



# 19 Street N.W. Streetscape Improvements

Stakeholder Report Back: What we Heard

May 2022

## Project overview

19 Street N.W. is an important corridor in West Hillhurst that includes shops and services frequented by residents and members of surrounding communities. It is also an important walking, biking and wheeling connection that extends from Kensington Road to Nose Hill Park. Previous rounds of engagement have identified the potential for 19 Street N.W. to better serve pedestrians and cyclists as well as benefit from beautification and public realm enhancements.

What are our goals for the design of this area?

- To encourage slower vehicle speeds and provide a corridor that is appropriate for all ages and abilities that wish to cycle or wheel along 19 Street N.W.; and
- Provision of a buffer between parked vehicles and the wheeling lane to reduce the risk of an active mode coming into conflict with a vehicle door swing and for snow storage.

## Engagement overview

This phase of engagement was conducted entirely online through The City's Engage Portal (<https://engage.calgary.ca/kensingtonarea>). Public feedback was accepted from April 18 – to May 6, 2022. Residents of Sunnyside, Hillhurst, West Hillhurst and Hounsfield Heights/Briar Hill were sent a postcard, notifying them of Phase 3 engagement for the project. In addition, residents and people transiting through the Riley Area were made of aware of the project through sounding boards and sandwich boards as well as a social media campaign. The project team met with community association representatives from the above listed communities in advance of the Phase 3 launch. A project email address was set up to field citizen questions and concerns regarding the project and engagement opportunity.

## What we asked

Phase 3 engagement for the Kensington Area Improvements project built upon previous phases of engagement as well as subsequent technical analysis and cost considerations to provide updated proposed designs for a short list of area projects, including 19 Street N.W.

For Phase 3, stakeholders were presented with aerial and cross-section designs of intersections along 19 Street N.W. between Kensington Road and 5/6 Avenue N.W. The design presented was refined beyond the illustrations provided in Phase 2 (August 2021) and highlighted bus stops, sidewalks, roads, grass and landscaping, wheeling lanes and road width changes. Stakeholders were then asked the following question:

- Do you feel this design meets the improvement goals? Do you have any suggestions or final comments before we progress to construction?



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## What we heard

19 Street N.W. was consistently recognized as an important streetscape in the Riley Area. The most common feedback theme from participants was general support for improvements along the corridor, though there were many questions and concerns received from survey participants regarding the specifics of the proposed designs. The top three themes regarding from participant comments on the proposed design and its alignment to the project goals were:

- General support for investment in the 19 Street N.W. corridor with stakeholders citing improved active mode allocation and enhanced streetscaping as outcomes of the design, with some stakeholders stating they wanted more public realm improvements such as increased seating, wider sidewalks and more trees and planters.
- The second most common feedback theme was a desire for more continuity in bike lanes. Participants indicated bike lanes should be marked through intersections, not disrupted by bus stops or bulb-outs, and protected from vehicular traffic.
- Participants indicated the design did not adequately address the pedestrian experience on 19 Street N.W. with particular attention to wider sidewalks, safe pedestrian crossings, especially at 2 Avenue N.W., and a lack of beautification recommendations in the phase 3 illustrations.

Supportive respondents indicated the improvement goals were broadly met by the presented cross-section and aerial design, though many respondents provided additional plan or amenity suggestions as well as clarifying design questions. Participants made several comments about traffic calming, parking allocation, pedestrian crossings and extending the improvements to other nearby areas. Comments in opposition of the project related to the cost of implementation, and sentiments that alternate bike routes were superior to 19 Street N.W. (most typically 21 Street N.W.), that narrowing of driving lanes and parking loss were bad for storefront businesses, and that the design did not do enough to address safe pedestrian crossings.

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 to construction. 19 Street N.W. streetscape improvements is one of seven projects brought forward in Phase 3. All projects are dependent on funding availability and technical feasibility. The public can expect construction on prioritized projects to begin during the summer of 2022 and carry on into 2023.

## Summary of Input

Category	Response Summary
General support	<ul style="list-style-type: none"> <li>Responses in this category expressed support for investment in 19 Street N.W. and indicated the improvement goals were largely met with the presented designs. Positive comments specified that the changes would create a more lively, vibrant streetscape accessible to more users.</li> <li>Supportive comments tended to be accompanied by further improvement suggestions such as a flashing pedestrian crosswalk at 2<sup>nd</sup> Avenue, wider sidewalks, more greenery and trees, and suggestions that the bike path be raised.</li> </ul>
Bike lane convergence with traffic	<ul style="list-style-type: none"> <li>Stakeholders expressed concern that the bike lanes did not present as straight or continuous and bulb-outs might present a safety risk to cyclists.</li> <li>Particular attention was given to the Kensington Road intersection where participants felt cyclists were not adequately protected. Suggestions included a floating bus stop to accommodate a protected bike lane and narrower curb extensions.</li> </ul>
Greater focus on pedestrian improvements and wider sidewalks	<ul style="list-style-type: none"> <li>Participants shared ways to enhance safety and the pedestrian experience. A group of respondents desired widened sidewalks and many comments cited the importance of beautification features to pedestrians as well as benefits to local businesses.</li> <li>The intersections at Kensington Road, 2 Avenue and 5 Avenue N.W. were frequently identified as requiring further examination as to how to better safety and pedestrian accessibility.</li> </ul>
Oppositional comments	<ul style="list-style-type: none"> <li>Critical comments provided observations that there were more appropriate bike lane routes on nearby streets and that proposed changes might increase traffic on nearby side streets.</li> <li>A group of stakeholders indicated the improvements were not worth the investment of public funds.</li> <li>Some non-supportive comments indicated that the bike lane designs did not do enough to protect cyclists and the design was incomplete without addressing pedestrian crossings at 2 Avenue N.W.</li> </ul>
Preserve parking and flow of traffic	<ul style="list-style-type: none"> <li>Stakeholders submitted comments that parking needed to be preserved to accommodate local businesses and the growing density in the area.</li> <li>Participants provided opinions that implementation narrower lanes, as shown in the design, had the potential to create traffic congestion and bottlenecks.</li> </ul>

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Address speeding and implement traffic calming	<ul style="list-style-type: none"> <li>Participants observed ongoing speeding issues along 19 Street N.W. and encouraged the project to implement traffic calming measures. Suggestions included a flashing pedestrian crossing at 2 Avenue N.W. and posting lower speed limits.</li> </ul>
Alternate bike lane route	<ul style="list-style-type: none"> <li>Participants communicated that an alternative bike route should be considered before construction takes place on 19 Street N.W. 21 Street N.W. was the most frequently suggested alternative.</li> <li>Stakeholders indicated that pedestrian, sidewalk, and business access improvements were needed on 19 Street N.W., but a bike lane was not a necessary amenity on the corridor.</li> </ul>
2 Avenue N.W. intersection	<ul style="list-style-type: none"> <li>2 Avenue N.W. received the most attention as an intersection where stakeholders wanted to see further improvement and pedestrian crossing intervention.</li> <li>Participants cited Queen Elizabeth School and the concentration of commercial businesses as adding to the volume of pedestrian crossings on 2 Avenue N.W.</li> </ul>
Add more greenery and streetscaping	<ul style="list-style-type: none"> <li>Participants cited the need for increased vegetation and landscaping to enhance the public realm along the 19 Street N.W. corridor.</li> </ul>
Design questions	<ul style="list-style-type: none"> <li>Some participants submitted questions about the presented design such as turning lane solutions onto 5/6 Avenue N.W., if these plans might be extended to Memorial Drive and how snow clearing would be managed post-construction.</li> <li>A few participants questioned if parking widths could be reduced to extend sidewalk width.</li> </ul>
Bus stop planning	<ul style="list-style-type: none"> <li>A group of participants wanted to ensure bus stop planning was prioritized as a way of helping people access West Hillhurst by public transit.</li> <li>Floating bus stop designs were suggested as a way of enabling a continuous bike lane.</li> <li>A few comments cited buses pulling in and out, combined with narrower lanes, will increase traffic congestion.</li> </ul>
Concerns with narrowing lanes of traffic	<ul style="list-style-type: none"> <li>Comments communicating apprehension about traffic lane narrowing and the potential to cause congestion and frustration among motorists.</li> </ul>
7 Avenue N.W. inclusion	<ul style="list-style-type: none"> <li>Participants indicated proposed improvements needed to be included in improvement plans and traffic management. A few participants expressed concern that proposed changes might create spillover effects onto 7 Avenue N.W.</li> </ul>
Business and commercial considerations	<ul style="list-style-type: none"> <li>Participants commented that the local business community was a critical consideration along the corridor and needed to be considered an important stakeholder group.</li> <li>A group of respondents expressed concern that parking loss might negatively affect businesses located along the corridor.</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.

### **Do you feel this design meets the improvement goals? Do you have any suggestions or final comments before we progress to construction?**

- The intersection of 2 AV NW and 19 ST is awkward to cross and the proposed design looks like it will improve on that. If it can be improved with pedestrian crossing lights that would be ideal. Thanks.
- Lower the posted speed limit
- Yes meets goals. Have bike lanes go straight and have bump out islands instead. Safer for everyone.
- Narrowing the road & making pedestrian crossing points more visible is good. But..don't need dedicated bike lanes as 21 st. & 5th ave are used instead. Need more parking spots not less with new businesses/apt visitor parking & bus stops added to 19st.
- Consider a fully protected intersection at 19ST/5AV (NACTO/CROW style), and delete the channelized EB/WB right turns to create more public realm.
- Consider removing parking from one side of 19th so there's room for adequate protection. Don't drop the bike lane at the driveway at the NE corner of 19/Kensington. Prefer a floating bus stop configuration & narrower curb extension at 19ST/2AV.
- great development. bike lanes make streets safer for pedestrians
- More needed to slow traffic down. Cross walks need to be improved, potentially with lights & raised crosswalks to slow traffic down. Buffer needs to be a permanent solid structure - not just a row of bollards
- Is there adequate snow clearing and lighting at night?

- The wheeling lane seems to be missing from the area labeled Design Under Review. It is important for safety for the wheeling lane to be continuous and not merge with vehicle traffic, perhaps between the sidewalk and bus stop.
- Can you block 19th south of Kensington? The reason people speed is because they use 19th to access Memorial Drive....
- Traffic lights / pedestrian light required at the crosswalk 19 Street and 2 Ave. This is an access route to schools. A multi-level retail/residential building is being constructed and a very busy commercial /retail location.
- I feel this will lead to a bottle neck that will overflow onto side streets and increase the already short cutting on 7 ave west of 19street. Add in crosswalk lights along all of 19 Itll be harder for pedestrian to cross Put money to safe crossings
- I think it's stupid. Nobody speeds in those blocks (it's a school zone) and there are very few cyclists and pedestrians in the area.
- The changes will make this section of 19th much more desirable for spending time - walking, visiting businesses, etc. Improvements are needed in the design at the intersections: making every pedestrian crossing narrow and connecting bike lanes at 5th Ave.
- Please do not make it more difficult to drive on 19th street by narrowing driving lanes.
- It's narrow and will be a challenge for construction because you always take a million years but it is what it is
- No to bikes! Wider sidewalks. Benches, trees and flowers.
- Looks good
- love the buffer for the bike path! and the jut out for pedestrians crossing. Could a flashing light be considered at 2nd ave. So many kids crossing
- Thanks yes
- Bike lanes should have actually barrier or be a raised path like the one in montgomery. Not the little plastic poles, which are ugly and not an actual barrier.
- This will be a big improvement to the current configuration - wheeling lanes instead of sharrows, retain parking for businesses, narrow vehicle travel lanes. Would strongly encourage a speed limit reduction to 40 km/h to align with the changes here..
- I love the wheeling lanes. I would also love to see more trees planted.
- No, this does not meet improvement goals. As a main street it is busy with both pedestrians and vehicle traffic. Wheelers should be diverted to 20th Street NW which connects to the Bow River Path. Pedestrians should be prioritized on 19th Street NW.
- Short wheeling lanes (200m) on east and west side of 19St are totally useless and will cost a lot and will not increase safety for bicyclists. Bicycle traffic should be redirected to 21st street, out of 14th.
- Less on-street parking
- I cycled along 19th St today and was constantly checking behind me for vehicle traffic, and riding in the dooring zone of parked cars. The proposed design appears significantly more welcoming for all stakeholders.



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- This does nothing to slow down the traffic in front of the field/community center. It will only add more traffic onto the side roads especially along 7 Ave
- I feel this will add to more short cutting on the west side of 7 Ave towards 20 and 21 ave. This has been an ongoing issue with an increase of vehicles on 7 ave as there are no stops or yields and the speed tables don't work. Too low too few
- Where's the crosswalk at 4th Ave and 19th St? Pedestrians are supposed to be at the top of the mobility hierarchy.
- See previous comment re moving crosswalk to the south side of the intersection. The north side of 2nd east of 19th is very hazardous in winter due to driveway cuts. Pedestrians avoid it.
- The crosswalk should be moved south to the south side of 2nd Ave on the east of 19th crossing to the north side of 2nd west of 2nd. There are too many slip and fall hazards on north side of 2nd east of 19th.
- The bulb-out at Kensington and 19th obliterates the bike lane.
- The sidewalks are narrow. Do we need parking on both sides of the street? If this stretch of 19th is going to be mid-rise apartments and commercial, we need a community parkade. This will also allow parking-free residential development.
- 19th St @ 5th/6th Ave NW is a tight turn for westbound traffic on 6th Ave turning south on 19th. Will the widening of 19th ease that congestion?
- I think these improvements are great. Improvements are needed to better serve the patrons of the 19 st shops.
- A significant issue for residents along 19 street is that we do not qualify for permit parking. With the added density and traffic from residents outside of Kensington / Hillhurst to local amenities makes parking a challenge.
- I feel that many of these projects are addressing are not focusing on the real issue at hand. More stressed drivers enduring these "improvements" will lead to more accidents and disruption. The focus should be on less stress for everyone.
- No. I am concerned about congestion. Bikes should be directed to other routes to maintain business access. And reduce bike/ car conflicts.
- At each intersection where you are proposing the narrow the road so the bike lane disappears, you are just asking for collisions between cars and bikes. Don't narrow the roads at intersections!
- Yes, I support this design. I am glad that the bike lane is separated rather than just designated by a painted line.
- I support the changes
- Hi, I live on 1 avenue and I do like, for lack of better words, the island preventing parking on a right turn from 19street to 1 avenue. Better this than nothing...thank you! I do wonder why can't it be made permanently in the sidewalk like other corners?
- As a frequent walker of 19th street in this area at all times of day, I have nothing critical to say of this plan. I simply want to emphasize how important this sort of traffic calming/ bike and walk commute promotion is to our neighbourhood. Good job.

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- Please limit the parked cars on the westside of 19th close to Kensington Rd. Please remove the bus stop south of 2nd Ave. Move it to the next block. Maybe curve the sidewalk in, so bikes/cars can pass as passengers are loading. Please use a small bus.
- Forcing the bike lanes to merge into traffic is dangerous. Need lights at 2 Ave for safe crossing for school kids.
- It should highlight Queen Elizabeth School because we are so amazing and I think our stuff matters.
- I live long time on 3 Av NW. I am concerned w traffic calming on 2 Av that will just divert cut thru traffic onto 3 Av. This has happened before. We need a comprehensive solution for all residents, pls include 7 Av in traffic study.
- - West Hillhurst needs its safe and accessible walk pathway connection from 19th to 18A St/3 Ave NW. This allows children and families to access QES. The demographics of families in West Hillhurst are growing rapidly. We need to safeguard these features
- - Potential for River Rock garden features (West Hillhurst has a strong connection to the Bow River...) - Grassy patches for dogs to pee - Installed Garbage/Recycle cans??
- Considerations for curb appeal: - Welcome to West Hillhurst NW sign? - Modern well lit street lightning - Flags/banner like other communities - Flowers/flower baskets - Install Art features? Or artistic wall mural. - Yes - Trees, bushes and greenery.
- - Bike route (via signs or street paint) to connect 19st to 21 st pedestrian bridge river path access - Bike route (via signs or street paint) to connect 19 St to Broadview Road NW River path access/ 14 St tunnel for Kensington access.
- - Consider no thru traffic between 1 Ave and 3 Ave (similar to Kensington/Hillhurst blockages)- to limit traffic in neighbourhoods - No bus stops on 19th to minimize congestion.
- Considerations for Traffic Congestion, Safety, and Bike/Pedestrian Integration: - Reduced speeds zone (30-40km/hr) - Big visible cross walk with large signs and bright paint - Limited street parking/improved zone parking for nearby community members.
- Considerations for sidewalks: - Enlarged approach from sidewalks to businesses to allow picnic tables, benches or chairs and/or business patio expansions - More and secure bike parking features
- Yes it's good, especially the bike lanes on both sides of the road. Please make sure there is a permanent separation (bollards/cement) to ensure that drivers don't park in the bike lanes
- No, please provide wider sidewalks, planters and other things that would beautify the street.
- Put in a lighted & pedestrian controlled cross walk at 2 Ave & 19 St. This was supposed to be done by the developer of the 19 & 2 project. Apparently the city overturned this for some political reason. BAD DECISION any the city. Intersection is unsafe.
- Yes to 2nd!! We would also love 7th to have some
- Happy to see our community getting this funding to improve safety but please include 7th Ave in this project. My child needs a protected cycle lane on 7th to safely ride their bike to school.
- Yes, the design above meets the improvement goals.
- Yes. This looks good to me. Thank you



- Several issues with Grasshopper Hill. Benches close to our properties isn't good since we have had a fire that came into our properties. Better signage for the off leash as people DO NOT clean up after their dogs.
- The only way to reduce vehicle speed is to reduce speed limit, otherwise majority of vehicles will still be going close to speed limit but now closer together. We walk 19th st almost daily and rarely see any cyclists. I do not feel this change is useful
- I'm a West Hillhurst resident. I'm all for beautification of 19th street, proper & safe crosswalks, but have zero interest in a bike lane on 19th street. For the % that cycle use 21st. Don't take parking from businesses & homes. Enough of the bike lanes
- There is no need for narrow lanes. It gets too busy already on 19th street
- yes
- Waste of \$-spent in Montgomery. Cyclist ride in car lane, buses/trucks/stalled cars back up traffic, parked vehicles damaged by large passing vehicles. City needs to STOP wasting taxpayer money, injury cyclists/taxpayers etc
- No. I don't agree with this concept. Was completed in Montgomery, caused cyclists & drivers hardship-accidents to property damage. Cyclist complain about setup/ride in 1 lane with cars. Buses/trucks hit parked cars, stall driver when unloading/can't move
- I think this will improve pedestrian and cyclist safety. I am wondering how businesses along 19th Street have been informed and how the planning changes impact their operations/access. How did this plan consider increased residential/commercial presence?
- Yes, I support this, but not if there are going to be parking restrictions on adjoining streets. If parking off 19th Street is limited to residents only, the businesses along 19th Street won't survive.
- Yes
- Glad to see improvements to the wheeling and transit infrastructure. I have a few suggestions: 1) wheeling lane markings should extend through intersections 2) bollards should be used 3) parking width should be reduced in favour of sidewalk width (slight)
- 19th street and 1ave (just north of kensington road) intersection has poor visibility for vehicles trying to turn left onto North bound 19st. Especially with cars parked at or near intersection. (Not a perfect 90 degree intersection)
- Yes
- Bus stops in this area should be given enough space that the bus will not block traffic while at a stop.
- It looks good. I like the bike lanes and sidewalks
- Yes, the designs look good and meet the objectives.
- I fully support the proposed bike lanes and pedestrian sidewalks.
- Improvement around the 19th street calming measures are required, and improvements on the bike lane versus parking, specifically at the corners of 19th ST and 5/6 ave and 19th and Kensington road.



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- At 6 ave And 19 street NW there is a crosswalk in a playground zone that needs to be raised, or another traffic calming measure. Blind corner between preschool and tennis courts. Cars parked too close to crosswalk. Serious injury will occur.
- Why not reduce speed limit rather than spend millions on narrowing the roads?
- Seems good, although it's unclear whether there's been an effort made to extend the separated bike lanes north or south of this project. I'd like to see at the very least a thoughtful transition crossing 5th ave and Kensington Road
- This plan accomplishes little. The proposed plan presented last year I believe added landscaping to islands in the middle of the street. This would beautify the area and slow down the traffic. The major challenge in the area is vehicles speeding.
- No. 21 St is already used as a bike lane and is quiet and safe. 19 St needs wider pedestrian walkways and gathering spots as well as trees/planters for beautification.
- The current design prioritizes poorly the improvements needed for the community i would rather see improvement to sidewalk quality for better pedestrian and wheelchair accessibility. Also, the proposed bike lane doesn't connect to current infrastructure?.
- As an owner backing on to the park, I in no way support this development. There is plenty of use now and anything done to improve it will attract more parking issues and illicit late night use.
- This is not a good plan for the city. Please contact residents in the area before continuing with construction
- Just leave grasshopper hill alone. Paths, benches, party areas are just a recipe for garbage, drugs, crime and noise. Stop wasting money on problems that don't exist.
- No, pedestrian and bike lanes only. From Kensington to 5th. It would be forward thinking and create a great vibe. There's two massive alternative routes (14th) and Crowchild for cars needing to go through. Let's go Calgary
- I support this design.
- The bikelanes are inadequate. It is INCREDIBLY dangerous to bike on 19th street as it is now, and to make this safer between cars that speed through here, and the parking and pedestrian traffic, bike lanes should be separated more and protected.
- Cross walk light on 19st and 7th ave would be helpful and safer for drivers and walkers.
- Yes it meets the goals.
- No. Slowing the traffic and removing parking will only bring more traffic to adjacent streets. Slow traffic by putting in angle parking to support and develop businesses.
- ALL OF YOUR DESIGNS LACK PARKING! Adjoining streets are already overwhelmed by spillover parking. 19th has more and more shops - open until late - yet nowhere for these added visitors to park except on adjacent resident streets. VERY DISRUPTIVE ALREADY.
- Does not meet the goals. The only improvements are for cyclists on 19th Street. Not including a curb extension on the southwest corner of 2 AVE & 19 ST (made by marcus) is such a missed opportunity as is not widening the sidewalk to the property lines.
- Yes - however I feel you need to add 7th ave nw as part of the project
- can it go a bit farther north to the base of the hill. approximately 19th street and 8 ave NW?

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- New bus bump a concern for wheelers, appears ramp goes to sidewalk, can be concern at intersection cars not realize wheels/faster moving vehicles at spot. Experience self as cyclist & driver on new Bowness Road cycle track.
- How about a bus stop on 19th?
- To answer the question: Yes. No. Looking forward to the improvement.
- 19th street and Kensington road is particularly bad for pedestrians...several times cars have not paid attention and we've had near misses crossing. Please extend safe crossing to this intersection as well.
- 1. Where is a safe connection to the river pathway system? 2. The "Design under review" section needs work. Hazardous b/c the wheeling lane disappears. Similar at 5/6 Ave. Need safe, protected transition here.
- Where does the wheeling lane go at the Kensington Road intersection? That looks scary. Also, the wheeling lane crossing 1 Avenue should have better protection. Could it be raised and stay raised across that intersection? Review angle of curb cuts.
- Please, please, please ensure that the grassed/ alley/ lane that stretches from 19 St to 18 A St directly across from the Dairy Lane restaurant remains in its current walkable beautiful state!!!
- With major congestion of cars, parked cars, pedestrian traffic, construction etc. I have yet to see anyone traveling at dangerous speeds. I'm not sure why the short cut streets like 16th aren't a priority. People fly down these streets.
- This meets the goals, yes. Separating bike/per lanes from traffic is crucial for safety.
- This is completely moronic and designed by someone who obviously is not interested in vehicular safety. Shame on you wasting money like this.
- Yes
- did anyone ask the community whether they wanted "wheeling lanes" here... 18th is a good cycling street and we don't need to spend \$ and restrict driving to specifically encourage cycling on 19th - sign cyclist up 18th and 17A st would be SOOO much better
- Yes, this is an incredible step in the right direction for Calgary.
- Like the protected bike lanes but if possible, the buffer should be planter boxes or something similar to improve ambiance. Also more pedestrian areas w/ seating + landscaping would be nice (reduce parking and add some pedestrian islands w/ trees + bench
- I would like to see a widening of the sidewalk. Bike lanes in 21 could be expanded instead. Also, there needs to be an emphasis on patios for the new businesses.
- Yes
- Adding to a previous comment of support. How will the wheeling lanes be connected to the rest of the bike network? How will one get from 19th to the river path, for example? (Also need wider sidewalks on 14th Street!)
- It looks good. Love having active modes and sidewalks prioritized. If the minimum allowed vehicle lane width is smaller than this, would prefer going to the minimum before widening the road.
- Excellent! It would be great if this wheeling lane could connect to the bike path, although the crossing at memorial would be difficult. I'd imagine that will need to be a project for another time!

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- This is an excellent plan,
- Sidewalks are too narrow. Especially on the east side of 19 St where many commercial buildings and businesses are located. No beautification. Bike lane end at dangerous car-centric 50 km/hr streets.
- Extend similar improvements to Northmount Dr. NW please!
- Yes, it meets the goals. Great ideas!
- I think that kicking people out into mixed traffic at intersections is very dangerous like at 2nd ave for example, the cycle track should be continuous. Also what's the purpose of this? Kensington road should also have bike lanes.
- Yes, this meets the goals. Excited to see these improvements come to life.
- 1) Will this be similar to the work that took place on 2 St SW between 17 Ave SW and 26 Ave SW?  
2) Will speed limits be lowered to 30 km/h? 3) Will water services upgrade San/Storm underneath 19 Ave NW at the same time to reduce rework in the future?
- Yes
- No. Without an in place ASP the City has really missed the mark on 19th. Recent approvals of driveway access off 19th makes pedestrian and cycling traffic dangerous. Put the cycling lane along 20th or 18th (school), wider sidewalks on 19th make 4 better ped traff
- Hopefully this will push some of the cut-through traffic back onto Crowchild Tr. I'm curious where the bins on 19 St near 6 Ave will go on pick-up days. In the buffer? The parking lane? How will this work with the snow windrows?
- Yes
- looks good but bus stop area should have pass through for wheeling lane
- It's great, please make it happen.
- Yes! The design is great. Much safer for pedestrians, bikes and vehicles.
- fully support separated cycling infrastructure but it can't just disappear into a lane at intersections because of curb cuts (see 19 St and 2nd Ave on the north side).
- No, this is a total waste of money.
- Yes, this looks great. I appreciate that walking and wheeling are separated.
- Yes!
- Yes! I would ride bikes with my kids here. Thank you for expanding safer spaces for kids to ride their bike.
- I feel it meets the goals. Thank you for making the wheeling lane safe for my 4 year old to ride in.
- Yes, and I'm curious if the raised cross walks have been considered
- Yes, this meets the goals.
- Yes.
- This is not an all ages and abilities facility given that the northbound wheeling lane dumps users into traffic at the proposed bus stop. However, I think the buffered lanes between the parking lane and sidewalk is a definite win for safety.
- OK.

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- Pleased to see a separated wheeling lane. Concerned about places where the wheeling lane ends and users are forced into a single lane with cars and concerned there may not be a connection to the 5 Ave wheeling lane other than using the sidewalk.
- I believe this will help make our community more bike/walkable.
- This needs to happen on 5th avenue n.w. , or speed bumps to slow people down
- No. Gladstone Road NW has been asking for traffic control measures for 10 years. Residents are still waiting but money is being spend on this? The City of Calgary turned Gladstone Road into a dangerous drag strip. Who voted for a wheeling lane?
- Yes, looks good!
- Separation with concrete curb of wheeling lane and parking is great. Big concern is intersection (currently crosswalk) to cross 19 St NW at 2nd Avenue NW. Made by Marcus is extremely busy, with the multi-res bldg this will be chaos, street light needed.
- A kid was hit crossing Kensington Rd last month. Would love to see protection across Kensington Rd.
- The most important upgrade that could happen for 19th Street is to add a traffic light at 19th St NW & Memorial Dr. If you live east of Crowchild currently the only way to get to eastbound Memorial Dr is at the 10th Street & Kensington Rd intersection.
- Looks great!
- Support
- I wonder how these changes are all accommodated on an already very narrow street? Always construction impacts over the past several years and parking more and more constrained.
- Yes
- I like the traffic slowing ideas and buffers between bike and parking. Sidewalks should be wider to encourage walking also. I am a West Hillhurst resident and frequently walk this stree.
- As a Cycletrack daily user, including winter, the proposed buffer is good but not great. I suggest reused stuff more significant than the green plastic pins but not concrete.  
<https://www.google.com/imgres?imgurl=https%3A%2F%2Fwww.lankhorst-recycling.com>
- Wider sidewalks and some beautification should be included in this redesign on a critical street in West Hillhurst.
- No. The bike lanes should be on 21st since it connects to the bike overpass and the river pathways. It makes no sense to be biking and then be pushed out on to a busy road/intersection and then still have to bike to the other pathway.
- The second option at 2nd Ave intersection is way to narrow on the north side. This intersection really needs a good design as it is offset and is very busy.
- The current design may slow down traffic on this street, but I don't find the design particularly wheel or pedestrian-friendly. Why not raise the sidewalk and wheeling lanes to really show the commitment to changing who has priority on our streets?
- Too much space on narrow road for bikes.
- I would like to see the wheeling lane be raised from road level and the barrier to be more substantial, not just those green plastic things that cars seem to easily run over.

- Yes this would be good. 19 Ave isn't a huge bike commuting road but these improvements would make it more appealing. Especially for families to visit the businesses along it. As this is a community Main Street it should be more walk and bike friendly.
- This is a total waste of taxpayer funds and will destroy the traffic flow through this area.
- This is terrible! Bike lanes between side walls and parked cars is dangerous and frustrating to use. As a cyclist. I will never want to be between sidewalk and a lane of parked cars. Awful for drivers and wheelers alike! Never!!
- It would be better to have a wheeling lane on one side of the road only so the traffic lanes don't have to be so narrow.
- Why only focus on the road. The sidewalks need to be widened and more beauty brought in
- Having barriers in the buffer area increase maintenance with snow removal road cleaning, a bike lane is sufficient.
- No.
- I am West Hillhurst resident. Sidewalks too narrow. Bikelanes not connected to others and cross many curbscuts. Consider 21 st. 19/2 developer should put in flashing lights. This plan should be tied into Riley Plan so it is comprehensive to the area.
- Given the 15+ parking stall relaxations granted to the 19+2 and Boutique developments on the corner of 2nd ave - the bus stop island would seem to consume desperately needed on street parking for the retail elements of these developments
- I feel this design is inadequate. 1) Bulbouts on Ken. Rd and 2nd Av force wheeled lane users to merge back into travel lanes 2) The design does not include a crosswalk for the south side of 2nd av across 19th which is how it is used in reality.
- No! The bike lane makes no sense - we need pedestrian friendly roads with bike lanes that actually work.
- It somewhat meets the improvement goals. My oldy concern is where the bikes will have to merge with traffic at 2 avenue and 19 street NW. Is it not possible to add the bus stop onto an island as we see on 2 avenue in Sunnyside?
- The bike lanes don't make sense, why have them end, why not focus on 21 St from the pathway vs 19, make the area more walkable. The bike portion really needs to be re-looked at and thought through properly with all parties.
- Overall I like the design, but some of the bump outs seem to push bikes in to conflict with cars
- The sidewalk measurement does not meet the goal of providing a walkable inviting street scape. The sidewalks are too narrow in the current design. This design will likely cause a lot of congestion waiting for cars to turn as you currently see in downtown.
- I believe these improvements add to better transportation offers for pedestrian and wheeled (non-automobile) users.
- Widen sidewalks where possible. 1.5m is way too narrow.
- No. As a resident, I believe pedestrian realm is more important than cycling on this street. Sidewalks should be wider. Cyclists should continue using 21 St as it connects to the Memorial overpass.



- Sidewalk is not wide enough to accommodate a street light pole & wheelchair too. Needs to be wider.
- No. And stop placating one special interest group, Bike Calgary. They don't represent broader citizen interests.
- Improve bike lane connectivity. Traffic buffers obstructing straight path bike lanes are not well thought out.
- I feel that the sidewalks should be widened for safety and businesses ie cafeterias to have more space.
- No before doing this work you need to consider the memorial dr intersection as that should be a light due to potential closure of 16 st this Neighborhood requires a safe entrance
- Narrow sidewalks not ped-friendly. HUGE concern re parking - will parkers now move into the residential areas surrounding? Buses on 19th is a bad idea - lanes are too narrow.
- This facility is not appropriate for all ages and abilities. The abrupt end to the wheeling lane northbound near 2 Ave forces users to either go onto the sidewalk or merge with vehicles. This design fails on the City's 5A network principles.
- If the buffer zone means those plastic tubes sticking up, they are so unattractive. I like the Bowness Road design
- Wheeling lane should not push users into the road at the bus stop. And what bus route is being added to this section of road and why? This is a very busy intersection already for kids heading to and from the school. Bus stop should be north of this area
- Would like to see the slip lane at 5/6th and 19th removed to increase pedestrian safety. Also this project falls short if it can't help safely get pedestrians across Kensington Rd. Please connect south and north Hillhurst.
- I live on 5 St at 20 Ave NW. 19 St is my primary bike commute through the neighborhood. Traffic calming and improving the pedestrian safety would be more beneficial to cyclists rather than bike lanes. Design 19 St NW to be a destination, not a through-way
- Parking should only be on one side of the street. Sidewalks should be widened to 2m. Full concrete barricades between wheeling lanes and car lanes.
- I love it! The separate bike lane is good for all
- No. With the new development there is greater need for wider sidewalks and beautification to make these blocks more welcoming for neighbors and visitors
- I think the design is good and will improve safety of cyclist and pedestrians in this busy area.
- Yes
- I do not think the bike lane is wanted by the west Hillhurst community, we want safe pedestrian access. Also having this as a bus route causes congestion. There are so many people walking and kids going back and forth to school
- Yes, I'm very pleased with the design and thrilled to see dedicated bike lanes. Currently, it feels so unsafe to bike on 19 st. I also really like the raised islands at intersections. If at all possible, it would be nice for a few trees to be planted.



# 19 Street N.W. Streetscape Improvements

Stakeholder Report Back: What we Heard

May 2022

- Speed needs to be reduced to 40km by both formally amending limit and more passive ways as outlined in the CTP. Focus on intersections at 2nd ave and 6th ave, specifically to improve community safety
- At Kensington Rd, 5/6th, and 2 Ave, the stoppages in the bike lane which merge with traffic are unsafe, and are counter to the purpose of the project. I suggest extending the protected lane through these sections, or adding painted delineations.
- The community feels that 21st would be a better location for the designated bike lane because it connects across to the river pathway. Adding a bike lane to this street adds clutter and traffic. Consider adjusting to remove bike path at least on one side.
- I'm a West Hillhurst resident. I have concerns about the plan for a discontinuous protected bike lane that ends at an intersection and takes up sidewalk room. Bike lane would be better suited on 21st to connect to the existing overpass
- Re: 19 St NW Streetscape Improvements. I'm disappointed that there are no cycle or pedestrian transitions to the "Lilac Lane" on the East side of 19th, north of 2nd Ave.
- Sidewalk, especially on the west side of 19th St NW where there are many small businesses and pedestrian traffic, needs to be significantly widened. Bike lanes are nice but spill out on car intense dangerous Kensington Rd & 5 th Ave NW. No connection to
- This looks good to me as long as the street parking for businesses isn't reduced to make it impractical in winter to go to the barber, coffee shop and pharmacy.
- I am a West Hillhurst resident commenting on behalf of a family of 4. - how does a bike lane that stops and starts like this make sense?
- I am a West Hillhurst resident commenting on behalf of a family of 4. - where is the crossing flasher promised at 2nd AVE?
- No. Sidewalks need to be wider. Some beautification needs to be included. Specifically trees and lighting. Bike lanes are great as well as bump out crossings.
- Sidewalks are too narrow. If putting in bike lane, it should not have unprotected sections. More pedestrian improvements needed like benches, landscaping, art to make this stretch a destination. We can reduce parking here and need the roadway to feel slow
- I am a West Hillhurst Resident. I do not understand why bike lanes would be put onto 19 St. NW which is a narrow street, full of cars, poor visibility and no link to other bike lanes. I support widening the sidewalks instead for everyone's benefit.
- I love protected bike lanes and use 19th in an overall network sense to ride up to Nose Hill. That said, I am concerned about the apparent unprotected sections. I would prefer less parking, wider sidewalks and traffic calming if bike lanes too tight.
- Painted bike lanes are an improvement, but cycle tracks are best practice. That the bike lanes disappear at the bus stop is unsafe and irresponsible. Bus stop bypasses are a thing. The intersection at 5 Av should be made protected and remove the channel.
- No. The sidewalks are too narrow. Most people walk rather than ride their bikes. This smacks of ableism. We are looking for a nice pedestrian corridor with planters and greenery. I am disabled and not riding a bike. What about me? West Hillhurst resident



# 19 Street N.W. Streetscape Improvements

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May 2022

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