



# 2 Avenue N.W. Streetscape Improvements

Stakeholder Report Back: What we Heard

May 2022

## Project overview

2 Avenue N.W. is an important corridor in the Riley Area. It contains shops and is in proximity to Sunnyside LRT and wheeling connections from 10 Street to McHugh Bluff. 2 Avenue N.W. has been identified on the City of Calgary's (The City) long-term 5A (Always Available for All Ages and Abilities) Network. Previous phases of engagement have identified the potential for 2 Avenue 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 discourage short-cutting and encourage slower vehicle speeds by physically and visually narrowing the corridor; 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 2 Avenue N.W.

Public input for Phase 3 focused on citizens' qualitative responses to aerial and cross-section designs of intersections along 2 Avenue N.W. between 9A Street N.W. and 5A Street N.W. The design presented was refined beyond the illustrations provided in Phase 2 (August 2021) and highlighted proposed changes such as bus stops, sidewalks, roads, grass and landscaping, wheeling lanes and road width adjustments. 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

2 Avenue N.W. was consistently recognized as an important corridor in Sunnyside, with the most common feedback theme from participants being support for improvements along the corridor. Many supportive comments were supplemented by suggestions for additional changes or design questions. Stakeholders who were supportive of investment along 2 Avenue N.W. often recommended inclusion of 7 Avenue N.W. in the project scope. The top three participant impression themes regarding the proposed design and its alignment to the project goals were:

- General support for investment in the 2 Avenue N.W. corridor with participants indicating that the 2 Avenue N.W. corridor was an important connector for all modes within Sunnyside. Participants often made suggestions for additional improvements along with their endorsement.
- The recommendation to incorporate 7 Avenue N.W. into the project scope. Participants indicated the inclusion of 7 Avenue N.W. would better connect to the bike network, enhance safety for families travelling to local parks and schools, and mitigate spillover traffic.
- Participants highlighted the need to have a protected, permanent bike lane for the length of 2 Avenue N.W. including the need for enhanced active modes protection through intersections.

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. 2 Avenue 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>Supportive comments represented the most frequent theme in Phase 3 public feedback.</li> <li>Participants often made suggestions for additional improvements along with their endorsement, indicating that the 2 Avenue N.W. corridor was an important connector for all modes within Sunnyside.</li> </ul>
Extend work to 7 Avenue N.W.	<ul style="list-style-type: none"> <li>The most common recommendation for further improvement and enhancement to the proposed plans was the incorporation of 7 Avenue N.W. Participants communicated that this was a well-used road segment and a natural extension of the changes taking place on 2 Avenue N.W.</li> <li>Participants indicated extension to 7 Avenue N.W. would better connect to the bike network, enhance safety for families travelling to local parks and schools, and mitigate spillover traffic.</li> </ul>
Separated bike infrastructure needed	<ul style="list-style-type: none"> <li>Comments in this category typically pointed to the need to have a protected, permanent bike lane for the length of 2 Avenue N.W.</li> <li>A group of participants indicated the need for enhanced active modes protection through intersections and indicated the proposed planned lacked attention in this way.</li> </ul>
Changes not needed or oppositional comments	<ul style="list-style-type: none"> <li>Stakeholders who provided critical comments often cited that changes were unnecessary and the corridor functioned fine in its current state.</li> <li>Participants communicated concern that the proposed changes would restrict movements throughout Sunnyside and potentially frustrate people using all modes of transportation.</li> </ul>
Improved safety and mobility achieved	<ul style="list-style-type: none"> <li>Comments in this theme indicated the improvement goals had been met and changes will produce safer street conditions for all users.</li> </ul>
Design questions	<ul style="list-style-type: none"> <li>Participants provided project and design-related questions on subjects including construction timing, snow clearing, accessibility of transit stops, and parking.</li> <li>A few questions focused on potential improvements to areas outside the scope of this project.</li> </ul>
Bulb out interfere with bike lane	<ul style="list-style-type: none"> <li>Stakeholders expressed concern at the bulb out feature interfered with bike lane continuity.</li> <li>Comments regarding the bulb outs were sometimes provided along with suggestions for shifting the islands further into the intersection to reduce conflicts between modes.</li> </ul>

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Add more pedestrian crossings	<ul style="list-style-type: none"> <li>Participants suggested an increase in allotted pedestrian crossing along 2 Avenue N.W. and the installation of a flashing crosswalk near Sunnyside School.</li> <li>A small group recommended more four-way stops as a traffic calming measure.</li> </ul>
More trees and streetscaping needed	<ul style="list-style-type: none"> <li>A small group of participants questioned whether the proposed changes would result in tree removal.</li> </ul>
Bus stop integration	<ul style="list-style-type: none"> <li>Bus stops were cited by stakeholders as an important feature on 2 Avenue N.W. and the bus stop island received support from participants who felt it supported transit access and continuity for cyclists.</li> </ul>
Retain parking	<ul style="list-style-type: none"> <li>Stakeholders expressed concern that parking removal might adversely impact residents and nearby businesses. Some comments connected increasing density to the need for adequate parking allocation.</li> </ul>
Further narrow vehicle lanes	<ul style="list-style-type: none"> <li>Respondents in this category expressed that lane narrowing did not appear sufficient in the illustrations presented and further narrowing might create slow motorist speeds.</li> </ul>
Memorial Drive impacts	<ul style="list-style-type: none"> <li>A group of participants referenced Memorial Drive and its connection to shortcutting along 2 Avenue N.W. A few people felt Memorial Drive restrictions and changes during the pandemic period were linked to increased shortcutting.</li> </ul>

### Verbatim Comments

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

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

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

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

- Happy to see this funding to improve safety but please include 7th Ave in this project. Please complete 7th ave as well so we don't have unintended consequences of increased cut-through traffic along 1st and 3rd Avenues. Thank you
- I would like to see this extended eastbound to end of 7th ave.
- Great project. But it really needs to be extended onto 7th ave so it can tie into the bike network and make things safe for everyone who attends the Sunnyside school
- This is an important development for safety of neighbours and for kids to bike to school. However, this should include 7th avenue since it could cause increased traffic on our streets. We live on 4a and need a bike lane on 7th ave for kids to go to school
- Yes design meets goals but make it better by making vehicle lanes narrower and pull islands into intersection. You also need to put 7 back in the plan. You're making another sudden ending in your network that's no good
- Yes meets goals but you need to add 7th Av back in the plan. Traffic is a problem there too.
- I am a concerned citizen of the sunnyside area it is unsafe to bike on 2nd ave and a robust proper bike path will allow people to bike safely.
- Not at all, I am really confused on why 7th Avenue NW is not included in this design. It is a natural extension of 2nd Avenue NW and seems to have been completely forgotten by the City of Calgary.
- The bike lane should continue along 7ave. Many cyclists, including children, use 7Ave to continue on 2nd Ave. Also would look better to continue it as 7 Ave is very wide.
- Buffer needs to be a permanent solid structure - not just a row of bollards



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- It's ludicrous to end this at 5A St instead of continuing to 4A/4 St. Cars come speeding in off Mem. Dr will have an abrupt barrier + ending the bike lane abruptly coming from the west is dangerous. Cars go crazy fast around the corner from 4A onto 7 Ave.
- These changes are not needed. There is an insufficient volume of car traffic and an insufficient volume of bicycle traffic to justify these changes. This money could be spent in many, much better ways.
- This project shouldn't proceed unless it incorporates 7 Ave NW. From a social equity perspective it is appalling that this infrastructure doesn't extend to the housing cooperative.
- Yes. This meets the improvement goals. It would also be great add bike lanes to 7th Ave too.
- Interactions are still too wide. No need to replace the sidewalk just make narrower lanes and then extend the lanes to connect to regional pathway to the east along 7th
- Yes meets goals, but you need to complete the full length of 2 and 7 Ave NW. You're making another pathway that suddenly ends.
- Yes it meat the needs but need to add a bike lane to 7th ave too.
- Yes it meets the goals. It would be nice if the bike lane extended all the way down 7th avenue as well.
- Please stop building bike lanes that end abruptly. This project should continue along 7 Ave NW.
- Abandoning folks in the cycle tracks by not including 7th Ave is a major mistake.
- Happy to see our community getting this funding to improve safety but it falls short if 7th Ave is not included in this project. My child needs a protected cycle lane on 7th to safely ride their bike to school.
- Looks good
- love there is a buffer for bike path!
- 7th Street Bus stop gets used and is in the centre of the community. Please keep 7th street bus stop. 6th street is one to loose.
- This is great but I think The City should stretch things out to include 7 Ave NW, too. Lots of kids attend Sunnyside School from that part of the neighbourhood (especially from co-op housing) and The City is leaving those kids out by not including 7 AV NW
- Yes, I love this!
- Yes only with retaining some parking
- Looks good.
- nice wheeling lanes, very inclusive
- Yes. You've left 7 Ave out and it needs the same changes. Traffic issues aren't just on 2 Ave. It's on both. Find a way to make it happen please! I want to have a safe experience outside the whole way on 2 and 7.
- No, this project is a waste of taxpayer money as it only caters to people in that specific neighborhood. It does not benefit the community as a whole.
- Less on-street parking
- Happy to see more sidewalk and cycling space!

- Bulb-outs obliterate bike lanes.
- Bicycle lane along 2nd will be a nice feature.
- How about asking the people of 2nd Ave for their opinions please and listen to them, not people who do not live on 2nd Ave.
- 2 Ave needs to be left alone except perhaps putting in speed bumps. To narrow it for bikes is so dumb, hardly anyone rides down 2 Ave and will need to be available for emergency vehicles and will be too narrow with bike lanes.
- I genuinely believe that narrowing streets is not ideal as I believe it could cause more accidents and disgruntled drivers. Unless that is your goal to make people hate driving so that they are forced into walking or biking.
- Not needed, simply people purposing that have no clue. Ambulance and emergency vehicles use this when Memorial Dr. backed up, we have bike lanes on memorial, for goodness sakes. DOES NOT IMPROVE AT ALL, PAY ATTENTION
- This is disgusting to put a bike lane down 2nd ave. Too narrow and people recommending do not live on 2nd Ave. Once again left wings who think they have it all figured out. Disgusting and not needed. Simple, slow traffic down, no need for this
- I'm in support of these changes
- Yes to design. General comment about the neighbourhood - it needs more trees. Many of the older trees have been removed. Some young trees have been planted. More trees should be planted. Cleaner air, cooler in the summer.
- 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.
- I'm very pleased to see these traffic calming measures on 2 Avenue NW, but the project is INCOMPLETE because it doesn't include 7 Avenue NW. Living on the corner of 7 Ave & 4A St, I want to see these measures implemented throughout Sunnyside. Thanks.
- The design meets the goals. 2nd Ave and 8th Street Intersection and 2nd Ave 7th Street Intersection should have a button for kids to push that trigger flashing lights. These intersections are dangerous in winter (low lighting environment) for kids.
- This project must extend the extra two blocks on 7th ave. The intended benefits of the project will not be met otherwise - cars will still race into the neighbourhood in a dangerous manner along 7th ave and there are a ton of children in the area. .
- Yes. And include 7AveNW to address the whole problem, connect bike network and provide more safe riding.
- I support the bike lanes and 7th to be included!
- I love it but would like to see this extended onto 7th!
- Support bike lanes! Incl 7th
- Include bike lanes on 2nd and 7th
- Very concerned about the significant reduction in the boulevard between 6th and 5a. Concerned about tree loss . The design will still work with the significant road widening. Also need to consider the school zone on 5a for a speed bump to minimize shortcuts



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- "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."
- After 60 years of having an oversized raceway through our residential neighbourhood I am happy to see this traffic calming put in. Please complete 7th ave as well so we don't have unintended consequence of increased cut through traffic along 1st and 3rd.
- This looks great! However if you could include 7th Ave as well, that will make the road safer for many children living in the area. Thank you!
- 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 meets the goals.
- Is there a way to have 7 ave traffic calming? I'm worried that 2 ave changes will cause cut through to increase
- Don't like the way the cross walks are set in from the corners. Why does this end at 5A the afternoon traffic rush comes in on 4th, 4A, 5th and 5A. The improvements should extend along 7th Ave.
- I am happy to see these changes. 4 way stops at all intersections would help to slow traffic and discourage cut through traffic for a low cost.
- I really like the concept of the wheeling lane and the buffer!
- After 60 years of having a highway through our community I am so happy to see this happening. Please complete the task and include 7th Ave.
- 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
- 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
- Bike markings need to run all the way across intersections please. Otherwise its looking great!
- We need 7th ave too
- I feel like it's a waste of money when it's already a quiet street that doesn't require cycling lanes
- Yes, & include 7AveNW to address the whole problem, connect bike network and provide more safe riding
- It looks good, I like the bike lanes and the sidewalks
- 2nd Ave between 7 Street and 9 Street is s higher in the middle of the road than at the sides. This acts as somewhat of a berm for flooding from the river. What will be happening to the actual road between 7 Street and 9 Street?
- I like this plan. You should consider a plan for 2nd Ave between 19th St and Crowchild as this has become a raceway.
- Yes meets goals. Need to add 7Av back in scope. Need raised crossings at school & 5A. Pull island bump outs into intersection and bollards on them to calm traffic further. Forgo large truck turning radii, not required in this context.
- Yes



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- 2nd Ave NW is fine as it is. I've walked, cycled, and driven on it for the last 10 years without incident. Please stop trying to fix non-existent problems. If people don't feel safe cycling on 2nd Ave, they should take a cycling course.
- Yes
- More places to relax like benches and more trees and flowers
- Yes it meets the goals.
- Looks good it should reduce speed.
- Yes, the design meets the improvement goals. Looking forward to walking and riding there
- Yes. LOVE the protected bike lanes (& that they're adjacent to sidewalks). LOVE the raised islands at intersections. Pls ensure snow/ice removal is planned/budgeted. Worried about the end/transition of bike lanes at west end... safety and connectivity.
- great....
- Please don't clutter the bike lane buffer with excessive signage. These buffers can get unsightly with diversion signs for traffic, redundant cycle lane diamond sign, P, no P, no stopping, and yields to cyclists.
- I think this design could go further in terms of road diet and prioritizing active modes - this is a Neighbourhood where there is community support to prototype more best practices, like continuous sidewalks, raised intersections and raised bike lanes.
- e-scooters are motor vehicles, capable of causing serious injury or death. Now ridden on sidewalk (legal and required), but also on road (illegal). On sidewalks, bike lanes and road will be just ridiculous. But that's how it's going to be on 2 Ave.
- I am most concerned about the complex intersection of 2nd Avenue and 9A Street. Could there be stop signs on 2nd Avenue or speed bumps or something to slow cars speeding across the train tracks, trying to beat the LRT? It's dangerous for pedestrians.
- 2nd Ave NW does not require traffic slowing, destruction of greenspace on boulevards, or bike lanes. 2 Ave NW is a wide street with sufficient room for bikers and drivers. Short cutting congestion is a rare occurrence. Improvement plan is unnecessary.
- 7th Ave NW needs traffic calming measures.
- This meets the goals, yes. Separating bike/per lanes from traffic is crucial for safety.
- the bike lane just ends at the intersection of 2 Ave and 5A St NW. Residents wanted traffic calming and safe bike infra on both 2 Ave and 7 Ave NW.
- Yea it's great
- it meets the improvement goals. Having the buffer is good, as car passengers are not used to checking for traffic before opening the door
- People already can't move around this area. Planers no longer work for the people, but their own mutual adoration of how miserable they can make people. Shame on you!
- again, does this road really need a specialized cycling lane??? both it and parallel avenues are calm enough for a comfortable cycle - please prioritize "wheeling lanes" where they are actually NEEDED
- Yes! No additional comments, I am happy that Calgary is making these neighbourhoods less car-centric.

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- Mostly, but the project should continue east along 7th Avenue
- I think the design meets the improvement goals but I would like to see this construction extended to 7th Ave NW.
- There will be incidents of road rage when cyclists and e-scooterists ignore the bike lanes and obstruct the road. This is a real risk and the City should take it seriously.
- what happens to snow clearing with the 'buffers' in place? this is a bus route.
- Yes, I am supportive of this project and it meets the goals. I suggest 7Ave NW be included in the project as it's a continuation of 2 Ave and would greatly enhance the project.
- This could be the biggest waste of city money i have ever seen. I ride this street to and from work every day and there is absolutely no need for this. Maybe instead of wasting money making affluent areas nicer you should spend some of the homeless.
- Looks good and I agree that the existing sidewalk width should be kept. Love that active modes and sidewalks are included/prioritized. Curb bulb outs and islands are great - larger bump outs always appreciated.
- Looks great! I think that this is a major improvement
- Why end bike lanes at 5 A st?
- This meets all mobility needs
- Yes it certainly meets my goals for the area!
- Yes
- More like this please.
- The 'cut-thru' traffic from Memorial onto 2 Ave and, then, via 7 & 8 Sts to access 4 Ave and, then, 10 St has increased hugely in last few yrs -b/c of heavy N-bound traffic & lights at 3 Ave. & 10 St. Can changes be made to access & 2nd Ave for less cars?
- Great ideas, looking forward to seeing and using the improvements.
- No, the islands at the intersections should be on the corners to prevent turning at higher speeds. It also has poor sight lines. This design has been well known for over 10 years.  
<https://www.youtube.com/watch?v=FIApbxLz6pA>
- Yes this design meets the goals. Thank you
- Yes, this meets the goals! Sunnyside Elementary School is located on 2nd Ave and this would make this road safer for children and all who use it.
- Yes
- Yes it meets the goals
- Yes it meets the goal!
- Yes this generally meets the goals. Suggestions: move the corner islands closer to the intersection to reduce vehicle speed and turning radius. I like the bus island. And lastly, why not continue the Wheeling Lane to the east end of 2nd Ave..?
- Yes ! Separated bike lanes are amazing. They get more people on bikes and keep cyclists safe.
- Yes it does
- Yes, this meets the goals

- Great to see options for all modes of transport
- Yes
- Do not extend the existing curb. Leave as it is and put a bike lane in if you must. This project is unnecessary.
- Mostly looks great. Regarding the bus stop design, though, this was deemed a safety concern for the visually impaired in Victoria a few years ago. <https://www.vicnews.com/news/victorias-blind-community-wins-floating-bus-stop-case-against-city/>
- yes, good design
- yes, but could move traffic calming intersection islands further into intersection to prevent cars from turning into cyclists.
- Maximize cycling and walking infrastructure please!
- I think that this meets the goals of the project.
- Yes, this meets the goals. Thank you.
- Yes
- I like this design. Keeping pedestrians, cyclists and cars in separate spaces means that all users can safely travel. I like the parked cars in between the roadway and the cycle lane. The bump outs at intersections should slow down right turns.
- You bet it does
- Yes. The separated cycle lanes make the road safer for all. The pedestrian islands could be moved closer to the intersection though.
- Yes. The more clear separation between cars/bikes/pedestrians, the better!
- Barriers between car/ people are important and can be hard to design prior to use. If we use temporary barriers to start and see how the area is used then install more permanent barriers in the future.
- Fully support separated cycling infrastructure.
- Yes. This is a good project.
- Mostly. Bump out islands should be located closer to intersection (where pedestrians will actually cross regardless of where they're supposed to). Pedestrian/wheeling needs and safety should be prioritized
- Yes. This looks great.
- Yes it does.
- Yes this meets the goals, hoping to see it done very soon!
- It's very good, but it would be better if it connected to the bike network at the east end.
- No, this is a total waste of money.
- Yes, more bike paths!
- Yes, this design meets the goals. Can't wait to see it built.
- Skinny bike lanes are easily congested w snow, gravel and cement post holders (eg 2st SW). Also impossible to ride was friend. Wider two way is preferred please
- Yes except for the end of the Wheeling lane is abrupt.

- Yes it is great - safe separated infrastructure is so important and this provides that in a great way
- How about hiring competent contractors and sticking to a very SHORT CONSTRUCTION TIMEFRAME? Bow to Bluff is completely unusable for two years...how does snail-pace project construction improve anything? The incompetence is unbelievable.
- Yes, it meets the improvements goals. Please please maintain it in the winter.
- Improvement goals seems to simply be renaming the bike lane projects wheeling lanes. This will do nothings to deal with congestion in my neighbourhood. Now all the parents who can't park with migrate to my street. While the "wheeling" lanes remain unused.
- Yes! This would be so amazing. My kids and I would ride it multiple times a week. Can't wait!
- Love more walkability and bike access. It's what makes cities liveable.
- 2nd Ave NW and 9A St. NW needs traffic lights. People blow through the stop sign way too much. I've nearly been hit on foot and by car about a hand full of times.
- Yes, I feel it meets the improvement goals. Though I do wish the wheeling lane was elevated to provide a little more protection for the most vulnerable users like my 5 year old. That said, this is pretty great!
- Yes. Please upgrade this important local infrastructure!
- Yes, I think so.
- Yes, it meets the goals. Thank you.
- Yes, this meets all the goals
- Yes. Can't wait for this to be complete.
- Yes please to accessible safe infrastructure for active modes.
- That looks pretty good!
- I feel this design meets the improvement goals. As a neighbourhood owner, thank you. Please ensure a good maintenance budget is included for upkeep.
- Looks good. Anything to help give cyclists a safe space to commute is positive
- ok
- Overall, im in support, although I'd really like to see the improvements extend to 7 Ave NW. I'd also like to see more effort made to add tree canopy and other ecological/placemaking elements (gardens/landscaping, art, benches etc.).
- Pleased to see the separated wheeling lane. Looks great!
- People speed down 2nd Ave. It would really help to have a four way stop at 8th St and 2nd Ave.
- 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 and instead we're getting a wheeling lane WTF
- City: Did you not do a traffic survey before you designed this project? Origin/destination for bicycle trips. Purpose and frequency of bicycle trips. Route taken. Same thing for trips by private motor vehicles.
- I like that the bus stop will be on the traffic island so that buses don't have to mix with bikes, and so you don't have to jump across the bike lane to get on the bus.

- This seems good. Hoping for a tree canopy to be planted. Wondering about improvements to LRT tracks intersection - plans and timeline?
- Yes
- This is an excellent upgrade to this wide street in Sunnyside that will provide traffic calming, reduce the speed and desirability of cut through traffic and make the school zone safer. I am a daily cyclist and will use this year round.
- design is funny having crossings set in from the corner. People walk line of sight. Cross walks should be at the corners of the block. 7th Ave doesn't seem to be included. Why only do half the distance? who will use just 2nd ave?
- Currently we park in front of our garage on the street and plan to continue to do this at 611 2 ave NW, I hope that wont be an issue with the changes.
- I know that the motivation for this project came from a small number of cycling enthusiasts in Sunnyside who do not live on 2 Ave NW. Residents on 2 Ave NW are going to be severely inconvenienced by this project. It's really unfair. Listen to everyone!
- Hello! I live on 2 Ave NW and I know how much cycle traffic there is. Not much. I doubt that these bicycle lanes are going to increase the amount of bicycle traffic. Why go to these lengths to satisfy the wants of such a small minority of residents?
- Traffic calming, yes please! 2 Ave NW really needs it. But all this accommodation for cyclists who already have other roads they could safely use. Why? Please let 2 Ave residents have their say at a public hearing.
- As a 13 year resident at 629B 2 Ave. NW, directly impacted by the plan, the "improvements" are unnecesssary as traffic "cut through " is infrequent , exisitng street width is sufficient for bike traffic, and plan eliminates existing boulevard greenspace
- Cycling in Sunnyside is more for leisure purposes than for transportation needs. There are already safer, alternative roads that cyclists could use. It's a really bad idea to interfere with a vital collector road to indulge leisure cyclists.
- Traffic calming at the intersections is great !!! Please keep all 4 way stops and add more near the sunnyside school
- There will be bike lanes on 2 Ave NW, but this will do nothing to stop cyclists and e-scooter riders from also using the sidewalks and the road. 2 Ave NW will become a circus. Please rethink this design. Before going ahead, hold a public hearing!
- Can these changes be extended along 7th Ave all the way to 3rd St? The same issues that are being mitigated with this project extend further east then shown. In addition would it be possible to add dedicated parking spots for permit parking at all times?
- Unfortunately, in Calgary there are all too many aggressive cyclists with no concern for the safety of others. This project will serve to encourage their dangerous behaviour. It's reckless endangerment of vulnerable pedestrians who have to cross 2 Ave NW.
- With this proposal, pedestrians crossing 2 Ave NW will have to negotiate four streams of traffic. Bicycles and e-scooters (motor bikes?) are silent. The City will be endangering residents. Children and the elderly will be especially vulnerable.

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- Residents on 2 Avenue NW need to park their vehicles on the street in the winter at times when they can't access their garages. Deeply rutted ice makes the alley undriveable for small vehicles. We can't lose our parking during the winter. Please listen!
- Residents of 2 Ave NW need to have a proper opportunity for engagement, We have serious concerns. Is there going to be a public hearing? Project needs to be delayed so that there is time to make any necessary changes to the design.
- Thank you! Looks wonderful.
- Perennial and fruit trees planted in the raised island intersection NO ASPHALT need style
- Please do not do this to 2 Ave NW, we love our street the way it is. This will destroy our streets boulevards and take out green space and put in more pavement. How do we stop this from being done?.
- Yes
- As a resident of 2nd Ave NW between 5A and 6 St, we have from the beginning opposed this concept and do not want it to proceed. Memorial Dr. restrictions are the issue. The proposed modifications to our street should not go ahead and are not needed.
- Great improvements! Consider how to reduce car « short-cutting » from Memorial to 2nd Ave. to reach 10th St. Heading north—this is a known issue.
- Bus stops should be past the intersections not at them, also is there enough physical space at these bus stops for people with mobility issues to get to the stop? Think snow removal nightmare to keep the bus stop ramps clear for mobility issues
- I believe a bike lane without physical barriers is sufficient and less cost over the long term.
- Yes. I live on this avenue. Love the wheeling lane and especially the buffer. Am curious what happens to the islands and bike lanes in winter. I suspect they will gather snow.
- Overall like it. The island bus stops seem small and disconnected. Could the island be more of a curb extension level with the sidewalk and have the bike go up and over, like the one at National Music Centre 9Ave
- If parking on 2 Avenue is going to be restricted during the winter months, then this proposal is unacceptable. What is the City's plan for snow removal? Please address this question and make the answer known right now. Thank you!
- Do you actually have time to change the design now, with construction scheduled for summer of 2022? Is this engagement even meaningful?
- The widened corners pushing cyclists into traffic is poorly designed. Bike lanes are thoroughfares that ought be straight lines. The bike lanes that swerve at intersections are slow and annoying to commute.
- No do not understand why we need wheeling lanes in that area have you done a vehicle count we have spent a lot of time walking that street and seldom see bikes on the street I think there is a vocal minority pushes this agenda let's see user numbers
- I use an adaptive bicycle and the jogs in the wheeling lane at curb bumpouts will be too narrow for me to pass (applies to both 2nd and 19th). The bullnose barriers narrow the width of travel. Similar issues on the new 11 St SW and 4 ST SE wheeling lanes.



## 2 Avenue N.W. Streetscape Improvements

Stakeholder Report Back: What we Heard

May 2022

- There will be unintended consequences of increased traffic on 3rd Ave if 7th isn't included. 7th Ave needs traffic calming. North South crossings should follow the desire lines not be inset. Glad to see something being done here but don't do it halfway.
- You need a memorial drive solution for better traffic flow without stopping driving to allow pedestrians to cross all the time if you're going to deter cut through traffic. Fix memorial and you won't need this
- Very much support narrowing. Would like even narrower. Bike lanes good, but cycle tracks safer. Would prefer cycle track barrier over slightly wider sidewalks. Bus stop bypasses are good, but why no protected intersections? Want 30km/h design speed.