



5/6 Avenue N.W. Streetscaping

27 Street N.W. to 10 Street N.W.

Stakeholder Report Back: What we Heard
December 2021

Project overview

5/6 Avenue is an important walking, biking, and wheeling connection from Sunnyside to Parkdale, serving residents of Hillhurst and West Hillhurst. It has been identified on the City's long-term 5A (Always Available for All Ages and Abilities) Network. It currently does not meet the needs of all Calgarians, as the painted and shared lanes feel uncomfortable for children, families, and most folks who are interested in biking and wheeling more often. This route also provides access to five parks and a high school. Sections of this street are scheduled for pavement rehabilitation in 2022.

For Phase 2 public engagement, this project was broken into four zones:

- **Zone 1:** 5 Avenue N.W. from Crowchild Trail to 27 Street N.W.
- **Zone 2:** 5 Avenue N.W. from 18 Street N.W. to Crowchild Trail
- **Zone 3:** 6 Avenue N.W. from 16 Street N.W. to 18 Street N.W.
- **Zone 4:** 5 Avenue N.W. from 10 Street N.W. to 16 Street N.W.

The goals for corridor design:

1. Enhance cycling and wheeling
2. Improve pedestrian safety
3. Enhance the look and feel of the streetscape
4. Reduce vehicle speeds

Engagement overview

Due to Covid-19 restrictions, engagement was conducted entirely online with the opportunity to provide input by visiting engage.calgary.ca/kensingtonarea/56-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 5 and 6 Avenue N.W. corridor as well as ranking the effectiveness of proposed conditions in the four zones outlined above. Each zone condition was presented on a separate tab, with an accompanying map, so citizens could move through each zone with its proposed treatment options.

For Zones 1-4 citizens were asked to separately rank the following five questions with respect to each individual zone:

- How enthusiastic are you about improving this corridor in general? (answers provided using a 5-point Likert scale, ranging from "Not at all: Leave the corridor as is" to "Very excited: Improvements are really needed at this location")



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- What is important to know about the current streetscape? Tell us why. (255 character limit for responses).
- How well does Option A meet the goals described above? (answers provided using a 5-point Likert scale, ranging from “Does not meet the goals at all” to “Meets the goals above”)
- What do you think about Option A? (255 character limit for responses)
- How well does Option B meet the goals described above? (answers provided using a 5-point Likert scale, ranging from “Does not meet the goals at all” to “Meets the goals above”)
- What do you think about Option B? (255 character limit for responses)

What we heard

Stakeholders acknowledged 5 Avenue N.W., across Zones 1 to 4, as a busy, well-utilized corridor within the community. Citizens observed that the corridor was frequently travelled upon by motorists and active modes.

Zones 2 and 4 received the highest rating of enthusiasm for streetscape changes. Across all zones frequently supported changes or features included better separation across transportation modes (e.g. protected barriers between cars and bikes), public realm enhancements, and increased installation of trees and greenery. Traffic calming interventions were important to citizens who perceived fast driver speeds as presenting a safety risk to cyclists and pedestrians. Increased greenery and tree plantings were cited as beautification and traffic calming elements that would enhance the streetscape for all users.

Critical comments provided by stakeholders most frequently pointed to concerns regarding parking loss and thoroughfare disruption. These critical themes were present across feedback received in all four zone segments of the 5 Avenue N.W. corridor. Stakeholders who supported active mode prioritization and separated cyclist facilities asked how parking allocation could also remain a priority given the increasing residential presence along the corridor.

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 Phase 2. The public can expect the Kensington Area Improvements Project Phase 3 to launch in the winter of 2022.



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Summary of Input

Zone 1 – 5 Avenue N.W. from Crowchild Trail to 27th Street N.W.

How enthusiastic are you about improving this corridor in general?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
20	3	2	24	54

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 5 Avenue N.W. between Crowchild Trail and 27 Street N.W. In total, 69 comments were received regarding current streetscape conditions.

Category	Response Summary
Prioritize active modes	<ul style="list-style-type: none">Stakeholders were generally supportive of treatments that would enhance and improve conditions for people wheeling and walking along this segment of 5 Avenue N.W.Participants cited parked cars on both sides of 5 Avenue creating challenges for cyclists as well as safety concerns for bikes crossing at 14 Street N.W.Some respondents were explicit in their desire to the pedestrian realm be improved with sidewalk upgrades, streetscape beautification, and increased commercial presence.
Safety	<ul style="list-style-type: none">Stakeholders expressed concerns regarding street safety with a focus on car speeds and inadequate separation of travel modes. Some participants indicated that they would not travel on bike with children on 5 Avenue N.W. given the proximity to traffic and parked cars.
Traffic calming	<ul style="list-style-type: none">Traffic calming comments were typically connected to pedestrian and cyclist safety with stakeholders observing motorists driving over the speed limit and pulling out of parking spaces without checking for cyclists. Participants indicated traffic calming interventions could create a safer streetscape for all users.
Prioritize traffic throughput	<ul style="list-style-type: none">Participants indicated that current road conditions provided an allowance for all users and that cars were able to travel without interfering with cyclists.Stakeholders in this category generally did not favour dedicated bike lanes and cited nearby residential streets as being more appropriate for cyclists.
Streetscape lacks esthetic appeal	<ul style="list-style-type: none">Stakeholder felt that 5 Avenue N.W. could be a more vibrant streetscape with improved sidewalk conditions, greenery, and public realm amenities.

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How well does Option A meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
22	13	3	30	34

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 64 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Active modes	<ul style="list-style-type: none"> Stakeholder provided favourable commentary to the trees and flexible spaces illustrated in the Option A rendering and indicated these features would have a traffic calming impact and improve conditions for cyclists. A group of participants expressed a preference for a dedicated bike lane instead of the shared bike priority condition presented in Option A.
Safety	<ul style="list-style-type: none"> Stakeholders expressed concern that further narrowing of the road could increase conflicts between travel modes. Some participants indicated that narrowing would be a good option if a protected bike lane was constructed to ensure cyclist safety.
Importance of parking	<ul style="list-style-type: none"> Participants communicated the importance of parking allocation to residents and people visiting the area. Some stakeholders provided positive feedback to the flex spaces as they allowed for continued on-street parking.
Esthetic improvements	<ul style="list-style-type: none"> Stakeholders acknowledged Option A had the potential to beautify and enhance the corridor streetscape with particular attention to tree additions and flexible planting zones.
Prioritize traffic throughput	<ul style="list-style-type: none"> Some respondents felt the street narrowing presented in Option A could lead to unsafe travel conditions for cyclists and that better alternate routes existed on residential side streets. Stakeholders in this category were generally unsupportive of funding investment on this corridor and wanted to ensure continued movement of vehicles.
Traffic calming	<ul style="list-style-type: none"> Participants indicated Option A treatment options could have a traffic calming effect. A group of respondents pointed to vehicle speeds as an ongoing issue on 5 Avenue N.W. and that enforcement and streetscape interventions were necessary.

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How well does Option B meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
21	16	1	20	34

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 67 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Active modes	<ul style="list-style-type: none"> Stakeholders questioned if drivers would understand and respect the bike priority approach and indicated dedicated cycle lanes were a more effective way to keep cyclists protected. A few respondents felt the current street was a shared road and it was not effective for all users. Participants commented that Option B conditions were an enhancement to pedestrians but questioned if there would be impact for cyclists.
Safety	<ul style="list-style-type: none"> Stakeholders expressed a need to have the road conditions be safer for all users and were concerned that corridor narrowing could have an adverse safety effect. A few respondents felt the parking loss would improve safety conditions for cyclists. Participants indicated that interventions needed to address driver speed on 5 Avenue N.W.
Public realm	<ul style="list-style-type: none"> Stakeholders expressed support for Option B features that improved the public realm and conditions for pedestrians such as widen sidewalks, curb extensions, and microclimate enhancements.
Traffic Calming	<ul style="list-style-type: none"> A segment of stakeholder questioned if Option B changes would have a traffic calming impact and expressed concern at the two-way shared lanes.
Prioritize Traffic Throughput	<ul style="list-style-type: none"> Participants in this category communicated 5 Avenue N.W. was a road and not a bike path, and car travel should remain a priority for a street. A few stakeholders pointed to other
Importance of Parking	<ul style="list-style-type: none"> Stakeholders expressed concern regarding the potential loss of parking in Option B and indicated Option A may preserve more parking allocation. Parking removal was also connected to greater cut through traffic on residential streets.

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Zone 2 – 5 Avenue N.W. from 18 Street N.W. to Crowchild Trail

How enthusiastic are you about improving this corridor in general?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
11	6	3	13	80

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 5 Avenue N.W. between 18 Street to Crowchild Trail. In total, 76 comments were received regarding current streetscape conditions.

Category	Response summary
Safety	<ul style="list-style-type: none"> The commonly cited issue in Zone 2 was concerns around safety. These concerns are most often related to car traffic on the road and perceptions of motorists traveling over the speed limit. Pinch points, high volumes of traffic, and crosswalk allocation were brought forward by stakeholders as key areas of concern in relation to pedestrian and cyclist safety.
Traffic Calming	<ul style="list-style-type: none"> Stakeholders expressed enthusiasm for traffic calming interventions that would address the width of the road, slow motorists, and provide a better allocation of space to active modes. Participants indicated the current streetscape was unappealing to pedestrians due to the high volumes of traffic and inadequate sidewalks.
Prioritize Active Modes	<ul style="list-style-type: none"> Participants indicated that public realm improvements would have a natural traffic calming effect and felt the current streetscape needed beautification. This was connected to an improved pedestrian experience. Separated bike lanes were explicitly brought forward as a safety solution for cyclists travelling on 5 Avenue N.W.
Prioritize Traffic Throughput	<ul style="list-style-type: none"> Stakeholders in this category indicated 5 Avenue N.W. should be protected as a motorist corridor and traffic lane removal should not be considered in any project improvements. A group of participants also expressed the importance of parking along this corridor for nearby residents and their visitors.
Not enough room for bikes/pedestrians	<ul style="list-style-type: none"> Comments in this category pertained to the current streetscape not having adequate separation for travel modes and the benefit of separated bike lanes. Stakeholders indicated the pedestrian realm could be enhanced for people walking along the corridor and there were perceptions that people currently avoided this section of 5 Avenue N.W.

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Design feedback	<ul style="list-style-type: none"> A group of stakeholders expressed a desire to see consistent streetscape changes across all zones rather than different conditions for each section. A few participants indicated business and community association presence at 19 Street N.W. should be considered in streetscape design.
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How well does Option A meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
9	8	1	38	50

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 64 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response Summary
Prioritize active modes	<ul style="list-style-type: none"> Condition A bike lanes were generally supported by stakeholders who felt there was a current lack of space and designation for active modes. Participants provided favourable comments regarding the protected bike lanes which would improve cycling conditions for families and children.
Importance of parking	<ul style="list-style-type: none"> Stakeholders communicated the importance of continued parking allocation along 5 Avenue N.W. and expressed concern that Option A's design would eliminate car parking. A group of participants indicated that 5 Avenue is a thoroughfare street and car movement should be prioritized.
Beautification	<ul style="list-style-type: none"> Participants were generally supportive of the enhanced greenery and flex spaces that were viewed as an improvement to the streetscape. A group of stakeholders felt the streetscape esthetic would be improved by the installation of permanent bike infrastructure and lane barriers.
Traffic Calming	<ul style="list-style-type: none"> Stakeholder indicated that the street narrowing and dedicated bike lane features in Option A would encourage traffic calming.
Safety	<ul style="list-style-type: none"> Participants who cited safety as an ongoing concern along the corridor were generally supportive of the Option A treatments and felt the condition changes would enhance safety for all users.
Prioritize Traffic Throughput	<ul style="list-style-type: none"> Stakeholder expressed concern that street narrowing, and car lane width reduction would affect the flow of traffic. A few respondents questioned how delivery trucks and emergency vehicles would pull over and conduct drop-offs with the proposed changes.

How well does Option B meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
16	13	3	22	45

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 73 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response Summary
Importance of parking	<ul style="list-style-type: none"> Stakeholders indicated there was high demand for parking along this corridor and expressed a lack of support for the Option B concept drawing which they felt would eliminate existing parking. Comments indicating the importance of parking were often connected to remarks that the street should maintain a thoroughfare function.
Greenery and trees	<ul style="list-style-type: none"> Participants were generally supportive of Option B features that would increase trees and vegetation. The median was cited as an element that would beautify the street.
Safety	<ul style="list-style-type: none"> Stakeholders indicated that Option B conditions would likely increase safety for all users with a focus on cyclists of all levels. A group of participants commented that Option B would create a safer streetscape, however suggested residents may be upset by parking loss.
Active modes	<ul style="list-style-type: none"> Stakeholders indicated the street should prioritize active modes and felt the presented conditions, particularly protected by lanes, would benefit pedestrians, cyclists, and those using mobility devices.
Traffic calming	<ul style="list-style-type: none"> Participants indicated the proposed features would have a traffic calming effect. The added greenery was cited as a streetscape improvement that would enhance the public realm and naturally slow drivers. The narrower lanes were cited as elements that would have a positive traffic calming outcome.
Lane width	<ul style="list-style-type: none"> A group of stakeholders were concerned traffic lanes as presented were too narrow for the volume of traffic that travels along 5 Avenue N.W.
Snow clearing	<ul style="list-style-type: none"> Participants questioned how snow clearance would function in the Option B design. A few stakeholders expressed concern that the median would be a snowbank for most of the winter season.
Cost	<ul style="list-style-type: none"> A group of respondents inquired at the cost of the Option A and B plans as well as how the need for streetscape changes were determined.
Pedestrian experience	<ul style="list-style-type: none"> Comments in this category cited improved sidewalk conditions and streetscape beautification as anticipated outcome of Option B that would be



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Zone 3 – 6 Avenue N.W. from 16 Street N.W. to 18 Street N.W.

How enthusiastic are you about improving this corridor in general?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
14	4	2	22	65

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 6 Avenue N.W. from 16 Street N.W. to 18 Street N.W. In total, 69 comments were received regarding current streetscape conditions.

Category	Response summary
Physical separation	<ul style="list-style-type: none"> Participants were generally not supportive of unprotected bike lanes given the wide nature of this section of the corridor. Stakeholders indicated a better prioritization of active modes, particularly with respect to cyclists, would be an enhancement to the 6 Avenue N.W. corridor. A group of respondents were explicit in their support of changes which would allow young and inexperienced cyclists to utilize the corridor in a safe manner.
Safety	<ul style="list-style-type: none"> Stakeholders expressed safety concerns that painted bike lanes were inadequate to protect cyclists and the shoulder lying outside the bike lane could produce conflicts between modes.
Traffic calming	<ul style="list-style-type: none"> Participants suggested traffic calming interventions to this corridor segment as the street's broad nature encourages motorists to travel above speed limit. High vehicle speeds and cut-through traffic were observed as ongoing issues that could be resolved with traffic calming and enforcement.
Pedestrian crossings	<ul style="list-style-type: none"> The school crossing at 18 Street and 6 Avenue N.W. was mentioned as an area that causes traffic backups and conflicts between pedestrians and motorists. Participants also cited the need to enhance pedestrian crossings at other points of 6th Avenue N.W.
Lane width	<ul style="list-style-type: none"> Stakeholders cited that current lanes were too wide and separated bike lanes would serve as a natural traffic calming intervention
Not supportive	<ul style="list-style-type: none"> Participants in this category were not supportive of changes and felt the current conditions functioned well.
Tree plantings	<ul style="list-style-type: none"> Respondents in this category were explicit in their desire to see more trees and enhanced landscaping along this segment of 6 Avenue N.W.
Public transit	<ul style="list-style-type: none"> School bus traffic and public transit stopping were cited as important factors when considering streetscape improvements.

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How well does Option A meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
7	5	2	29	54

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 66 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Physical separation	<ul style="list-style-type: none"> Stakeholders were generally supportive of dedicated bike infrastructure and having bike lanes at street level (rather than sidewalk height). Added vegetation and trees for physical separate between modes received supportive comments.
Safety	<ul style="list-style-type: none"> Participants observed high volumes of pedestrians and cyclists on this corridor during daytime hours and participants were generally supportive of Option A as a design that would enhance safety for active modes.
Added greenery	<ul style="list-style-type: none"> Stakeholder identified added trees and microclimate enhancements as a feature that would improve the streetscape and likely slow traffic.
Lane width	<ul style="list-style-type: none"> Comments regarding lane width were generally related to the benefits of lane narrowing citing that the current width of 6 Avenue N.W. encourages fast driving speeds. A few stakeholders questioned if the new lane widths would compromise bus and emergency vehicle access.
Prioritize traffic throughput	<ul style="list-style-type: none"> Respondents in this category expressed concern that Option A streetscape changes could slow traffic and cause congestion. A few stakeholders responded positively to the flex space and preservation of parking in the design.
Traffic calming	<ul style="list-style-type: none"> Narrower traffic lanes were cited most frequently as the Option A feature that would calm traffic and reduce motorists' speeds. A few stakeholders commented that Option A interventions would beautify the street and thereby calm traffic.
Cost	<ul style="list-style-type: none"> Stakeholders asked the budget for changes proposed in Option A as well as the maintenance costs for new trees.
Not supportive	<ul style="list-style-type: none"> Participants in this category were not supportive of the proposed changes and did not support investment along this corridor.
Change configuration	<ul style="list-style-type: none"> A few participants provided specific and design feedback such as north side not needing flex zones due to bus traffic and cars parking for short period of time.

How well does Option B meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
15	8	1	27	47

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 73 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Greenery and trees	<ul style="list-style-type: none"> The planted medians in Option B were generally met with support and enthusiasm, though a few stakeholders asked how they would be maintained and if new trees and vegetation would create sightline issues. Trees and landscaping improvements were identified by stakeholders as a key element in beautifying the street.
Safety	<ul style="list-style-type: none"> Stakeholder indicated Option B design improved safety conditions for all users with particular attention to integrated protected bike lanes and traffic calming outcomes for pedestrians. A segment of respondents questioned if Queen Elizabeth School had been considered in design plans.
Physical separation	<ul style="list-style-type: none"> Stakeholders were generally supportive of the separation of modes presented in Option B. A group of participants were supportive of the separated bike lanes but felt lane width reduction was not necessary.
Traffic calming	<ul style="list-style-type: none"> Participants indicated Option B would likely produce traffic calming outcomes with particular attention to the median and added greenery. Traffic calming was cited as an important consideration considering the proximity of this corridor to nearby schools.
Not supportive	<ul style="list-style-type: none"> Participants who were not supportive of the Option B proposal typically did not feel changes or investments were required along 6 Avenue N.W. A few stakeholders were concerned the median presented a safety issue for motorists.
Importance of parking	<ul style="list-style-type: none"> Stakeholders in this category emphasized the importance of continued parking allocation with particular attention to the area near Queen Elizabeth school.
Cost	<ul style="list-style-type: none"> Stakeholders asked the budget for changes proposed in Option B as well as the maintenance costs for new trees.
Active modes	<ul style="list-style-type: none"> Participants provided favourable comments regarding Option B in its achievement of a people-centred street that prioritized active modes.



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Bus issues	<ul style="list-style-type: none">A group of respondents indicated that streetscape redesign should consider the volumes of school buses and public transportation vehicles that travel along 6 Avenue N.W.
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Zone 4 – 5 Avenue N.W. from 10 Street N.W. to 16 Street N.W.

How enthusiastic are you about improving this corridor in general?

1 – Not at all: Leave the corridor as is	2	3	4	5 – Very excited: Improvements are really needed at this location
13	6	2	17	80

Below is a summary table that outlines core participant concerns, issues, feedback, and observations about their experience on 5 Avenue N.W. from 10 Street N.W. to 16 Street N.W. In total, 86 comments were received regarding current streetscape conditions.

Category	Response summary
Safety	<ul style="list-style-type: none"> Safety was the most frequently cited theme in citizen feedback. Stakeholders expressed modal conflicts and cyclist and pedestrian safety as ongoing issues along this corridor segment. Stakeholders indicated cars frequently park in bike lanes and pull out of parking spaces quickly into the bike lanes presenting unpredictable and dangerous conditions for cyclists.
Physical separation	<ul style="list-style-type: none"> Participants observed high volumes of bike traffic on 5 Avenue N.W. and protected bike lanes would be well utilized. Stakeholders remarked that the installation of permanent infrastructure that separated modes of transportation would improve street conditions for all users.
Traffic calming	<ul style="list-style-type: none"> Citizens communicated that traffic calming interventions are needed along this corridor segment. Stakeholders observed that car traffic was increasing on 5 Avenue N.W. and motorists used the street as a cut-through to avoid traffic along 14 Street N.W. and Kensington Road.
Not supportive	<ul style="list-style-type: none"> Participants in this category were not supportive of streetscape investment at this location. Comments cited that there was currently adequate room for all users to move and travel, and that this section of 5 Avenue N.W. was more functional (compared to the three other zones).
Pedestrian conditions	<ul style="list-style-type: none"> Stakeholders indicated that sidewalks and crosswalks were in the need of upgrades and that proximity to schools, businesses, and the LRT station were important considerations in streetscape redesign.
Active modes	<ul style="list-style-type: none"> Stakeholders suggested active modes could be better prioritized along 5 Avenue N.W. by improving public realm conditions and Increasing condominium development was cited as a factor in more people walking along the street and a justification for streetscape improvements
Lane width	<ul style="list-style-type: none"> Stakeholders were supportive of wider sidewalks; however, a group of respondents were concerned that narrowing vehicle lanes could impact the flow of traffic along this corridor.

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Trees and landscaping	<ul style="list-style-type: none"> Participants were generally supportive of features that would increase the tree and plant presence along 5 Avenue N.W.
Importance of Parking	<ul style="list-style-type: none"> Stakeholders pointed to the increased residential presence on 5 Avenue N.W. and indicated parking would remain critical to serve residents and area visitors.

How well does Option A meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
11	6	6	30	67

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option A. In total, 75 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Physical separation	<ul style="list-style-type: none"> Stakeholders provided positive feedback toward the separation of travel modes portrayed in Option A. Favourable comments were received for the flex jobs that would increase physical separation and enhance greenery along the corridor.
Importance of parking	<ul style="list-style-type: none"> A significant number of participants expressed the importance of continued parking allocation along this corridor and questioned if the Option A design would result in lost parking. Several citizens were supportive of mode separation but expressed a desire to see parking allocation remain similar to current conditions.
Safety	<ul style="list-style-type: none"> Many stakeholders felt this design could improve safety due to the separation of modes, while a few respondents expressed concern that the configuration could reduce visibility for motorists.
Trees	<ul style="list-style-type: none"> Trees and planters were generally supported as a feature of Option A. An increase in greenery was cited as a public realm improvement that would be experienced by all users. A group of respondents indicated that Option A was a more esthetically pleasing plan when compared to Option B.
Active modes	<ul style="list-style-type: none"> Participants felt that the concept plan better-prioritized conditions for cyclists and pedestrians. A few stakeholders questioned if the proposed trees and planters would create a visibility or collision issue.
Traffic calming	<ul style="list-style-type: none"> Stakeholders were generally supportive of conditions that would calm traffic and a group of respondents indicated motorists travelling above speed limit as an ongoing safety issue along the corridor.

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General support	<ul style="list-style-type: none"> A group of participants provided comments of general support for Option A proposed conditions.
Lane width	<ul style="list-style-type: none"> Comments in this category raised questions about the change in lane width and if emergency vehicle and delivery truck access would be affected. A few respondents were explicit in their opposition to any changes that would reduce current lane widths.
Not supportive	<ul style="list-style-type: none"> This group of stakeholders was not supportive of the proposed option and did want to see changes along the corridor segment in focus.

How well does Option B meet the goals described above?

1 – Does not meet the goals at all	2	3	4	5 – Meets the goals above
14	12	7	25	52

Below is a summary table outlining core participant feedback and impressions when presented with Proposed Option B. In total, 73 comments were submitted regarding how citizens felt about the proposed streetscape changes.

Category	Response summary
Trees and greenery	<ul style="list-style-type: none"> The majority of comments related to trees and the median green space were positive with participants indicating they would improve the public realm and create traffic calming outcomes. A group of critical comments questioned if the proposed Option B design would create collision opportunities or hinder sightlines.
Importance of Parking	<ul style="list-style-type: none"> Stakeholders in this category did not support the disruption of parking and expressed concern that Option B would impact parking availability along the corridor. A few respondents asked if protect cycling infrastructure could be provided without compromising parking allocation. Comments citing the importance of parking were often also supportive of maintaining 5 Avenue N.W. also a vehicular corridor.
Physical separation	<ul style="list-style-type: none"> Participants in this category felt Option B conditions were an improvement for active modes travelling along the corridor and that the physical separation between cars and bikes was a positive feature.
Traffic Calming	<ul style="list-style-type: none"> Stakeholders indicated Option B conditions would provide traffic calming outcomes and slow vehicle speeds.
Active mode safety	<ul style="list-style-type: none"> Comments related to safety indicated that the proposed changes would reduce the risk for pedestrians and cyclists travelling along the corridor. A secondary benefit cited was the beautification impact these changes would create.
Prioritize Traffic Throughput	<ul style="list-style-type: none"> Participants were explicit in their desire to see vehicular movement prioritized and not inhibited by lane narrowing.



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Cost	<ul style="list-style-type: none">A small group of participants asked what the proposed changes would cost.
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December 2021

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.

Zone 1 – Tell us what is important to know about the current streetscape.

- i This section is very congested for pedestrians and bikes.
- There is no dedicated bike lane. Parked cars along both sides of the street make it dangerous for bikes, especially children.
- (priority rating relative) this is not a through street (ends in T at park) and I haven't experienced traffic issues. The sidewalks curb the street with low density residential - streetscape should be addressed with redev, leveraged with density opportuni
- It's plenty wide enough for cycling, and the feel is correct for the area.
- Biking and walking not very safe there
- This is a busy access to the very popular helicopter park from West Hillhurst east of Crowchild. If the City actually went through with the planned upgrade to the intersections of Kensington and 5th with Crowchild, the problems with 5th would improve.
- The current streetscape does not calm traffic through a residential area with many children. There is insufficient room for bikes to safely utilize the road with parking and cars moving at a high rate of speed (>50 km/h), and sidewalks are not wide enough
- Already works well. I see limited need to upgrade this section. Mark the speed limit to 40km/h.
- The road is wide enough and not as busy to feel safe riding without bike lane
- Needs more trees
- High traffic area that is in dire need to be more pedestrian friendly with more trees
- Wide road that could be better used, key connection for cycling to connect to 29th Street, promotes shortcutting by cars
- This is such an important bike thoroughfare for commuters, as well as kids biking to school. Any improvement would be very welcome.

- currently riding through this area feels hazardous and cars are aggressive with bikes
- Oversized road that can be put to other use, like tree cover, sidewalks and bikes.
- I am scoring this low because this approach to engagement is brutal. It is literally impossible to provide feedback based on these 4 zones in this manner. This route already feels pieced together and confusing. Present options for the entire route pls!
- I use this route to bike to work. Next year my child will be biking from Sunnyside to Queen Elizabeth.
- It feels unsafe and very busy over this stretch. Would be nice to feel safer getting to crowchild on a bike and on foot.
- Hard to cross safely
- This is not a hugely busy section of 5 Ave, but as a transit route I think a solid yellow line is safer than shared lanes
- Unfriendly to all street users
- Cars speed really fast
- Lanes too wide. This should be like a residential street, not a collector.

Zone 1 – Option A: What do you think about this option? Tell us why.

- i Street looks more balanced with alternating flex spaces . Wider sidewalks are good. Prefer separate bike lanes but the shared space is ok. Sharing the road with cars does not encourage people of "all ages and abilities" to ride.
- Limited areas for auto traffic. Alternate routes on quieter streets exist for foot and bike traffic. Do not wish to further limit residential parking. Sidewalks are fine as is.
- NO! Reduces parking. Too much priority to bikes instead of keeping traffic flowing on major roads. Dont want cutthru traffic on residential roads to avoid congestion on 5th ave that this will cause
- I like the added trees and narrower street. I like the flexible tree/parking area better as it will make the street feel narrower. Too bad there is no protected bike lane.
- No protected bike lane, narrower roads. I feel this doesn't increase safety for bikes.
- Alternate flex zones are better for slowing cars
- 5 Ave is a busy street. It already has vehicle lanes, and bike lanes. Shared lanes do not suit this area.
- dedicated bike lanes
- i think making the road narrower would help to reduce traffic speeds. Since there are houses on both sides, it'd be nice to keep parking for both. The wider sidewalks are also nice.
- Better for pedestrians but no real cycling infrastructure.
- will be nicer for pedestrians, needs divided bike lanes
- parking?? restrictive for traffic flow
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area.



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- Bikes are still required to share the road with cars - does not feel safe.
- Opportunity for cyclists to ride side-by-side is great. Don't like the idea of parking/car conflicts on both sides of the street. Prefer Option B.
- Dangerous due to mixed transport modes
- As Calgary is a city of cars limiting parking options and road use is contrary to how people actually use the road and this option does not speak to how Calgarians move about the city.
- Like option A better, seems more balanced.
- Seems greener and easier to understand
- I like the flexible parking and planting zones, and the separation of pedestrians from the vehicles
- I would prefer to see a fully separated bike lane instead of shared space for bikes and cars which makes it more dangerous for cyclists.
- i think this option will lead to least resistance from homeowners along that street who may lose less on street parking
- I bike here often so great to have it safer.
- More space/safety for pedestrians/cyclists, more trees - all major improvements
- A much more attractive and comfortable environment than the present.
- Not many business on this road not the need for reduced traffic.
- Honestly, A and B are both great, I have a slight preference for this, because of the more "balanced" feel.
- Giant waste of taxpayer money. It's a busy thoroughway and everyone in the area drives.
- I like the added vegetation. I don't know the extra parking is needed or helpful to increase foot/wheel travel
- Integrated, shared travel lanes are no different that doing nothing. In fact, narrower lanes make it worse than nothing.
- More tree coverage is nice
- This segment isn't too high-traffic to make biking scary, but it's the width that is the problem. I think keeping this segment simple with convenient parking for residents is best.
- I am not sure what a two way shared travel lane is. I live on 11a Street to use 5/6th regularly to get to Crowchild Trail/14th Street.
- Much better - those on bikes will still feel intimidated by larger vehicles but much better in general by making it clear it's a smaller roadway.
- I think parking is less critical
- I like this better than option B, Trees on both sides of the road would improve the streets look. The Flex would also retain a lot of the parking when compared to removing a parking lanes like suggested in option B. Not any better for biking than current.
- Given the existing low traffic on this section, I think Option B would be workable and allow for more accessible walking pathway.
- There is room to put in protected bike lanes and one lane of parking. Shared roadway and huge planting areas don't accomplish anything.

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- Does not reduce width or provide bike lanes
- It increases the appeal of this route for walkers and cyclists. Again, this is a route with many centres involving children and could become a safe place for parents to allow their children to move about. I would like to see further reduction of vehicles
- Mixing bikes and traffic in this location will not work. There is high amounts of traffic and this would be very unsafe.
- Wider sidewalks and wider bike lanes would make this area safer.
- Vehicle traffic would be reduced to 20kmh and would be infuriating. Option A and B are essentially the same ... ridiculous.
- Doesn't go far enough.
- Two-way shared lanes, bikes and cars? You're nuts! Not safe at all! Also please stop making those ridiculous, dangerous jut-outs at intersections. I bike more than I drive and those things are dangerous and maddening!
- Does the city really want to kill cyclists? Isn't the plan to increase safety? This proposal throws them right in the path of vehicles.
- Excellent
- The flex spaces are good here - this low density res street has rear lane for garages/parking. It is a priority ped/bike/scoot connector. Assume that flex space allocation can 'flex' for inevitable redevelopment needs/improvements
- Forget it - it is fine as is. Waste of money.
- Widening sidewalks takes away from street parking and also reduces vehicle lanes which also congests traffic as vehicles try to turn into roadways across oncoming traffic.
- Bike lanes will greatly help improve bike safety and wider sidewalks will make walking with young children more feasible
- This makes no sense. Create dedicated bike lanes.
- Mixing bikes and cars on a key connector road is not the solution. Narrowing the street and having protected bike lanes will serve to calm traffic and protect pedestrians.
- Current option works well already
- I like additional planting but if concerned about wheeling safety - why not have dedicated lane? Road is certainly wide enough
- Great improvement
- Either Options here would be a big improvement.
- I wouldn't do shared lanes unless you lower speed limit to 30 km/h. They are otherwise useless for young children or seniors; doesn't meet 5A.
- even with bike priority cars will likely be aggressive to bikes
- This option will only serve to both slow traffic while also not providing separate protections for cyclists. This is not a preferred option. Suggest separated bike lanes within a parking lane or in replacement of the sidewalk.
- Dangerous for bikes, too much parking, hard to cross this street



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- Still not great for bikes, 2 parking lanes is too much
- Should be fine for this zone. Most Cyclists ride on 6 Ave along this section.
- Much better. Great tree plantings and narrower street.

Zone 1 – Option B: What do you think about this option? Tell us why.

- i Street looks unbalanced with parking on one side and trees on another. Wider sidewalks are good. Prefer separate bike lanes but the shared space is ok. Sharing the road with cars does not encourage people of "all ages and abilities" to ride.
- This is the lesser desired of the two options if at all. I use this road to access Crowchild and the neighborhood- limited and busy. narrowing further would not serve my needs.
- Do not slow down 5 AVE. Just makes traffic cut-thru residential roads. Do not remove parking as people will park on side streets & reduce parking for others. People can safely walk 4 & 6 ave, keep the traffic on 5th ave. Bikes can share road like do now
- Both options are good A&B
- This makes the south-side sidewalk really nice, but the north side is less nice compared to Option A. Will Calgary drivers respect "bike priority"?
- 5 Ave is a busy street. It already has vehicle lanes, and bike lanes. Shared lanes do not suit this area.
- dedicated bike lanes
- removing parking on one side of the street doesn't seem like a good idea.
- Better for pedestrians but no real cycling infrastructure.
- will be nicer for pedestrians, needs divided bike lanes
- parking traffic flow
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area.
- Still no safe, separated bike lane!
- Opportunity for cyclists to ride side-by-side. Great that parking/car conflicts only on one side of the street. Could this be made a one-way vehicle street with contraflow bike lanes?
- Dangerous due to mixed transport modes
- Again, this does not provide for how Calgarians use this roadway and with such close access to the river pathways dedicated bike lanes seem misguided.
- This part of the road is already too narrow to allow any expansion unless you are taking away from people's properties.
- I think we have bigger problems to worry about
- Don't like option B as much as option A. Creates a "winning" and "losing" side of the street (which may be perceived differently by different people).
- Not sure if more sidewalk is needed
- most effective at traffic calming, better for biking and pedestrians
- This option prioritizes pedestrian use which seems like it should be the priority in a residential area.

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- I bike here often so great to have it safer.
- Less physical separation from cars isn't as good as option a
- I like the consistency more since when you are cycling you won't be switching between flex zones
- This option would have even a stronger impact than A, and the loss of parking shouldn't be a problem since all the fronting properties have back alleys.
- Again no need to reduce traffic greatly. Not the businesses of other near by streets.
- Honestly, A and B are both great, I have a slight preference for A, because of the more "balanced" feel.
- Giant waste of taxpayer dollars. It's a busy thoroughway and everyone drives in the area.
- I like the extensions
- Integrated, shared travel lanes are no different that doing nothing. In fact, narrower lanes make it worse than nothing.
- I'd argue this segment is too short and unimportant to go through the hassle of adding the alternating curb extension. It's mostly residential, but the road is just too dang wide.
- I;m not sure how the two way shared street would work and hope local residents will be given more information. I support anything that encourages bikes rather than cars. I need access from 11a Street to Crowchild Trail/14th so would like to know more about
- Separation of sidewalk from traffic and less parking is ideal.
- Too much wasted Space on the left side of the road. This option has less trees, less parking and will probably look worse than Option A. Option A is just a much better layout for this section of road.
- I like the expanded sidewalk for enjoying walking in this option.
- There is room to put in protected bike lanes and one lane of parking. Shared roadway and huge planting areas don't accomplish anything.
- Please stop eliminating parking spots.
- Reduces width and provides more space for people
- I like this option for the walkability and access to a safe corridor for people of all ages. It support children walking to school and allows for the route to green up. This is an excellent idea.
- Mixing bikes and traffic in this location will not work. There is high amounts of traffic and this would be very unsafe.
- Bike priority shared lanes doesn't provide enough protections for cyclists etc
- I don't think there is sufficient space to dedicate extra planting, this would be better used as functional space.
- You have really provided one ridiculous option. 5th Ave is a road, not a bike path. Thankfully we have a new mayor and council coming.
- Much better!
- Two-way shared lanes, bikes and cars? You're nuts! Not safe at all! Also please stop making those ridiculous, dangerous jut-outs at intersections. I bike more than I drive and those things are dangerous and maddening!

- Does the city really want to kill cyclists? Isn't the plan to increase safety? This proposal throws them right in the path of vehicles.
- I don't like the alternating curb.
- As good as A in theory, but could be less flexible, creating some winners and losers for redevelopment. Increased density should be expected, welcomed, and accommodated.
- This city is still car reliant. Sorry - no dedicated bike lanes in that portion.
- Widening sidewalks takes away from street parking and also reduces vehicle lanes which also congests traffic as vehicles try to turn into roadways across oncoming traffic.
- Bike lanes will greatly help improve bike safety and wider sidewalks will make walking with young children more feasible
- Why would you not create dedicated bike lanes to feed into the bike lanes east of Crowchild?!
- Mixing bikes and cars on a key connector road is not the solution. Narrowing the street and having protected bike lanes will serve to calm traffic and protect pedestrians.
- Current option works well already
- No dedicated bike lane, less on street parking
- Reduced width seems unsafe as no where for bikes to pull over. One sided parking impractical
- Less foot traffic on this side of crowchild. Make the most of the trees to invite pedestrian and bike paths to the hospitals
- What does bike priority mean - sharrows? They are proven to be a more dangerous option.
- Either Options here would be a big improvement.
- I wouldn't do shared lanes unless you lower speed limit to 30 km/h. They are otherwise useless for young children or seniors; doesn't meet 5A.
- same concerns as option A
- Like this option best. More landscaping.
- Better but not great
- This option will only serve to both slow traffic while also not providing separate protections for cyclists. This is not a preferred option. Suggest separated bike lanes within a parking lane or in replacement of the sidewalk.
- Much better, still not great
- Like the flex focus more.

Zone 2 – What is important to know about the current streetscape? Tell us why.

- Unattractive street with priority for cars. Streets can be difficult to cross, cars pass too close when cycling. Dangerous as a cyclist heading east from Crowchild along 5th ave as cars try to pass quickly before it gets to the sharrows.



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- This is an important throughfare for access to Crowchild, neighborhood and other links. Alternatives exist for bike routes on quieter streets without disrupting traffic and parking in an already busy residential neighborhood. Sidewalks are adequate .
- Shared lanes are dangerous!
- It's currently only ok. I prefer not to bike down this road. Crossing it feels like an obstacle. It can get pretty busy.
- Separating bike and vehicle traffic may seem like it would improve safety, but reducing the visibility between these modes of traffic would cause more safety issues.(for turning, etc)
- Important corridor for shared pedestrian, biking, autos. Needs improvements for non-car traffic.
- It's a bit uncomfortable to walk on as a pedestrian and if frequently used by bikers with not enough room for both car and bike with current parking setup..
- Traffic is increasing in this area due to densification. Eastbound traffic from 19th St is too fast up to the playground zone and must be reduced.
- Poor pedestrian and cycling infrastructure.
- needs divided bike lanes, not a nice road for walking
- parking and traffic flow bikes can use other street in the area that are a lott better
- We live in the area and believe that these changes are really needed to make it easier and safer to cycle and walk within these neighboring areas
- Cars slow down near the school but then speed up as they head west from 19th street. This area never feels safe to bike as the bike lane seems to disappear closer to 22nd street. The bike lane needs more clarity.
- Not enough traffic to justify the spending.
- very dangerous to cross as pedestrian (personally almost hit several times in daylight)! cars seem to rush for crowchild lights and not looking for pedestrians (especially in dark)
- its ugly and unsafe. The cars speed and with all the parked cars along the curbs its hard to see what's coming - walking or driving. Even standing at the crosswalk, its difficult to see the oncoming traffic and them to see you.
- My child would ride this street to school if it were not so dangerous.
- I live exactly in this zone right on 5 ave. The sidewalks are too narrow, and biking on the road feels unsafe. It feels unsafe to cross 5 ave on foot or bike as traffic is moving quickly and no lit crosswalks.
- There are so many kids who bike this to/from school. Families and commuters also often bike here. Also many people walking and wheeling on the sideways. Protected bike lanes would make a world of difference for safety and comfort.
- Shared bike lane feels quite dangerous when on a bike. Cars always blasting past me quite close.
- The street is very narrow for cars and bikes to share
- Unless you can widen the road entirely to create an appropriate amount of space to accommodate multiple types of vehicles, this corridor has no option to expand or change as sharing the road is already difficult.



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- This part of the road is already too narrow to allow any expansion unless you are taking away from people's properties.
- Zone 2 really needs separated bike lanes. Lots of kids and adults use these bike paths and they are very sketchy not separated.
- This is the worst section in the whole area and really poor for biking.
- Currently a residential street. Access in and out and to West Hillhurst community centre. No real businesses along it.
- Very busy area
- This is an important corridor that needs to continue having good vehicle access
- There are bike lanes but I'm often a bit nervous crossing the Crowchild intersection, and the road is full of potholes and cracks, making it scary for cyclists. Nervous to cycle by gas station. Difficult for cars to turn right as cyclists wait at crowchil
- biking does not feel safe
- Slow cars down. It's difficult to cross as a pedestrian and dangerous for children in the area.
- I dislike the sharrow, because I feel like it makes it unsafe and this street is only useful if the 5A needs are met along its length.
- This Ave becomes un-rideable by bike west of 19th Street. It would be nice to change that, even if only to Crowchild, as the road is far less busy west of Crowchild.
- Is fine as is.
- 18A street north intersection is dangerous to turn left onto 5-6 and should be right turn only.
- Current bike lanes not safe, especially in winter.
- This segment is always too fast and it's the worst for bikers--you're scraping so close between the parked cars and the traffic to begin with, and then it becomes a horror show when the snow hits...it's awful.
- The 30km/h zone, too wide yet too narrow leads to incredibly aggressive passing of those on bikes by those driving vehicles. It's an incredibly stressful stretch to use.
- I ride my bike on this road all the time and dislike the shared lane concept. Its scary because people speed (sometimes 70km/h+) on this road and are not careful when passing cyclists. I once saw a cyclist get hit by a turning car at the 19 St intersection
- This section is extremely busy, high speed traffic as cars use this corridor to move through from Crowchild to 19st NW and north of 16 ave nw
- Very hostile to biking currently.
- This route has become a speedster favourite with engine gunning and breakneck speeds. Not a safe place with so many playgrounds and a school.
- This is a corridor with several schools, parks, and community centres. Providing safe access for children and families in the community is much needed.
- Mixed bikes and traffic is not working.
- lots of pedestrians crossing in this area at the uncontrolled crossings. Many commuters use this as a cut-through, making it very dangerous for biker and pedestrians.

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- It is finally time to close 5th ave and remove lights on crowchild and 5th as planned. Have crowchild and Kensington rd bridged to eliminate another set of lights as been discussed and planned for years..
- I take my electric scooter along this stretch most days, the road is very bumpy and the bike lanes at the corner of Crowchild and 4 Ave are too narrow and fade as soon as I leave the intersection.
- This is a collector road, not a bike path. Keep bikes and cars separate.
- Protected bike lanes are crucial!
- It is a very unappealing streetscape in this zone.
- I go on 7th Ave. This stretch currently is Share the Road. Cars HATE that! Car drivers in general hate cyclists. Don't put up those Share the Road signs, they annoy car drivers.
- Good idea to separate bike lanes
- Add bike lanes but no meridian please.
- Very hard to turn from a street onto 5th avenue as one does not have a good view due to parked cars too close.
- These Sharrows are going to get someone killed. Possibly a kid since this is a school corridor. This is a very dangerous road currently.
- Existing cross section is not accurate. This zone has sidewalk at curb. It is a busier zone at 19th due to activity (community centre, arena, pool, parks) not connectivity (cars) - prioritize people over vehicles. East of 19 has no rear lane - enhance res
- Sharrow worse than nothing for bikes & sidewalks too narrow, lanes too wide.
- 5th is becoming increasingly busy with the area densification. Removing parking or traffic lanes is concerning and will create further congestion. The street parking on 5th is already congested - if you remove parking, where will these vehicles park?
- Busy section of road to access crowchild tr. lots of parked cars and roads leading on to it
- Already works well. I see limited need to upgrade this section. Mark the speed limit to 40km/h if traffic needs to be slowed..
- Too often Cars and trucks speed along 5th Ave between 19 street and Crowchild Trail.
- Make the school and community association much more pedestrian friendly and safer for bikes and as always more trees enhance the neighbour hood
- Traffic speed is too fast, control traffic speed and cycle and walking will be safer. Some simple speed bumps with accomplish this.
- Dangerous area for cycling, pinch point, lots of car traffic turning funneled in and turning, unappealing for pedestrians
- I live right on 5th Ave in this area. So often see kids biking on the sidewalk for safety. There are also lots of walkers so this creates conflict. Also tons of bike commuters and speeding cars. Have heard of many near misses. Any improvement is great!
- Cars and bikes (and trikes) must be separated as much as possible.
- Horrific to cycle, with inadequate painted lanes giving way to shared lanes on narrow busy road with lots of speeding. Very unsafe to ride a bike. Terrible planning.

- I am scoring this low because this approach to engagement is brutal. It is literally impossible to provide feedback based on these 4 zones in this manner. This route already feels pieced together and confusing. Present options for the entire route pls!
- It's a busy street and not pleasant for biking or walking.
- Cars speed here the road is too wide
- This is a very heavily trafficked area of 5 Ave: dedicated bike lanes would be necessary before I would feel safe to bike here during rush hour
- bike and cars sharing road is unsafe, especially with busses and parked cars.
- Need to correct awkward lane layout on Eastbound 5 AVE just before intersection at 19 ST.
- This is dangerous for all users, cars speed, the street is too wide
- This is not a pleasant street for cyclists.
- Lack of dedicated bike facility but higher traffic volumes is unsafe.

Zone 2 – Option A: What do you think about this option?

- I love the bike lane protected by the flex space and the widened sidewalks. Reduced width for vehicles should help reduce speed.
- This is important thoroughfare. Do not agree with narrowing road further for vehicles plus disrupting parking. Alternative exist for bike traffic on quieter routes.
- Why are you proposing we put in so many bike lanes when it snows here 7 months of the year? Will they be cleared in the winter? How many people will use it during these months? Where will the snow be piled?
- Support protected, separated bike lanes and increased planting zones.
- Thumbs up for protected bike lanes! I like that this option preserves some parking areas, where potentially taxis/ubers could pull off instead of blocking traffic.
- This area works well as is
- Good but I'm not sure we need the parking areas on this main street.
- Dedicated bike lanes are great and reduced vehicle lane width great to reduce speed.
- The street parking is important to both the residents and visitors to the area.
- Great -- increased space for pedestrians and cycling, good separation of different modes.
- like separated bike lanes
- parking traffic flow
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses.
- like at least 1 sidewalk/bike lane separated by median. Please install a flashing pedestrian cross light!! Also need to keep protestors away from kensington clinic.

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- love it. appreciate the alternating planting and parking. Note that lots of commercial vehicles/ trucks park on 5th. They are big and ugly but will need to go somewhere if street parking ends up reduced. And I'll be glad to not have to look out at them.
- My child could safely ride to school along a street like this. We need this.
- Safe, separated bike lane. Added green space is also nice.
- This would be ideal as it allows some street parking for residents of the neighbourhood.
- Love clean separation of bike lanes. Keeping vehicle lanes next to each other should calm opposing vehicles more. IDEA: put both bike lanes on same side of boulevard (similar to Memorial Drive summer/weekend closure) to create side-by-side cycling.
- Less parking in an inner city community is not wanted, particularly to accommodate a small population of cyclists whose use significantly drops in the winter months.
- There isn't enough parking as it is. This only takes away more parking.
- Might as well keep the cars together.
- I like this option. Beautifies the street, but keeps some parking for residents. Like that the trees are on the north side of the road so they don't shade road in winter.
- Keeps the vehicles further away from the cyclists
- Anything to improve cyclist's safety is good, but there needs to be options for cyclists to be able to cut out of the bike lane if they're turning into the side residential streets.
- dedicated bike lanes and reduced speed of vehicles
- Better than B because the side-by-side two way traffic will reduce speed. Adds a welcome barrier between cars and bikes.
- Giant waste of money.
- It narrows the roadway and adds some greenery.
- You should decide if you want to allow more cars or not. if you do, then slowing them is not logical. Adding wide planted medians obstructs vision if traffic is heavy. Either make it a cozy side street not much traffic or keep traffic out of residential
- I don't think added parking is needed, especially thinking of promoting foot and wheel travel.
- Protected bike lanes improve safety. Bike lanes integrated with sidewalks (e.g. 24 Ave NW) less confusing for drivers and can be cleared at the same time as sidewalks in winter.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- I think even an alternating curb scenario will make residents mad, but at least it allows some parking. This is supposed to be a snow route but people RARELY remove their cars, resulting in massive drifts that last all winter...bad for driving AND people
- Much improved over the existing, but the 3.3m wide lanes are too wide to encourage users to drive the speed limit - especially in the 30km/h zone.
- I like the protected Bike lanes which actually make people want to cycle. The Flex concept is cool as well. However I'm not sure that this will reduce traffic speeds effectively or improve vehicle safety. Option 2 is better, but this is not a bad idea.
- I would get rid of parking along the route.

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- Keeps a safe space for walkers and riders. Moves heavier traffic to Memorial Drive.
- I like the separated bike lanes, but the streets are lined with cars, so not sure we can give up a parking lane.
- parking makes it very difficult to see pedestrians. This is better than the current option but option B is safer
- Having dedicated bike lanes and wider sidewalks is the most important part of this.
- Homeowners will have far reduce on-street parking
- This is a good plan. I Like both Plans A & B.
- protected bike lanes are great. add benches
- Seriously these diagrams remind me of "Can You Spot the Difference?" I'm retired, 68, ride my ebike for chores daily, but I do not have the patience to peer at these diagrams and figure out differences. Trees need a lot of bare ground, not just a grate.
- Good idea with separated bike lanes, but vehicle roadway is too narrow
- I think this design is brilliant and would do so much for community connectivity and empower users of all abilities to safely get around their neighbourhood.
- Reducing the lanes will encourage short cutting
- existing has no space between walk and street! this is a bigger challenge for existing than indicated. Except 19-18st same on both sides, would be unfair. Also no lane for bins there, must be on street.
- Separated cycle track much better for bikes (AAAA), wider sidewalks for peds👍 & narrower lanes to slow traffic, some parking & more trees. Excellent plan in every way! Critical link to Sunnyside LRT stn, park/schools, 14 St corridor, Kensington & more
- Where did you plan to park cars?
- 5th between Crowchild and 19th is very congested. Removing parking is a bad idea. Can the city not create dedicated bike lanes from the 1.9m of currently available planting space? The sidewalks are fine the size they are. The area needs street parking
- Like dedicated bike lanes. Will not be enough on street parking
- Current design works well. Parallel aves give plenty of cycling route options.
- Option A does not work because of the alternating parking zones.
- It might meet the goals but creates a another problem as parking is removed. There are more and more multi family homes being built street parking is required. The streets are not void of parked cars, rather they are 70-80% full a t most times.
- Love it. Please do this. Protected bikelanes would be so much safer for the many kids and families often biking along here. I think Option A is more attractive as residents will need some parking as no driveways here. Alternating with trees is perfect.
- This is an important corridor to WHCA and Queen E School. Having flex space between vehicle and bike lane is best.
- Separates walkers, bikers and cars while still allowing for trees.
- I like the option of having the bike lane more buffered from the rias

- Prefer to keep the travel lanes combined and separate with trees. Unclear of how flex will alternate on either side.
- This is the best option.
- I like this option, keeps all users safe
- Good balance of all modes, parking, and landscaping.

Zone 2 – Option B: What do you think about this option? Tell us why.

- i Cycle lanes are not protected by parked cars/ green space which is not as good. Central green space should help slow cars and improve pedestrian safety though.
- Do not agree with narrowing traffic lanes further plus residential parking disruption. Alternatives exist for bike traffic though adding protected lanes with pylons would help cyclists. don't widen sidewalks. Limited corridors through this neighborhood.
- No door zone: good stuff
- No place for residents to park. Looks hard to plow.
- Because the lanes are so narrow, driving here would be more comfortable than Option A.
- This area works well as is
- This would be very pedestrian/bike friendly and the centre median is lovely.
- I don't think there is enough room for a median in this area and I'm not sure speed reduction would be achieved as well as with Option A.
- No street parking, not good.
- Great -- increased space for pedestrians and cycling, good separation of different modes.
- love bike lanes and will make the road so much nice for pedestrians
- parking traffic flow and this looks costly
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses.
- visibility concerns, no pedestrian light, bike lane not fully separated
- not so thrilled on the median planting - it doesn't leave space for any street parking which will become an issue. Not for me, but I know there are lots of people with more vehicles than garage space. and of course the commercial vehicles that street park
- My child could ride safely here. Loosing parking is not ideal.
- Safe, separated bike lane. Median makes it easier to cross the street as a pedestrian as you can pause in the middle. Increased green space on the street.
- Also a wonderful option, but may be resisted by residents as they would lose all street parking as well as visitors, or delivery drivers blocking traffic could be problematic.
- While nicely symmetrical, vehicles will likely still feel comfortable driving fast. Cyclists won't feel as protected given only plastic pylons (rather than separation by boulevard + parked cars).

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- This option is even less desirable as it reduces the already limited parking in this area even further, yet we do not live in convenient and connected transit city, Calgary is a car city by design, these improvements don't get at the root of the problem.
- Where the hell is anyone going to park? This is horrible!
- Would slow down traffic, like more greenery
- No option for parking for the residents here.
- I wonder how maintenance of these areas would be done in a snowfall
- median with trees will beautify the area and narrower lanes will slow traffic down. love the dedicated bike lanes
- Still great, just less good.
- Giant waste of money
- It narrows the roadway and adds some greenery, but the planted median will have more impact.
- Good use of space and added vegetation
- Looks nice, but median impractical in winter and compromises safety.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- There are SO many residents here that I just can't imagine taking away all that parking, despite how congested and sucky it is. However, the middle lane for pedestrians is pretty great. As with Opt A: protected bike lanes will improve safety big-time.
- Significant improvement and creates a better ability for the tree canopy to eventually connect and create a significantly nicer street which will also encourage appropriate driving speeds.
- I like the dedicated bike lanes
- This meets goals better than Option 1. The protected bike lanes are welcome and the divided roadway will slow cars down and improve vehicle safety as well. Only downside is the loss of parking. I do think the median concept would look cool.
- I like the visual of this option with the tree canopy but think Option A would be safer for cycling
- The median is wasted space.
- Center median will become a permanent snowbank in the winter that nobody can cross. City tends to pile snow instead of remove it.
- This is very appealing!
- I like the location of the trees and green space in the centre. This would be very appealing for walkers and cyclists.
- Given the high densities of people and distance from the LRT, the cars need somewhere to park.
- it makes the area look and feel more like a neighbourhood than a shortcut to crowchild. protected bike lanes are required here for safety - without them, only brave commuters will bike on this road.
- Having dedicated bike lanes and wider sidewalks is the most important part of this.
- I like this although it would eliminate all resident on-street parking.
- I love this with planting in the middle and protected bike lanes.
- Seems the most inviting and safest for everyone



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- separated traffic will slow people down, good for crossing. separate bikelanes are great. Add benches.
- Seriously these diagrams remind me of "Can You Spot the Difference?" I'm retired, 68, ride my ebike for chores daily, but I do not have the patience to peer at these diagrams and figure out differences. Trees need a lot of bare ground, not just a grate.
- Good idea with separated bike lanes, but vehicle roadway is too narrow
- No meridian please. Bike lanes would be great.
- A middle median will collect snow and create blind spots. This would be dangerous for pedestrians crossing the road. This is not good design in our climate but it is better then a Sharrow.
- Looks rather expensive
- fair balance for north and south sides. but as indicated, existing has walk at curb. 18-19 st have no lane for b/b/g bin collection.
- Good variation of A but median trees likely suffer, and separate travel lanes likely increase vehicle speeds
- Again - we need parking on the street for a lot of homeowners and visitors.
- 5th is congested between 19th and Crownchild. Please do not eliminate street parking! Create bike lanes with the currently available planting space adjacent to the sidewalks. The planted median will decrease visibility for vehicles entering 5th.
- I believe this to be the best solution.
- Best option for safety perspective. No on street parking. How would this impact snow removal as it's a priority route?
- Current design works well. Parallel aves give plenty of cycling route options.
- Option B is better is there's is still some parking on both sides of the road.
- Same problem as Options A, there is no parking options. The people that live on the streets pay the taxes in this neighbourhood and they need access to street parking.
- This would be absolutely amazing but probably a harder sell as some residents do park in front of their houses (as no driveways). Although I love Option B too I think Option A would be more appealing and less controversial.
- I wouldn't do a boulevard between driving lanes, use it to separate driving lane and cycling lane instead.
- Cars watch out for other cars so unless high speed no need for median. Also, some parking is very desirable
- Wonderful. Excellent implementation of bike lanes and tree cover, with design likely to reduce speed.
- Love it, please make the road 30 km/hr
- I like this best, but imagine resistance to the loss of parking.
- I prefer this option for symmetry reasons, it might provide a more scenic tree canopy in the years to come
- the median makes for an expressway and will not slow traffic

- This option is not preferred as it does not allow for cars to pass parking, delivery, or other stopped vehicles in the live lane by shifting to the opposite lane.
- This is good
- The residents along this section need street parking.
- Nice, but reduces some of the natural friction from two way traffic. Having some street parking would be nice.

Zone 3 – How enthusiastic are you about improving the current streetscape?

- i There is already a parallel access road with a median in front of the residences for cycling traffic and pedestrians. Do not agree with narrowing the roadway further.
- Paint is not infrastructure
- Lot of wasted space currently. Painted bike lanes are not the best.
- My child travels this route to school every day. I am worried about him cycling without a protected bike lane.
- Painted lanes not safe for bikes.
- This area works well as is, but more visual improvements (trees, etc would be nice)
- Important shared use area. Enhancements needed for non-auto traffic.
- Dedicated bikes lanes would be safer for students and commuters. There is enough space for major improvements to this important school zone.
- Sidewalks are narrow, cycling infrastructure feels unsafe, cars have too much priority.
- needs divided bike lanes, not a nice road for walking
- Main throughway for pedestrian community members (namely youth) commuting to/from school/transit. Enhanced safety for non-motorized commuters would be wonderful and at least slow, if not deter motorized commuters from these routes. Thanks for surveying!
- this suits the needs very well bikes have other roads they can use
- Street too wide open - encourages high speeds. Also needs better crossings of 6 AVE, especially at 16a ST.
- We live in the area and believe that these changes are really needed to make it easier to travel within these neighboring areas
- Considering the north side road and median only serves the small row of houses directly on the road, the focus of this project should be on creating a safer-for-wheeling and microclimate-based right of way through hillhurst.
- Not enough traffic to justify extra spending.
- This street holds a k-12 school. Safe infrastructure is needed here more then anywhere.
- Need safe, fully separated bike lanes.
- Sidewalk by school is WAY too narrow, and bike lanes feel very exposed. If travelling West, often redirect onto north side of Boulevard.



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- This is a lovely section of road with room for everyone, why would we spend money on changes to this area?
- The side street is stupid but necessary for parking.
- We live in the area and use this a lot for biking. It is critical to have a streetscape where less confident riders and kids feel comfortable. Currently there is no way to move east/west through this area for people like this.
- This road was recently modified. Not sure why it needs to be changed again so soon.
- School zone , bus loading, cyclists and dog walkers
- I can see why younger kids would be nervous to ride here but I feel totally safe cycling here the way it is due to the wide streets and school zones making traffic slower.
- Bike safety
- E
- Painted bike lanes delineate space, but don't provide protection or comfort for all ages.
- This 2 block section is incredibly underutilized. The parking lane against the school field is NEVER used, and the bike lane on that side of the road is oddly floating. On both sides, the bike lanes are uncomfortable b/c of proximity to cars.
- Still very dangerous for little kids on bikes. We use this route often. Excited to see a safer layout.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- Leave it alone. This is an important road to get around!!! Stop trying to fix something that isn't broken. Traffic needs to be able to flow on fifth ave. Fix the existing infrastructure instead!
- The biggest mess here is the school crossing at 18th--when a bus arrives to drop kids on the north side of 6th Ave, it's a gong-show of ants spilling out everywhere, and it always causes a major back-up of cars, other bikers, school buses, etc.
- Wider than necessary - at least we have painted lanes but SNIC is unreliable for the lanes.
- Painted bike lanes are not the best, people speed on this road like crazy and sometimes drift into the bike lane. Protected lanes would be welcome as would traffic calming improvements. That said improvements are needed on 19 street more than here.
- This is a very busy section of the roadway with students, parents, cars turning into community hall and pool.
- Reduce speeding cars. Also need a sidewalk to cross 6 Ave at the corner of 16a street. So many families cross that busy road with no crossing.
- It's too open, encouraging speeding and feels unsafe.
- Currently not a good use of width.
- Bikes need their own separate space given how many cyclists use this route.
- there are lots of pedestraains and school children that use this corridor.
- My biggest concern right now is we are at the stage where traffic lights are needed at the highschool instead of the crosswalk as left turns are very difficult on school days
- Needs protected bike lanes!



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- Currently, there's problems in this stretch. And barren!
- I think this zone is pretty good... lots of options for people, cars and bikes
- My kids will be travelling from 11 st down this street to the community centre, pool, school
- These bike lanes next to a k-12 school don't get used because they are just paint. This road is not safe. The school zone doesn't even extend to the East end of the field and a cross walk is needed at 16A street to get kids safely across.
- We use the road and have not had issues
- Lot's of school bus activity there on south side. City bus stops on north side in bike lane.
- There is nothing wrong here - we already have a bike lane.
- This corridor already has well marked bike lanes. There are parking restrictions on the south side on school days for buses. one option is to place a street light at the intersection of 18th Street and 6th instead of the flashing light.
- School buses park along south side of road for high school. How will that be impacted?
- Unique road way and works very well for pedestrian and cycling safety. Crosswalks could use some work, but not huge overhauls. Options exclude new planting on South side of street and existing median only.
- School and neighbour hood safety
- Make children safer and enhance bus and bike paths. More big trees please
- Dangerous for cycling with parked cars opening doors, unappealing for pedestrians, high vehicle speeds, shortcutting
- The separated bike lanes here are already such an improvement from on-street lanes to the West. Adding protection would enhance even further. Either Option A or B would get my vote, more up to the people living there. We are further West.
- This is an important corridor to WHCA and Queen E School.
- I don't want to ride a bike between a moving car and a parked bus, or one pulling away. Protect bikers rather than houses.
- Painted lanes are inadequate as bike infrastructure. Extremely wide road, with room for proper separated lanes. Especially important given schools/school access.
- I am scoring this low because this approach to engagement is brutal. It is literally impossible to provide feedback based on these 4 zones in this manner. This route already feels pieced together and confusing. Present options for the entire route pls!
- The current street is very broad and is easy to drive fast down. Traffic calming would help here without impacting travel times. Bike lane is also exposed
- We live on 6th Ave in this block. My kids go to school on the opposite side of 6th Ave. I find it terrifying to think of sending them across this street on their own.
- Ugly Street with wide unsafe car lanes
- This portion of 6 Ave lacks vegetation and feels too open and uninviting for walking and cycling. It's unattractive and there are problems with vehicles speeding.
- The shoulder lying outside the bike lane creates a dangerous scenario for cars pulling out

- 6 AVE is too wide open, encourages too high speeds, even occasional street racing at night. Need more marked crossings of 6 AVE, especially at 6A St in particular as many families and youth access Queen E green space and fields at this intersection
- Painted bike lanes are dangerous
- Poor street cross section wastes large amounts of street with seldom used parking.

Zone 3 – Option A: What do you think about this option? Tell us why.

- Do not agree with narrowing road further for vehicles. There is already a median with protected road for cyclists as an alternative, plus adequate sidewalks and alternative routes for pedestrians.
- Why are you proposing we put in so many bike lanes when it snows here 7 months of the year? Will they be cleared in the winter? How many people will use it during these months? Where will the snow be piled?
- Supportive of separated bike lanes to improve accessibility as well as planting zone for general aesthetic.
- Will the road curve with the flexible planting zone? Love the north side bike lane properly protected by trees. Why not do the same on the south side? (Switch planting zone and bike lane).
- I like the side with trees in between bikes and cars (right side in the picture), and would prefer both sides to be this way. It's unclear if "flex sides" means the road weaves back and forth?
- I like the protected bike lanes.
- Trees are closer to bikes and sidewalk
- Lack of visibility between vehicle and bike travel could be a safety hazard (cars turning, etc)
- Good. But option B is more people vs auto centric.
- This would be an improvement over the existing condition but not as good as Option B. there is enough room to have a median and the slower zone in this area means traffic speed is already managed better than the adjacent zones.
- Trees are nice add.
- Good-- increased space for pedestrians and cycling, good separation of different modes. It is not ideal for people with limited mobility that there is no sidewalk on the right hand side of the main street.
- like the bike lanes
- Either option A or B would improve safety of this zone. I guess I would choose whichever one was better cost/value. Thank you!
- no parking traffic flow
- I need to see overhead view showing where various features would be before choosing one option over the other.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses.
- Why is the FLEX against the residential that has parking instead of against the school that does not?

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- Looks nice and much safer to bike.
- Vehicles likely to speed if trees in Flex space not planted closer to roadway. IDEA: combine the bike lanes for a 4m+ bike path for side-by-side riding, separated by the new boulevard / flex zone. Also widen south sidewalk further.
- Separate bike lanes would be great to help encourage biking to the school
- While there may be space, I can't understand designating dollars to fix a problem that doesn't exist.
- This section of road is fine as it is.
- Keep some parking in the FLEX zone. Not alot of people will use it, but there is always someone who needs to stop temporarily for whatever reason.
- Could be done very easily
- Supportive of improvements here. More trees are going to be more important as the climate warms.
- I think the side-by-side traffic will result in slower speeds, and protection in the bike lane is appreciated.
- Decent, but level of protection seems unbalanced depending on direction of travel.
- Would be so wonderful!
- Waste of money to plant trees. Widen the bike lanes if there is an issue. Sidewalks do not need to be widened.
- It narrows the roadway and adds some greenery.
- Protected bike lanes improve safety. Bike lanes integrated with sidewalk would be better for safety.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- Leave it alone. This is an important road to get around!!! Stop trying to fix something that isn't broken. Traffic needs to be able to flow on fifth ave. Fix the existing infrastructure instead!
- Protected bike lanes are super important for all the school kids. Narrowing the driving are will help slow traffic that already blows through this school zone.
- I like this option for traffic as it allows the traffic to move out of the way if necessary for emergency vehicles, stalled vehicles, buses, etc. This also provides more safety for bikers having a tree median.
- Modest reduction in traffic width. Bus zones on S side for the school make this idea likely to fail?
- This Option works, it meets the goals. Lots of wasted space though. Parking could be retained on both sides of the street and more trees added if the median was modified or even removed
- It reduces speeds. Also extend the school zone further to the end of the school playing fields where majority of kids enter the school at the corner entrance.
- Really need to see a view of the concept from above to decide.
- I like this one and think it balances the various needs well.
- Needs left turn bays at the high school
- This one is better, as one of the bike lanes is set further away from traffic.
- Like the extra trees between the road and bike lane
- I don't think the enhanced bikelane is needed on the north side.
- Good idea with separated bike lanes, but vehicle roadway is too narrow

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- Protected bike lane
- This needs to be reversed. Flex should be next to the school. Otherwise, an awesome design. Love the protected cycle track empowering those of all abilities to ride.
- Protected bike lanes are a good idea. Slowing traffic is important.
- Heavy school bus activity by QE school not considered. The north side does not need a flex zone, already have planting (3.1) and median (3.9).
- Sure - if you just want to spend money, this is fine, but honestly beyond beautification, this is waste of taxpayers money.
- Where exactly would buses stop for the QE students? This corridor is fine the way it is - focus on the problem areas in this neighborhood.
- An improvement, but option B is superior.
- Improves bike safety but 2 planted medians might be too close. What about buses for high school?
- A double median is weird in my view. Option B is superior but neither option includes planting on existing median and trees on South side of street (QE School)
- Gives more safety to bikers and pedestrians which is the primary commuting traffic and daytime traffic on this route
- The street parking options are great for guest of residents in area. Trees closer to residents are better than the cars. More room for buses
- This option is best as it protects bike lane from vehicles with flex space.
- Better, but no bus parking on south side of street therefore impractical. Switch north and south sides of street.
- Separating out the bike lanes and widening the sidewalks will greatly help with school commuting.
- I like the separated bike lanes for safety, the vegetation for aesthetics and shade, and the added separation between traffic on 6 Ave and the houses on the north side of 6 Ave. A narrower travel lane for vehicles may help to slow traffic.
- I like the symmetry of this option
- I think I prefer B - but this may also work. I like that bike lanes are at street level, not sidewalk level. Reminder that crossings are essential, especially at 6A St
- Ideal.
- separated bike lanes are great
- Huge improvement for cycling safety. Should focus the flex zone on the south, since parking not needed on the north where the frontage road exists.

Zone 3 – Option B:

- i There is already a median and alternative road for cyclists. Do not agree with narrowing the roadway further in an already busy thoroughfare. Lots of alternative routes for cyclists and pedestrians
- Prefer trees on either side of the street.

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- Better visibility at intersections with the pole-separated bike lane, but this stretch has fewer intersections. I like the calming feeling of single-lane roads lined with trees.
- I like the protected bike lanes.
- Trees in middle make it look like a boulevard. Cars will go too fast
- More trees in this area would be nice. Keeping good visibility between vehicle and bike lanes is a safer option
- Very attractive for pedestrians and cyclists. Okay for cars.
- There is a lot of room to work with so dedicated bike lanes and a median would be best here for student safety foremost.
- Prefer the trees where they are closer to the people. Better connection to the plantings. Provide shade to pedestrians/cyclists.
- Great -- increased space for pedestrians and cycling, good separation of different modes. The median may slow traffic more. It is not ideal for people with limited mobility that there is no sidewalk on the right hand side of the main street.
- love the bike lanes and will make it a much nicer road for walking
- Either option A or B would improve safety of this zone. I guess I would choose whichever one was better cost/value. Thank you!
- traffic flow and parking
- Need to see overhead view showing locations of features before choosing one option over another.
- Safer for cyclists and accommodates a greater cycling/wheeling usage which is vital for Calgary's inner city. Trading trees for parking in this area seems like a better choice.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses.
- Parking against the school would be nice.
- No opportunities for side-by-side riding.
- This option would be amazing if it were possible
- Again, why is the City going to the expense of fixing a problem that doesn't exist, there is room for all in its current state.
- There is nothing wrong with the existing road.
- No parking.
- Looks greener but higher maintenance especially in a snow fall
- I don't understand the flex lanes.
- Left turning bikers would not be obstructed from view compared to option B.
- median will look great and slow traffic
- Still really good!
- Creates a very people-focused street.
- Mid-street median would make crossing the road a bit trickier.
- Waste of money to plant trees. Sidewalks are fine, widen bike lane if there is an issue.
- It narrows the roadway and adds some greenery, but the planted median will have more impact.

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- Median looks nice but compromises safety.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- Slow down traffic for school kids always cross to get to their parents cars
- Leave it alone. This is an important road to get around!!! Stop trying to fix something that isn't broken. Traffic needs to be able to flow on fifth ave. Fix the existing infrastructure instead!
- The main pedestrian crossing is for QEHS at 18th--these kids do NOT need a middle median to get hung-up on when crossing the street. The crossing should be made to be direct & DONE.
- If this option alongside Option B for Zone 2 west of here would have major positive impacts of creating a healthier streetscape.
- Love the planted median, gives this area (school) a more park like setting
- Both options meet the project goals of adding protected bike lanes, but I do think a median on the road way would improve safety, look better and calm traffic more than the option of not having one.
- I do like the trees separating the travel lanes on this option.
- Medians are wasted space
- Either of the options work. My personal preference would be option A
- As above - need to see graphic from above to understand how the flex areas will work.
- I don't think a central median is needed and would rather see that space used for sidewalk or bike lane widening instead.
- feels more like a community than a cut-through
- This leaves space for left turn bays
- I prefer when the bike lanes are less close to traffic.
- A planted median seems perfect here.
- I like this but I think it is more than needed.
- Good idea with separated bike lanes, but vehicle roadway is too narrow
- Protected bike lane
- A middle median will collect snow and create blind spots. This would be dangerous for pedestrians especially in a school zone. This is not good design in our climate.
- The median will help improve safety for pedestrian crossing.
- Heavy school bus activity by QE school not considered
- Again, it doesn't do much to improve things other than aesthetics. I understand the speed part, but it is already a long portion in a school zone, which is well respected. Stop wasting my tax money!
- The bike lanes in this corridor are fine as they are. This is a wide blvd with great visibility. There is no need to reduce the size of the roadway to enhance this corridor. leave it alone.
- Prefer b. Like safety of mid block crossing. Medians better spaced. But what about buses for high school?
- Better than option A but I don't feel a center median is really required given the existing median.
- Will slow traffic and planters are nice
- A community boulevard!

- I would not put boulevard between traffic lanes. Use it to help separate vehicle lane from bike lane.
- No bus parking.
- Love the centre median trees to add cover. Cozy feeling, slow down traffic, etc. Protected lanes are essential for biking.
- Along this stretch I don't think there is a need for a flex lane because not much parking is needed. The median helps calm traffic and the bike lanes are protected
- It's fine, but I don't love the idea of having to essentially cross the road twice (on either side of the trees) to get to school. Seems easy for one direction of traffic not to see kids.
- I prefer the vegetation to be on the north side of the travel lanes on 6 Ave to provide more separation from the houses on the north side, and also to create more of a visual buffer.
- I feel like the planted median would increase safety
- I prefer this option for symmetry reasons, but both options include bike lanes on the outside (which is good)
- I like this. Bike lanes at street level, and emphasis on crossings - please be mindful and trim vegetation on median between 6 AVE and frontage road as bushes can obstruct view for drivers turning out of frontage road onto 6 AVE. MARKED CROSSING @ 6A ST!!
- Prefer not to have a separating median for traffic as it does not allow for cars to pass illegally parked or delivery vehicles.
- This is great and separated bike lanes are great
- Everyone loves a median where appropriate.
- Not sold on centre median vs flex zone.

Zone 4 – What is important to know about the current streetscape? Tell us why.

- Do not agree with narrowing roadway further for vehicles as this is an important thoroughfare with already limited options. Pylons as physical protection for existing bike lanes would add to safety. I do not think sidewalks need widening.
- Paint is not infrastructure
- This is a high traffic area, and while there is good space currently for cyclists, a barrier would make it safer for children, and encourage more use of cycling
- speed limit is 40km/h for parts and cars drive way faster. important crossing for kids.
- Bike lanes don't have protection
- Bike lanes are just painted on and often in bad condition.
- Bike lanes right by cars are not great and don't always feel safe
- Crossing 10th St and along the way to 14th is scary for walkers and bikers.
- My child uses this corridor daily to get to school. I am worried about him cycling without a protected bike lane..

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- This area works well as is.
- A bit dingy and dated - needs a facelift.
- This section is working better than the other sections of 5th/6th so should be last on the list for upgrades.
- Scary to cycle on and intersection at 5th and 10th is confusing. Sidewalks are too narrow.
- needs divided bike lanes
- Main throughway for pedestrian commuters (especially youth) to/from school/transit. Traffic calming/detering would be very welcome for improved safety (especially for high % of pedestrian youth in this corridor - QE, Hillhurst school, sunnyside LRT
- this works for the amount of bike traffic
- Need wider, more protected sidewalks and crossings around the intersection of 14 ST and 5/6 AVE, the few blocks of 5 AVE and especially the few blocks of 6 AVE immediately to the west.
- We live in the area and believe that these changes are really needed to make it easier to travel within these neighboring areas
- There is always a risk of people opening a door while parked when there isn't a separated lane for biking. Across all zones with higher traffic, 3/4 especially, dedicated bike lanes would allow for much greater use from a broader audience.
- Not enough traffic to justify extra spending.
- Our family rides this road to go to school, go swimming, go to the market and to go for ice-cream. Having safer bike lanes is needed especially crossing 14th street.
- no separated bike lanes. 14th street intersection particularly unpleasant on bike or foot.
- It seems to try and be too many things for too many people, and does not do anything really well. Sidewalks too narrow for couples walking, bike lanes are treated subordinate to car drivers and parking, road surface rough (manhole covers very poor).
- Most important = crossings at 12 St and 11A St. Tons of kids cross here to get to Riley Park and Hillhurst School + 2 daycares.
- Very narrow street for bikes and cars to share
- I don't see the value in making changes, there is room for all as is.
- It's fine the way it is.
- The width of vehicular traffic lanes lends itself to vehicles speeding through the area. It seems people often use the corridor as a way to avoid traffic/lights along 16th Avenue N between 10 and 14 ST
- My family lives in Sunnyside and we frequently cycle through this area with my child to get to Hillhurst-Sunnyside Community Association / WHCA facilities. It's not very friendly for younger riders to get across these neighborhoods.
- It's not too bad with the dedicated cycling lanes already
- This street was recently modified. I don't think it needs to be changed again so soon.
- Very busy artery. Cyclists,buses,vehicles and pedestrians. Small thoroughfare I
- The area around the hillhurst community center would be nice to have beautified



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- This is a busy street, but it does already have integrated bike lanes, a great improvement. Having better separation between cars and bicycles likely would make it more appealing for children to bike to school.
- Biker safety and esthetics.
- Would rather have the bike lane separated from traffic, sidewalks feel cramped and unappealing.
- Use this route frequently. Often see people with kids in bike seats riding it.
- Bike lanes are not very comfortable at all, with proximity to driving cars (& no separation), and risk of being doored by parked cars in various spots. As well, sidewalks are at times very narrow and right against the street, hence quite unpleasant.
- Is already a bit of a nightmare. The city won't stop approving condo buildings, creating more density in the area, then takes away a bunch of parking. No one ever uses the bike lanes since most people still drive to work etc weekdays.
- The road is very wide and unattractive. There is little greenery.
- Bike lanes on the road are not safe especially in winter.
- Busy street and would appreciate bike lanes, otherwise if pedestrians don't feel safe they can walk through Riley park for most of the way.
- This area sees a TON of pedestrian traffic (school kids, Riley park goers, etc); is supposed to be a 40km zone even prior to the new speed reduction bylaw, but it's typically traveled way too fast. Traffic will also bypass this road to cut thru Hillhurst.
- Entrance of Ezra on Riley is between 2 buildings and move in-/outs, couriers, food delivery etc are not supposed to park in the bike lanes but do because of lack of better options. Would love to have a designated space for that in front of the building.
- The street is busy with cars, bikes, and people. It is a main access for people into Riley Park.
- The current door zone bike lane because protecting bikes using parking wasn't allowed is not great.
- There are a lot of pedestrian's crossing this section and I think it would be desirable to add additional traffic calming to make the crossings safer. As well, the cycling pathway is insufficient and unsafe.
- I live on this section and it's terrible to use. The sidewalks are way too narrow for the amount of people using them and the bike lanes are very unsafe. People also often park in the bike lanes when making deliveries, etc.
- very busy and not pedestrian friendly
- Unsafe, high speed driving and small sidewalks right on the road
- This one is a mess ... too narrow for bike lanes and the on-street parking together. There are few houses left and will be replaced with larger developments that need to consider visitor parking
- Cyclists feel quite exposed to vehicular traffic.
- The bike lanes here are quite dangerous and should be protected.
- Need better safety for bikes for sure.
- This ugly, dangerous street is over-due for an upgrade. Really!
- You took away parking in front of our homes, fail to maintain the street bike lane so bikers ride on sidewalk & run into pedestrians. Because of scooters, skateboards & bikes people have been hit on sidewalk. Move Bikelane boulevard. Walkers have rights to

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- This one isn't bad but could have some improvements
- Everyday there are more cars travelling this road. Traffic calming measures are required.
- Parking.
- It feels dangerous to bike in some spots. The crosswalk at 5th ave and 12th st is scary to cross with little ones and traffic can get crazy during school dismissal
- I think I like the parking and feel the street is safe with bike as it is.
- Current street scape has useless painted lines that don't stop a car from coming on to the cycle track or a kid from drifting out of it. Painted bike lanes are not helpful.
- Works fine for me
- Cars and motorbike speed regularly. Bike lanes do not feel safe. Vehicles park in bike lane in front of condos which forces cyclists to ride in traffic lane - dangerous
- Need to consider merge lane from 14th to 5ave in design.
- Already works well, especially as the speed limit is already 40km/h. Beautification, especially 10th-14th would add to ambiance. could be added
- Increased traffic and condos
- Lots of condos more people means need for better walking paths!
- There is plenty of opportunity to improve this corridor. inclusion of bikelanes years ago proved it.
- Kids use the unprotected bike lanes to get to QE and Hillhurst school, not safer than no lanes, barren, unappealing, could be a much better used pedestrian corridor (farmers market, 10 ST shops) if more appealing.
- I suppose it depends on the improvements all along 5/6 Ave and how to best integrate them all. But any improvements here would be excellent as it is an important bike/walk thoroughfare.
- Current bicycle lanes are useless in meeting 5A objective; children and senior just won't use it.
- I think it works. 40km speed limit works here.
- Dangerous street for bikes - especially crossing 14th St.
- Main road for cyclists as much as for cars, but very little concern/design for cyclists. Painted lanes insufficient, not safe for kids.
- I am scoring this low because this approach to engagement is brutal. It is literally impossible to provide feedback based on these 4 zones in this manner. This route already feels pieced together and confusing. Present options for the entire route pls!
- More established bike lanes along this street would be great. It gets lots of bike traffic but the current bike gutters are often blocked by vehicles parked
- We tend to avoid this route to Kensington because it is busy and exposed; improving that would make Kensington more walkable.
- I actually feel it functions fairly well as is. The bike lane isn't "great" here but at the same time there usually aren't too many cars going by either.
- Cars park in the bike lane all the time, dangerous to cross

- Watching traffic from my porch on 6 Avenue I see traffic VERY considerate of cyclists and pedestrians. I do NOT support bike tracks for this reason. Posting 40 mph signs in keeping with new bylaws would be sufficient.
- The current bike lanes are not wide enough.
- The existing bike lanes are okay here, but I like the idea of a median
- Dangerous and cars drive fast here
- Cars park in the bike lanes all the time
- The painted bike lane was an improvement, but the context and advancement of our best practices supports a protected lane.

Zone 4 – Option A: How well does Option A meet the goals described above?

- i Do not agree with narrowing roadway for vehicles. Agree with pylons to protect bike lanes. Do not agree with widening sidewalks. Residential parking needs to be maintained.
- Why are you proposing we put in so many bike lanes when it snows here 7 months of the year? Will they be cleared in the winter? How many people will use it during these months? Where will the snow be piled? Need extra lanes at intersection with 14th st.
- Reducing the width of the vehicle lanes will stop cars speeding around turning vehicles, which is dangerous for pedestrians and cyclists. Adding a barrier between cycle and vehicle lanes will improve safety
- better separation for cyclists
- I fully support protected bike lanes in this area! Please ensure they are easy to maintain, esp. during winter.
- See comments for option a zone 3, more or less the same I think.
- Parking and better separation between cars and bikers.
- I like the protected bike lanes.
- This is a busy area and reducing visibility between vehicle and bike travel lanes would not be safe.
- Good option considering the density of the area.
- This is the better option, seemingly most cost effective.
- It always feels congested on this stretch
- Great, huge improvement for pedestrians and cyclists.
- like the bike lanes
- Both A and B meet the improved safety goal, I just think option A is more aesthetic. :) I'd go with the option that is most value/cost-effective. Thank you!
- major road for east / west traffic plus parking
- As on all of these options, I REALLY need to see the overhead view, including where cross walks, bulb outs etc would be.



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- Unless there is a push to have more commercial locations people need to drive to, the flex space to accommodate parking doesn't seem necessary as opposed to promoting safe cycling in the inner city.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses. With the city approving multi housing units, there are already lack of parking spaces.
- This would make our family feel safe riding.
- Much safer to bike and slows traffic.
- I like the focus on pedestrians and bikes, and de-emphasizing cars. I like the trees and planters - but am concerned that they create blindspots near laneways.
- Protection for North bike lane will be very nice. Sunny side of the street, so pedestrians will appreciate this as well. IDEA: Combine bike lanes and separate from traffic via Flex zone. Create side-by-side cycling opportunity.
- Separating bikes and cars make the street easier to navigate for both cars and bikes
- Is this option solving to the right problem? I personally don't see a problem with how it is now, and adding trees doesn't add to my pedestrian or scooting life
- Stop removing parking
- Having tree planting alternating sides seems less beneficial than having consistent planting throughout the corridor like is Option B. Also alternating on the tree planting may not have as big of an impact on traffic speed.
- Street parking for residents and visitors is gone. Green area is attractive
- I like this option, although I don't think widening the sidewalk is a priority. It does meet the objective of a better protected bike lane. I can foresee issues with taking away street side parking for local residents.
- Honestly, A and B are both great, I have a slight preference for this, because of the more "balanced" feel.
- Good, but seems unbalanced in terms of great separation one direction, but not as good the other.
- Sidewalks are fine as is. City keeps approving condo buildings, creating more density, but takes away all the parking. Bike lanes are barely used as the majority of people in the area still drive, and have no where to park. It's very frustrating.
- It narrows the roadway and adds some greenery
- Protected bike lane improve safety. Bike lanes integrated with the sidewalk would be better - easier to clean in winter.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- I think keeping some parking is important for the many residents that require this. Protect bike lanes are the bomb & the alternating approach will slow current excess speeds.
- Great as long as there is a designated loading zone in front of Ezra on Riley :)
- I prefer this option. Parking is still required on street which this option preserves while still creating separate bike lanes.

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- Bike lanes now appropriately placed. Travel lanes still too wide.
- Primary goal for this section is to aid in walkability, traffic calming and keep cyclists safe given the large number of cyclists on this section of the roadway.
- I like this one. Also, please do not make the parking by permit only unless the multi-family people can also have a permit (we have zero parking for our building)
- unsafe for residents (cars) turning out of their neighbourhood.
- The flex zone should be primarily for trees - it would better protect bikers and increase the attractiveness of the street. On-street parking isn't a big demand here.
- dedicated Bike line with barrier is a must have
- This appears to be a sensible option, giving safer walking and cycling, additional trees and yet still some parking areas.
- Plan A is the better plan as it includes a protected bike lane.
- Unless physically protected, the parked cars could still be hazard to bikes as not all drivers park well.
- Parking is a must for this area, as it's already very short on the requirement, removing parking further will create major issues immediately.
- put bikelanes on boulevard. Higher/more fines for bikes/scooters on sidewalks. Because we shovel in winter riders prefer sidewalks - not fair. Walking is important exercise for seniors & we need to be to park (loading/unloading) in front of homes.
- separated bike lanes are great add benches
- Flex parking is a good option to allow access for delivery services
- Good idea with separated bike lanes, but vehicle roadway is too narrow
- Protected bike lanes
- Yeay!!!! Protected bike lanes!!! I like the Flex space because it will help support the community association for all the markets/events and may help with school pickup congestion.
- This is an awesome design. Love the protected cycle track empowering those of all abilities to ride!
- How can you reduce the amount of lanes for vehicles
- It will slow traffic. The trees provide a barrier between cyclists and traffic. Would like to see trees planted in front of condos to prevent vehicles parking in bike lane.
- Sure - there is not much parking on this portion anyway - I suppose this is fine.
- Traffic and parking congestion is already an issue in this area - please do not remove street parking. The bikes lanes are already well defined and well marked.
- Lack of on street parking for large condo units
- 2hour Parking in flex space will be a must to accommodate high density
- Dedicated bike lanes are a great way to encourage cyclists.
- Still barren and somewhat unappealing for pedestrians
- This option is best. Protect cyclists by using protected lanes and in some cases with flex space.
- Separates cars from bikes, especially on north side.
- Need to keep residential parking options!

- This design is a great compromise. We keep a flex lane for parking and green space and completely protect one bike lane and sidewalk. This looks great
- Separated bike lanes and more vegetation make this much more appealing for walking.
- For kids to ride bikes on the road there needs to be a divider.
- I like the fact that this option keeps some parking. It does seem like many people do park on this street, when I go by.
- Looks great, please make this road 30 km /hr
- WAY too much for this 2 lane avenue. The sidewalks are plenty wide enough already. I worry that extra plantings will reduce visibility for parked and turning vehicles. The lilac bushes already pose a visibility problem.
- Make this 30km/hr
- This looks great!
- Love it. This is the right way to go for all modes and the street overall.

Zone 4 – Option B: What do you think about this about? Tell us why.

- i Do not agree with narrowing traffic lanes further due to limited options in this important thoroughfare. Agree with adding pylons to protect bike lanes. Disagree with widening sidewalks or disrupting residential parking further.
- No door zone: good stuff
- I don't see how trees in the middle of the road will help to slow vehicle traffic or protect cyclists
- Median in the middle forces cars to slow down by reducing perceived width.
- Tree-lined medians are nice. My only concern with these is - what happens when the road gets blocked due to a stopped taxi or an accident?
- I like the flex parking in option A. Also A better separates bikers and cars.
- I like the protected bike lanes.
- Keeping visibility between vehicle and bike lanes would be much safer. However, reducing visibility with center median could be hazardous for pedestrians.
- Another good option but density/parking could be an issue for locals.
- Median not required in this section. Would be unnecessary spending for construction and maintenance.
- Also a huge improvement for pedestrian's and cyclists. Median may slow traffic more?
- like the bike lanes and will be much nicer for walking
- Both A and B meet the improved safety goal, I just think option A is more aesthetic. :) I'd go with the option that is most value/cost-effective. Thank you!
- cost and how do you deal with traffic
- See above for comment. Info given isn't enough to let me decide.

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- Safer for cyclists and accommodates a greater cycling/wheeling usage which is vital for Calgary's inner city. Trading trees for parking in this area seems like a better choice.
- There is not enough traffic to justify the spending. Will be more inconvenient for the people living in the area. Not enough room for emergency vehicles and buses. With the city approving multi housing units, there are already lack of parking spaces.
- This would make us feel safe but having some parking/FLEX would be better.
- Slower traffic is vital on this road
- safe to bike, slows traffic. more pleasant to wait to cross 14th street
- I like the emphasis on bikes and pedestrians. I prefer the centre planters to avoid blind spots at laneway entrances. I am concerned about loss of parking - would it be replaced elsewhere.
- Not quite enough separation between cars and bikes, but still a major upgrade over current state.
- We live in a place with six months of winter, how does narrowing lanes with a tree line help with piles of snow and getting around the city. This does not improve access in this location.
- Again, why the hell would you get rid of all the parking on the street? There isn't enough of it as it is. This only makes it worse.
- I think this is the better option. As trees mature they can provide shade/coverage for both sides of the street, separating the directions of traffic with a physical barrier should help encourage reduced speeds.
- High maintenance
- Both cycle tracks must be protected. The painted lanes are useless for safety.
- In this option there is no provision for residential street side parking - I can see this being a major issue for residents.
- Trees won't block bikers opposed to option A
- median will look great and slow traffic down
- Honestly, A and B are both great, I have a slight preference for A, because of the more "balanced" feel.
- Really looks like it would create a more people-centered streetscape.
- Sidewalks are fine as is. City keeps approving condo buildings, creating more density, but takes away all the parking. Bike lanes are barely used as the majority of people in the area still drive, and have no where to park. It's very frustrating.
- It narrows the roadway and adds some greenery, but the planted median will have more impact.
- Median looks good in summer but compromises safety.
- Sidewalks for the most part are wide enough. I agree with a protected bike lane. No need to reduce width of vehicle lanes.
- Removing parking altogether will be a problem for residents and for those visiting Riley Park.
- One of our main concerns in this stretch is crossing the avenue and cars speeding thru the corner turning onto 16th. This likely will help calm
- Better than the current situation but option A looks better
- Not preferred option. Street requires parking.



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- Bike lanes now appropriately placed. Travel lanes still too wide.
- I'd like if this area would continue between 19th street to 10th.
- This is better, but the median is unneeded and makes it hard to give cyclists extra space or allow for deliveries.
- planted median has more of a neighbourhood feel and calms traffic
- Love the wider sidewalks, protected bike lane and boulevard-style tree landscaping. Great job prioritizing people instead of cars.
- like the trees in the middle. dedicated Bike line with barrier is a must have
- This allows for left turn bays so those who live in the area can actually get in and out of their neighborhood as this really is the primary access road
- This looks attractive but does not seem to provide for any parking.
- I prefer Plan A. Here the bikes are still too close to traffic.
- Love it! Even with 40km zone, frustrated drivers still speed and this will help a lot.
- The median seems to best safely sort the various flows.
- Removing parking from the streer will create a lot of inconvenience for residents and businesses nearby. not a good idea.
- you removed our parking for empty bikelanes. People now jaywalk (with furniture for moving). Get the bike lane off 5th. Use bike path, alley, park. City doesn't listen so why the survey. There are very few bikes on 5th (except on sidewalk)
- separated bike lanes are great.. add benches
- Beautiful median but no space for parking will affect mail and parcel delivery
- Good idea with separated bike lanes, but vehicle roadway is too narrow.
- Protected bike lanes
- Yeay!! I love it all. I'm so happy this is my community.
- A middle median will collect snow and create blind spots. This would be dangerous for pedestrians. This is not good design in our climate.
- To costly
- There is no barrier between bikes and vehicles.
- Sure - there is not much parking on this portion anyway - I suppose this is fine. Prefer it to option 1.
- This area is congested and it is already difficult to find parking, when needed. Reducing the availability of parking just pushes the issues into the side streets. If you increase commercial, parking should not be reduced.
- Prefer for safety considerations and aesthetics. On street parking? Would blend more seamless into zone 3
- I think the center median is the way to go vs a permanent lane
- Good option for trees but need will be for parking and pedestrians. Riley is close so more focus on tragic flow over green spaces
- Dedicated bike lanes are a great way to encourage cyclists.
- YES

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- Don't put boulevard between lanes of traffic. Use it to project bike lane instead.
- Cars watch out for cars. Better to separate bikes and cars. Also, no parking available.
- Have bikes lanes on 5/6th but not Kensington road. Absolutely do not need both! Need street residential parking in 5/6
- It's good, although I don't like the idea of travel on both sides of vegetation. Makes pedestrian sight lines harder.
- I like the idea of the planted median too, I think that could look really nice.
- I really like the tree
- No one should be learning to ride a bike on this thoroughfare!!! Less competent cyclists have alternative routes on less travelled streets and avenues. A big 'boo' to this idea. These questions assume the goals are sound. But are they?
- I love this. But feel there would be resistance to the loss of parking. However I think this is safer and more beautiful option.
- I prefer this option as I feel the planted median is more aesthetically pleasing. Especially given how wide this road is. I full support separated bike lanes as I will not use the existing bike lanes on this road as they do not feel safe
- I like the idea of a median in this zone (very near my house), and barrier bike lanes would feel much safer
- Again, median is not preferred, as vehicles may stop in the live lane for parking or delivery, causing backups.
- Make this 30km/hr
- This is great and will slow down cars
- Still not sold on the centre median versus flex zone.