



## 2 Avenue N.W. Streetscaping -

Stakeholder Report Back: What we Heard

December 2021

### Project overview

The 2<sup>nd</sup> Avenue NW Streetscaping project is part of the Kensington Area Improvements Phase 2 initiative. Through previous engagement work, 2nd Avenue has been identified as an important walking, biking, and wheeling connection from 10 Street to McHugh Bluff, serving residents of Sunnyside. It has been identified on the City's long-term 5A (Always Available for All Ages and Abilities) Network. This route also provides access to Sunnyside School. Sections of this street are scheduled for pavement rehabilitation in 2022.

The goals for this corridor's design were to improve pedestrian safety and enhance cycling and wheeling.

### Engagement overview

Due to Covid-19 restrictions, engagement was conducted entirely online with the opportunity to provide input by visiting [engage.calgary.ca/kensingtonarea/2-avenue-nw-streetscaping](https://engage.calgary.ca/kensingtonarea/2-avenue-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 2<sup>nd</sup> Avenue corridor as well as ranking the effectiveness of two proposed conditions: Option A and Option B. Rankings were provided on a 5-point Likert scale. Citizens were asked to separately rank the following three questions:

- What is important to know about the current streetscape?
- How well does Option A meet the goals described above?
- How well does Option B meet the goals described above?

### What we heard

In general, stakeholders acknowledged 2 Avenue as an important corridor and streetscape in the Hillhurst Sunnyside neighbourhood. The proximity to schools, businesses, transit options, bike routes, and arterial roads were all cited as reasons for this corridor being important in the community. The wide nature of 2 Avenue was cited repeatedly as a condition that contributed to perceptions of motorists driving at dangerous speeds and a lackluster public realm. The top three themes that emerged regarding current streetscape conditions based on comments provided by stakeholders on the Project Engage Portal were:

- Traffic calming and speed reduction
- Not enough room for safe passage of bikes and pedestrians
- Better prioritization of active modes required

The treatment proposals presented in Option A and B received a variety of responses and suggestions with Option A receiving more favourable input from citizens. Strong separation of travel modes, traffic calming



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implementation, and provision of adequate parking infrastructure to support nearby multi-family residences and businesses were priority considerations communicated by participants.

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

Citizens were shown current streetscape conditions and asked to rate their level of enthusiasm for corridor improvements on a five-point Likert scale. Results of citizen feedback 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
35	6	11	67	239

Citizens were presented with a visual concept and description for 2<sup>nd</sup> Avenue titled Proposed Condition A. They were then asked how well Option A met the goals described above.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
34	13	12	88	207

Citizens were presented with a visual concept and description for 2<sup>nd</sup> Avenue titled Proposed Condition B. They were then asked how well Option A met the goals described above.

1 – Does not meet goals at all	2	3	4	5 – Meets the above goals
40	28	18	107	137

What is important to know about the current streetscape?

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 2<sup>nd</sup> Avenue NW.

Theme	Comments received
Traffic Calming and vehicular speed reduction	<ul style="list-style-type: none"> <li>Participants expressed concern regarding the width of the street and how they felt it contributed to high driving speeds.</li> <li>There was support in this category related to protected bike infrastructure.</li> <li>Streetscaping features such as furniture and greenery enhancements were frequently mentioned as a way of creating a greater sense of place and encouraging safer vehicular speed.</li> <li>The local school was cited as an important local institution and reason to employ traffic calming measures given the high volume of children travelling by foot, bike, and vehicles on school days.</li> </ul>

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Not enough room for safe passage of bikes and pedestrians	<ul style="list-style-type: none"> <li>Participants in this category cited support for creating interventions that added protected bike lanes and narrowed traffic lanes to enhance a feeling of safety among people using active modes.</li> <li>Participants reported observations of cut-through traffic from Memorial Drive to 10<sup>th</sup> Street creating a high volume of vehicular traffic and, in turn, producing a less pleasant streetscape for pedestrian and wheeling citizens.</li> <li>Survey respondents mentioned safe pedestrian crossing of 2<sup>nd</sup> Avenue N.W. as an ongoing issue.</li> </ul>
Prioritize active modes	<ul style="list-style-type: none"> <li>Participants within this theme stated support for dedicated protected bike lanes.</li> <li>Bike safety and dangerous cycling conditions were brought up as a primary concern in this category.</li> <li>Many people felt the road allowed for added cycling and sidewalk infrastructure given the wide nature of the roadway.</li> </ul>
The road is currently too wide and encourages speed	<ul style="list-style-type: none"> <li>Road width and perceptions of vehicles going over the speed limit were correlated in this category.</li> <li>Respondents in this category suggested road narrowing as a potential way to enhance safety for pedestrians and cyclists.</li> </ul>
Already working well	<ul style="list-style-type: none"> <li>Participants in this category felt there was no need to invest monies along this corridor.</li> <li>For those who observed speeding or conflict between vehicles and active modes, the suggestion was to enhance enforcement rather than redesign the streetscape and investment in structural changes.</li> <li>Some respondents felt other projects proposed through Kensington Area Improvements were a better use of funds and this road did not merit investment.</li> </ul>
Esthetic and landscaping	<ul style="list-style-type: none"> <li>Placemaking and improvement to the streetscape were a priority for some respondents who cited the corridor currently lacked a sense of place and esthetic appeal.</li> <li>Tree cover and greenery were suggested as potential traffic calming solutions.</li> <li>Landscape enhancements and added greenery were seen as an improvement to the pedestrian experience on what some considered a significant community streetscape.</li> </ul>
Prioritize traffic throughput	<ul style="list-style-type: none"> <li>Citizens who desired a priority given to the movement of traffic on this corridor were typically supportive of maintaining current road conditions.</li> <li>Comments in this category referenced the importance of 2<sup>nd</sup> Ave as a local thoroughfare and vehicular connection corridor.</li> </ul>
Importance of parking	<ul style="list-style-type: none"> <li>Comments pertained to increasing density in the neighbourhood and the realities of residents and their visitors needing vehicular access and parking infrastructure.</li> </ul>

	<ul style="list-style-type: none"> <li>Concerns around parking loss were often correlated to the opposition of roadway narrowing.</li> <li>Participants felt it could harm local businesses if parking was disrupted along this corridor.</li> </ul>
Other	<ul style="list-style-type: none"> <li>A few comments received were outside the project scope and/or were observations that did not fit within other dominant themes. These contributions will be available for viewing in the verbatim comments.</li> </ul>

How well does Option A meet the goals described above?

Below is a summary table that outlines core participant feedback and impressions when presented with Option A. A total of 238 comments were received.

Separation of modes	<ul style="list-style-type: none"> <li>Participants in this category favoured the clear separation of bikes and vehicles and cited the superiority of protected bike infrastructure in keeping roadway users safe.</li> <li>Comments alluded to this option doing a better job of slowing traffic and protecting cyclists.</li> <li>Respondents noted the preservation of parking (versus flex zone design) represented a more predictable travelling environment for cyclists.</li> </ul>
Prioritize active modes	<ul style="list-style-type: none"> <li>Like the above section, participants were supportive of creating changes that enhance the walking and wheeling experience. This was typically synonymous with a strong separation between modes which was perceived as safer than shared bike/car roadways.</li> <li>Some respondents felt that 2<sup>nd</sup> Ave favoured vehicles due to its perceived wideness and that a higher focus on active modes would diversify the street more enjoyably and safely.</li> </ul>
General support	<ul style="list-style-type: none"> <li>Comments in this category encapsulate support for the redesign and streetscape improvements.</li> <li>Respondents in this category often cited support for Option A in reaction to it allowing for many different modes of travel.</li> <li>General comments cited this option as providing a more attractive and appealing streetscape.</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>There were positive comments regarding how measures could serve to narrow the street and enhance the sense of place.</li> <li>Respondents often connected traffic calming to landscaping features which would enhance the visual appearance of the street.</li> <li>Many comments in this category emphasized the importance of reduced vehicular speed given the daily trips made to Sunnyside School by families and children.</li> </ul>

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Landscaping features	<ul style="list-style-type: none"> <li>General support for added trees and greenery was noted, particularly when used to separate modes of transport and offer shade to pedestrians.</li> <li>Some respondents requested the project team to consider adding more landscaping and tree planting than what was displayed on the project webpage.</li> <li>Numerous respondents in this category cited enthusiasm for the beautification that would be provided through these landscaping features.</li> </ul>
Opposed to design	<ul style="list-style-type: none"> <li>Some respondents were opposed to the design because they felt Option B was a better choice for the street (e.g. Option B provided superior bike protection).</li> <li>Certain participants were generally not supportive of investment of public dollars on 2<sup>nd</sup> Ave.</li> <li>Oppositional comments focused on concerns that these changes could negatively affect parking availability, driving lanes would become too narrow in the winter and that road conditions operated fine as is.</li> </ul>
Importance of parking	<ul style="list-style-type: none"> <li>Many people were supportive of the concepts presented but shared the perspective that parking loss could negatively affect multi-residential dwellings and local businesses.</li> <li>Respondents in this category felt residential density would only increase in this neighbourhood and therefore parking availability remains a significant issue in Sunnyside.</li> <li>Multiple respondents indicated parking should remain on both sides of 2<sup>nd</sup> Ave.</li> </ul>
Comment regarding flex design	<ul style="list-style-type: none"> <li>Respondents spoke to a desire to have flex spaces on both sides of the street.</li> <li>Some comments cited confusion about how the flex spaces would operate or if they would simply default to parking stalls.</li> <li>A few participants supported the flex spaces but commented that they felt permanent, separated bike infrastructure would be a superior option for cyclists.</li> </ul>
Prioritize traffic throughput	<ul style="list-style-type: none"> <li>Respondents in this category communicated the importance of 2<sup>nd</sup> Ave N.W. as an important vehicular corridor.</li> <li>Participants observed that the street is often congested and provides necessary access to multi-unit dwellings.</li> <li>Comments cited the importance of 2<sup>nd</sup> Ave as a collector route and that there were better options for nearby bike routes.</li> </ul>
Specific design feedback or alternative suggestions	<ul style="list-style-type: none"> <li>Stakeholders offered suggestions for continuous sidewalks, larger flex spaces, large truck vehicle restrictions, or making travel lanes 3 metres each way for integration in Option B design.</li> <li>Some respondents pointed to other nearby areas as having better potential for active mode separation.</li> </ul>

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	<ul style="list-style-type: none"> <li>A few stakeholders spoke of locations outside of the project scope and geographic area.</li> </ul>
Working well already	<ul style="list-style-type: none"> <li>Comments in this category expressed that no changes or interventions were needed on 2<sup>nd</sup> Ave NW.</li> <li>Stakeholders worried that Option A proposed change could negatively affect movement patterns or congestion along the roadway.</li> </ul>

How well does Option B meet the goals described above?

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 239 comments were submitted regarding citizen impressions of

Category	Response themes
Separation of modes	<ul style="list-style-type: none"> <li>Participants who cited a need for mode separation frequently connected it to safety for everyone using 2 Avenue N.W.</li> <li>Wider sidewalks were considered a way to enhance the public realm and create a better experience for pedestrians.</li> <li>Some stakeholders communicated that defined separation of modes was a good thing, but a dedicated bike lane on this street would be inappropriate given nearby alternatives.</li> </ul>
Prioritize active modes	<ul style="list-style-type: none"> <li>Respondents in this category were generally supportive of dedicated bike lanes on 2<sup>nd</sup> Ave that provided a clear delineation between cyclists and motorists.</li> <li>Streetscaping and greenery were also connected to a prioritization of active users and it would create a more pleasant experience</li> <li>Current road width was cited as “too wide” and a more defined streetscape would enhance 2<sup>nd</sup> Ave from a beautification and mobility standpoint.</li> </ul>
Opposed to design	<ul style="list-style-type: none"> <li>Respondents in the category frequently cited elements as not being favourable or appropriate on the streetscape (e.g. “vertical barriers are ugly”)</li> <li>A few stakeholders expressed concern double bike lanes would not be used year-round.</li> <li>These comments were often linked to the ‘Working Well Already’ theme where respondents did not feel this streetscape necessitated funding investment.</li> </ul>
General support	<ul style="list-style-type: none"> <li>General support comments often made mention of the designs ability to provide usage opportunities for a broad range of residents, whether walking, driving, or wheeling.</li> <li>Participants offering support to the design commented that the design created a more beautiful, safer, and user-friendly street environment.</li> </ul>



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Landscape and streetscape features	<ul style="list-style-type: none"> <li>The “extended furnishing zone” was generally supported by participants who mentioned the landscaping and streetscaping features mentioned in the renderings.</li> <li>Placemaking efforts were positively regarded in participant comments, with a few requests to see more street furnishing details</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>Traffic diversion and shorts, typically from Memorial to 10<sup>th</sup>, were observed by many participants in this category and traffic calming interventions were supported as a way to make the streetscape safer for active users.</li> </ul>
Importance of parking	<ul style="list-style-type: none"> <li>There were respondents supportive of active mode prioritization and bike lanes, but who wanted the maximum amount of parking preservation.</li> <li>Business and residential presence on 2<sup>nd</sup> Ave and in the Sunnyside area was connected to a continued need for parking.</li> <li>Parking on both sides of the road was mentioned as a preferred design.</li> </ul>
Working well already	<ul style="list-style-type: none"> <li>Participants communicated streetscape changes were unwarranted and that 2 Avenue N.W. functioned as is.</li> <li>A few comments indicated that bikes were not overly present on the road and that alternate routes in the neighbourhood functioned better for bike routes.</li> <li>A few comments alluded to the potential costs not aligning with the need for improvement or change.</li> </ul>
Prefer Option A	<ul style="list-style-type: none"> <li>Citizen who cited a preference for Option A, indicated that design had more aesthetic appeal.</li> <li>Respondents liked the volume of tree cover presented in Option A and communicated that all proposed features should be implemented to ensure better corridor functionality.</li> </ul>
Feedback outside of project scope	<ul style="list-style-type: none"> <li>Feedback outside the project area related to traffic impacts from nearby roadways, such as Memorial Drive traffic restrictions creating spillover effects on 2 Avenue N.W.</li> <li>General homelessness problem in the Kensington Area and street furniture and areas like Container Park</li> <li>Some people in this category cited not being able to discern the difference between option and B.</li> </ul>
Winter snow clearance	<ul style="list-style-type: none"> <li>Participants in this category communicated concern regarding snow being pushed to bike lanes rendering them useless during the winter months.</li> <li>Concerns related to the road becoming too narrow in the winter months due to snowfall. Participants felt this option would exasperate snow clearing efforts negatively.</li> </ul>
Prioritize traffic throughput	<ul style="list-style-type: none"> <li>Stakeholders spoke to the importance of 2 Avenue N.W. as a collector and that vehicular movement should remain a priority on the street and Option B changes could negatively disrupt the flow of traffic.</li> </ul>





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Business and residential considerations	<ul style="list-style-type: none"><li>• A few comments in response to Option B indicated that the residential and business presence in this neighbourhood necessitates vehicular access and parking availability.</li><li>• Sunnyside School was mentioned in some comments as a significant amenity for residents and worthy of consideration in street redesign efforts.</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?

- Do not agree with narrowing roadways further and disrupting residential parking. Important thoroughfare. Sidewalks adequate for pedestrian traffic. Bike lane shared might be useful and maybe pylons, but disagree with more structural changes.
- Lanes are too wide! Unsafe to bike
- I have lived along 2nd avenue for almost 20 years. The number of cyclists are far fewer than vehicles. Sidewalk width is just fine...pls don't disrupt what is working well.
- Road is too wide
- Peds and bikes are better than cars. No one will be driving in 50 years
- All that is needed is slowing traffic down, not streetscaping
- This road is way too wide and has no accommodation for the many bikes in the area to travel safely
- I think it is mostly important to retain street parking which makes the neighbourhood and its businesses accessible.
- I think adding a bike lane would be extremely beneficial to get bikes and scooters off the sidewalk and provide a safe place for the many kids who bike/scooter in the neighbourhood for recreation and to school.
- The road is too wide and encourages shortcutting and speeding. Critically, there is currently no safe space to cycle/wheel.
- Sunnyside is a very active, inner city residential area. The current 2/7 Ave layout doesn't allow for shared, non-motorized movement for residents. Wider sidewalks and a designated bike lane will approve safer commuting for everyone.
- Wide street invite speed. This is concerning especially in the school zone. There is limited "Greenery" given the wide concrete lanes.

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- This is a highly populated area with significant sidewalk traffic. Many walk from second ave NW following the east side of Crowchild Trail heading to merchants such as Suntaras on Kensington Rd. There is no identifiable sidewalk south from 1 Ave NW
- Any improvement to Second Ave in Sunnyside will have a ten-fold impact on the rest of the community. It's such an important corridor and also is the path to our wonderful community school!
- Cars are flying down this street way too fast everyday
- It's too wide and traffic should be slower at the tracks. The curb bump outs have helped.
- Street is far too wide for a 2- lane road.
- I have lived on 7th Ave NW (at 5th St) for over 10 years. The amount of traffic that cuts up into Sunnyside off of memorial, then speeds through 7th/2nd ave is astounding. Make this a less desirable way to traffic to cut through.
- People use it as a through lane to avoid the intersection at 10th and Memorial. Some traffic calming would be nice
- I live on this street. Speeding is a concern, especially given that the school is nearby. Extra support for bikers, skateboarders, eScooters and pedestrians would be welcome.
- Traffic calming would be useful to deter commuters from Memorial trying to avoid Memorial traffic
- There is no current pedestrian safety issue, is a relatively calm street with sidewalks on both sides. Including bike lanes is a good idea, but removing all street parking doesn't work for the people who have to park in those street spots.
- Parking is all ready at an overload in the area and this will not help our overload any.
- Visibility is key to keeping this streetscape safe for all users.
- Cars have too much space encouraging unsafe speeds, sidewalks are narrow and difficult to navigate for people with mobility issues. Not safe for younger cyclists.
- Young families commuting to local schools will benefit, key connecting corridor for commuters to downtown from multiple neighborhoods will be served by this. Allows safer access to Kensington area and connects river valley pathways
- Lots of non-residents-of-Sunnyside, use it as a shortcut so measures to make it further-pedestrian/bike-friendly would aid in deterring those drivers and make it more pleasurable for pedestrian community members who VERY actively use it for commuting! Thx
- It is very car centric, and the vehicles move very quickly through this corridor.
- do not see the need during numerous walks / bike traffic has not been an issue but a stop sign on the west end of school yard would be good
- this is not a concern as during numerous walks and bike rides traffic has not been an issue with Memorial Drive back to normal width shortcutting does not appear to be an issue, however i would suggest a stop sign to be added on the west end of the school
- This avenue is wide which is convenient only for drivers, not for cyclists or pedestrians. The elementary school is located on the side and young kids are often around crossing the road.
- We need a separated bike lane
- The street works well as it is. Please just do something to reduce speeds, but otherwise leave the street alone.

- As a resident on 2nd/7th ave traffic is travelling to fast down the street particularly people using the 2nd/7th as a way to avoid Memorial traffic congestion.
- The road is already "adaptive". For 5+ months of the year there is snow and ice on the road. We're not in London, Paris, Rome, or Barcelona. Because the road is wide, there is room for snowbanks, parked vehicles, and traffic during the winter months.
- Two things are wrong: 1. The volume of cut-through traffic diverting from Memorial Drive, and 2. The excessive speed of some of the traffic on this residential street.
- As a confident cyclist, this current set-up doesn't bother me east of Vendome (that intersection at 9th St NW and surrounding is hairy!) But I don't see others wheeling + schools, and upcoming Sunnyside Barrier impacts need this connection.
- Road is too wide and is seen as a shortcut for when Memorial west is backed up. No wheeling infrastructure, no buffer between sidewalk and road and large distances to cross the road many of the sidewalks.
- 2nd Ave is a wide slab of pavement that encourages fast driving. Its also not inviting. Adding protected bike lanes and narrowing traffic lanes, while adding green/trees would really make this a great place!
- The street is wide and seems to promote unsafe driving. Drivers seem to use 2nd Ave as a route to bypass traffic on memorial on their way to 10th street. My kids play and go to school in the area, and I'd like them to be able to bike/walk more safely.
- As a parent with children, I see the need for providing a safer environment for pedestrian and biking traffic. The current setup encourages speeding and is more dangerous, especially with an elementary school, playground and housing coop.
- We need proper cycling infrastructure on this wide road
- Road is dangerously wide and no safe place for scooters and bicycles.
- Road is dangerously wide and no safe place for scooters and bicycles.
- Street is too wide. Need safe place for scooters and bikes.
- In the winter the way the City clears snow on 2 and 7 Ave is problematic. Parked cars are left walled in with deep piles of rock-hard, frozen snow
- INSANELY wide. Downright dangerous to have this in front of a school.
- For residents of 2 and 7 Ave there is on-street parking available for delivery vehicles, contractors and visitors. Anything that takes away this on-street parking is unacceptable.
- Speeding, cut-through traffic is endangering residents, particularly the elderly and little children. Goal 1 is essential. Goal 2 is not necessary and is, at best, just a distraction.
- **ALLOWS FOR ADEQUATE ON STREET PARKING NEEDED IN THE AREA FROM MULTI OCCUPANT DWELLINGS AND SOME RETAIL OUTLETS**
- As it is now, there is room for pedestrians and there are lots of trees. I object to removing mature trees. But the road is not wide enough for cars to pass bikes. So cycle lanes are good. Parking is needed between 9&8 St for people using 10St businesses.

- This street is so busy with foot and cycle traffic! The extra room on the road is only used for cars to speed through the neighbourhood - give the space to pedestrians and cyclists who use it the most please.
- Users need separated modes for protection and calming traffic will fever this quiet community back to the design intent
- This a high use road for pedestrians & wheeling that has too much vehicular traffic, that frequently travels too fast. Many cars cut through Sunnyside to get from Memorial Drive to 10 st. More landscaping and visual appeal is needed.
- Dull and uninviting for what's considered the gateway to the community. Driving lane is unnecessarily wide.
- Sunnyside is a family oriented community; however with its proximity to downtown and ongoing changes to travel patterns on memorial, the amount of traffic and speed at which people travel through sunnyside has increased significantly. It's unsafe.
- I recommend something similar to Kensington where access has been permanently closed. Limit access to one street and create traffic calming measures such as speed bumps or additional STOP signs along 2nd avenue to limit speed of motorists cutting through.
- While imperfect, seems better than new options based on pragmatics and costs.
- Elementary school nearby and this street is large with lots of room for vehicles which inherently leads to higher speed vehicles and less safe for kids riding. This large street could be designed much better and right now is impossible to ride with kids
- We are a small scale community and lots of people cycle in or through this neighborhood. At the same time, because of the proximity to Memorial Drive we can have a lot of commuter traffic. Bike lanes would keep everyone safe.
- It's a very busy area with local residents and visitors from all over the city.
- We could really use a bike lane here! So many children and a major thorough fare.
- No safe place to bike. Road is wide enough to accommodate a bike lane.
- This road is very wide but there is no safe place for bikes and scooters. It is dangerous.
- Always seems to be a difficult area to travel into
- More dedicated bike lanes anywhere in the city is good. More trees is an added bonus.
- I have lived in this area for 41 years. But I am on the 3rd Street NW cul-de-sac which is accessible ONLY from Memorial Drive, and in a pinch I would have emergency vehicles come to top of 4th Street & 7th Avenue. I feel restricted enough already.
- Lots of young children travel along this route to Sunnyside Elementary! It needs to be safer! Also kids play in the area.
- Equal Space for all users. road is ridiculously wide, which encourages driving over speed limit
- The Medians need to be removed and Speed Bumps put in place. Cars speed down 2nd all day, all night. There is a huge hole in front of 917 2nd, it's been there all summer. Stop catering to the Millennials...this neighbourhood is fine the way it is! Please!
- Too open, encouraging high speeds of vehicles. Less walker friendly than other areas of Kensington

- This is a major street through the community. Emphasis on "community". Let's build it to support the people who live here.
- The current travel lanes are absurdly wide for a residential neighbourhood, leading to drivers travelling too fast.
- Important area that deserves better active mobility infrastructure
- It is too wide for the amount of vehicles. The space could be much better utilized.
- Far too wide road encourages unsafe driving practices
- This is a busy wide street that encourages fast vehicle traffic, endangering neighbourhood children and deterring cyclist use, especially by inexperienced young cyclists. Minimal visual appeal or environmental value in its current state.
- It makes no sense. It's wide with tons of stops and in a school zone.
- Maintain as much parking as possible
- speed is too high on this road. Many people use this to dodge traffic on Memorial. Reduce access into sunnyside to avoid people short-cutting.
- Parking will still be needed along the road
- The sunny side roads are already very hard to drive through. Add speed bumps instead.
- This is a very pedestrian and cyclist friendly neighbourhood already. Use of the proposed protected bikelane with parking on the outside is unproven in a Canadian context and could cause accidents. This whole thing seems like a poor use of limited budget
- This is an important corridor in our community that is significantly in need of improvements for the safety of everyone. Vehicle speeds go unchecked and create a dangerous space for families and children.
- It is a bleak uninviting sea of asphalt that encourages fast driving and little else.
- Beautification and function.
- The current road is wide, with tons of traffic & parked cars. It's also the major route to Sunnyside school with lots of children riding bikes/walking. It is a car street, but full of children, pedestrians and cyclists en route to parks, school & shops.
- I walk here daily and it is always really busy so crossing the street can be a bit sketchy.
- Current road is unsafe by design! Width encourages drivers to speed on a shared neighbourhood street.
- 2nd Ave needs speed bumps, 30km/h limits, and/or cycle tracks; the dangerous 2nd Ave & 9A St intersection needs 4-way stop signs to deal with pedestrian, bus, car, LRT, and bike traffic.
- More people friendly mobility
- The current streetscape is fine as is. Because of the wide lanes, there is plenty of room for on-street cycling. There is also plenty of room on the sidewalks for pedestrians. Please stop trying to fix imaginary problems.
- I cycle this frequently. The biggest problem is that current traffic calming forces cyclists into the traffic lane at intersections.
- It is a high-use area with children, pedestrians, cyclists, scooters and vehicles. Traffic tends to drive over the speed limit, with people cutting through the area at rush hour

- The street is too wide for it's use, excessive speed is common. I would love to bike on this road instead of the side streets.
- This street needs more safe space for cyclists.
- I live @ 834 2 Ave NW, traffic is light, pedestrians & cyclists are safe. Needed - 4 way stop @ 2 Ave & 8 St. Honking many times per day & accidents. People drive like it's a 4 way, like the intersections before & after. Please don't impede snow removal!
- The current design allows cars to drive too rapidly
- This is a residential collector road but the current width encourages drivers to drive at a higher rate of speed (even though it's only 1Km-ish long). Slowing down traffic (drivers) and making this a safer space for pedestrians, cyclists will be an improv
- There has been a dramatic increase in volume and speed of cars making it currently dangerous for pedestrians.
- I live here and bike to work, mostly on the bow river path, so this is the "most dangerous" part of my commute, I'd like a bike lane here.
- Safe connections for all users is important. Creating safe easy to navigate spaces will attract people to the area
- I love Sunnyside and my neighbours.
- Would be great to have a complete street" in this inner city neighbourhood with proximity to public transit.
- Wasted space, too wide for area
- These types of improvements, particularly when repaving is occurring regardless, benefit a long term vision for a city, communities and the people who live there.
- Many amenities (vendome, containr bar, sunnyside school, at grade C-train crossing), bicycle/ped connectivity very good and important. Today lots of cut-through traffic, making it unsafe for children, and stressful/noisy for anyone on the streetscape.
- Pedestrian heavy neighborhood. Road is too wide. Cars go too fast.
- Speeding, traffic cutting through to avoid Memorial congestion, cyclists ignoring basic road rules makes it unsafe for pedestrians.
- There is an issue that can be fixed to allow for a car, bike and walking traffic
- Currently uninviting and unsafe.
- The avenue width encourages speeding in a residential area. A road allocated to multiple types of options will improve the safety of the area as well as its livability.
- When I go visit friends in the area, I avoid walking or cycling this street since it is characterized by cars passing closely, turning randomly, and driving too quickly for safety.
- Very wide street. Lots of people biking. Would make sunnyside more pedestrian friendly.
- Defining a problem helps fix it.
- I've been on this street a lot this past year, and it's kind of scary to ride on
- Plenty of room to add segregated road access for bikes would be a no brainer.



## 2 Avenue N.W. Streetscaping -

Stakeholder Report Back: What we Heard

December 2021

- Is used as a cut through from Memorial, too wide, not safe for bikes, unattractive as a main pedestrian corridor
- This is a high traffic pedestrian zone and needs improved safety.
- Too wide, too many cars.
- Way too wide for volume of traffic is sees resulting in cars driving too fast.
- Prioritizing part of the street for active travel modes. Making it safer for my family. Making the park space framed by things less ugly than cars.
- If there used to be a streetcar on it, that width should be reallocated to uses other than cars.
- Its super hazardous to cross
- No bike separation, vehicle lanes are too wide and encourage speeding.
- It's overbuilt and it's high time the City started following through with improving streets in line with density by making streets significantly more appealing and safer to those walking and biking.
- Lanes too wide. Separate bike and peds preferred
- Currently dangerous for cyclists - I cross that road commuting from work to home. The lack of a stop sign for drivers at the LRT crossing is super dangerous for me on my bike. The angle of the road makes it hard to see cars both when I go north or south.
- Cars drive too fast. Need to slow them down.
- It will be safer for pedestrians and for children
- Stop infuriating traffic through obstruction. The street is perfectly safe for all if left alone, except remove the 'island structures, restrict parking too close to intersections, and enforce speed and stop signs. Leave the rest of ud alone.
- Keep cost down! The street is fine as is! Lived in Sunnyside for 12 years and walk almost everywhere. It needs nothing!
- We live on 4 Ave, close to the Sunnyside Lrt Station and the amount of cars that speed on our street is discussing. Speed bumps would help, one around 906 4Ave and one further down the block. With all the new condo's, brings more vehicles to the area.
- I walk and bike this route regularly. Main corridor in Sunnyside.
- Any improvements to pedestrian safety and cycling are important. They encourage alternative uses.
- The road is very wide, and currently bikes mix with cars. There is a lot of room to add bike lanes which would slow cars down through an otherwise quiet street.
- Have seen too many drivers speed down this stretch of road.
- Not safe for bikers
- Not needed.
- A typical section view, not sure to find out modifications.
- The important thing to consider is that this neighborhood is a grid with multiple parallel quiet streets cyclists already use successfully. Children can ride along first or third avenue to school. Actual access to McHugh bluff is on 3rd access anyway.
- It's a very busy road. Improving infrastructure would guarantee better pedestrian safety and promote physical activity.

- No safe space for my children and me to bike
- Need to encourage more foot traffic to spill over from 10th street to spur more development into sunnyside
- It needs to be better for cycling
- This Avenue is too busy with cars, based on the high volume of pedestrians, and bikers. Drivers speed very quickly down the Avenue, despite the 40 km speed, which is not posted. Drivers sneak through to bypass the slowdown on Memorial.
- Safety of everyone that uses it. Currently, the street is too fast and too busy to be safe for the people that use it.
- Parking demand is consistently low, and dozens of kids use this street to get to school daily. It's unnecessarily an asphalt wasteland that encourages high-speed cut-throughs, and it could be so much better.
- Should have a segregated bike lane.
- Cars drive too fast, there are many cyclists and tons of children. It's a big wide road and we need a safe corridor through the community, especially as the school is in the middle of the community along 2 Ave.
- Uninteresting and lots of traffic
- Too Narrow to bike on with parked cars
- I live on 2nd and would appreciate parking in front of my home. I'm also a cyclist and love bike lanes. I hope there is room for both.
- Where I might be biking in future.
- Right now, it's just... a road. For cars. A quick way to drive through the neighbourhood. The sidewalks are narrow, and it's intimidating for anyone on bikes, scooters, etc. who don't want to ride amidst cars. Minimal character, tree cover, etc.
- As stated in description, this is an important corridor.
- Huge waste of space right now. Ugly.
- Right now it's dangerous for my kids to hike to school, we often choose to bike on the sidewalk because cars are speeding through. Bike lanes would greatly increase safety for my children to get to school as well as prevent some dangerous driving
- Neutral, not a priority. I ride my bike here all the time and it's not bad now. Just don't add those annoying sidewalk jut-outs that we cyclists hate!!! Brings us way to close to cars.
- Biking on 2nd Ave is difficult, bike lanes would really help!
- Speed bumps would be plenty. Need parking space. Although I'm a cyclist, cycle is NOT a problem on the current road
- Not great for cyclists. Devoted to cars.
- Does not promote bicycle or pedestrian use. Not ideal for neighborhood.
- Parking. People live here. Street is plenty wide for all.
- It's fine but could be better.
- It feels unsafe for biking

- If all the flex zones are for parking and street parking is not being reduced this could work but if this will decrease street parking on the street I don't agree with it because so many depend on being able to park on 2nd Ave
- Have walked the area often and do not see many bikes on the road
- There are too many vehicles speeding on 2 Ave from 5A St to 9A St. This needs to stop. A bike lane should also be added.
- The only challenge on this stretch is lack of enforcement - the ONLY way slow speeders & stop running stop signs. As installed elsewhere... reduces driving safety, hampers & infuriates traffic, outrageous cost can't be justified, decimates parking
- The proposed changes need to apply to 7th ave as well as 2nd ave because there has been such an increase in dangerous traffic on 7th ave.
- Road too wide. Speeding an issue for decades. Cycle track needed so all ages use, not just confident cyclists.
- there's no cycling and its layout assumes the only cars would go through this area
- Safety of pedestrians
- Biking safely
- Encourage people to be active
- Trees
- I use this street everyday either on foot or cycling. It's a wide street without that much traffic.
- It looks like a Main Street, and cars drive through as if it were, doesn't feel very safe for biking.
- 2nd Ave is currently very wide, "inviting" drivers to speed in a residential area with a school. The area should be safer for cyclists and
- There are so many people who use 2nd Ave, including kids, who could use a safer way to get from the neighborhood to Kensington, like a dedicated protected bike lane.
- I live on this street and my home faces onto second. It is very important to my family to see it improved.
- This is the main route through Sunnyside from the Bluff to 10th street, with Sunnyside School mid-way. It is often used by cut-through traffic and needs cycle tracks and a more narrow road to improve safety.
- Many bikers do what they want even though they have designated bike paths and I doubt this will make a difference here. E-scooters riders are even worse. In the winter, the plowers will have even less room to remove the snow.
- Too much traffic going too fast. Traffic calming is needed. It should be 40 k outside the play ground. too much cut through traffic.
- This corridor isn't well-suited for the neighbourhood.
- As a "Senior" daily walker, living on 2nd Ave., it is imperative to have clear visibility when crossing any street and 2nd Ave. provides this. Also 2 Ave, unlike 10 St. & Memorial Dr. it allows sufficient street width for emergency Fire vehicle response!
- Trying to connect between 9a St and 2nd Ave (car or bike) can be really scary. Slowing traffic along 2nd would help a lot

- It's a high traffic area that goes by an elementary school. It is also used as a cut through for cars in a rush and because its so wide, they go fast.
- Improve safety
- As the tourist, commuter vehicle, and new condo resident traffic grows in our neighbourhood, we urgently need traffic calming and safe routes to school. Investing here has the unique benefits of attracting tourists and increasing student safety.
- Current street scape is means I can't bike safely.
- This area has a lot of popular businesses that are primarily accessed by foot or by bike and currently, there is no safe access to them.
- Street is too wide and offers great opportunities for stormwater, trees, and public realm.
- It would be nice to see the sidewalks wider to encourage pedestrian traffic and bike lanes so the elementary aged kids can ride to school in a proper bike lane and not on the road with cars. Deter cars from cutting in from Memorial to 10th street.
- It's not just 2nd that needs improvements 7th Ave all the way to 4th street needs improvement as both roads are too wide.
- 1. Huge opportunity to create safe e/w bike route through Sunnyside. 2. I was woken up by the drag race that ended in a crash into Samie's (former) a year ago - perfect example of how dangerous this road can be. 3. I bike this road a lot.
- Currently you get a lot of fast cars passing by this area with it being a rather wide thoroughfare.
- People drive too fast through these extra-wide avenues. Improvements needed not only on 2 avenue but also 7 avenue.
- This is our main avenue in Sunnyside. It is a place to connect with our neighbors and enjoy a safe walk/scoot/bike.
- Create a more pedestrian and bike friendly corridor along the main hub of the neighbourhood. Make it more attractive to residents. Calm the cut through traffic that comes through off memorial drive. Safer walking (cut through people frequently speed)
- Slow down traffic, eliminate U-turns in front of Sunnyside school
- I live facing 2 AV and the route is used as a cut-through. Traffic volume and speeds are high. Must find a way to reduce volume and speed of traffic flow.
- When I think of the future green line development and Eau Clair upgrades I believe 2Ave will serve as a natural corridor connecting foot/bike traffic to Hillhurst, SAIT and Crescent heights. I think a plan for increased foot/bike traffic safety is key
- Motorists use 2nd ave as a shortcut when memorial drive is backed up. This isn't ideal because they tend to RIP through the neighborhood very quickly.
- People rip down this road very fast. They stop at 5a stop sign and then gun it which cause a lot of street noise. Need speed bumps at 5a too. There are a lot of kids in this area biking and walking around. Would be nice if there was a safe path for them.
- Traffic speed and noise an issue. Lots of kids in the neighbourhood.

- Safety. Given the way cars are allowed to park on the streets, it is hard for young kids to look for traffic when crossing the streets to go to school. Please extend sidewalk so that children can safely walk out to look and cross the street
- During Memorial traffic congestion the route is used at high speed to circumvent high traffic flow routes (which are not flowing).
- The current streetscape is dangerous for children. The visibility in winter months is very poor and kids are especially at risk. This is right next to the school and safety for children should be prioritized.
- Cuz it's a nice area and it needs to be upkept better for the citizens of this street specially the seniors
- Leave it alone
- The cars drive way too fast. Our kids are riding bikes on the narrow sidewalks as they feel unsafe on the road. Parking is given too much of a priority
- To improve safety for kids, pedestrians, and cyclists. There is a dangerous amount of speedy traffic coming from memorial and this would help you discourage those people from using this area as a shortcut.
- Stop increasing property taxes
- Seems to work well the way it is. Money could be spent better.
- Why spend tax payers money on what is not needed?
- More trees will allot a cooler area that is better for community use
- This street becomes very busy when vehicles are attempting to avoid memorial traffic. With all the families and children in this area, it can be unsafe.
- This is an important corridor for children in the neighbourhood. There is also a tendency for commuting traffic and others to use the road as a shortcut. The wide lanes encourage speed in an area with lots of children, pedestrian, and cyclists.
- Cars can go too fast and there are children, pedestrians and bikes
- As it stands the pedestrian space is tight and limited.
- I live on the corner of 5th Street and 7th Avenue and the road is far too wide and everyday I see cars speeding. It is too easy to speed here and I think this change should actually go all the way to 4A where the road is even wider.
- Widen the walkway to make it more inviting and move parking out.
- The current landscape makes it very easy for the cars to speed though, too wide
- Many vehicles drive too fast as the roadway is very wide
- Very dangerous with cut through traffic, traffic calming of needed
- Current streetscape is hostile towards pedestrians and cyclists. Cut through traffic, speeding and large distances to cross make it uncomfortable and dangerous as a pedestrian. Plenty of road width exists to create a more community friendly corridor.
- Key connection through the community
- Need to prioritize safety of people (eg pedestrians & cyclists) over vehicles

- Living in the neighbourhood with small children who walk and ride bikes up the street, we desperately need improvements to the streetscapes for safety. With the ongoing construction and road detours from memorial more cars travel through our neighbourhood
- Kensington attracts more and more foot, bike, and scooter traffic each year and the area needs to accommodate the increased numbers
- I think it is also important to mention that bus route 104 also runs through this street. I use it almost daily to either walk to safeway, friends who live close by or take the bus to work. One thing that I miss is a dedicated bike lane.
- 5m driving lanes induce fast moving traffic, not ideal for a residential community. Bikes and scooters have to choose between the sidewalk or being next to moving vehicles. Pedestrians have a lot of road to cross between sidewalks.
- This is a very busy street that sees a lot of pedestrian traffic as well as cars/bikes/scooters due to its proximity to Prince's Island
- Currently this street is too wide, encourages fast, cut through traffic, and detracts from the community feel by being a corridor rather than a place.
- The current sidewalk is not wide enough to accommodate the number of pedestrians. It would be nice to have more trees so that it's shadier/cooler in the summer. Very scenic route and nice to walk along, currently.
- There are a lot of playing/socializing children, cyclists and pedestrians in the area trying to safely co-exist amongst increasing traffic. Traffic calming is desperately needed in the area to keep everyone safe & to further promote active transportation
- The current corridor is very noisy (trucks and busses especially pass through regularly). More trees and slower speeds would make the street very pleasant.
- The current situation works. No need to spend tax money for useless non-improvements.
- This road is quite low traffic already. Adding cycle paths will be good but it is already quite comfortable to cycle and I fear that cycle paths will not be snow cleared as often as the road so actually reducing cycle service in winter vs today.
- Traffic always speeds down this road and narrowing it may encourage slower speeds in a school zone as well as providing safe dedicated bike lanes.
- Heavy pedestrian and cycling use here. Existing vehicle travel lanes don't do anything to discourage speeding or using 2 ave as a cut-through from Memorial Dr.
- We need more protected bike lanes and greenery. The current corridor is completely car centric
- The Sidewalks are very narrow here for the amount of pedestrian traffic. with the road as wide as it is, it makes sense to narrow the road and add pedestrian width. FYI, I live on 5th street and walk to kensington regularly. Wider walks would be great!
- Too car oriented. Unattractive to bike riders.
- The crossing near the trains is at an awkward angle that leaves pedestrians at risk of not being seen. It is also a high use bike area where cars pass dangerously (potentially forcing bikes into parked cars)



- This is not currently a safe environment for a school zone. Kids and families on bikes/scooters have to choose between taking up sidewalk space or being next to fast moving vehicles. Pedestrians have a lot of road to cross between sidewalks.
- It is car oriented and totally hostile to everyone else.
- Currently this is a very “industrial” roadway, with significant non neighbourhood traffic. Widening sidewalks, adding trees, boulevards and bike lanes is a great idea.
- I live on 3 Ave and frequently use 2nd Ave. Motorists frequently speed along 2nd Ave, and possibly use it to cut through the neighborhood. I would love to see a street that is safer for pedestrians and cyclists.
- We are a popular pedestrian neighbourhood and the amount of traffic that is exceeding the speed limit is scary. Every day I watch a parade of children heading to school at 2nd Avenue and 7th Street. I want it to be safer for everyone.
- Cars are driving too fast in the neighbourhood. Street is also missing some shade/trees to make it more enjoyable. Also there's no bike lane on 2nd Avenue NW.
- Road is too wide, often used for short cutting memorial traffic.
- Opportunity for road design improvements,
- Cycling infrastructure in this area is extremely limited and results in a dangerous situation.
- It is too wide and cars speed on this street. It is very dangerous for pedestrians to cross. Cars use this as a cut through for short cutting and make the neighbourhood dangerous. It needs traffic calming
- It's too much car space and sidewalks could definitely be widened. Cycling infra is only useful if maintained, or I'll just be in the road like I am on 2nd St SW.
- I'd like to bike here more with my kids, but without separate bike lanes, don't find it safe to do so. Separating bikes/cars/pedestrians is safer for everyone.
- It is currently a dangerous street for pedestrians, cyclists, and even parked cars!
- The street is way too wide because it used to have a streetcar. This wastes space that could be used for safety and active mobility improvements.
- This road is way too wide. It encourages speeding on what is a 40km/h and 30km/h street. It is very dangerous for cyclists to use, especially young children.
- 2nd avenue is too wide, it encourages fast driving speeds. A road diet via cycle tracks and keeping on street parking will slow the road and discourage cut-through traffic.

### What do you think of Option A?

- I think I like the protected bike lane. it will be important that this lane is cleared all winter. I also like the added tree boulevard.
- This option meets most concerns with safe commuting.
- This would improve greening of the area. Option B below is more encouraging to bikers as the bike lanes seem more permanent



- Don't forget an identifiable public side walk complete from 2 AVE NW to Kensington Rd
- I love this - particularly the trees and storm water management. So much research coming out on the benefits of trees for cooling (important for heat waves!) and human health
- Bike lanes work better when separated from vehicular traffic.
- The flex on BOTH sides of the avenue.
- Looks good! Defined bike lanes would help. Also excited about more trees/vegetation for improved microclimate and shelter from hail
- This seems the better of the two options, but again, why remove all parking options for folks in low rise residential that need the space? This likely results in 1/2 the parking spots, better than the 1/4 of the second option.
- As a family of bike riders this has and never will be a road of choice to ride. It is not a direct path to the bluff or the downtown connector for bike lanes.
- Visibility is decreased by obstacles.
- This is a huge improvement for cyclists and pedestrians. The strong separation between cyclists and cars is very desirable given this is a corridor to an elementary school.
- Both options would be a wonderful improvement
- Being a main throughfare for community members to transit, work and three neighbourhood elementary schools (QE, Hillhurst, Sunnyside) this would better-protect the pedestrian population (which includes a high percentage of youth). (More aesthetic than B)
- Better for walkers and bikers.
- cost / need
- not required and too costly plus too loose parking on one side of the road how safe for transit
- Concerned about parked cars next to a bike lane that doesn't appear separated
- There's not enough information here. Just a cross-sectional view of the block Sunnyside School is in. What about all the other blocks on 2 Ave? No information at all about what is proposed along the length of each block on 2 Ave.
- I think it would work well as long as resident parking is considered. There are a significant amount of homes who's frontage is on 2nd/7th that do not have lane access for parking
- The bike lanes would not enhance safety. Unfortunately, in this city there are some very aggressive cyclists. Children wandering into bike lanes could get badly hurt or killed.
- Don't do it. Instead, encourage children, and even accompanying parents to ride their bikes on the sidewalk. Continued in B ...
- If the bike lane is protected around the Sunnyside School, ensure that crossing of the bike-lane or drop-off zones do not create hazards for wheeling users. If there is an unloading zone for busses, try to re-locate, or have an elevated marked X, see Vic
- I would bike more in this area if there were segregated bike lanes.
- This is my preferred option. Better tree canopy, better pedestrian and wheeled separation from vehicles, better flexibility.
- Critical to make this option work: make the bike lane at a slightly higher level than the road surface and different material/color (not paint, use impregnated pavement like in The Netherlands).

- I love how it's intended to slow car traffic and give more space to cyclists and pedestrians. I would prefer better separation between cars and bikes.
- Wider sidewalks & furniture make the street much more pleasant and accessible. Trees help with the local environment (drainage, air and beauty), protected bike lanes are needed to keep cyclists safe. the road width is more appropriate for traffic.
- This would be really nice in Sunnyside, it addresses parking concerns, slows fast traffic, and lets kids ride to school safely.
- love the addition of trees
- Protected scooter and bike lane is safest solution.
- Protected bike lane is safest solution.
- I like the protection offered by having the bike lane not in direct contact with traffic.
- This option will make the snow-clearing problem a lot worse. A major safety hazard for children who like to play on the snow banks. With the snow banks unseparated from the roadway, children are going to fall into the path of oncoming vehicles.
- Great separation for cyclists. IDEA: combine the bike lanes to make a side-by-side cycle track separated by Flex zones.
- Takes away on-street parking. Please find a solution to the speeding problem which leaves on-street parking as is.
- 2 and 7 Ave is a collector route. There are better options for recreational biking and scootering. Please address the speeding problem without trying to provide something which is inappropriate for a city which has long, cold winters.
- WILL CAUSE TRAFFIC BACKUPS ESPECIALLY WHEN PARKED CARS/TRUCKS ARE PRESENT IN OFF PEAK HOURS
- This provides safety for cycling, but intersections will be more dangerous. Cyclists on the inside of parked cars will be less visible to cars. There are already lots of trees, except by the schoolyard. This block is less crowded.
- Fantastic option. Not only is it safe but the addition of trees is welcomed since many older poplars are being cut down.
- Separated modes of transport
- This is much better than option B because it has a landscaped strip in every block. There is a back lane on both sides so residents don't need on street parking, only visitors. A narrow furnishing band acceptable for it is a mainly weeds and garbage strip
- Narrowed driving lane will help slow down traffic. Also a 4 way stop at 8th street would help. Ever since the installation of the 4-way at 9th st on 2nd ave there has been added confusion at 8th st.
- I think this options promotes sustainable forms of travel, as well as protects those biking from traffic.
- Parking on both sides and more trees on both sides.
- This plan will not limit speed but only narrow the road to where it will make visibility of children harder and create less time for drivers to react. Traffic needs to be reduced through Sunnyside by preventing certain access from memorial drive.

- Parking- including patrol of parking will need to be implemented. The street is congested and often used by multi dwelling units for visitors and people parking for long periods of time. Not enthusiastic about bike lanes. See response below.
- Anything that keeps cars, pedestrians and cyclist separate is good. I like the idea of having trees separate the paths from the road in both sides
- I prefer the option with continuous flex areas on both sides of the road.
- Bike lane safest option.
- Protected bike lanes would be the safest solution.
- Looks well planned
- I do like the flex areas but protected bike lanes below seem safer.
- As noted, I want 2nd/7th Avenue to remain wide enough for Emergency vehicles to get to me. I am not getting any younger. Too many road closures on Memorial courtesy of Duh Farrel leave me in a precarious situation EVERY SINGLE SUMMER.I
- need more protection between the bike lane and car lane (physical separation is not clear on the diagram).
- The additional curb and increased vegetation is very appealing. This allows for the most safety and the additional trees would give a cozy community feel.
- The more trees the better
- Improves safety, tree cover is good, separated cycle infrastructure
- The Medians need to be removed and Speed Bumps put in place. Cars speed down 2nd all day, all night. There is a huge hole in front of 917 2nd, it's been there all summer. Stop catering to the Millennials...this neighbourhood is fine the way it is!
- All proposed elements encourage pedestrian use and slower driving
- Better tree canopy! Though at a cost. The one cycle track is at risk from careless people opening car doors.
- I like the decreased travel lane width and separation between modes in this option. More trees for shading is nice too.
- Protected bike lanes and more trees!
- Physical barriers should exist between cyclist and cars for added safety. I think this doesn't get it quite right. The sidewalks also need to be wider to accommodate more accessibility.
- Reduces room for vehicles
- We absolutely need more trees where people are walking/cycling, as well as more space - there are always a lot of people along this street (and kids, with the school) and the extra space makes it much safer for them.
- This design option creates a safe dedicated lane for cyclists and by narrowing the road for vehicles, encourages slower, safer traffic. Incorporating trees into the design has added environmental benefit and better separates cyclist and vehicle traffic.
- Biking and parking mostly preserved
- Trees on both sides of the road would have more impact.

- I want to bike and walk in this area. Plus this will slow traffic which I think is good.
- Excellent options for safe travel for all modes of transportation, esp. kids on foot and bikes/scooters. Also includes increased vegetation for esthetics, air quality, shade in warming climate, bird habitat, etc.
- Good, but concerned about limited barrier on left side. Better tree canopy.
- Painted bike lanes are not safe infrastructure.
- I think parking is still very necessary on 2nd ave.
- I like this option
- due to current restrictions on memorial and 2nd ave entering 10th street, drivers are using 3rd ave as a thoroughfare to access 10th street and they are speeding and aggressive along the playground area.
- Protected bike lanes and better sidewalks are a must for the main road users: Sunnyside residents. Cut-through traffic from Memorial / 10th St must be slowed to 30 km/h for safety.
- Unnecessary
- I don't see difference between A and B. Poorly described. I support protected bike lanes.
- Love the protected bike and pedestrian lanes, really like the idea of planting to make the space even greener. Looks like the residents of the street lose their street parking, which may be an issue.
- It has a protected bike lane. Kids could use these.
- I love the mixed parking and trees idea. More trees is great! Separated lane with beautification is great
- This option adds trees at both sides, which is important for the quality of the air. It also adds bicycle lanes, which makes it safe for cyclists.
- Already a playground zone, ticket unsafe drivers. I have never seen police ticketing. Put 2 way bike lanes on school side only. Less restrictions on residential side of the street for parking & snow removal. Already trees on both sides of the street.
- Protecting bike lanes will allow a safer school commute
- I like this option the best with the 2 Flex zones that could allow for more trees, plantings, etc. increase ped, cyclist safety and slow drivers down. My concerns are that the Flex zones will never happen and will end up as street parking.
- This design separates pedestrians and cyclists and narrows the roadway. Traffic travels too fast so I would like anything that slows traffic down.
- I like a protected bike lane! It's also balanced on each side
- Bike lanes are protected with parking not pushing cyclists into the road is great. Wider sidewalks are more important than ever now with COVID
- It keeps everyone safe.
- Looks great!
- Protected bike lanes w/ infrastructure is better than smaller less permanent dividers
- Additional planting of option A over option B will support with water runoff while also protecting bike lanes. Not to mention beautification of the neighbourhood and our city.

- Narrows the driving lanes to calm traffic but protected bike lanes are preferred
- Definitely improvement, but bike separation is not as good as option B, sacrifices space for people for unnecessary parking on both sides of the street when one would likely be more than enough.
- I think the street still needs parking on both sides, there are always lots of cars parked. I like the idea of the flex lane on both sides. I also like the widened sidewalks and protected bike lanes!
- Gives dedicated travel areas for all three - pedestrians, cyclists & vehicles and equalizes priority rather than prescribe value to any one option higher
- The ability to add trees on either side makes this better. Could this be done incrementally to correct any potential problems that people online haven't foreseen?
- This option has much better physical separation for bikers and pedestrians. That makes me feel safer with young children
- The tree in between traffic separates cars and non car traffic
- Not needed and a huge waste of funds
- This option has good separation of vehicles from pedestrians.
- By separating cyclists from speeding cars, and giving more room to pedestrians, this will help a great deal. If something were done to slow the cars turning (many drivers use the side streets to turn around), it would improve safety at crossings as well..
- Hate to loose parking for folk who live there
- Only makes sense if there's physical barriers to cars
- Makes walking and cycling far safer. Narrower lanes means naturally slowed vehicles.
- Needs wider sidewalks
- i prefer this option as the bike lane is more separated.
- I really like it but don't trust that parking in the bike lane won't happen without a barrier. Want to prioritize the trees/urban cooling effect they provide, but have trouble trusting many of those who drive.
- having two flex spaces provides for double the opportunities for trees which should be a higher priority than parking
- Still weak bike infrastructure on the left. Need protected bike lanes (not painted & not flexi poles). As a pedestrian like this option the best. As a cyclist, like option B the best.
- I like that there's bike separation, but I don't like that it's dependent on parking; this means that when cars aren't parked, bikes are vulnerable.
- see first answer
- Okay but not great - looks like some protection from cars for peds and cyclists.
- I can safely bike on the street. Please add continuous sidewalks to slow cars down at crossing spots.
- Despicable waste of money in a hopeless attempt to further strangle traffic. ALL we NEED is enforcement. None of these features will slow down any wanting to speed.reduces driver safety w/o enhancing safety for anyone else, parking already problematic
- The planting options are nice, and the separate tracks make sense,

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- Does it really matter what the people live in the area. The city does what it wants. Speedy vehicles down 4 Ave, close to the Sunnyside Lrt Station.
- My kids are more comfortable biking on a bike lane that is separate from traffic (has a divider or space instead of shared lanes).
- I like it. Physical separation between cars and bikes is ideal. As well as separation between bikes and pedestrians. Using trees to separate the two lanes is a nice visually pretty choice, but also functional adding shade to where people are.
- Think this option provides the best separation between bike and car traffic.
- good.
- You are fixing a non-problem in this proposal. There are already river paths and paths along mchugh bluff.
- Given the density of people living in the area, I'm not sure we where the cars would go if you removing a parking lane. Can both flex spaces be for parking?
- This is the better option, as bike lanes are more protected
- This is the best option as it maintains parking on both sides. Street parking is a premium in Sunnyside and can not be reduced. Speed signs need to be clearly marked and vehicle restrictions for large trucks (like on 5 Ave) should be in place.
- Prefer this design if flex space is primarily green space and trees.
- It's missing safe crossing options at 6th street, particularly. It also is missing signs posted to reduce speeds
- Addresses goals, appears to allow more space to accommodate plowed snow in winter.
- This looks good
- It addresses the problem above and adds both function and beauty..
- I like the flex space on both sides. better for tree cover
- Looks great! As a resident on 2nd ave, I need parking within 50 meters to my house.
- I think this looks good.
- I like it a lot! Safer and more attractive to pedestrians and people-powered wheelers. And omg, trees?! Yes please!
- It is easier for moving cars to see and avoid parked cars. Bikes are harder to see and dangerous to have no bike lines
- Fine, not a priority. Just don't add those annoying sidewalk jut-outs that we cyclists hate!!! Brings us way to close to cars.
- Great idea, love this
- Absolutely not! Limits parking and driving lanes are too narrow in winter.
- It's an improvement, but I believe that cyclists should be protected, especially if you want to encourage all ages to bike.
- Great option, however I do not like how only one bike lane is protected from vehicle traffic..
- Vehicle roadway is too narrow. Not enough parking
- Love it EXCEPT the widened sidewalks. Not worth the extra snow shovelling.



- 2.1m for a flex zone seems small
- Not really needed
- It makes it safe for a biker to use the lane without taking away too much of the car space.
- nothing wrong w/ existing sidewalks, paint lines to demarcate narrower driving space\* (physical shrinking is far less safe), remainder to parked cars is bike space. Only required improvement for ped safety is removing islands, & adjacent parking to xwalks
- I like the idea of cycling and scooter lanes
- Meets goals but could be better by making travel lanes 3.0 m each way. Slows traffic to 30 km/h. See Spring Creek Dr in Canmore.
- area distribution is evenly balanced
- Good and less confusing
- Improves cycling safety for school kids. Retains some parking, some apartments in the area do not have a significant amount of parking. Many visitors to the area like to park here to walk by the river/Peace Bridge or access Kensington shops.
- People friendly streets are what is needed
- I like the trees narrowing the street
- This is better than what exists now, but option B is even better than this.
- I love adding trees, it will be similar to the rest of the streets in the neighbourhood.
- Both options meet the goal of slowing down traffic and protecting cyclists
- I like this option, because the B option alternates flex zones, whereas protective parking on both sides is better for bikes.
- I feel unsure about a 'flex' space.
- Separated bike lanes are best.
- Good
- This seems perfect!
- Making the road narrower for cars will help reduce speed and deter some cut through. The street is also a bit barren because it is so wide so putting in greenery will help with this.
- Looks great! Very safe and friendly.
- Leave 2nd Ave. Alone
- I like that the bike lane is separated from the cars by the flex lane on both sides. Makes biking feel safer. And you don't have to worry about bikers when you're driving because they're separate.
- Best option as separates bikers and cars by trees, and provides parking for homes fronting 2nd as well as school dropoffs.
- This route is uniquely wide for historic reasons and this option capitalizes on this and will make it a feature of the neighbourhood which has narrow streets throughout.
- I like this because there are trees and a safe protected bike lane.
- Not sure why there wouldn't be an alternating parking/tree lane on the right side of the cross-section, same as on the left.



- This proposed Option A is ideal as it provides access to all forms of transport while retaining the parking on the street and allowing for beautification with tree planting.
- Really like this design! Might need some continuous sidewalks too at 4A, 5, 5A, 8 and 9th street to slow cut through traffic. Overall really like this!
- Love it. I trust traffic experts, but the more awkward this can be for driving, and the more convenient for cycling/walking/running, the better. No one needs this road to go further than from their home to a major artery.
- Don't think you could get much better than this!
- It would be nice to have more trees in the neighborhood. I'm not sure what will happen to the people that need parking for the apartment buildings.
- Like the flex and option for trees
- Bike lanes are a priority to add here, the pedestrian traffic is well accommodated with the existing sidewalk, still room for parking and through traffic
- We need more trees! Natural shaded walking and biking paths will be important in our cities future and this type of planning now will mean we have it when it is really needed. We need safer more user friendly walking and biking path space.
- I like the segregated bike lanes
- Love the alternating Boulevard and planting areas. Would definitely help with the speed issues with it so wide open now.
- Lots of room for pedestrians! Forces cars to slow down.
- Put the cycle lanes together on one side of the street. Put traffic lanes on other side. Majority of travel is East West.
- I think additional trees are important and the separation of cars and bikes is essential.
- Bike lanes should not be inside parking/flex lane.
- Please a few speed bumps can slow down the traffic for a fraction of the cost.
- Planting zones on both sides of the road allow a cooler microclimate and a better area for pedestrians and vehicles alike
- More people friendly ..always a good option
- I think having the flex zones and trees on both sides of the street is a better option.
- This has always been a high density biking area, the bike lanes will help
- I like this better because there is more of definition between road and parked cars. Again, I think it should start at 4A if not 4 street.
- Make biking a better option with more green growth
- Canopy of trees would be wonderful to have, also designated biking lanes and narrower driving lanes will make it safer for cyclists and will help calm the speeding
- Need better separation for the bike Love it
- Provides a good balance of pedestrian, cycling, tree canopy and parking infrastructure. Trees and reduced lane width are great at reducing speeding. The trees also act as a nice natural separation between motorists and cyclists.

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- Seems good, parking in both sides of the street should slow traffic
- Preferred option most flex area
- Slowing traffic will disincentivize use of cars and increase reliance on public/ eco-friendly transit. I like the option with the most space for pedestrians
- Why do we need to lose all parking? Look at 5th Avenue that at least has parking on one side. Many homes/buildings along 2/7 don't have on-site parking and require street parking.
- Best protection for cyclists
- I love it! I like the mixed parking/greenery option and the separated bike lane. Feels very European.
- 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. Another row of trees in the flex area is a big win!
- Space for all!
- I like that the bike lane and parking lanes would be continuous. This feels like it would slow traffic down and keep folks on foot and bicycle safe.
- Zero parking is not feasible. parking should be integrated on one side. Maybe two way bike lane on one side. It is a safe pedestrian area as is. Option a is preferable to b
- protected cycling, and also opportunity for more planting
- I really like this! It covers everything I mentioned above and would increase the canopy of the current trees.
- Very good. More trees is great. Preserves some parking but does not eliminate it on both sides (parking is used a lot for guests at the condos).
- Constricting traffic does nothing for the residents. In addition it promotes the use of electric scooters that end up littering the sidewalks. Please stop spending money in make-work projects.
- The added boulevard effectively narrows the road and will reduce speed.
- Bike lanes would be well used here - would also need to consider snow clearing for winter wheeling. Reduced travel lanes are also a great idea to discourage cut-through from Memorial Dr.
- This is a huge improvement from the current, but still too much space for cars.
- I appreciate the bike lanes segregated from traffic. Selfishly, being on 5th, i approve of that but i can't imagine residents are happy with the reduced parking. I prefer the greenscape separation (Option A) over Rail as shown in Option B.
- Safer for all users, should reduce speed and through way auto traffic. Enhances experience for users and residents.
- Narrowing the street would encourage cars to drive at a safer speed. Also bike lane would allow for safety
- The road encourages cars to move at the speed limit not over it, and provides a protected area for bikes and scooters. Pedestrians have a shorter distance between sidewalks. Love the addition of trees!
- It could work well.
- I like the protected bike lane and widened sidewalk.

- We need parking on both sides of the street along the entire street. The city keep approving high density developments and there's no where for people to park. If the flex space in that photo is designated for parking then it's good.
- Making the area more pedestrian friendly would be a huge improvement
- This the better option as it will allow for safe bike and pedestrian travel while minimizing the reduction of street parking for 2nd Avenue. Lack of Parking is a large problem for Kensington businesses.
- Option A is great and perfectly meets the goal.
- Modes are separated and provide good space
- We need to separate cars from cyclists for safety. Drivers in the city abuse the bike lane when there is no barrier between them and the cycle track.
- Both bike lanes need to be separated
- Both options are OK, but the city should consider snow removal. I find having the bike lane at the same level as the sidewalk, and above the street, helps to keep snow free from bike lanes and sidewalk, with a median to the road for snow storage.
- Atleast on one side, I like that there is a more physical barrier between cars and bikes. Makes it safer to ride, especially for children. Wish it was the case with both sides.
- Thinking mainly as someone who gets around by bike, I like this one because there aren't spots mid-block where you're exposed directly to traffic unlike B. More flex spaces looks wonderful.
- Huge improvement! Way better conditions for people who walk, bike, and scoot. Excellent canopy potential while still maintaining some parking.
- This is a great improvement because the road is narrowed for the designated 40k/h speed, but I'd prefer to see protected bike lanes on both sides, not just one side.
- Creates protected cycle/wheeling lanes. Really like the addition of the flex space utilizing some more trees to be planted. Not having a physical barrier for the cycle lane is the only drawback.

### What do you think of Option B?

- Do not agree with narrowing roadway further, nor parking disruption in residential area. Alternatives exist for bike traffic. painted lines with shared lanes for bike traffic should be fine as there are alternatives. Pylons a good idea for bike lanes
- There are plenty of beautiful trees, lawns, etc. Pls leave it all alone, don't fix what isn't broken. Spend costs on decreasing homelessness than this. What we have IS already beautiful!
- I like bike lanes and it makes community more bike encouraging and safer
- Another dumb idea and will not work, bad for safety, with Memorial half closed emergency vehicles need this access. Snow removal not possible in winter, and we have buses going up and down. Check how ridiculous 24 Ave NW is now
- This seems less space-efficient than Option A AND less protective of bikes.
- Streets should be more than free storage spaces for cars.

- I think this is a better option.
- Like additional bike lanes but not removal of parking on one side of street. I don't think we need that much sidewalk space and furnish.
- I like the raised curb protected bike lane. It will be important that this lane is cleared all winter. I also like setting a defined area for light poles, etc. This will help with keeping the sidewalks wide and clear for all types of users.
- This option allows for safer commuting with additional lighting and promotes community togetherness with added benches for places to engage with other community residents.
- This is the preferred solution to the problem. By separating the bike lanes from the traffic a safe experience is added to those riding their bikes. The wider sidewalks also emphasizes the change to a more accessible neighbourhood.
- Traffic calming! Lane narrowing! Love it. Our problem isn't overcrowded streets. It streets used as shortcuts from Memorial to 10th and lane narrowing would alleviate that. Love you Calgary! Thank you!
- Separated bike lanes will be safer for my kids and help to occupy more road way, leaving less for cars. Thank you.
- I like this too. I like the wide furnishing zone. If it comes at the expense of trees I'd probably rather have more trees. Depends what would go in the furnishing zone I suppose.
- I like the segregated bike lanes
- Many of us who live on the north side of 7th/2nd do not have parking on our property and rely on street parking. Option B takes parking away from the outside of our homes and =s our vehicles being far away from our property & decreases parking altogether
- Also looks good, though option A is my preference. Snow removal/management may be more difficult with this option, due to the bike lane divider. I also prefer the aesthetics without the divider
- This is a main thoroughfare through one of the most walkable neighbourhoods in Calgary
- The above option is better, both for use of actual residents and for providing more tree coverage.
- Again does not address parking and the fact that bikes don't ride much on this roadway. Please study how many riders are on this road. It not warranted for change.
- This creates (unofficial) hidden access/egress points to the road.
- Many children and parents commute by riding their bikes, so, to me it is imperative the safety of these people.
- Not as good as option for cyclists but the wider pedestrian/furnishing space is better for people with reduced mobility and younger children scootering etc on sidewalks. Would be happy with either.
- Both options would be a wonderful improvement
- Seems to be similar functionality as A (offers improved safety for pedestrians) I just think option A is more aesthetic (with planting, benches, etc) to buffer pedestrian zone from motorized vehicle zone. Thank you for surveying citizens!
- Not sure how smaller lanes provide better vehicular safety.
- cost / need
- same as option A

- I have not seen a lot of bikes on this road. Probably not the best use of funds.
- I like the separated bike lane on both sides
- There's not enough information here. Just a cross-sectional view of the block Sunnyside School is in. What about all the other blocks on 2 Ave? No information at all about what is proposed along the length of each block on 2 Ave.
- Would also work but parking would be an issue. I also am of the opinion that the cycle path and parking should be reversed ( bike lane on outside) as a matter of safety for people performing turns.
- The bike lanes would not enhance safety. Unfortunately, in this city there are some very aggressive cyclists. Children wandering into bike lines could get badly hurt or killed.
- and make the street safer for other adult cyclists by reducing the speed of vehicles, with 30 kph speed limit, speed bumps, roadside speed indicators, or speed enforcement.
- unloading zone for busses, try to re-locate, or have an elevated marked X, see Vic. Ensure SNIC clearing possible, and rd crowning not affecting bike lane drainage
- Less preferred option. Less trees, less separation and less flexibility. Not confident the increased furnishing space will be utilized well.
- This also works. But it removes a parking lane which I can imagine might be annoying for some people.
- This option provides excellent separation between cars and bikes, and I also really like the increased area for pedestrians and "furnishings".
- Good option, for reasons said above. However, fewer trees and parking spaces. This is my second choice.
- Would like to have parking on both sides of the road.
- much better than current road Nice barrier to protect cyclists
- Good option, but doesn't seem to provide as much protection to scooters and cyclists.
- Good option, but doesn't seem to provide as much protection to scooters and cyclist as option A.
- I like the additional barrier for cyclists and scooters in this option.
- This option will make the snow-clearing problem a lot worse. A major safety hazard for children who like to play on the snow banks. With the snow banks unseparated from the roadway, children are going to fall into the path of oncoming vehicles.
- Protection / separation for cyclists not as strong.
- Takes away on-street parking. Please find a solution to the speeding problem which leaves on-street parking as is.
- Wrong for all the same reasons as Option A. Both options take away on-street parking for those living on 2 and 7 Ave. We need the same on-street parking that residents on 4, 4A, 5, and 5A streets have.
- LOSE THE DOUBLE BIKE LANE NONSENSE, WE DO NOT LIVE IN PORTLAND.
- Same comment as option A. Blocks between the school and 5A St need adequate street parking for apartments. I would call it medium density residential. I think the bikes are safer when they and cars can see each other: sidewalk, parking, bike lane, cars.

- Good option. Not only is it safe but the addition of trees is welcomed since many older poplars are being cut down.
- Separated modes of transport
- I do not like this at all because it only has a landscape strip on every other block. I do not like the wider parking width as it encourages the use of overly large vehicles. The wider furnishing zones just mean more weeds and garbage. Seats go in Landsca
- Preferred the first option with parking on both sides. One sided parking adds additional "traffic" as vehicles circle the side streets to point their vehicles in the right direction.
- Same as above.
- Bike lanes are used on a relatively limited basis- on streets. There are nearby pathways for leisure and transportation. They are dangerous and used sparingly. Not worth it.
- I would like to see mick ups of what kind of "furnishings" we are thinking about. Benches? Raised beds for urban gardening? We could be very creative!
- Not as good as having a dedicated bike llane.
- A good option but option A would provide more protection.
- Looks too busy and higher maintenance
- Protected bike lanes for the win!
- I walk/walked this neighbourhood for 41 years. I rarely pass anyone on the sidewalk and cannot understand why people who DO NOT live here would opine on any need for it sidewalks to be wider, bike lanes to be established. Everyone gets around pretty wel
- This would do the minimum job but I think we hve the space for option a and I think we should utilize it.
- Safer and more appealing.
- Looks like fewer trees in this option? The cycle lanes are a bit narrow in both options
- The Medians need to be removed and Speed Bumps put in place. Cars speed down 2nd all day, all night. There is a huge hole in front of 917 2nd, it's been there all summer. Stop catering to the Millennials...this neighbourhood is fine the way it is!
- Not enough planting zones, should be on both sides at all times
- Better separation of active transportation modes.
- I like the decreased travel lane width.
- I think this design nails it, and should be the base template for the city moving forward. It provides space for all, and considers all groups of travelers, as well as abilities.
- Am having trouble seeing difference between a and b.
- Still good, but less physical separation between the cars and cyclists/pedestrians, so it's less ideal than the first option
- This option does not offer much separation of cyclist and vehicle traffic and seems to have less environmental benefits. I don't think a wider 'furnished' sidewalk is all that necessary.
- Looks the exact same but "extending furnishing zone" added, not sure what "street furniture" means but if it's pretty and fits the culture of the community then would agree to it.



- The vertical barriers are ugly
- The bike barriers are a poor fit for the streetscape
- An additional comment: this project is an ideal opportunity to give 5-6 Avenue and 2-7 Avenue a stronger identity, by renaming them and eliminating the confusion caused by the change in numbering. I suggest Hillhurst Avenue and Sunnyside Avenue.
- I don't think there is a need for seating and it will be abused
- It is not as robust or safe as Condition A but still provides similar benefits.
- Barriers between bikes and vehicles seem a bit more substantial on both sides, not just one.
- Bike lanes should be physically separated from road. Hard to tell from this image of the lane on south side is physically separated. In fact, both images look about the same.
- Not enough parking
- due to current restrictions on memorial and 2nd ave entering 10th street, drivers are using 3rd ave as a thoroughfare to access 10th street and they are speeding and aggressive along the playground area.
- Lighting, street furniture, trees will improve this street. But protected bike lanes and slowing car traffic is the priority.
- Unnecessary
- I don't see difference between A and B. Poorly described. I support protected bike lanes.
- I'm not clear on what the furnishing zone provides that would be different than what we have now. More benches along the school for waiting parents would be nice. I like the protected bike lanes and planting.
- Prefer A due to better separation from car traffic.
- I am preferential to option A as I think option B will provide a less beautiful street.
- This option adds poles at both sides of the street, which makes it safer for cyclists, while also adding trees at one side of the road, which improves the quality of the air.
- Why isn't a 2way bike lane an option? Don't widen sidewalks, there are many to choose in Sunnyside & river paths are 2 blocks away. Please do not make road too narrow, it will inhibit snow removal and residential parking. One, 2way bike lane, school side.
- It's ok
- My concern with this is by having only 1 Flex lane that many residents will oppose this as they feel they will be losing too much parking.
- No flex spaces on both sides.
- this option is also fine, but I prefer A. I'd like trees on both sides of the road!
- Protected bike lanes are critical for this type of transportation. The more inviting a sidewalk or bike lane the more people who will make this type of transportation a first choice.
- It does not keep everyone safe.
- Seems like street furniture would not be as much of a requirement in this location
- Less ideal, removes street parking from both sides of street
- Narrows the driving lanes to calm traffic and provides protected bike lanes for bike/pedestrian safety



- Good bike separation means kids can use this safely (no fear of being doored), more street furniture and space for people will make this space more vibrant, more space for people, more focused car parking means a better looking and more inviting street.
- I like the widened sidewalks and protected bike lanes. I think there needs to be space for parking on both sides of the street. I like the flex lanes.
- This is a dense neighborhood with more density always being integrated and an area that is welcoming to citizens from other areas to enjoy access to waterfront, greenspace and retail. Reality of this is we need the street parking to support it all.
- Gets the job done, but doesn't have the chance for as many trees.
- It reduces lane size which is the goal. I feel the tree makes it more friendly to less experienced riders
- Bot needed at all
- This option does not protect cyclists as well.
- Though it is a vast improvement on the status quo, it is less effective at physically narrowing the driving lanes since the flex area is so much wider and when used for parking it gives a de-facto increase in the driving lane width.
- Better option. Protect bike lanes are better and stops cars from parking in the bike lane.
- Looks expensive hate to loose parking for the folk who live there
- I don't like the idea of riding with a child without real barriers to cars
- Not as good as the first option, first proposal does a better job at slowing down vehicular ttraffic
- I preferred option A, as it has a flex zone on both lanes
- needs wider sidewalks
- Physical separation from cars is critical.
- Love the barriers.
- not sold on the need to widen the furnishing zone. poor use of the space compared to A
- Better bike infrastructure on left. Weakened on right.
- I like that this is fully protected.
- Can only give 4/5 because the above does not address intersection design. Otherwise excellent.
- So your detail is lacking - what is the "protection" for cyclists? I flimsy post? A Jersey barrier? Either is poor - at least there is a curb to protect the cyclist. An, how are you fixing the intersection at 9A St NW?
- I can safely bike on the street.
- Dividers are WAY better.
- Despicable waste of money in a hopeless attempt to further strangle traffic. ALL we NEED is enforcement. None of these features will slow down any wanting to speed.reduces driver safety, insufficient cyclists to justify cost, parking already problematic
- Waste of money with this one, keep the roads as they are if this is what is proposed.
- More furniture will mean more homeless people.
- Some concern regarding narrow driving lanes (needs to easily allow both sides of traffic to flow with parking due to high use).

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- More protected bike lanes with a taller physical barrier to make it safer.
- This is a nicer option than what is currently in place. Have flexi-posts to separate cars from bikes is better than painted sharrows.
- Still a good option, but prefer A.
- Bad
- Better proposal. Cost?
- You have give. Two options that are both unnecessary and please do not change the street without a better rationale.
- Bbj
- The loss of parking space would not be acceptable. There are a whole lot of people living here in multi-family and rentals that don't have garages, alleys, etc. Parking is busy all the time and needs to stay.
- Both are great options, hard to choose between them.
- This option is good too.
- This option doesn't work as it reduces the amount of parking, which is already limited.
- Still needs improved crosswalks and speed restrictions. I also do not think that large trucks (semis) should be allowed to use it (like Memorial and 5th Ave). They are super dangerous and loud.
- Still a huge improvement over current state, but concerned about snow blocking bike paths in winter, rendering them useless for many months of the year.
- this also looks good
- Either option would work.
- Make it inviting ,quit planting mountain ash they have had blight for years back , now being removed on memoria
- too similar to A for be to decide between the two.
- I mean, these options aren't too different... but I like the idea of "street furniture", a mini-plaza with chairs or benches to people-watch or play chess or whatever.
- Protected bike lanes are important, also helps protect school kids.
- Fine, but less trees than option A makes at 4/5
- No parking on one side may be tough for residents
- OK. Just don't add those annoying sidewalk jut-outs that we cyclists hate!!! Brings us way to close to cars.
- No street furniture. Huge problem in Sunnyside with the B&E and addicts. Increase patrol and consequences for those arrested. Bike lanes are great except our bikes get stolen. Container park is an eyesore. Take down encampments as soon as they go up.
- Absolutely not! Limits parking and driving lanes are too narrow in winter.
- This option is much better because the cyclists are physically separated from the traffic. I would be more comfortable having a child bike this path.

- Great option. This is the ideal configuration for the neighborhood. Promotes local walking and shopping without the use of cars. I wish there was more emphasis on multi-use like this along Memorial Drive NW.
- Vehicle roadway is too narrow. Not enough parking
- Frankly, I found it too hard to find/understand the differences between the options. I'm sure that they're obvious, but not to someone scrolling between diagrams and seeing them the first time.
- Better option
- This looks like the better option to me
- Not really needed
- Bike lanes on this street would be a night mare in the snowy months. They aren't need here and especially not on both sides. This street is two blocks away from the bikes paths on memorial.
- nothing wrong w/ existing sidewalks, paint lines to demarcate narrower driving space\* (physical shrinking is far less safe), remainder to parked cars is bike space. Only required improvement for ped safety is removing islands, & adjacent parking to xwalks
- I prefer option B as it provides a barrier between the vehicles and the biking and scooter traffic
- A and B very similar. Same comment as A (narrow travel lanes even more). Cycle track critical to attract all users all day long. Plan view showing community & network ped & wheeling connections needed.
- The lack of flex on the residential side in favor of a barrier may result in non-ideal conditions if weather worsens
- A bit more confusing than the other option
- Don't need to give the street lights more space, cuts out valuable parking space.
- Love this one as bikes are protected
- As a pedestrian and cyclist this option serves me best by giving me a full cycle track and calming traffic.
- Both options meet the goal of slowing down traffic and protecting cyclists
- Better than what we currently have, but not as comprehensive as A.
- I love the idea of having a planting zone in this option!
- This is also good - not clear if furnishing is part of sidewalk - wider sidewalks may be a priority.
- Not as much landscaping - not so pleasant.
- Also good, but the other option looks nicer.
- Last week I attempted to go to the RBC on 10 St. N.W. and as if dodging trees, garbage containers, light poles, sandwich boards, etc. wasn't enough congestion, 2 people of bikes approached from behind and passed with no warning. Leave 2nd Ave. Alone!!!
- Is a big improvement over existing, but less parking and trees provide better separation between bikes and cars.
- Good idea
- option B has better barriers from cars. Often cars do not respect bike pathways and will enter them if no barrier is present - leading to potential injury or worse.

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- This option seems more costly (small curb relocations on both sides) and doesn't offer as much space for stormwater and trees. Prefer option A.
- This is a good alternate plan as well, however, it does take away street parking for the residents along 2 Avenue.
- This is also an improvement but I like "A" better. Please extend the improvements through 7th Ave to 4th street.
- Again, I defer to experts. To me this looks great too! Thanks for all your work!
- Don't think extra lighting poles, furniture, etc. Is necessary.
- Either option A or B are much better than the existing situation.
- I think this could be a better option because of the small children travelling to school in the area and having a protected zone for them to scoot or bike might be nice. I think both options are great.
- Division of a bike lane would be a safer option especially for children riding to school. Narrow lanes for cars will calm and slow down traffic which has become too fast. An inclusion of 4 way stops along this corridor would also be preferred
- I don't think there needs to be additional sidewalk space, with the bike lane it'll keep bikes off the sidewalk. I do like the bike lane barriers in this one better
- I like the widened sidewalks
- Same as above, but appreciate the even wider sidewalk area for pedestrians.
- Same as option A
- Leave one side for pedestrians to calmly travel without competition from multi modes of higher speed travel which increases annually.
- Leave it alone
- More trees is better. The heat wave this year made it clear that shade and trees improve quality of life a lot.
- Ditto for bike lane. Who looks after the trees?
- More congestion, more spend, zero benefit.
- Not enough planting zones in this area
- safer and better lighting promotes more pedestrian traffic
- I believe that having barrier on the bike lane provides the greatest protection for bikers, including young children.
- This isn't bad but I think the extra furnishing zone space isn't the best use.
- It will be more climate resilient. Bikes will be safer and people with all abilities better
- It works but not as much
- I really like how safe this is for cyclists with the protected bike lanes. We have so much pedestrian and bike commuter traffic in this area, it is important to ensure everyone stays safe. This may also discourage short cutting of vehicles.
- Prefer option a
- Also a great option, although I am in favor of more trees on the street
- Love it, please make this whole Street 30km/hr

- Less separation of cyclists from motorists and less tree canopy. Prefer option A.
- Minor differences from option A
- Separated bike lanes are much safer than painted lanes
- I like that there is still prom options and a dedicated lane for bikers.
- Look at 5th Avenue that at least has parking on one side. Many homes/buildings along 2/7 don't have on-site parking and require street parking. Permanent barriers will cause issues with snow removal and maintenance. Where will City plow snow? In parking?
- Bikes are too close to cars on one side.
- I prefer option A over option B, as alternating parking zones might be not ideal for residents.
- I like Option A better but would be happy with option B
- Also a great option
- Alternating the flex planting lane by block seems piecemeal and feels like the space would be less expectable for drivers given the changes on each block.
- Same comments from option a apply. An option c is needed
- The proposed barriers for the bikes are nice, but if there are budgetary concerns I don't think they're a priority. More people cycle along 9A St. and there are no barriers.
- This option is not as good as A. Bike lanes don't need dividers. This street isn't walked enough/have enough services to warrant a large space for street furnishings.
- Constricting traffic does nothing for the residents. In addition it promotes the use of electric scooters that end up littering the sidewalks. Please stop spending money in make-work projects.
- While effective, I find this option less aesthetically pleasing.
- Bike lanes would be well used here - would also need to consider snow clearing for winter wheeling. Reduced travel lanes are also a great idea to discourage cut-through from Memorial Dr.
- This plan is the best. It has the protected bike lanes and green space. But it also has better sidewalks for pedestrians. It's important that people can walk side-by-side to talk without dodging streetlights, etc.
- As someone who cycles this regularly on weekends and evenings, i would not be opposed to full on narrow the street and have single file cycle/motoring next to cars. Its a residential street... cars need to slow down. post 30km/hr speed limit? Why not?A>B
- PROTECTED BIKE LANES ARE BETTER. Cars can be real jerks to bikes right here.
- I like it better as it offers extended furnishing zone.
- I'm not sure why a more defined space for lights and street furniture is needed.
- This does not provide enough parking.
- I like this idea the best
- Too much reduction of parking
- Biker safety and increased safety and separation for pedestrians from vehicles. Especially since this is close to the school and a significant portion of the pedestrian traffic is elementary school aged children.
- Option B is missing some trees/shade.



## 2 Avenue N.W. Streetscaping -

Stakeholder Report Back: What we Heard

December 2021

- Modes are separated and provide good space
- We need that separation between drivers and cyclists.
- Less parking is ok
- If bothering with bike lanes, make them protected. But they must be cleared in winter.
- I prefer this less, as you don't have a permanent physical barrier between cars and bikes. Im not going to bike with my kids here if the only thing between them and and cars are some plastic pylons.
- Better than current, but fewer shade trees and putting the wheeling lane that close to the vehicle lanes isn't my preference.
- Don't like this as much. Not as strong canopy potential and don't see a wider furnishing zone as beneficial.
- This option is best because it narrows the road and it provides protected bike lanes on both sides.
- The addition of the protection for the cycle track is what boosts this above proposal A.