goals the least of all options. It feels needlessly complicated with the introduction of the shared bike lane. I would be less inclined to use the bike path in this option. I prefer the planters on option A and B as well.
- It would be a great improvement over the current setup. Split east/west traffic with the median could be an issue for businesses and residential garages/parking. People pulling U turns in adjacent streets to go back the other way etc.
- Shared bike/car lane is unsafe for younger cyclists. Not enough space for pedestrians and furnishings -- this will not be a substantial improvement for people with reduced mobility who use walkers, wheelchairs, etc.
- again Bike traffic can use other roads this road need to move traffic do not displace traffic to other roads
- Lack of a large divider between cars and bikes reduces the desire for kids to bike on Kensington Road. Less traffic will be diverted from Kensington to Memorial. Reduced safety for pedestrian traffic/young kids despite one way slow lane.
- Less protection for cyclists, smaller side walks and trees not on the side of the road. Option B is the best.
- Shared lanes always feel less safe than fully separated bike lanes. The plans above are better.
- A shared bike and car lane is scary. I do not like this option. but it is better then what is there right now.
- This option might be slightly better - a treed median is very beautiful and protected bikelanes are very good
- I live on Bowness Rd where the city has done a terrible job of taking care of the planted median. I have no faith they will actually maintain a planted median on this road either.
- Less desirable with less space between bikes and car lanes
- Traffic modes should be separated. This is unsafe.
- Just as bad as the other two options, pretty trees in the middle that add time to my commute due to single lanes would reduce the time I get to spend with my family. These changes are unnecessary and harmful to me as a resident in affected communities.
- Where are people going to park? You're removing all the parking for the few people who bike? People don't bike because the city is too damn spread out. No one wants to bike when everything is so far away. Stop making bikes a priority, and run more busses.
- I am unsure of the one way shared bike priority lane. Feels this is a complicated option, and will also increase cost in winter snow clearing because of the planted median.
- Does not fix the egress issues for households north and south of Kensington road getting to Crowchild or 14 St
- Better option yet still need capacity for parking on one side of the street
- Better option yet still need capacity for parking on one side of the street



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- This is a good choice too. Similar to what we see in Beltline bike lanes but disagree with car and bike sharing a lane.
- Put the cars in the middle and make the rest nicer. Also, dedicated bike lanes are safer.
- I feel like this option will act as a barrier between SOKE and NOKE (south of Kensington and north of Kensington). I don't like the idea of a central boulevard as the road way ends up losing functionality for cars.
- Looks interesting
- Kelowna took out their Center Boulevard with roses as they had to close a lane to maintain, we did the same with memorial. Now we have lane reversal and backed up traffic.
- not sure about the shared bike/vehicle lane and how well that would actually work
- Just stupid
- It would be better to have two separated bike lanes.
- This bike lane design is better for cyclist flexibility. Don't understand the shared bike/car lane - nobody will obey 30 km. Centre media. Would be nice.
- Having the third lane is unnecessary.
- I don't understand this option and would am concerned about confusion on the lane sharing
- divided car & bike lane is confusing.
- don't like the shared travel lane
- I like it all
- do not like the shared pike path unless it is just for getting on to north bound roads like 19th and crowchild
- The planted medians are never maintained and end up being disgraceful. Look at memorial drive. It is a hazard to maintain and doesn't get done.
- Shared cycling lanes don't make cyclists feel safe
- Plated median is an invitation to J-walk. Cars in bike lane defeats the purpose. This limited text box is a joke for feedback.
- NO: Kensington needs wider walking space, so the furnishing is necessary. Tree in the middle block the view of the street.
- Still too much emphasis on cars
- I love this but where will people park?
- The shared bike-vehicle lane will not be safe or comfortable for children, nor for other riders that are less confident. Further, pedestrians will be very close to this lane, reducing their comfort.
- It would address the safety issues and give the street a proper personality, so deserving of a residential area. The additional shared lane for residents supports the residential feel, but not sure how this won't just get hi-jacked by all cars.
- I do not like the idea of a shared vehicle and bicycle lane, as this still leaves room for car/bicycle conflict.
- This is the best suggestion for me - I live on 11a Street and all the proposals would improve the area. I also bike so would appreciate the bike lanes.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- not really safe to have "all ages" in a lane with cars, no matter how slow they're going.
- Please leave as is.
- Increasing opportunities for walking and cycling would bring vibrancy to this area and reduce speeds of cars that use this road.
- Road too narrow, especially in winter.
- no shared lanes!
- Might be ok, but the lane sharing concept is not intuitive.
- This puts bicycles back on the sidewalk
- A boulevard is nice to improve, but again what good I A shared lane only on one side? Kensington in this area does not have heavy bike traffic as there are good alternatives (memorial bike path or 5th ave) for commuting bikers. Biking is not a priority!
- Width reduction. Separation encouraging active transportation. Investment in quality of space contributes even more to quality of community
- I like this option as it keeps cyclists and walkers safe. It also moves traffic to Memorial Drive and allows a freer flow of movement there.
- I don't think restricting traffic along a high-volume commuter road is a good idea. It needs to stay a high-volume service road. If you're a cyclist afraid of traffic, you can simply take the low volume side roads (i.e. 1st ave, westmount, bowness rd).
- The median isn't needed. Give that space to the sidewalks to support more summer patios and larger sidewalks.
- At least this one offers street side parking for the fourplexes that line the north side of Kensington Rd. With the old 264 legion redevelopment and the high density development ongoing on 19 St, parking will be at a premium as will short cuts through
- more maintenance forced on residents for no value
- I don't think the slow traffic/bike lane would work
- Sounds like a much of the other projects in this city designed to spend money but provide little other benefit.
- I really like the trees in the middle. Option a-c all good. For the love of god just reduce it to two lanes of traffic and slow the speed limit to 30-40km
- Not as much greenery so not as nice as above options. Traffic lanes are closer to buildings
- an improvement but moves traffic closer to houses
- Confusing for westbound bikers and vehicles. Middle planted median would not be accessible and would block turns out of the neighbourhoods north and south of Kensington Road
- Absolute BS!
- It is the widest east west road in the Neighbourhood, plus a bus route, narrowing it to two lanes is insane. Why not reconsider using Bowness Road.
- Shared lanes with vehicles...this is an injury/death situation, especially when sun low in sky blinding drivers.
- Seems interesting: I like the planted median, but trees should shade both sides.

# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Same comment about reduced vehicle space on a heavily used pathway. The one-way shared path is just strange and won't be used by cyclists. The trees in the centre are cool but this is the worst option.
- Shares bike/car lane could be useful by schools if stopping is allowed, as they get busy during drop off and pick up. Otherwise it seems idealistic. Drivers seem likely to avoid it or speed.
- While I would love to see more trees on the sidewalks, I do like the safety provided by the median
- Nope - We need 4 lanes - 2 each direction.
- Least favourite. Don't like shared vehicle/bike lane plus median trees usually die or huge maintenance issue.
- PLEASE LEAVE KENSINGTON FOR VEHICULAR TRAFFIC - it's busy as it is - where is all the traffic going to go?! Bottlenecked into one lane!?! Cyclists, including me, have so many options other than being on Kensington.
- Very cool idea but feel like it would annoy drivers more than satisfy the general feel of the space
- Trees will beautify street
- Leave things alone, have enough damn traffic in the area
- I prefer a separate bike lane.
- Bikes and vehicles don't want to share a lane ever
- This would be a game changer for Kensington road, would greatly enhance foot and cycle traffic and businesses on the road
- Trees in the middle do not help. Cars in the way of bikes increase danger.
- This option is a good compromise between the existing condition and the desire to improved safety for cyclists, and improved look and feel of the streetscape.
- I don't like this. Reduced visibility entering and leaving Kensington Road by car. How do you police the low speed lane? Maybe make the crosswalks raised if you want to make them safer?
- Centre trees feel like a statement design and may be better served for the Eastern portion of Kensington Road. Down to one lane is concerning to me.
- EVEN better - good traffic calming option
- Shared bike lane is not a good solution for cyclists and is sure to bring conflict/accidents.
- Prefer trees on both sides if possible. Would prefer a transit priority lane free from interference from turning/parking vehicles and a cycling route on parallel avenues.
- Yes please! Kensington Road is too noisy, people drive too fast. Close it from Kensington Plaza to 10 Street in the summer.
- cars will use bike lane
- I don't understand this shared bike lane idea? Why not add 0.6 m to each sidewalk and make the width of the two bike lanes the same at 1.2 meters. I like the center median idea though. Gives lights a chance to light up sidewalk better than option B.
- This looks like a very beautiful option but removing the bike lanes would improve flow.
- I like this meridian but I really don't understand the shared travel lane and this feels dangerous.



# Kensington Road Streetscaping Parkdale Boulevard to 18<sup>th</sup> Street N.W.

Stakeholder Report Back: What we Heard

December 2021

- Need 2 lanes of traffic from 18th street to 14th street. It can be a 5 light wait during rush hour to get through 24th street intersection. Add trees, more mini lights like in Kensington for safety and atmosphere. It's scary at night west of 14th street
- Some improvement for the cyclists, but previous options would be much nicer to have
- Vehicles and cyclists do not share well; will cause frustrated drivers.
- Wish it had plantings
- I think this option could be improved by reducing the furnishing width and the planted buffers to allow for a transit-only lane in both directions. If that cannot be accommodated, it is important a reversing transit only lane be provided in the peak flow.
- A centre refuge creates blind spots for cars as snow builds up. This is not safe for pedestrians.
- I don't know what this achieves. I think the shared slow zone is a recipe for collisions and would be better to provide dedicated infrastructure.
- I do like option c but would like to see the big planters like in B. So maybe big planters with the shared lane as option D
- This is the best option of all three in my opinion.
- This would be pretty, but would not help to revitalize the walking experience. Needs more furnishings space!
- Getting better. However, you are still eliminating the option of parking in front of the medium density residential homes. I'd seek residential feedback.
- In this version pedestrians do not get shade from the trees but cars do. On the other hand, trees would force cars to slow down. I don't like this version because cyclists are not separated from the cars.
- This option could be improved through conversion of the median to a shifting live-traffic lane to allow for a peak-direction bus-only lane, similar to Memorial Dr.
- As a biker, I don't want to have to share a line with cars, even if I have priority.
- I am concerned with the one way slow shared travel lane that vehicles will stop in the lane to load/unload and block people trying to safely move through the area.
- All options should be 30km/hr
- I do think vehicles need accommodation along this stretch in the near future.
- Don't like the idea of a lower speed frontage road versus a dedicated bike facility.