

Project overview

As part of the [17 Avenue S.W. Construction Project](#), detours were required along 14 Avenue S. and 15 Avenue S. Both corridors were temporarily converted to one-way roads to allow people who drive to travel westbound along 14 Avenue and eastbound along 15 Avenue from 1 Street S.E. to 12 Street S.W.



Legend

- Study Area
- Existing On-street Wheeling Track
- Existing On-street Wheeling Lane
- Future Wheeling Facility
- Temporary Curb Extension
- Two Way Traffic

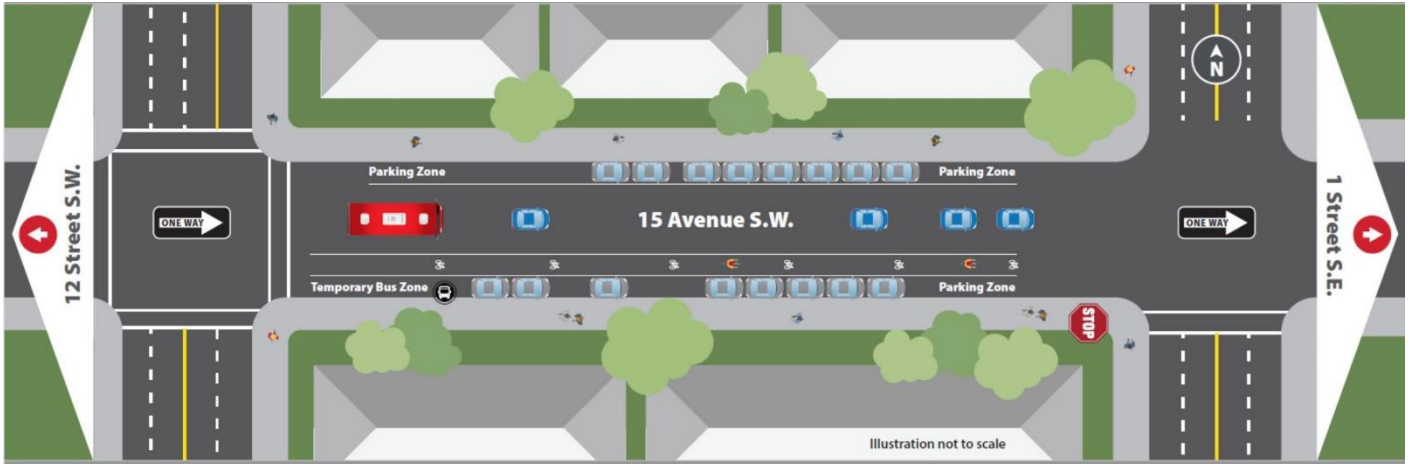
14 Avenue and 15 Avenue S.W. from 12 Street S.W. to 1 Street S.E.
Mobility Improvement Plan Study Area

Although parking was maintained on both sides of the road, the width of the travel lane along each corridor was wide, which can encourage speeding.

As a result of the changes, stakeholders encouraged The City of Calgary to improve the experience for those who walk and wheel through the community. The following changes were implemented:

- One-way wheeling lanes (for bicycles, scooters, etc.), and buffered wheeling lanes where road widths allowed, were installed in the direction of traffic to provide connected and consistent wheeling facilities and to reduce the width of the vehicular travel lanes.
- Temporary traffic calming curbs were installed where crosswalks already existed to improve pedestrian visibility, reduce crossing distances and to encourage a reduction in travel speeds as vehicles approach intersections.

Now that construction along 17 Avenue S.W. has been deferred until sidewalk work planned for 2021, we are collecting data and reviewing operations to investigate the need for permanent infrastructure along 14 Avenue S. and 15 Avenue S.



Engagement overview

This project has two phases of engagement:

- **Phase One – Identification:** September 28 – October 19, 2020

During phase one of engagement, we asked what is working well and what is challenging for those travelling along 14 Avenue S. and 15 Avenue S. between 1 Street S.E. and 12 Street S.W. We also asked about which future improvements to permanent infrastructure people would like to see.
- **Phase Two – Prioritization:** January 11 – January 31, 2021

Based on the feedback collected in phase one, we presented options for future changes to the roadways. We asked citizens about the benefits and drawbacks of each proposed road configuration option presented.

What did we do and who did we talk to in phase two?

Public engagement for phase two took place from January 11 – January 31, 2021. In light of the ongoing COVID-19 pandemic and its implications on in-person events, engagement was conducted entirely online via our [engagement portal](#) and through online meetings. As we were unable to host in-person sessions, the online engagement was extended to a total of three weeks. In total, over 150,000 people were notified of the project through our communications program and we connected with over 625 participants online, receiving close to 1,100 contributions during phase two of engagement. We additionally received 32 letters of feedback sent directly to the project team from various businesses and organizations within and around the project area.

In addition, we hosted online virtual meetings with the project area Business Improvement Areas (BIAs) as well as the Beltline Neighbourhood Association to provide information on the project and collect feedback. We also hosted virtual meetings with the Ward 8 and Ward 11 offices to provide information and we met virtually one-on-one with business owners (as requested) to provide information and answer their questions.



Targeted business engagement:

We hosted two virtual business engagement sessions on January 26 and January 28, 2021. The sessions were targeted towards business owners and BIA representatives within and around the project area. The intent of these sessions was to understand business owner and BIA representative perspectives as they related to the possible road design options and to answer any questions from the stakeholders in attendance.

Strategic consideration was given when planning the session dates and times. We wanted to encourage all interested and impacted business owners in the area to attend one of the two sessions if they desired. As such, each 1.5-hour session was hosted on a different day of the week with both a daytime and an evening option offered.

To reach the intended business stakeholders, we asked the area BIAs as well as the Beltline Neighborhood Association (BNA) to help us promote and get the word out about the business engagement sessions. Area businesses and business association representatives could sign up for the sessions via Eventbrite. Business stakeholders who were unable to attend one of the virtual business engagement sessions were encouraged to provide their input through the online engagement portal between January 11 and 31, or, if they desired, we provided the option to reach out to the project manager directly.

Leading up to the sessions, we noticed that there were low registration numbers for the virtual business engagement sessions, thus we continued to reach out to the BIAs and the BNA to encourage them to continue sharing the opportunity with their members. The January 26 session had one business and one BIA representative in attendance. The January 28 session had one business owner in attendance. Additionally, the project manager received 32 letters of support from various businesses and organizations within and around the project area that contained feedback regarding the project.

Communications campaign:

A comprehensive communications plan was developed to inform the community of the project and direct people to the engagement portal to provide their feedback. The following is an overview of the channels employed to advertise online engagement throughout the second phase of engagement:

- Three bold signs placed throughout the community and at high-traffic intersections
- Information postcards - community distribution (area households and businesses)
- Paid social media advertisements through digital ads and campaigns on Facebook and Twitter
- Email updates to the local Councillor's offices (Ward 8 and Ward 11)
- Opt-in email subscription
- Email updates to area Community Associations, BIAs, and the Beltline Neighborhood Association (BNA)
- Virtual update meetings for area BIAs and the BNA

The following is approximately how many individuals we reached through all channels during our second phase of engagement:

- Information postcards = 4,500
- Facebook (impressions) = 200,798
- Twitter (impressions) = 14,400
- Bold signs = three bold signs along local area travel routes
- Opt-in email subscription = 57 subscribers

What we asked

Based on the feedback collected in phase one, along with The City’s technical analysis, three possible design options for the study area were developed. We presented these design options in phase two engagement and asked stakeholders to prioritize what infrastructure improvements they would like to see in the future, if any.

The design options presented are as follows:

Option 1:

15 Avenue S On-Street Wheeling Lane



15 Avenue S – Looking East

14 Avenue S On-Street Wheeling Lane



14 Avenue S – Looking West

Option 1:

- Both 14 Avenue S. and 15 Avenue S. remain as one-way roads.
- Existing on-street wheeling lanes are retained.
- Additional minor upgrades, such as converting existing curb extensions from temporary to permanent, adding wheelchair ramps, additional signage, etc.

Benefits:

- Lower construction cost than Option 2.
- No impacts to parking.
- No impacts to maintenance requirements.
- Potential minor improvements to signage and curb extensions.

Trade-offs/impacts:

- Without a physical barrier in place, there's an increased risk of conflicts between people who wheel and people who drive.
- People who wheel may feel less comfortable using the unprotected on-street wheeling facility.

Option 2A:

15 Avenue S Protected Wheeling Track



15 Avenue S – Looking East

14 Avenue S On-Street Wheeling Lane



14 Avenue S – Looking West

Option 2A:

- 15 Avenue S. remains as a one-way road.
- 15 Avenue S. wheeling lane will be upgraded to a protected two-way facility on the north side of the road.
- 14 Avenue S. will be retained as a one-way road with an on-street wheeling lane (existing configuration).
- In addition to curb extensions and signage improvements, this option includes additional upgrades such as improvements to intersections, pedestrian crossings, and lighting.

15 Avenue S. benefits:

- Wheeling facility is protected (separated from travel lanes by a physical buffer), which improves safety and operations.
- Protected wheeling facility increases road user comfort level and may result in more active travel users.

- No impacts to trees or grass boulevards.
- More additional improvements than Option 1 (curb extensions, signage, intersection upgrades, pedestrian crossings, lighting, etc.)

15 Avenue S. trade-offs/impacts:

- Higher construction costs.
- Increased snow removal costs.
- Parking removed on the north side of 15 Avenue S.

14 Avenue S. benefits:

- One-way road configuration provides easier mobility and maneuverability for people who drive.
- People who walk or wheel along 14 Avenue S. will remain separated from people who drive, reducing conflict zones.
- No impacts to parking on 14 Avenue S.

14 Avenue S. trade-offs/impacts:

- The wheeling lane along 14 Avenue S. may be underutilized given that 15 Avenue S. will have a protected wheeling facility. With fewer users on the 14 Avenue S. wheeling facility, the vehicle travel lane may appear wider and result in higher vehicle travel speeds.

Option 2B:

15 Avenue S Protected Wheeling Track



15 Avenue S – Looking East

14 Avenue S Converted to a Two-Way Road (no wheeling lane)



14 Avenue S – Looking West

Option 2B:

- 15 Avenue S. remains as a one-way road.
- 15 Avenue S. wheeling lane will be upgraded to a protected two-way facility on the north side of the road.



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- 14 Avenue S. will revert back to a two-way road with wheeling infrastructure removed.
- In addition to curb extensions and signage improvements, this option includes additional upgrades such as improvements to intersections, pedestrian crossings, and lighting.

15 Avenue S. benefits (same benefits as Option 2A):

- Wheeling facility is protected (separated from travel lanes by a physical buffer), which improves safety and operations.
- Protected wheeling facility increases road user comfort level and may result in more active travel users.
- No impacts to trees or grass boulevards.
- More additional improvements than Option 1 (curb extensions, signage, intersection upgrades, pedestrian crossings, lighting, etc.)

15 Avenue S. trade-offs/impacts (same trade-offs/impacts as Option 2A):

- Higher construction costs.
- Increased snow removal costs.
- Parking removed on the north side of 15 Avenue S.

14 Avenue S. benefits:

- With a two-way street, vehicle travel lanes are narrower, which may help calm traffic and reduce vehicle travel speeds.
- No impacts to parking on 14 Avenue S.

Trade-offs/impacts 14 Avenue S.:

- Less extensive wheeling network may result in fewer people using active transportation modes (bicycles, scooters, skateboards, etc.).
- Potential vehicle maneuverability issues with narrow lanes in a two-way road configuration.
- People who walk and people who wheel along 14 Avenue S. will use sidewalk space, which may lead to increased conflict zones.

Online engagement:

Public engagement for phase two took place from January 11 to January 31, 2021 via our [engagement portal](#). The following questions were asked:

Option 1:

- What do you like about option 1? Please tell us why.
- What would you improve? Please tell us why.



Option 2A:

- What do you like about option 2A? Please tell us why.
- What would you improve? Please tell us why.

Option 2B:

- What do you like about option 2B? Please tell us why.
- What would you improve? Please tell us why.

Targeted business engagement:

On January 26 and 28, 2021, we hosted 1.5-hour virtual business engagement sessions. The following questions were asked:

Option 1:

- What do you like about option 1? Please tell us why.
- What would you improve? Please tell us why.

Option 2A:

- What do you like about option 2A? Please tell us why.
- What would you improve? Please tell us why.

Option 2B:

- What do you like about option 2B? Please tell us why.
- What would you improve? Please tell us why.

We want to understand your perspective as a business owner and learn about your business' patrons:

- Where is your business located?
- How do the proposed potential changes affect your business?
- From your business' perspective, is there any design changes that you would like to provide us with and why?
- How can we improve design on your street (at a high-level)?
- What kind of access do you need for your business and why? What size of trucks need access to your business (e.g. deliveries)?
- At a high level, at what times do people visit your business? When do you get most of your customers?
- What percentage of your customers are customers that use active modes of transportation (bikes, scooters, walking)?



- What accessibility improvements would you like to see implemented as a part of this project? Please tell us where.
- What are some of the solutions that you can identify to help alleviate perceived parking challenges?

What we heard

The high-level themes (by option) that emerged throughout phase two of engagement from input on The City's engagement portal are summarized below. The top three themes from each question have been included as follows:

Option 1:

Question 1

- Citizens like this option because there are no impacts to street parking.
- Citizens are generally supportive of Option 1 as it is the lowest cost option to build and maintain.
- Citizens show support to keep both 14 Avenue 15 Avenue S as one-way roads.

Question 2

- Citizens identify some safety concerns with this option.
- Citizens would like to see a protected wheeling lane implemented in order to alleviate safety concerns.
- Citizens desire specific road infrastructure improvements in the area, such as curb extensions, signage, lighting, etc.

Option 2A:

Question 1

- Citizens desire a protected wheeling lane to be implemented in order to alleviate safety concerns.
- Citizens identify this design as a safer option.
- Citizens are generally supportive of the two-way wheeling facility on 15 Avenue S.

Question 2

- Citizens identify some safety concerns with this option.
- Citizens are supportive of a protected wheeling lane to be implemented in order to address safety concerns.
- Citizens provide specific suggestions for wheeling lane designs/configurations and also mention that having two wheeling facilities is redundant.



Option 2B:

Question 1

- Citizens are strongly in favour of the implementation of a protected wheeling lane with this option.
- Citizens consider this design to be a safer option.
- Citizens show strong support for a two-way road on 14 Avenue in this option.

Question 2

- Citizens provide recommendations for specific road infrastructure improvements in the area, such as stop signs, signage, pedestrian crossing upgrades and sidewalks improvements.
- Citizens provide suggestions for: a) wheeling lane design, b) adding wheeling lane, and c) removing wheeling lane.
- Citizens identify some safety concerns with this option.

For a full summary of individual themes broken down by each question and with verbatim examples of each, please see the “Summary of input received online” section below.

Summary of input received online

Below is a summary of the main themes that were most prevalent in the comments received for each question that we asked on The City’s Engage portal. Themes are listed in order from most commonly mentioned to least commonly mentioned. Each theme includes summary examples of verbatim comments. The comments shown are the exact words input by participants. To ensure we captured all responses accurately, the verbatim comments have not been altered. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the “Verbatim comments” section at the end of this report.

Option 1:

1. What do you like about option 1? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Retains space for parking	Citizens like this option because there are no impacts to street parking. Sample comments: <ul style="list-style-type: none"> - “This option will have more parking options than 2-A & 2-B in an area that already can be tough to find residential parking spots”. - “Maintains parking. Removing parking from the north side of 15th is a ridiculous option”. - “Lower cost. There will also be extra space for street parking”.



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	<ul style="list-style-type: none"> - “Leaving the amount of on street parking the same is very important! Parking in this neighborhood is limited as it is and reducing it further would negatively affect area residents”.
Lowest cost option	<p>Citizens are generally supportive of Option 1 as it is the lowest cost option to build and maintain.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “Lower costs with set up and completion of system. Lower costs with snow removal over lifetime of system”. - “Improvements won't cost as much money as the other options and because it's annoying when the City constantly changes layouts”. - “The money has been spent. No need for more disruption and cost”. - “I like that it is low cost and retains one-way streets”.
Support for one-way road	<p>Citizens show support to keep both 14 and 15 Avenues as one-way roads.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “I like option one because it retains one-way on 14 Ave S. and 15 Ave. S. I like one-ways because during the winter time snow ridges develop next to parked cars making passing difficult (a problem you do not have with a one way)”. - “While I was not crazy about the 1 way traffic at first - I think for the most part it works best for these streets (they are really too narrow for 2 way traffic) and I prioritize parking on these streets”. - “Really like the current one-way setup. Good for parking. Good compromise for wheelers. Efficient use of roadway”. - “14th and 15th Ave work much better as one-way streets. During the winter the poor snow clearing along the avenues results in people parking much further out from the curbs, which made the old two-way traffic treacherous during that time”. - “Two one ways just seem so much more straightforward”.
Safety concerns with this option	<p>Citizens identify some safety concerns with this option.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “I don't like this option. It appears unsafe for all road users and unpleasant for pedestrians. I expect less business / retail use as well. Scooters will end up on sidewalks”.



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	<ul style="list-style-type: none"> - "It's better than no bike infrastructure at all (like it was when it was 2-ways), but it's still not safe". - "Not enough efficient traffic calming, or safety for cyclists". - "As a cyclist, I do not feel safe when vehicles veer into the cyclists/scooters that use the dedicated lane". - "Anyone using the bike lane is not protected and the bike lanes disappear under the snow".
<p>Support for wheeling lanes</p>	<p>Citizens are generally supportive of the wheeling lanes on 14 and 15 Avenues. Sample comments:</p> <ul style="list-style-type: none"> - "I am strongly in favour of maintaining both 14 Ave and 15 Ave as one-way streets with bike lanes. My experience driving, cycling and walking these streets have improved greatly since the changes were implemented. The bike lanes on both streets allow easy connections to the lanes on 2nd, 5th and 12th". - "There is a wheeled lane in the scheme, which will benefit cyclist, scooter and other mobility users". - "There is dedicated space for cyclists on the road". - "Bike infrastructure is maintained on both 14th and 15th Converting curb extension from temporary to permanent would be excellent".

Option 1:

2. What would you improve? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
<p>Safety concerns with this option</p>	<p>Citizens identify some safety concerns with this option. Sample comments:</p> <ul style="list-style-type: none"> - "I would like to see more safety. A cycle track like on 12th Ave would work here". - "Add barrier to cycling lane and move it to between parking lane and curb. Painted bike lines are demonstrated to improve safety only marginally". - "This option does nothing to improve safety for users other than drivers. Would not help mobility for these users". - "The existing lanes are unsafe, in the place where car doors open, people end up biking in the middle of the road anyway



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	<p>and I see people driving in the painted lane all the time. This should not be kept”.</p>
<p>Support for protected wheeling lane</p>	<p>Citizens would like to see a protected wheeling lane implemented in order to alleviate safety concerns. Sample comments:</p> <ul style="list-style-type: none"> - “Physical separation between drivers and other wheeling modes would be preferred”. - “I would improve Option 1 by adding protected bike lanes. It disallows vehicles from crossing over, forcing more safety for cyclists, as well as stopping parking along the sides which stops the worry of running into a newly opened car door for cyclists”. - “Simply painted cycle lanes, don't really do much, nor protect cyclists. Especially if traffic has to cross the lane to park. Cycle lanes should be protected by physical barriers, which both makes the street more narrow to slow traffic, and should be positioned near the curb by the pedestrian, removing all interactions with motor vehicles”. - “The painted lines to indicate bicycles lanes are ineffective. Vehicles do not respect the painted lines because it feels unnatural for drivers to be driving essentially on the "left" side of the road. The painted lines get worn out and are not safe for bicyclists without a physical barrier in place”.
<p>Infrastructure upgrades</p>	<p>Citizens desire specific road infrastructure improvements in the area, such as curb extensions, signage, lighting, etc. Sample comments:</p> <ul style="list-style-type: none"> - “I like the calming extensions. Makes crossing at the intersections easier. I would like that the street signage on the sidewalk not be removed. Such a part of history”. - “Education and signage for people who wheel to make sure that they realize the wheeling lane is also intended to be one way. Perhaps install some of the speed sensor signs at least on a temporary basis to help encourage people to slow down”. - “I would only improve signage to notify drivers of the existence of the bike lanes”. - “Better lighting, particularly at intersections, would improve pedestrian safety”.



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	<ul style="list-style-type: none"> - “Some speed bumps in the vehicle lane, or perhaps larger/better let stop signs, as drivers still tend to speed through these areas and occasionally blow through the intersections”.
<p>Changes suggested for wheeling lane</p>	<p>Citizens provide specific suggestions for how the wheeling lane could be configured. Sample comments:</p> <ul style="list-style-type: none"> - “Add barrier to cycling lane and move it to between parking lane and curb”. - “The bike lane should be moved on the green space between the parked cars and the sidewalk, this design would not take away parking space, it would keep the same amount of driving space and would also provide a safer path for cyclists. Yes, in the short term this would be more expensive and some policy frameworks would need to change but in the long run this is way more cost effective and beneficial for everyone”. - “Reverse direction of bike lanes so they can see cars coming and they can cross intersections with pedestrian lights. Will take time for people to adjust but much safer for everyone”. - “This option does not allow for continued winter cycling. One major snow event and the cycling are rendered useless. It would be better to put the cycling lane at sidewalk level. increase the width of the north boulevard. Parkin and one way traffic retained. Cycling and walkways could be cleared in the winter at the same time. Tree/grass area can be used to separate cyclist and pedestrians”. - “Please protect us by not having us ride in the "door zone". Please make a real barrier between bikes and cars - it's better for everyone. Alternatively, consider moving parked cars next to traffic, and having the bike lane (with small curb) next to the sidewalk - again, better for everyone”.



Option 2A:

1. What do you like about option 2A? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Support for protected wheeling lane	<p>Citizens desire a protected wheeling lane to be implemented in order to alleviate safety concerns.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "I like that there is protected, separate wheeling infrastructure on 15 Avenue S. Although it comes at higher construction costs, it will improve user experience and provide an alternate option to the cycle track on 12 Avenue S". - "I like that Option 2A has a protected cycle lane. As a young cyclist, protected lanes help me feel a lot safer. I also like that it encourages more cycling by having more cycle lanes than Option 1 or 2B". - "This is my favourite option, as it adds a protected bike lane to 15th and doesn't remove any bike infrastructure". - "Proper protected bike lane is much better and safer than current painted lane". - "The protected wheeling lanes are a huge improvement to even the existing lanes, especially in winter! Feels much safer to ride on a protected track, especially with kids or for people new to cycling".
This is a safer option	<p>Citizens identify this design as a safer option.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "I love the two-way protected cycle/scooter track is obviously WAY safer than centre painted lines. It makes the sidewalk safer too since it'll keep scooters off them. There's at least some cycle track on 14 Ave." - "Traffic calming and protected cycle lane are proven methods to improve safety for ALL users". - "My preference is option 2a b/c it provides a safer option for travel along 15th avenue and also retains a wheeled option on 14th avenue". - "finally a city for all uses, great well done Calgary, a modern city, encouraging safe and efficient alternative transportation to the car. as a driver I can clearly see my position and who



	<p>has priority, I won't encounter cyclists, deliniation is clear. as a cyclist I am safe, protected from traffic and able to move in both directions freely, super functional I would cycle more with this infrastructure, I would leave my car at home so I don't require parking”.</p>
<p>Support for two-way wheeling facility</p>	<p>Citizens are generally supportive of the two-way wheeling facility on 15 Avenue S. Sample comments:</p> <ul style="list-style-type: none"> - “Designated cycling tracks, 2 ways is much better for cycling”. - “I like the protected two way facility while still allowing for parking and one way driving access”. - “I like the idea of a two-way separated wheeling path, but I have no idea how you are going to achieve that with parkade/driveway access needed on both sides of the road”. - “I like that it has protected 2-way lanes for cyclists. As a regular cyclist, this is the option that always feels safest (although it is still not fool proof and I have been hit by a vehicle while in the cycle track). A 2-way protected lane is most obvious to vehicles”. - “Maintains more space for bikes, with protection on the two way track”.
<p>General support for wheeling lane/facility</p>	<p>Citizens share their general support for a wheeling lane/protected wheeling facility to increase cycling options and separate bikes/scooters from traffic. Sample comments:</p> <ul style="list-style-type: none"> - “Maximizes cycling options and minimizes relative costs to 2B”. - “Much better to have bikes and scooters separated from traffic. Way safer”. - “I like that it maintains choice for cyclists in having lanes available on both roads. I also really like the protected cycling lane”. - “2A is the best option. For this there is a fully seperated cycle track and a single cycle track”.



Option 2A:

2. What would you improve? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Safety concerns with this option	<p>Citizens identify some safety concerns with this option.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “No point in having an unsafe painted lane with a proper one a block away”. - “easy to get doored on cycle lane 14th ave with no room to maneuver out into traffic. would benefit from protected lane similar to one on 15th”. - “Junctions are the main problem as cars cut across cycle lanes, priority for me as a driver and a cyclist is unclear and inconsistent around the City, simplify and homogenize the solutions throughout the road/cycle system. So it is the same in every circumstance, remove confusion and make it safer and more appealing to cycle to more people”. - “The unprotected bike lane does seem a bit unsafe at times, as drivers often overlap it rather than staying in the traffic lane. In the winter, snow and ice buildup also obstructs the bike lane making it even more likely that bikes and vehicles will be encroaching on each other”. - “We live on 15th avenue and, without a doubt, our biggest concern is pedestrian safety and speeding. I'm not sure what specific measures would be included in option 2A, but we really hope that these measures would aim to reduce speed on 15th Ave and to improve pedestrian safety at the 3-way intersections”.
Support for protected wheeling lane	<p>Citizens are supportive of a protected wheeling lane to be implemented in order to address safety concerns.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “Make the bike lane on 14th also protected. Many people with mobility issues use 14th Ave, and it is nearly unusable in the winter”. - “Add physical barrier (berm, planters?) to protect what is desired as just a painted cycle lane, and move it to between parking lane and curb. Painted lanes are demonstrated to have only a marginal improvement effect on safety”.



	<ul style="list-style-type: none"> - "I would love a protected wheeling lane on both 14th ave and 15th ave. Cars drive in them all the time and it's very unsafe for those on bicycles or mobility aides". - "14 ave lack of protected lane is suboptimal, particularly with keeping this one way". - "I would add a physical barrier/separation to the lane on 14th Ave. Being unprotected, it gives a false sense of safety to users. This has been a problem in the past".
<p>Changes suggested for wheeling lane</p>	<p>Citizens provide specific suggestions for wheeling lane designs/configurations and also mention that having two wheeling facilities is redundant.</p> <p>Sample comments:</p> <p>a) Wheeling lane designs/configurations</p> <ul style="list-style-type: none"> - "I would prefer one way protected lanes on both roads". - "There should be protected wheeling facility on both 14 and 15 Avenues. Wheeling lanes should be adjacent to sidewalks for improved safety". - "I would keep the bike lanes to one ways to match the streets. A two way on 15th ave and a one way on 14th ave seems excessive. Too much impact on parking". - "No parking next to bike lane. Cars will weave in and out without shoulder checking for bikers, also increased risk for bikers getting doored". - "In designs like this it is better to put the cycling lane between the curb and parked vehicles. This helps reduce door/ cyclist collisions or forcing them into traffic ..." <p>b) Redundancy of having two wheeling facilities</p> <ul style="list-style-type: none"> - "I would not retain one-way traffic and a cycle lane on 14th Ave, as it seems redundant when a two-way cycling facility is provided the next street over, and when parking must be removed to facilitate that protected facility. I would prefer if one roadway was kept to two lanes, while the other roadway was maintained at one lane with the two-way cycling facility". - "It creates a redundancy having two way wheeling facility on 15 Av and a wheeling facility on 14 Av". - "Agree with the notes of 14 Ave bike lane underutilization. It's fine, but would rather prioritize the two way separated



	<p>mobility lane on 15th ave (if it becomes an either-or option). Extra efforts should be made to slow down 14 Ave traffic”.</p>
<p>Infrastructure upgrades</p>	<p>Citizens make suggestions for specific road infrastructure improvements in the area such as signage, speed bumps, etc. Sample comments:</p> <ul style="list-style-type: none"> - “I would ensure there is better signage for one way. Many times I see people go the wrong way”. - “Permanent curb bulb-outs at all intersections for maximum pedestrian safety and security”. - “I would suggest speed bumps in the vehicle lane, and more visibility on stop signs”. - “Sensors at all intersections and red light left turns attached to them”. - “For the one way lane on 14th there should be enough signage for motorists to remind them of bikers so as to not hit someone when they’re crossing the lane to park, or hit someone with their door when exiting their vehicle”. - “I would still put posts with reflectors on the protected curb at the start of each block to make sure drivers see the protected bikeway. When curbs are covered in snow it is often hard for drivers to see. Flower pots might also be nice to make the street look prettier”.

Option 2B:

1. What do you like about option 2B? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
<p>Support for protected wheeling lane</p>	<p>Citizens are strongly in favour of the implementation of a protected wheeling lane with this option. Sample comments:</p> <ul style="list-style-type: none"> - “The protected bike lane is a must. I feel like 2b will be an easier sell because it eliminates the lane on 14th, which would be used considerably less anyway with a protected option in 15th”. - “Protected bike lanes are important. Unprotected like 15th Ave is now is dangerous and doesn't work well especially in the Winter with snow on the road”.



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	<ul style="list-style-type: none"> - “The protected bike lane is preferable. Cars continue to squeeze too close to cyclists and the risk with being car-doored is too high with an unprotected lane. There's no reason for unprotected cycle markings on both avenues when a single protected route on 15 Ave can be achieved”. - “Protected bike lanes are quite nice. As a year round cyclist, I find unprotected bike lanes oftentimes are more dangerous for cyclists than just riding in traffic”. - “Having that permanent barrier really makes a difference to the safety of the cyclist”.
<p>This is a safer option</p>	<p>Citizens consider this design to be a safer option. Sample comments:</p> <ul style="list-style-type: none"> - “Protected and separated cycle tracks will be a great increase in the safety along 15th/14th Ave routes, and will remove the stress of those cycling avoiding the door-zone while being in the traffic travel lane to ensure safety from one hazard. This is a fantastic option removing the need for 14th Ave lane, and will bring users closer to 17th Ave S where they can access businesses/services within a shorter travel distance of 5th or 12th Ave cycle track. Less eScooters on the sidewalk too!” - “This is the best option. I like everything about it. I will feel a lot more safe walking home and going to the grocery store with this option”. - “This is the best option -- a good compromise to make the roadway work for all types of users. Traffic calming and protected cycle lane are proven methods to improve safety for ALL users. Also, looks great and I believe will function well. This is a design that will also improve traffic to local businesses and will make the area a place people want to visit and linger in”. - “The protected lane with a curb has me excited to see this happen!! I would definitely ride my bike more often in the area if this were in place as I would feel much safer”. - “safest for bike riders and cars. Keeping different speeds of traffic apart is safer for everyone”.
<p>Support for two-way roads</p>	<p>Citizens show strong support for a two-way road on 14 Avenue in this option. Sample comments:</p>



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	<ul style="list-style-type: none"> - “Pretty much everything! 2 way traffic will really slow people down without a speed limit debate (ha) and having bikes and scooters separated on 15th will be much better”. - “Two way traffic on 14th is historically safer for pedestrians and discourages high speeds”. - “Two-way street on 14 is far safer”. - “I like that 14 Ave is two way. I don't think one way lanes are appropriate for our pedestrian intensive neighborhood. Two way traffic works well to slow down cars to reasonable speeds”. - “I like the reversion of 14th to two-way traffic. In my experience as a driver, a pedestrian and a cyclist, the narrow two way streets in the Beltline are among the safest to travel in any one of those modes because of the need by drivers to go slow and make space to accommodate oncoming vehicular traffic”.
<p>Support for two-way wheeling facility</p>	<p>Citizens are supportive of the two-way wheeling facility on 15 Avenue S.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “I like the fully protected bike land that covers both directions”. - “Two-lane options improve visibility, allow avoidance of danger, and allow passing. One lane infrastructure is worse than nothing”. - “I think this is the best option for cyclists and residents, as parking is maintained as is vehicle movement, while a protected two-way cycling facility is introduced”. - “I like the bi-directional cycle track close to 17th Ave”. - “We often bike with our children and in high traffic areas feel much more safe with the protected two way bike tracks, it also gives me more confidence to allow them to travel on the bike tracks without an adult. I think have the bike track on one street makes it easier to know where to access for ease of travel”.



Option 2B:

2. What would you improve? Please tell us why.	
<i>Theme:</i>	<i>Explanation and sample verbatim comments:</i>
Infrastructure upgrades	<p>Citizens provide recommendations for specific road infrastructure improvements in the area, such as stop signs, signage, pedestrian crossing upgrades and sidewalk improvements.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Added stop signs". - "Ensure visibility and signage is clear at intersections. Every car that does a rolling stop across the mobility track is a very serious hazard". - "Intersections need improvement - eg. 2nd Ave. Cycles or better yet, multi use crossings with buttons to give priority to active transportation". - "Centre yellow line on 14 ave. Narrower grass region between sidewalks and curb. Wider sidewalks". - "Improve road markings and increase the pedestrian crossing signage at both 14th and 15th Ave intersections with 8th St and 14th St". - ""curb extensions, signage, intersection upgrades, pedestrian crossings, lighting, etc." this sounds awesome! any chance of installing x-crossings for pedestrians that can be triggered? like the one's down in eau claire. i don't think this should become traffic lights for the cars..just some small flashing lights for pedestrians". - "In addition to road upgrades, sidewalks improvements for pedestrians is critical to improve the public realm".
Suggestions for wheeling lanes	<p>Citizens provide suggestions for: a) wheeling lane design, b) adding wheeling lane, and c) removing wheeling lane.</p> <p>Sample comments:</p> <p>a) Wheeling lane design</p> <ul style="list-style-type: none"> - "Whichever side of 15th Ave S cycle tracks are put on, please choose the side with less driveway crossing conflict. Ensure that N/S connections are accounted for as well as those transitions outside of 5th ST Cycle Track will be important. This includes safety at intersections where drivers might have the options of left or right turns across the cycle track. The



	<p>connected system and where folks transition on and off is so IMPORTANT”.</p> <ul style="list-style-type: none"> - “Convert existing stop signs along the cycle-track to promote east-west travel on the cycle track. Currently, cyclists must stop at many intersections which they either fail to do, or take alternative, less protected routes”. - “Maybe consider integrating 15 Ave wheeling facility into proposed 17 Ave extension into Stampede Park or add connections to Elbow River Pathway at McCleod Trail/1 St SE”. - “The cycle track should also be extended to 14th or 15th street rather than 12th to avoid a gap that's confusing and hard to navigate. <p>b) Adding wheeling lane</p> <ul style="list-style-type: none"> - “I'd keep the cycling infrastructure on 14 Avenue S. It is a step back to remove cycle infrastructure”. - “Bike lane on 14th avenue or close off all car traffic to 15th avenue”. - “I would like 14 Avenue to remain one way as I feel that has greatly improved cycling, walking and driving in the beltline. As a regular cyclist, having cycling infrastructure on multiple avenues allows more flexibility”. - “allow wheeling along side walks on 14 ave. maybe paint some of those shared signs on the pavement like ya'll did in front of city hall”. <p>c) Removing wheeling lane</p> <ul style="list-style-type: none"> - “I work in the area of these changes and never see anyone on bicycles or scooters using these lanes. 14 & 15 Avenues should revert back to 2 way streets and bicycles should be back on the road with vehicles as they are deemed”. - “Remove all notions of permanent bike lanes. It's not necessary when you already have it on 12th ave SW”.
<p>Safety concern with this option</p>	<p>Citizens identify some safety concerns with this option. Sample comments:</p> <ul style="list-style-type: none"> - “As a resident of 14 ave, I do not believe this option is safe for me and my family. To exit our driveway with it being two



	<p>way, it is blind. The parked cars make it impossible to see anyone coming from the west. In the winter, the road is not wide enough for cars to pass safely. There are many blind intersections with the smaller streets. As a pedestrian and a driver, you have to try to monitor all directions”.</p> <ul style="list-style-type: none"> - “Wheeling lane paint across intersections to help drivers remember to pay attention might assist. Removing as many points for drivers to cut across wheeling lanes is important to build safety”. - “How will cyclists be able to turn right from the designated bike path--this is always the issue with these lanes if there are no lights. I usually have to get into motor traffic in order to do so”. - “I am concerned about making 14th ave a 2 way street because it will increase vehicle traffic and makes the street "busier" for drivers which makes me concerned that a motorist will be focussed on cars and miss seeing pedestrains. I think the potential for car-pedestrain collisions could increase which scares me”. - ““I'm not wild about having 15 ave be one way and 14 Ave be two-way. It's going to be chaos when the changeover occurs”.
<p>Preference for 14 Ave as one-way road</p>	<p>Citizens are generally supportive of 14 Avenue S. as one-way road. Sample comments:</p> <ul style="list-style-type: none"> - “I’ll miss the 14 ave one-way. When it was previously two-way drivers rarely made space for me or recognized my right of way as a cyclist. I hope the added stop signs will be retained”. - “DO NOT put 14 back to two-way. It was far more dangerous as a two-way because there is far less access to get in and out of cars, or between them - it's so much harder to see pedestrians”. - “The narrowed two-way lanes on 14th Ave do not allow for safe driving particularly in the winter when people park further out due to snow accumulation on the curbs. Ideally the sidewalk along the north side of 14th could be widened and the street width narrowed to allow one-way traffic and a better pedestrian environment”.



	<ul style="list-style-type: none"> - “Keep 14th Ave to a one-way. The street is too narrow to have parking on both sides of the street, AND two-way traffic. This problem is worse in the winter with heavy snowfall pushing parked vehicles further into the street. The bike lane could be kept to 15th Ave, but keeping 14th to one way traffic with parking on both sides would be a better use of space”. - “Dont convert 14 Avenue to twoway. It is so much safer and works better as a one-way!!! Parking is a lot easier too”.
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* For a comprehensive list of all verbatim comments please see the verbatim comments section.

Summary of input received business engagement

At the business engagement sessions, we asked specific engagement questions that were designed to help the project team understand how the proposed road options may affect businesses in the area.

Participants at the sessions were able to ask the project team questions and discuss how the proposed road design options could potentially affect their businesses and operations.

Below is a summary of the conversations that happened on January 26 & 28, 2021 at the 14 & 15 Avenue S. Mobility Improvements project business engagement sessions. Due to the personal and, in some cases, confidential information disclosed by participants at the sessions about their business and/or their business operations, all personal identifying and confidential information has been removed.

- Participant believes that keeping bikes in the traffic is safer
- Preference for two-way roads is shared by participant as it preserves on-street parking
- Participant believes that on-street parking any time of the day can be a challenge to find
- Participant doesn’t have a problem finding parking, always finds a spot eventually
- Preference for 14 Ave to be returned to a two-way road, with no bike lanes
- Participant shares thoughts about the environmental impacts of vehicles and that electric cars are going to become more popular in the future
- Participant believes that adding a bike lane to the street would make the street even more constrained/restrictive
- Participant inquired about The City’s Complete Streets design concepts
- Participant inquired about whether collision incident data could be made publicly available
- Participant inquired about whether The City had looked at e-scooter data in the area
- Participant inquired about The City’s Engage policy and process as it relates to this project
- Participant inquired about whether traffic studies had been completed yet for this project
- Participant shared views that the 12 Avenue cycle track is successful
- Streetscape beautification ideas shared by participant



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- Participant inquired about whether there would be cycle lanes on 13 Ave & 17 Ave
- Participant shared concerns about access to their property if they decided to redevelop in the future
- Preference for two-way road shared by participant citing that a two-way road configuration is beneficial for businesses (easier access, more convenient)
- Participant shared views that parking access needs to be convenient
- Participant indicated that the current parking access on their property was sufficient
- Preference for option one, with no protected wheeling lanes and parking on both sides of the street, was shared by participant
- Participant shared that most people arrive at their business by vehicle, however there are also walk-in clients that live in the area
- Participant shared their opinion about potential urban realm improvements to sidewalks to make them more universally accessible

Next steps

As part of the next steps for the project, stakeholder consultation and feedback will be further reviewed to aid in the selection of the final design for implementation on 14 Avenue S. and 15 Avenue S. The feedback heard in phase one and phase two engagement, along with The City's technical analysis, will be used to develop a recommendation for the configurations of 14 Avenue S. and 15 Avenue S. The recommended option will be further refined and improved as we moved towards development of a detailed design. Once complete, the final design of the recommended infrastructure improvements will be shared with the public. As of yet, this project is currently not funded. Once funding becomes available, a final construction and implementation timeline for the project will be shared.

Verbatim comments

The link below will take you to a comprehensive list of all verbatim comments by participants on the engage portal. The comments have not been edited in any way, including content, spelling, grammar, etc. The only exception to this includes the presence of profanity or personal identifying information, which has been redacted and indicated in brackets.

- [Phase two online verbatim comments](#)