



**Verbatim comments**

Below is a comprehensive list of all verbatim comments input by citizens on the 14 & 15 Avenue S. Mobility Improvements portal page between January 11 – 31 for phase two of the project. 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 personally identifying information, which has been removed and indicated in brackets (redacted).

Use the links below to quickly navigate to each specific question:

**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.](#)

**Option 1: What do you like about option 1? Please tell us why?**

It's the best of the 3 options. It allows for parking on the north side of 15 Ave S.
Nothing, it also misrepresents the reality of 14th Ave and 15th Ave. In the rendering you show a bike lane with somewhat of a buffer. 14th Ave heading west from 4th St has somewhat of a buffer-zone between parked cars and where their door will swing, but the majority of 15th Ave and 14th Ave present a dangerous allotment of space which predominantly lies in the doorzone of parked cars.
Making permanent what's been shown to work. Keeping the street narrow and focusing on improvements for pedestrians
As a cyclist this is barely better than nothing
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.
I like that the wheeling lane traffic direction is the same (1-way) as the car traffic. 2 way bike lanes are confusing for drivers, who may not know to check both directions before crossing a 2 way bike lane to turn or park.
Firstly, I am a pedestrian first, a life-long cyclist second and a driver third. My initial preference would be to revert 14th and 15th Avenue to the original two-way traffic flow. However, Option 1 is



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a suitable compromise. Firstly, this is an inner city neighborhood with very, very few cyclists (and even fewer cyclists travelling in an east/west direction. As an inner city neighbourhood, the streets were never designed, engineered or constructed for multiple varieties of transportation.
I like that that cycle infrastructure is at least considered as part of the cross-section.
NOTHING! It's dangerous and inconvenient for everyone.
The status quo here is okay, but lacks vision. Scooter usage is on the rise and this doesn't solve the problem of scooters on the sidewalk.
It's better than no bike infrastructure at all (like it was when it was 2-ways), but it's still not safe.
I like that Option 1 is helping to increase cycling in Calgary. As a young cyclist, I find having designated lanes safer, especially on busy roads.
I am a avid cycler and a consistent user of both the 14th and 15th ave bike lanes as I live just west of 12th on 15th ave SW. I have not found that I am in any more danger than I would be with a protected lane. What I am most concerned about with option 2A and 2B is the reduction in available FREE on street parking for motor vehicles. I require somewhere to park my vehicle and find that there is already a shortage of free on street parking in the neighbourhood as it is quite densely populated.
Nothing. Not enough efficient traffic calming, or safety for cyclists.
Lowest cost to implement and least disruption because of the least amount of construction. No physical barrier should also make snow removal easier. Finally, emergency vehicles (particularly ambulances) will stop on 14 or 15 avenue, obstructing traffic - the lack of a physical barrier makes accommodating traffic around the vehicles easier (verses tempting vehicles to travel the wrong way down the one way street)
I like the way things are now so this seems like a good option and the reduced cost also sound good.
Nothing.
Nothing. As a cyclist, I do not feel safe when vehicles veer into the cyclists/scooters that use the dedicated lane.
Option 1 is by far the best option of the choices. The city should not be blowing money on these "nice to haves" ever, but especially right now. The conversion has worked wonderfully as is and should be kept as close to its current form as possible, with the addition of wheelchair ramps. Nothing else is necessary.
Do not like compared to other options.
Nothing. This will absolutely kill / injure cyclists as the lane is in the door-zone.
Very little
Nothing.
I like that this plan maintains parking for residents and visitors. As 12th ave provides an established mobility corridor along with traffic, the residential road can offer a supportive, secondary lane. I am not aware of conflict concerns and take issue with that narrative suggestion that there 'may be'. The messaging by the city to foster 'safety' and 'road sharing' needs to be revisited if this of concern. No additional maintenance costs is important.
Nothing. 15 Ave SW should be restored to a two way street. Remove the bike lanes because they are a hazard and reduce vehicle flow and hardly anyone uses them. Now that 14th ave and 15th ave are 1 way, there are now traffic backups on those streets. So, not only is it harder for residents to come and go, they now have traffic jams on their own streets.



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The scooters shouldn't allowed on 14 ave SW and 15 ave SW, if there is any consideration for the people who live here.
It seems like a cost effective and common sense way to go.
I would like 14 Avenue S. to remain as a one-way road and retain on-street wheeling lanes, and I like that Option 1 allows for this and is also a lower cost option than Option 2.
I like option 1 because there is less of an impact to the parking in the area. The other two options would greatly impact the amount of parking available, which in turn, could have detrimental effects to businesses in the area, as well as eliminate some of the street parking for residents and visitors to the area.
Separation from car traffic.
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 (as I live on 14th Ave SW) (I don't want fancy bike paths on these roads - as there is already a perfectly good one on 12th Ave SW the lane marking works fine))
Only benefit to option 1 is the cost. There is little improvement to existing infrastructure, and the painted 'on-street wheeling lanes' are not of a significant benefit for increasing use or safety of cycling downtown.
we are recognizing that the Downtown core is not solely for motor vehicle transportation.
Parking isn't impacted.
I don't like anything about option 1. Anyone using the bike lane is not protected and the bike lanes disappear under the snow.
The community has already adapted to the current state of changes implemented during construction. It meets the needs of travellers and there is no need to add permanent spots that will hurt small businesses even more and anger residents and visitors when they have nowhere to park their cars. This is the low cost option and the city needs to focus on projects that add value to a community, rather than burden it.
I believe the city is making a mistake by simply painting a bike lane on the road. This will take away space for the driving lane, make parking more difficult and most of all result in unsafe road conditions for both cyclists and drivers.
I suppose someone can make a map implying that there's a high quality cycling facility where it doesn't really exist, and a few lost and terrified cyclists might shop at local businesses while waiting for a taxi home?
Parking is not restricted....So far, the current arrangement appears to be working without to much of an issue.
This option is in place? It works ok.
When I first heard about the one way streets a few years back I didn't like the idea... I've been surprised by how much I like it, as a car driver I remember trying to get around oncoming traffic and how challenging that was... The way it is right now is fine with me, in my observation very few people speed on these two roads at present (admittedly I don't live there but drive through fairly often), and I feel there is little concern for cyclists, plenty of room for both
As a resident of 15 Ave SW who parks a vehicle on the road, losing that much parking would be extremely challenging. As the first block off 17th that doesn't require pay parking, 15 Ave is very busy during the day with non-resident vehicles, and even with parking available on both sides of 15 Ave, it is often difficult to find a spot within a block of home.



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I appreciate additional safety measures at intersections.
14 and 15 ave have a number of older buildings without adequate parking, resulting in many residents requiring on-street parking. Visitors to the area, whether they are visiting residents or businesses require parking and the area is often quite full. The reduction in parking in the other options would be detrimental to residents and area businesses. As a resident of 14th ave, I know how hard parking can be to find in the area, particularly when there are events on the stampede grounds.
I don't support option 1 because of the lack of safety of the cycle lanes.
Keeps much needed parking on both sides. Less expensive to implement.
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).
I like option 1 because it is cheap and works fine based on a year of cycling west on 14 Ave. And east on 15 Ave.
I like option 1 because it maximizes the allowable parking on both Avenues. We need all the parking we can get.
Never encountered speeding issues with cars.
I dont like this option as it does not represent adequate and safe cycling infrastructure.
Little if anything.
It's barely better than sharrows.
I live on 14 avenue. I like the one way as well as parking availability on both sides. I rarely see bicycles scooters or skateboards on either 14 or 15 avenue so don't see the need for two lanes of bicycle use. Also losing one lane of parking on 15 th will make it difficult for visitors to the apartments to find parking. Also there is a fully functioning 2 lane bike path on 12 th ( which again is rarely used as I frequently find bicycles using 11 Avenue.). We already have snow removal issues
Loss of parking on 15th street would have a HUGE impact on the residents living on the avenue. City needs to show where it would add parking to make up for the 100's of lost spaces!
Really like the current one-way setup. Good for parking. Good compromise for wheelers. Efficient use of roadway. 4- or 3-way stops slow traffic.
As resident on 14th Ave current system seems to be working well, and keeps much needed resident parking 15th street. 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 is the current alignment and is working well. I see no need for a protected wheeling lane, I am personally comfortable both driving and biking with the current configuration. I like that this option retains the current parking, as there are several multi-family units on these roads and available parking for guests is a necessity. It also provides overflow parking for the businesses located in the area. I also like the lower cost, finances for everyone are tight right now.
I work in a building on the corner of 1st St and 14th Ave SW. The direction of the roads doesn't really matter to me, but what does matter is signage. See below -
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.



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This option makes poor use of the construction season, and does not improve cycling facilities, encouraging cyclists to illegally use 17th Ave sidewalks, where pedestrian conflicts are more likely to occur.
Lower cost. There will also be extra space for street parking.
Lower cost. Parking on both sides.
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.
Having the streets one way provides a comfort level for many drivers that was missing in the narrow two way traffic set up.
Lower costs with set up and completion of system.
Lower costs with snow removal over lifetime of system.
Retaining parking is very important as there is limited parking in area.
Both options are confusing, expensive and are unnecessary
I like that they both remain as one-way roads. I like the added curb extensions.
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.
I like option 2A best, I'm also like the status quo option 1. I live on 14th Ave SW and having the one way traffic on 14 and 15 ave is way better than 2 way traffic. With street parking it's too narrow for cars and bikes.
I like it that the bicycle lanes will stay and that the curb extensions become permanent (however, not every intersection was lucky enough to receive one)
I live on 15th and any impacts to parking will be felt tremendously. It is already difficult to find parking and limiting the spots will result in this area being less desirable to live. While biking is a popular activity down these streets, the current bike lanes are effective.
One ways provide one direction of traffic, so pedestrian only have to pay attention to one direction.
Although I like that there is an attempted emphasis on bicycle road users, I don't think that unprotected bike lanes are working.
i like nothing about these scenarios in Option 1
I do not like this option. Paint is not infrastructure.
The road is fine as is, parking needs to be the priority, not bike lanes.
The permanent curb extensions would be a big improvement over the temporary yellow ones.
Room for parking, driving and bikes scooters etc. No more barriers a waste of money especially once it snow the will just get hit all the time
While there is currently generally enough parking for residents I like that Option A maintains that. Street parking is important.
It requires the least amount of additional work, and there is no loss of parking, which is very difficult to find in the area. Further, from my experience to date with the 2nd street protected bike lanes, many cyclists prefer not to be trapped behind a curb and are therefore utilizing either the roadway or the sidewalk anyway. The additional signs and curbs also add a lot of visual clutter to the roadway, making it harder for drivers to see pedestrians trying to cross the street.
I live in the impacted area and I like the current set up with 1-way traffic and calming curbs. I like the low-cost approach, and I also like fewer changes for people to get used to.



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I live on 14th and very much want the street to remain one way. The bike lane is great.
Retains parking along both sides of roadway. Taking away parking in this high density area would be detrimental to residents and businesses in the area.
Maintenance of a bike lane.
I do not like Option 1. This doesn't improve safety for those that bike and walk through the neighbourhood. Carflow through a residential neighbourhood should not be the priority.
It is the most practical approach.
Bikes don't need lanes for themselves, they can share the road like all the cars do. This is excessive. More FREE parking is better. Also this option is better because it allows for more parking.
That they are one ways and single lane to cars. Maybe they'll go less fast beside cyclists. Still not the best option as they don't respect an 'open' bike lane as much, and in the winter...these remain filled with ice.
One way traffic works well on both 14th and 15th ave and is safe for both one way travelling wheeling and vehicles.
There isn't much I like about Option 1. When commuting east/west, I used the 12th Avenue cycle track, or less congested side streets than 14 Ave & 15 Ave, or walk my bike along 17 Ave to get to my destination.
Not much; paint is not infrastructure.
While the two-way protected lanes are nice for biking, it's often fairly slow with lights when going the wrong direction. I don't usually feel unsafe when biking downtown as compared to other parts of the city, so unprotected one-way bike lanes feel like enough to me.
As a cyclist, I don't feel very safe in these lanes because of the risk of being hit by cars on both sides (a car door swinging open into the lane or someone being unaware of the lane at all and driving in it). I don't like option 1.
Curb extensions, accessibility improvements
I like option 2b best
Nothing. I think its a waste of money.
Low cost and retains street parking.
This is literally the least-bad option of the three proposed, and certainly not the best.
Improvements won't cost as much money as the other options and because it's annoying when the City constantly changes layouts.
Living on 15 Ave currently, I've observed a reasonable blend of ease of vehicle travel, ease of wheeled travel and improved ease of parking on both 15 and 14 Ave. Vehicle speeds are still subdued due to a somewhat narrow lane and poor parking efforts.
Existing setup and infrastructure is working. One-way traffic for both avenues has allowed for much better flow of traffic. Parking needs to be retained since the area is already sparse - do not think two-way wheeling is value-add.
The money has been spent. No need for more disruption and cost.
More parking. Already difficult to find parking. Want to maintain parking on both sides. We don't need two way biking lanes.
There is nothing that I like about this option.
I don't, I think your wasting money on things we do t need and ignoring most of the population who don't want this done. All it does is back up traffic and cause congestion problems. There are far



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better uses for this money you intend to use to do this with like the homeless problem, or actually maintaining the roads and various other issues the city has.
One-way streets are reasonably good as a calmer option for traffic than a two-way street, and reduces volume a bit. I like that there's some space for bikes and such.
No issues with one way car traffic for 14th or 15th
If you're not putting the street to a 2way like it was then leave it this way. It is an inconvenience as it is as I live on 15th Ave
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. The addition of stop signs along both avenues with the shift to one way traffic has reduced speeding and made it safer for walkers and cyclists. This would be my preferred option.
Most of the traffic (except bikes) is going in the same direction, so easier to drive when there is lots of snow on the ground.
We can't afford to lose any parking on 15th. There is already a parking shortage.
This is my favourite. I live on 15th Ave and parking is already pretty hard to find. I like that this option keeps existing parking on my street.
Greater in the minute flexibility for seasonal and emergency services use
Two one ways just seem so much more straightforward.
It maintains some parking in the area on both 14 and 15 Avenues. The City has continually removed parking for bicycles, affecting our quality of life. It is almost impossible to have visitors. Or they decline due to the impossibility of parking. Parking was taken away on 5th street completely. Park Plus was implemented off 4th street for 1/3 of this block. The residence who live on these avenues have sacrificed enough and did not agree to no parking. If this continues I will move to the suburbs.
Converting from temporary to permanent will be nice aesthetically, however the unprotected one-way bike lanes are dangerous.
Nothing. It is extremely unsafe.
The roads must remain one way. There was never sufficient room for two way traffic.
There is a wheeled lane in the scheme, which will benefit cyclist, scooter and other mobility users.
I like that things are maintained as they are with safety improvements to pedestrians by making the curb permanent.
Cheap instalation, but both less safe and less inviting for cyclists, espicially novices. Also with the safety in mind remember that all those inexperinced out of control E-scooter riders will make up a good chunk of the traffic using this future lane. Options 2A or 2B are better or see my improvement idea for the one way bike lane concept.
Not much
Street parking retained
I like that street parking is available on both sides of the street.
easy to drive , more space ,more visibility ,less chance for accidents
Maintaining both 14 and 15 ave as one way streets with bike lanes and parking on both sides of the street.
Curb extensions
Allows for parking on both sides of the street



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Most realistic and practical. Provides both opportunities for bike and motorized traffic while maintaining the same amount of necessary on-street parking. One way direction and bike lane should help to slow down motorized traffic. Potentially could add speed bumps to force slower speeds on motorized traffic.
Cost...one lane for wheeling option...more room for parking; street parking is at a premium on these high density streets. Wheeling is not used a lot!
Everything under benefits... there will always be conflict between bikers, scooters and those who drive as most of the time they tend NOT to adhere to the rules of the road.
Not much. This isn't an improvement.
There is dedicated space for cyclists on the road.
Cycling infrastructure is maintained
Improved pedestrian crosswalks
No more changes
Option 1 is the optimal choice I'm my opinion. We maintain 2 lanes of traffic, accommodate and bike lane and offer parking.
Lower cost. 15 Avenue is a narrow road, so it's good to have the one travel lane and the two parking lanes.
Bike lanes
I like that it is low cost and retains one way streets.
1. Maintain existing number of parking spaces, as these are already frequently fully occupied.
2. Low cost impact
3. No disruption from additional construction
4. Lack of protected wheeling does not seem to be an issue over the past 2+ years
There are protected bike lanes already on 12 avenue that are empty. There is no need to add a bike lane.
I like the bike lanes.
Love it! This has been a huge improvement to the neighborhood and should be kept as is
parking on both sides retained
I do not like that there is no protected bike lanes.
Is what we have right now and it works.
Bike infrastructre is maintained on both 14th and 15th Converting curb extension from temporary to permanent would be excellent.
Not much at all
Nothing.
It's not bad in the summer if I am not biking with my kid.
Parking on both sides of the street
a. lower cost
b. preserves parking at current levels
Inclusion of consideration for non-driving wheeling users. Improved upgrades for pedestrians.



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The one-way roads are SO much more efficient and make travelling down the narrow roads so much easier and safer than two way roads. Also getting scooters off the sidewalk is so much safer. Access through the area has been greatly improved
Maintains parking on both sides, less expensive. There shouldn't be enough traffic, or enough speeding, to justify the need for a physical barrier.
I have grown to like the one way streets because of the hap hazard way people park so nice to have a wider lane. Plus in the winter they didn't plow wide enough for two cars to fit by. As for the bike lanes - have people use 12th Ave SW - you have already messed up that street. And for pedestrian safety - street lamps whose light actually illuminates the corners of the intersection so drivers can see people because face it most winter coats are black and the sun goes down super early.
I do not
Nothing; these roads don't work well as one-ways, and the painted lanes are, between door zone and snow removal issues, not particularly useful.
It doesn't cost as much and leaves room for cars on the road. I don't understand more bike lanes in a city that has winter 7 month+ out of the year
Better than nothing
Please keep 15 Avenue one-way.
I like the no impact on parking and the apparent lower costs to implement. This should not cost the tax payers.
Not much.
That cycling infrastructure is retained. Intersection bulbs are good for pedestrian safety.
Keeps parking - people that live around here already struggle to find parking .
Maintains one way roads and bike lanes and no reduction in parking.
Parking is an issue in this area with a lot of residents relying on street parking. The reduction in parking with option 2 is a huge drawback
That it has room for cyclists and other mobility devices at all
It's better than nothing.
The wheelchair ramps are absolutely essential, it is frankly awful that they haven't been added before this.
It's better than nothing but it's still dangerous for vulnerable road users.
It's better than nothing at all.
no impact to parking, less cost for snow removal. This street is hard enough for the snow plows to navigate can effectively clear it, adding additional elements will make this worse.
Nothing, this will not work it's too dangerous
Nothing, this is trash
The status quo is largely working with some minor tweaking. No major costs.
It has worked well so far and will be the cheapest to implement.
Nothing. There isn't enough traffic calming to ensure cyclist and pedestrian safety. The one way cycle lanes aren't abided by. This streetscape layout wasn't design for the purpose of being permanent.
Not wasting more taxpayer money on bike curbs



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The cost, why are we using funds on cycle tracks when we can't even clear major roads during snow storms? The city is in a recession and we're spending money on wants not needs
No reductions to parking or major construction required
nothing. still makes the road unsafe for users that are NOT driving.
Nothing, this is a terrible solution, it is the cheapest solution but doesn't solve anything. Cars will continue to speed down these streets, as the road is wide, and delivery trucks/Uber will sit in the cycle track when doing deliveries/pickups

**Option 1:** What would you improve? Please tell us why.

Use reflective paint on the existing on-street wheeling lanes to provide for more visibility on the lanes.
Move to replacing these door-zone lanes to option 2B will significantly improve the safety of cycling users, and allow for more users (eScooters, folks with mobility aids) to use the cycle tracks. Currently those users who understand the doorzone ride outside of it and the painted lanes, but those who are unfamiliar as drivers, or as cyclists endanger one another.
Physical separation between drivers and other wheeling modes would be preferred
I want to be on 17th where there's stuff going on
Separate cycle/scooters to their own lane. Lower speed limit.
I would make both 14 and 15 protected, 1 way bike lanes. Safest for bikes.
I would change the dedicated cycling lane to a "dotted line" design and not the current solid line demarcation. Simply put, I have lived at this location (on 15th Avenue for 5 1/2 years and have seen very few cyclists. If at all, cyclists number in the low single digits and only in the summer months. Moreover the assertion that the wide lanes may result in "speeding" is disingenuous. The largest number of speeders on 15th Avenue are the irresponsible electric scooter drivers.
Separate wheeling infrastructure from vehicles! Encouraging active modes requires safe, comfortable facilities for active modes. This option does not provide that. Option 2A is the best bet.
Separated lanes are the way to go! Painted lines aren't safe. Cars go in them and they're where car doors open.
There needs to be a safe space for scooter usage that isn't the road and isn't the sidewalk. Scooters aren't going anywhere. They're getting cheaper and more popular every year. They're so convenient!
I would like to see more safety. A cycle track like on 12th Ave would work here.
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.
I think that if some of the streets and avenues in the area were converted from their current zoning (the section of 15th avenue that I live on is 2hr 9am-5pm parking mon-fri) to being zoned for residences only it would improve availability of parking in the area and allow for either of the improvements suggested in options 2A and 2B.
Add barrier to cycling lane and move it to between parking lane and curb. Painted bike lines are demonstrated to improve safety only marginally.



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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.
Protected left / thru / right turn lanes at high volume intersections (example 4th, 5th, and 8th Street) to improve the flow of vehicle, wheel, and pedestrian traffic
Needs physical separation
Add protected bike lanes.
This option does nothing to improve safety for users other than drivers. Would not help mobility for these users.
Remove curb extensions from the scope. They are a complete waste of money for no (real) tangible impact.
This is not much of an improvement. These cycle lanes do not work well in winter and are dangerous year round because of vehicle doors opening into the bike lane. how can traffic engineers "design" this and not be liable for the dangerous conditions it creates?
Cycling access is not accessible for all ages and abilities. Painted bike lanes have limited visibility in winter almost always end up as snow storage, if curbside, or encroached by parked cars, if adjacent parking lanes.
Anything at all would be better than this. Paint does not provide protection to cyclists.
Protected bike lane
The existing lanes are unsafe, in the place where car doors open, people end up biking in the middle of the road anyway and I see people driving in the painted lane all the time. This should not be kept.
Awareness of shared responsibility of safety and courtesy. One is not more important than the other and the city should foster a sense of supporting choice : cyclist, mobility aids, e-scooters and automobiles.
Return back the original layout. 8th ave SW and 12 ave SW and the riverside paths provide far more than enough bike lanes for the small but vocal minority of people who don't live in this area, but want to reduce the effectiveness of the roadways in the city for their own causes. Also, you wont have to add the extra signage, lighting, and snow removal costs. These proposed layouts just compound a mistake that was made when the 17th ave construction began.
Allow more space for comments.
I would keep option 1 as it is.
Signage, curb extensions.
Not fully protected, unfortunately.
Allowing left turns on red on 14th Ave & 5th Street SW (5th is only busy in the evenings when people are leaving the downtown) Also I think the bike areas should also be one way (with traffic flow) and they should be marked as such.
Not safe-dont support
This is the worst option. There's no physical barrier between cyclists and moving cars. Cars have to cross the cycle path to park. I'm curious as to why this was even presented as an option



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Separated cycling / wheeling lane, divided by a barrier. So, option 2a or 2b. The extra cost in build and maintenance are well worth the encouragement and safety required to support alternate modes of transportation. This is particularly true for those cycling in the winter.
with curb extensions it makes two lane traffic superfluous, the lack of priority and lack of clear delineation actually makes for a confusing situation at junctions for motor vehicles drivers and cyclists, cyclists believe they have some defined lane, but when i'm driving who goes first at a junction, as I cut across a cycle lane? this ambiguity is dangerous for all - also single lane cycling is infuriating, if im going somewhere I won't go round the block, like most people i would join traffic.
Despite the bike lanes, it's not very safe/convenient to ride. Between 11st and 4st on both avenues you ride right next to parked cars which poses a hazard should someone open their door suddenly. In winter, snow is rarely cleared from the bike lane.
Make it all protected.
For a City that claims they want to cut costs and decrease spend, ripping up roads and building costly infrastructure instead of lowering property taxes is completely contradictory to the mandate that Council claims to have passed. There is not need to spend more tax dollars when there isn't a proven correlation between collisions b/w cyclists and vehicles along these corridors. It's a wasteful use of tax dollars and tone deaf to all the businesses and residents who rely on these spots.
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.
Make it more like 2B. This option is bad for cars, bad for pedestrians. Parking is currently underused; if it becomes oversubscribed then charge for it.
Fine the vehicles who are speeding..
This is a good option for confident riders, but probably not for kids?
Why not consider something done like on 2nd Street, with a small physical barrier between parking and the sidewalk? This would allow you to keep all existing parking while also narrowing the street slightly to improve traffic calming. Longer term fixes could include sidewalk extensions on both 14 and 15 avenue to encourage more space for walking while also narrowing the streets to reduce vehicle traffic but maintain existing parking.
Nothing
I think what the city has done is great. As long as the paint is maintained so the pathway for cyclist is clear I do not foresee a problem.
I would prefer a dedicated 2-way cycle route.
Remove the paint, and every 2-3 blocks direct vehicle traffic off of 15th and also pedestrian and bike traffic through a parklet. Make this a proper bike boulevard.
Buffer entire length, actually do something about removing snow and ice from the lanes. Or better yet, the other options.
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.
Enforce one-way direction of wheeling lane - BIG issue of wrong way travel. Enforce bicycle and scooter rules - too much free for all - very unsafe. Enforce stops for wheelers.



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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.
No improvements, this option is ideal
I have repeatedly called the city to let them know the one way signs have been moved and are pointing in the wrong direction, construction crews have left old signs on the street, signs are knocked over, etc. Several times a day there are cars travelling in the wrong direction almost causing pedestrian and vehicular accidents. It would be very helpful if someone came and actually took a look and fixed the signs, instead of assuming that what they have up is sufficient, because it isn't.
Please change both 14 Ave S & 15 Ave S back to 2-way roads.
Nothing. Option 1 is great.
I would suggest not going with his option.
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.
Widen the wheeling lane slightly to give cyclists and scooters more room between parked cars and car lane. Install "wide topped" speed bumps in each block to discourage speeding (approx. 2/block). My experience with them is that they are effective with reducing speed of cars without the jarring bump of a "narrow topped" speed bump. Reduce speed limit along 14 & 15 Avenues to 40 Km (and design the wide top speed bumps to encourage compliance with speed limit).
just put it back the way it was originally, it was more functional and understandable
The deal with the excessive speed happens mid-block. People speed from stop sign to stop sign. Put in speed bumps like there are near the schools in Mount Royal.
The wheeling lanes are great during the summer, and in most areas there's enough room to feel safe, although admittedly a barrier would be best. But during the winter the lack of snow clearing erases the wheeling lanes entirely so perhaps a protected wheeling lane or two would be best, as in Option 2A
As an avid cyclist and pedestrian in the beltline, this is my least favourable proposed option. Given the risk to safety, and the difficulty of distinguishing painted cycle lanes from the driving lanes (especially in Calgary winters), I don't believe that this is the best choice for promoting active transport and safety for vulnerable road users. Painted bike lines are not adequate infrastructure.
I would like to see all bike lanes (and paths that aren't shared with pedestrians) made a more distinct color (eg green).I've seen this in many European countries and it just makes the distinction in the pathway more visible
Put in curb extensions on intersection of 15 av x 5 st, cars like to speed up at/after these lights. This option will not change much, so problems of speeding cars and traffic noise will remain.
I would only improve signage to notify drivers of the existence of the bike lanes.
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.
Use protected bike lanes where possible and avoid 1-way roads.



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bike lane needs to be separated for it to be safe and used
I would move the wheeling lanes to the curb and the parking away from the curb and then add low curbs to protect the wheeling lanes.
Clearing snow and ice in the winter time to allow for proper parking
Bike lanes aren't very helpful or safe in the winter and even non-winter conditions.
No barrier to protect people on bicycles. Some drivers do not respect the painted lines and this creates hazards for those who ride bikes, and intimidation to those who would like to bike. I drive a car and ride a bike in this area, and I do not like this design.
It would be better if the bike lanes were separated.
Make an area at the intersection of 15th and 8th St. that allows bikers to be protected when continuing straight on 15th but also allows drivers to make a right turn at a red light.
Better lighting, particularly at intersections, would improve pedestrian safety.
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.
Can the wheel lane and parking lane swap locations, in order to protect bicyclists, scooter users? That way keeping a one directional wheel lane and parking on both sides of the roadway on both 14th and 15th Avenues?
Paint is not a sufficient buffer between bikes and cars. While perhaps enough for experienced cyclists, will not encourage new cyclists, children etc to use the bike lane.
Implement a separated bike lane as proposed in either option 2A and 2B
Lighting and signage at the intersections with 11 St SW and 12 St SW. People tend to run the stop signs at the 3 way stops. Possibly added flashing lights around the stop signs or better enforcement of parking restrictions at these intersections may help. Better streetlighting may help with pedestrian visibility at night.
Reduced speed along 14 Av and 15 Av will help with comfort level of those using the on street wheeling facility.
Do not support non-separated bike lanes. Separate cycle tracks allow for all ages and abilities. It's time to consider more than just car users and use the Council-approved CTP triangle to make decisions. Cars can wait.
Diagonal parking to fit more cars. Less green space to allow for more parking.
Protect the bike lane. Clean the bike lanes in the winter. Enforce the bike lanes - cars that park AND STOP in them need to be ticketed, it puts cyclist at unnecessary risk.
Having physical barriers, less parking to increase visibility.
Create real infrastructure?! Not paint. Or, make this a real shared street, eg. Change the direction of traffic each block so that there is no through traffic for cars (but bi-directional for other users) and the road is a real shared space for all transportation users (drivers, cyclists, etc), design forcing very slow speeds (eg. 10-20 kph) for cars and the only reason a car is on the blocks is to find parking.
Add a painted 2ft buffer between the car lane and bike lane, if space allows.
A barrier would make option 1 feel safer.
Bike lanes need to be protected. Cars are constantly encroaching on the lanes currently
Unprotected wheeling lanes not optimal for any road user
I would prefer it go back to 2 way for both roads over this



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Put it back to the "normal" way. No need for bike lanes.
I want better lights along 15th Ave between 11th St and 12th St SW. The lights are always burnt out.
Both streets should be reverted to previous configurations. There was nothing wrong with them. The bike lanes are an abomination, and any plans to reduce street parking for residents and their visitors is unconscionable, especially with all the new condos going up. Stop trying to fix things that ain't broke.
I would add garbage bins halfway through the blocks, next to the sidewalks, as there's often lots of trash in these areas.
Ban scooters from the sidewalks.
No need for curb extensions permanent or temporary.
Cyclists are very vulnerable to drivers, not checking their blind spots, and pulling out of their parking spots, possibly hitting a cyclist. From a city budgetary standpoint, I get it why they like this option, because it is the cheapest to build out.
The best improvement would to not do this downgrade to the road system.
One of the downsides of a one-way street with a bike lane is that as a cyclist, the traffic is always coming from behind you, and there's no protection. This can be particularly bad in a narrow area where people may try tight passes (eg. one vehicle is parking, one vehicle passes) and combined with a bike can lead to a risky set of circumstances.
Unfortunately, it's not a safe option for people in the cycle lane due to lack of barriers
Preferred when it was a 2 way on both sides
a) Truck unloading fridge on 14th Ave. held up 6 cars for 45 mins. No way to exit lineup. b) Love to have a loading zone on 15th Ave between 7th and 6th st. Right now taxis go to the building driveway or doublepark. c) Would like bike paths to be ONEWAY. When I exit parking ramp (between 7th & 6th st on 15 ave), cars parked on both sides of ramp. Have to look out for cars coming on left, bikes coming both ways, and pedestrians. Too much.
I'm happy with 14th and 15th as one way roads
On 15th Ave at 5th Street, when I'm on my bike trying to turn left, can we please put a green turn box on the left side of 15th Ave for left turns onto the protected bike lane on 5th St. I have no issues lane changing over to the turn box but sometimes cars are wondering what I'm doing when I'm sitting over there instead of on the marked bike lane.
I do have concerns about the enforcement of motor vehicles violations of the bikeway due to the operators' personal opinions of their existence
Adding more signage, put in physical barrier in spots
Stop allowing Buildings to be built with insufficient parking onsite. The alternative is to remove the cycling lanes completely and return the streets to 2 way.
No solution should be implemented that involves an unprotected bike lane.
Physical separation is required for safety and effective movement of all modes.
Wheeling lane is really a mere suggestion at the moment.
Prevent cars turning on bike and protect the bike lanes. Low height kerbs, extended into the junction to stop cars cutting the corners too would help.
plant trees along the city owned right of ways to make it more appealing just like 13th avenue.
Put the bike lane behind the parking next to the sidewalk rather than between the parking and the road. Put a low curb between parked cars and the bike lane so people do not accidently park on the



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lane itself. That way the parked cars offer a kind of protection for the cyclists from the moving traffic on the road making it physically safer as well as more comfortable for wheelers. Also cars trying to park will not block the bike lane.
Switch back to two way streets. The one-way were originally presented to be temporary while 17th ave work was done. To make these one-ways permanent is disingenuous. Also the city cannot afford the increased cost of making this permanent -- both for construction and upkeep such as changed snow clearing needs. The city is already bleeding money and can't afford the necessities. Time to prioritize the needs over these 'nice to haves'.
Protected bike lanes are critical for safety & will encourage more use of bike lanes rather than an unprotected on street lane.
More signage to enforce that wheeling lanes are also one-way
improve curbsides, inyersection lights and 14 15 av one way up to 14th st
Signage to stop delivery drivers or people just stopping by quick from parking in bike lanes.
It's too easy for cars to cross over the bike lane. Just paint with the parking on the other side doesn't make me feel as safe. Having the bike lane along the side walk feels much safer.
none
Introduce elevated street crossings to create a 'pedestrian-first' approach to neighborhood streets. Slows down motorized traffic, creates a better street crossing condition for pedestrians/wheelchairs/buggies. Ramp bottoms flood during heavy rains and get clogged with snow in heavy snow events, impeding the ease of pedestrian/wheelchair/buggies street crossing. Explore Option 1B, for both 14 and 15 Ave: single-direction bike lane located directly along the edge of curb flanked by parking lane.
Signage for parking areas especially where store fronts are present. If wheeling lane a "must", it could be moved to the curb...with protected barrier next to a parking lane...extra cost...however, it is not used a lot on 14 Ave...maybe just use on 15 Ave. Therefore, a COMBINATION of Option 1 and Option 2B.
residential parking... 15th used as free parking space for those partying on 17th Ave.
Separated wheeling lanes. Better traffic calming than human meat shields.
Safety for cyclists, infrastructure for slower speeds for cars. This is not the right option.
Protection of cycling infrastructure
If this option is chosen the roads and bike lanes should still receive enhanced snow clearing
Nothing.
In practice the cycle lanes are both two-way as I have seen cyclists going the wrong way along the "on-way" lanes. Cyclists run the danger of being hit by drivers opening their doors without looking.
I live on 15 Avenue. And there's rarely people in the bike lane. I wonder if it's necessary to upgrade given the low traffic. Maybe better to just share the road?
NO parking next to bike lane. Ideally block off all car traffic on one of the roads in the spring/summer to accommodate bikers, scooters, and pedestrians.
Bike safety.
Maintain 2-hour free parking status
Buy Evan Wooley, Druh Farrell, Dale Caulkins, Gian-Carlo Carra and Nenshi a one way plane ticket to Amsterdam.
I would place a physical barrier in between the cyclists/other users and the vehicles.



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Nothing
make bike lane safer
Add protected barrier for bike lanes
The parking too close to the parkade makes a blind spot so I would leave more space before the entrance of a garage
Bike lanes in the 'door zone" create potential hazards for cyclists. Bike lanes are also not protected so I would not take my child down them. This will limit our families west/east options for cycling through the beltline. In winter the bike lane is often obscured and parked in by motorist who are unable to park close enough to the curb due to snow.
A bike lane protected by a physical barrier would be ideal (option 2).
In their current form, the 14th/15th ave bike lanes don't even count as infrastructure. They're in the "door zone", which I do NOT ride in because if someone opens a door into me and I go under a parallel vehicle, it could be fatal. The paint provides no protection and drivers often don't obey it anyway. This means that it is only safe to bike in the driving lane, and you can guess how people feel about that.
I would prefer separation so we can bike year-round as a family.
A light or something to improve the 4 ways stop at 11st and 15 ave as a majority of cars do not stop at that intersection. North and south
a. if wheelers are uncomfortable, they have an excellent option only two blocks over on 12 ave. Why duplicate when you have lots of room on 12th. b. enforce the laws for e-scooters who pose a real danger
I would feel better about a barrier between people who wheel and people who drive. These bike lanes currently have poor surfaces, are often infringed on by parked and moving vehicles, and have poor snow and ice removal in the winter.
Don't like it as is. Don't feel safe in unprotected lane, especially between parked cars& traffic.
A buffer between the cycle lane and vehicles is needed.
Implement traffic calming and enforcement of laws around motorist/cyclist interactions.
DO NOT convert existing curb extensions from temporary to permanent - in fact remove them - just look at the last three weeks - they are a disaster when it snows (both drivers/walkers). Instead teach pedestrians to stop looking at their mobiles and actually look at the drivers when crossing intersections. Of course add wheelchair ramps but then clean them in the winter instead of piling snow on top ! Add a 4 way stop at 15 Ave and 6 St. Plan for the winter conditions not our short summer.
The curb extension is helpful, but I don't like that cyclists will be on the right side of the street. That means that the right turns require drivers to shoulder check for cyclists and I can imagine there will be issues with collisions. As well, The painted lane is better than nothing, but it is in the 'dooring' range of parked car... It also feels unsafe just looking at the picture with oncoming vehicles behind you.
One ways and painted lanes do not protect cyclists. In fact, the one way encourages faster speeds, which is more dangerous to cyclists and pedestrians.
Can't be fixed. Please eliminate this option.
Get rid of the bike lanes
Prefer a separated wheeling lane



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Keeping with the detour approach results in substandard cycling facilities that do not provide separation, are frequently encroached on by parked cars, and are poorly snow cleared.
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.
The bike lane on 14th Ave is quite rough especially for scooters. Re-paving 14th Ave would help a lot.
Reduced speed to 40km/hr
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
Ave parking on both sides needs to be maintained. Street parking is essential in the area, as a resident. Not only for 17th Ave access, but visitors and residents of the condo buildings. Eliminating parking is a huge mistake and will cause headaches for people who actually live in the area.
SNIC in the existing configuration is near non existent, this needs fixing. Door zone lanes force users into the other lane frequently due to double parked vehicles, vehicles not respecting the lane, or vehicles intending to turn right without any consideration of the lane.
This style of bike lane is very intimidating for cyclists, and I feel fewer people would use it than a fully protected bike lane. I would like to see parking cut out and a protected bikelane for cyclists. There is so much parking downtown, people can find it elsewhere.
I would build a separated mobility track with physical barriers because paint isn't infrastructure.
Protected cycle tracks. Paint does nothing. This is just maintaining which isn't good enough especially in winter.
I would restore both directions to two way traffic starting at 5th or 4th street SW on both 14th and 15th Ave. One way only makes sense between 7th and 5th street as they are narrow.
Separate the lanes so it's safe for cyclists
unsafe for cycling
I suggest to widen the sidewalks by eliminating the lawn between the sidewalk and the road
You can't clear snow from painted lanes
Go ahead with the minor upgrades. Improve pedestrian crossings.
15th ave two way cycle track. 14 ave 2 way street or narrow the road way by extending the width of the side walks. These streets need to be more friendly for all users.
Should be two lanes for cars and no bike lanes, and remove curb at intersection so everyone is not stoped when someone turns
I would leave it as is and stop spending so much money on cycle facilities
I would prefer either of the other two options which provide dedicated cycle tracks as opposed to the current "dooring lanes"
add a curb protection and stop signs at 6 st.
dedicated wheel lane against the curb, like 2 St SW (if this can't be done, kill Option 1 altogether) -arrows in the wheel lane to indicate which direction to go - so many 'wheelers' go the wrong way down 14 Ave SW



**Option 2A:** What do you like about option 2A? Please tell us why.

The separated bike lanes offer better safety for cyclists.
Nothing. It is the worst option. It should be scrapped altogether.
Like 2 offsetting one ways. Like the double cycle track.
The cycle track significantly improves safety of users, and allows for more users to traverse the space.
Physical separation for more vulnerable wheeling modes of transit. More pedestrian improvements. Thank you!
As a cyclist this is protected and close to 17th
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. Much more likely to visit the neighbourhood businesses with good cycle access since I don't like driving or parking in this neighborhood.
I like that there is a protected (hard curb) bike lane
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. This builds redundancy into the cycle track network and enables cyclists to make convenient and safe connections across the Beltline. PLEASE choose this option.
Much better to have bikes and scooters separated from traffic. Way safer.
I like that a 15Ave wheeling facility can accommodate scooter usage. I'm thinking of buying one to get to work and do shopping, and a safe lane like this (and a sale) could seal the deal.
This is better than 2-ways and better than Option 1.
The safety of pedestrians and cyclists takes priority over parking and speed.
Actually protects cyclists and better traffic calming. if development in the beltline continues we will need that even more.
Bike lanes
protected bike lane, biking options on both streets
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.
Traffic calming and protected cycle lane are proven methods to improve safety for ALL users.
Protected cycle lane on one street is good, especially two ways. Proper protection. Having a second painted lane on the other street isn't great, but it's nice to have options of which streets to cycle on.
As a pedestrian, I feel that one way roads make it easier to move. I support permanent bike lines with physical boundaries protecting cyclists from cars encroach has into the bike lane.
Physically separated
I prefer this option because it allows for cyclists and other users to access the businesses along 17th avenue, instead of using the sidewalks along the avenue. Using one-way roads along both 14th and 15th will also decrease the number of near misses in the area.



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This is my favourite option, as it adds a protected bike lane to 15th and doesn't remove any bike infrastructure.
As a driver it will keep cyclists further removed from cars and Les collisions
I like the bike lanes on one side of the street plus upgrading the lighting. Can't tell or compare 2a and 2b, they appear to be the same.
nothing
Less congested. More view of riders and more space between moving cars and riders. Gives the cyclist passing space as well. Safe that a car door from a parked vehicle won't open unbeknownst to a cyclist riding by.
Keep 14th cycle lane and cycle track on 15th
There's a legitimate cycling facility that anyone can use on 15th Avenue. Overall provides more equitable street space for all uses. Retains some dedicated space for bike travel on 14th Avenue.
Provides actual protection. Your own experiments and data prove this is the type of facility that actually works to get (new) cyclists out.
Bike lane
Proper protected bike lane is much better and safer than current painted lane.
More safe and purposeful active transportation options do nothing but make a city a better place to live for ALL citizens. 17th ave is a sufficient car corridor and is well connected to other main corridors. Bike corridors in Calgary need the same level of connection and attention!
It looks to the safest option for cycling
Safer
protected cycle lane on 15th ave; some protection on 14th ave
The street is less congested, with space for bike lanes and walks
Safer.
Two-way lane for bikers/skateboarders/etc.
I like the bike lanes on both roads, especially the separated bike infrastructures as I will feel much safer. I like to have the option to ride on both roads.
I like the double bike lane on 15th. As a driver I like the fact that there is 2 one ways instead of a single one way stranded.
The cycle barrier. I feel more comfortable with those
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.
designated cycling tracks, 2 ways is much better for cycling.
Maximizes cycling options and minimizes relative costs to 2B
I think option 2a is the best solution and is my preferred solution. I'm not concerned about 14 ave S being under-utilized as the presence of a painted bike lane simply makes cars aware of cyclists, which is of general benefit.
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.
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 has priority, I



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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.
I like the protected two way facility while still allowing for parking and one way driving access.
Traffic remains one way for both avenues but cycling safety and convenience is increased
It provides the closer option to 17th.
It separates bikes etc. from traffic and eliminates parking in the bike lane.
There is a protected mobility lane on 15 ave. Good.
The separated cycling lane from traffic on 15th and the retention of the cycling lane on 14th.
I don't like this as it takes parking away from residents and visitors to 17th Ave. Something they desperately need support with given this pandemic and long lasting restrictions.
I believe the city is making a mistake by simply painting a bike lane on the road. This will take away space from the driving lane, make parking more difficult and most of all result in unsafe road conditions for both cyclists and drivers.
I like the fact that 14 Ave is maintained as a one way and still has a bike lane, too. I also like that 15 Ave is opened up to a two way for biking.
Protected wheeling facility close to 17th Ave provides a useful connection; the existing wheeling lanes are not safe. They are in the car door zone, vehicles do not respect the existing paint (where visible) and the paint markings are disappearing.
This is my favorite option. Live on 14th Avenue and like the one-way when driving. A protected bike lane on 15th would be great for wheelers even though it would decrease the almost non-existent residential or guest parking in the area (I live in a high-rise).
I like that this would be a really comfortable option for families (and everyone) close to 17 ave. The pedestrian improvements at the intersections look really nice.
Wider lane for driving - was extremely tight with 2-way and parking. Addition of protection for bike lane on 15th.
Note: the addition of the 3-way and 4-way stops in the intersections have already helped to slow down traffic.
I don't. Parking is lost.
Works well and with 15th Ave changes means the lane will be significantly safer instead of a temporary stop gap.
There are active transportation lanes on both roads. Provides separated lanes on 14 which is safer.
Physical separation for active transport on 15th. I like the additional wheeling lane on 14th, but understand the car people might take issue with losing more space.
The protected bike lane on 15th Avenue would be a very welcome addition. I also like that 14th Avenue remains a one-way street. I live on 14th Avenue and, despite concerns that the wide one-way configuration encourages speeding, I think the current configuration (with bike lane) is safest for pedestrians, cyclists and drivers, both on the roadway and moving in and out of lane parking spots.
I like that it maintains choice for cyclists in having lanes available on both roads. I also really like the protected cycling lane.



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It's the vision for a better and more youthful Calgary.
Pedestrian and bicycle friendly.
Bike lane is safely separated, less risk of being struck by parking vehicles.
Nothing, this option is terrible.
Nothing, this is a terrible idea. It removes half of the parking available, which is already tough to find as a resident in the area.
2A is the best option. For this there is a fully seperated cycle track and a single cycle track
Nothing. Having a bike lane that eliminates parking is a terrible idea.
Better separation of traffic on 15 Ave, safer and more comfortable for cyclists.
I like that this option provides protected cycling facilities adjacent to 17th Ave, and creates a new method crossing the Beltline east-west.
NOTHING!
All these options are confusing, expensive and unnecessary
Much prefer protected bike lanes. Also great to keep existing bike one on 14th. Maintaining one way traffic on 14th Ave Sw is a great idea.
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 appreciate the protected bike lines providing better and closer access to 17th Ave than the east/west bike lanes on 12th Ave. Additionally, improved lighting, particularly from 5th St SW eastward would ideally improve safety in the area. There are also a few areas with a need for improved pedestrian crossings (particularly along 11 St SW and 7th St SW and the intersection of 6th St SW and 14th Ave SW).
Out of the three proposed options, option 2A is my second choice. I am an active transport user and a driver within the beltine area. I believe that painted lines are not an adequate form of safe cycling infrastructure. I like that option 2A includes protected cycle tracks that will enhance safety for users.
As a wheeler living on 15Ave, I am most concerned about the speeding and associated noise in my street. The speed has to come down and I think Option 2A is the only option that could result in slowing down traffic on 15 ave. Additional bonus to have a protected bicycle lane. Less parking available might also mean that we'll have less traffic. Keeping both 15av en 14 av one ways might discourage non-residential use and thus imply less traffic.
Retaining the wheeling lane on 14th and adding a protected wheeling lane on 15th. They're both well utilized and I always see cars driving in them.
I love protected lanes. In my experience, cars often drive with two wheels straddling the bike lane.
I like the protected bike lane on 15th
I like the two way protected wheeling lane
Separated cycle track on 15 Ave would be a huge improvement and an amazing addition to the neighbourhood. This would be great for bikes, scooters, boarders, roller blades and all the active mode traffic we get parallel 17th Ave. Combined with the curb extensions it would 15 Ave to a safe 'neighbourhood' speed for vehicles.
Protected cycle track is necessary, and will provide good traffic calming as well as a safe place for people to bike. Curb extensions, etc. make the road safer for all users, especially those on foot. I think 2B makes a little more sense.



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Bike lane on 15th is separated and safer. Having 2 way bike lane traffic allows for a wider bike lane.
I always like protected bike lanes, and moving to this model would be beneficial (it is my 2nd choice; option 1 is first choice).
I feel like the loss of parking would be too much for an area that can already be difficult to find parking occasionally
Wheel lane is protected
I like the separated bike lane on 15th avenue. I like the additional traffic calming measures, such as curb extensions and pedestrian crossings.
Nothing.
Provides possibility for bikes/scoots on all roads. Maximizes traffic calming. Addresses auto impacts from 17th Ave traffic corridor.
More cycling route options.
I like that there is a physical barrier on 15 AVE.
15th Ave.
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.
I like the cycle track - I am more comfortable cycling on a physically separated lane. And I like that it is two way.
The bike lane on 14 Ave is convenient and I would appreciate it. But I would understand if Option 2B is preferred overall. Both options 2A and 2B are very exciting.
Protected lane on 15!
Nothing.
This seems like a great option - improves on what is already in place.
Option 2A & 2B do NOT make responsible sense. Please keep OPTION 1for the following reasons: 1. Minimize unnecessary spending: The quantity of cyclists alone does NOT warrant the spending required for this change. 2. Option2A & 2B decrease existing parking on 15th AVE. 3. Unnecessary street pollution: The 2nd SW Complete Project is an example of misguided spending 1.1Million taking a perfectly nice, wide open road and polluting it with signage & cement blockades - now more dangerous for drivers.
I like how the cycle lane is clearly separated away from drivers, much safer.
The protected two-way cycle track is a good addition to the neighbourhood. Glad to see a continuous curb treatment as protection. 2A also retains the bike lane on 14 Avenue, which will play a role in traffic calming on that roadway and improve the street experience for everyone -- peds, other motorists, bicyclists who need direct access to that avenue. Permanent curb extensions are great!
Bike lane on 14th Ave. As a resident on that street and a daily cyclist in all months of the year (or at least I was pre-COVID), having a dedicated bike lane is VERY important to me.
I live on 14 Ave and enjoy the cycle track and the traffic it brings. Such as pedal pubs. I would also enjoy the improvements.



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I'd feel a lot safer - I use 14/15 to bike to restaurants on 4th St and along 17th Ave. Just today going on 14th the road ice pushed me into traffic- scary!
There are options for parking for those that require, as well as improved safety for pedestrians and cyclists
Maintains more space for bikes, with protection on the two way track.
This is the best option of the 3. Big fan of the protected two-way wheeling facility in 14th. I bike to get around including to work, not for sport, and it's stressful to commute without the protection from cars. Also a fan of keeping the one-way bike lane on 15th - make the whole area more navigable.
Will have wheeling lane which will encourage active riding options. Also, one way lane in 14 Ave will have less confusion for driving.
At least one mobility land (on 15th or 14th) has to be protected. Motorists just don't respect the painted lines. 2A seems to be the closest to this option. The loss of north side parking on 15th is regrettable, but there are plenty of parking lots along 14th and 15th to offer an alternative.
I love the protected bike lane.
15 Avenue S option does not allow for seasonal needs for snow removal etc. Also could become a driving hazard during snow incidents
I really like the protected wheeling lane and giving more mobility options in this very "walkable" community.
The bike lane in this option is safer. The two Avenues are too narrow not to be one way. They are still narrow as they are with the street parking.
The protected bike lane on 15th Ave is excellent and will solve several problems, including the protection of cyclists from traffic, and addresses the improper two-way use of the one-way bike lane that is currently on 15th.
Safest option for cyclists, and has the least amount of barriers to participation for cautious/young cyclists.
Physical separation is required and the only safe option.
A separate bike lane improves safety. It will also slow traffic down making this a permanent bike lane
The protected bike lane is very much preferred as I have had numerous dangerous encounters with oblivious drivers while cycling. The roads must remain two way.
Caters for all modes of transport. Segregated 2-way cycling lane for improved mobility. Well done team!
I like how both avenues remain one ways. I love the separated two-way bike lane with no parking.
Curb extensions and signage improvements, this option includes additional upgrades such as improvements to intersections, pedestrian crossings, and lighting.
protected bike lanes on 15th. Curb bumps
I like that the bike lanes are SEPERATED from the car traffic, please build all bike lanes like this from now on. I hope the city is starting to figure out that SEPERATED bike lanes are better. Vancouver already realized that bike lanes just painted on the road next to car traffic do not attract any users. But bike lanes SEPERATED from road traffic do get more people heading out on two wheels. Please also redo the bike lanes on 11 street to be SEPERATED from traffic like this as well.



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I like that the vehicles would slow down more because the roadway for vehicles would be narrower. I would be in favor of this ONLY IF free parking was replaced for residents for all the parking that will be lost on the north side and free parking was allocated all along the south side.
Protected bike lane is so important! It saves lives and gets more people biking, who would otherwise feel unsafe biking on unprotected roads. Having multiple options for bike travel will encourage more foot traffic to the area & businesses.
More and safer wheeling lanes.
two-way bike traffic is good, protected is good. As a cyclist, sometimes I find myself having to go against direction on 14th or 15th ave just so I can see the vehicle traffic more clearly. - I also like that 2A retains the one-way vehicle flow on both 14th and 15th Ave, as a driver I find this is a better option on narrow inner-city streets where sometimes it's a squish to have two-way traffic while watching out for pedestrian and pets in a residential neighbourhood.
I really like the two way bike lane with a protective buffer.
This is my preferred option. It allows for wheeling lanes on both avenues plus considerable improvements such as curb extensions, signage, lighting that are necessary for all citizens but are particularly desirable for those in the neighbourhood (many) who have mobility issues, use wheelchairs or walkers, and for parents with young children.
The lanes are separated in a way where cars cant cross it (not just paint).
Two way bike lane on 15th as well as one way bike lane on 14th. The more options the better and the 2-way is always nice for protection from traffic.
That both avenues are kept as one way streets That 14th avenue's parking is unaffected.
That it keeps both streets one-way but offers additional improvements such as curb extensions, signage, intersection upgrades, pedestrian crossings, lighting, etc.
Better protection for people on bicycles.
I like retaining the one-way configuration. I found that it feels safer at intersections (as a pedestrian or person wheeling) when you know which way the traffic is coming. I really like the protected wheeling facility on 15th. That is a huge improvement.
Love the dedicated two way cycle track. 15th Ave makes sense for it over 14th for its closer proximity to 17th. Curb extensions on both would also slow down cars.
This is the best option. The protected lane feels the safest. Especially with my son. I don't like unprotected lanes when riding with my 9 year old. Doesn't feel safe. The 14th ave unprotected lane is fine as long as there is a protected one one block down.
The protected bike lane on 15 Ave would be a great improvement for me and my family's safety while traveling through the area. It might also encourage more people using E-scooters to use this street instead of busy 17 Ave SW sidewalks
I struggle to find a benefit.
Two way bike line on 15th avenue.
I like that 14th Ave stays a one-way
Option 2A is the closest to a completed and functional piece of safe infrastructure. Any upgrades should be held to the highest standard so this one is the closest that matches that endeavor.
I like the physical barrier between the bike lane and vehicular traffic on 15th Ave.



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Nothing
More robust cycling infrastructure.
It's the best option, since it's the only one that provides a protected lane.
Protected bike lane
Have a 2 way cycle track is the best option because it: 1) removes the 'door zone' hazard of a bike lane in Option 1, 2) offers protected space so drivers do not encroach on this space during the winter months due to snow accumulation and 3) will act as a protected cycling connection between 5th street and 2nd street which will create a more integrated cycling network that i would feel safe cycling with my young family.
The addition of a 2-way protected bike lane is wonderful. One-way vehicle movements and street parking also makes for a denser streetscape which encourages lower automobile speeds.
Two main things - primary one is a proper cycle lane, one that doesn't get driven over by cars, and one that can be cleared by snow. The other is that I've found that one ways downtown are safer and calmer to drive on.
Huge improvement in safety. Makes access to 17th ave businesses much more appealing. Allows effective snow removal from wheeling lane in winter.
I like that there is at least a one way separated facility on 15 and that there is some demarcation for folks cycling on 14.
nothing
Love the separation of travel lanes by an actual barrier. Safer and less conflict for everyone. Also provides those who wheel a travel option *close* to 17 Ave, since construction there didn't improve or provide any access to this transportation group. Happy to see more money spent on pedestrian improvements too.
There are more cycling options and driving routes are unchanged from the current form. It works great for me as a cyclist from a nearby neighbourhood. I could see residents who need to park on the street being mad.
Love the pedestrian bump-outs and protected bicycle lane off of 17th avenue. This will be huge in the summers.
Option 2A is the best option as it provides a physical buffer between vehicles and the bikes and scooters. As a driver, I'm much more comfortable knowing a scooter wont fall into my path or a bike wont veer in my way. As a beginner cyclist, i wouldnt ride my bike unless the physical buffer was provided, it's too unsafe. This is such a great way to improve safety for drivers, pedestrians, cyclists and scooter users.
Protected lane.
NOTHING !!! except more night-time lighting at intersections
Finally safe, protected, separated infrastructure so me (female) and my 2 kids aren't put in harm's way while cycling. We can also avoid using the sidewalks to cycle. And drivers can stop buzzing us, yelling at us, and putting us at risk of injury and death.
I like the protected lane on the left side of 15 ave. This also allows cyclists to travel both ways; I think this is more efficient than needing single painted lanes on one-ways.
The protected bike lane is a useful improvement, and worth the trade off for parking spots lost.
I love the protected two-way bike lanes & the sidewalk set back from the road way with a space.



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increased safety with separated wheeling lanes on 15 ave and better pedestrian crossings, and still having 14 Ave available for wheeling
Protected bidirectional facility is the best way to accommodate wheeling in this area and provides a high quality cycling environment. This is a great alternative to accommodating bikes on 17 Av itself and is aligned with successful projects done in Edmonton.
Preferred arrangement.
The 15th avenue redesign provide safe infrastructure for all. Allows for use all year round as snow clearing can be provided. Separates cyclists and vehicles.
Safety, two way traffic on 15th for wheels, almost certainly acceptable SNIC versus non existent now. 14th may not be a great option, but reminds people of dedicated space for people on wheels to access places along 14th Ave.
The safe, separated mobility track on 15th.
Protected two way track.
Separate cycle track is great!
Physical separation of bike lanes
safe cycling for all ages
Safe separated cycle track
Nothing.
15 avenue cycle track!
It protects cyclists from motorized vehicles and provides safe option for travel.
We are grade 6 students and studying about this. Both sides have protection and in some options there are no lanes for bikers so drivers and bikers get a win.
I like the cycle track on 15th Ave, which provides a safe alternative to cycling on 17th Ave and is safer than the unprotected bike lanes which currently exist and pose risks to cyclists from dooring as well as though traffic.
Dedicated cycle track on 15 Ave is good.
Fantastic idea. would greatly improve safety in the area for all users. I believ the streets are too narrow to revert back to two-way roads.

**Option 2A:** What would you improve? Please tell us why.

Everything
Whichever side of 15th Ave S has less driveway crossing conflict, please put the cycle track. If the option was available, the south side is closer to 17th. Please 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. IF the 14th Ave Bike Lane is to remain, it needs a door-zone buffer.
I want to be on 17th where there's stuff going on
Separate the cycle lane on 14th too.
I would not have both a 1 way on 14 and a 2-way bike lane on 15. A bit confusing.
I'd place protected cycle infrastructure along 14 Avenue S, as well.



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I don't think they 14th ave lane should be kept. I won't be using it if it is and there's an adjacent protected lane.
I'd rather scoot on the sidewalk than a narrow painted lane on 14Ave. That's not safe!
The painted bike lane on 14th Ave isn't necessary now, if there's a full cycle track on 15th Ave.
for all options, would put the bike lane next to the sidewalk and have the parked car lane next to traffic, to add an extra barrier for protection
I would improve the westbound cycle lane by making it protected as well. Protected cycle lanes sometimes make merging harder, but they also stop cars from butting into bike lanes, which makes cyclists feel safer.
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.
The 14 Ave cycle lane should also be a physical barrier, and not just painted.
I feel that the 14 st bike lane could be safer with more substantial separation from the road way
I would add 4-way stops at both intersections along 6th street as people often pass through the loughheed house to 17th or downtown and I have seen many people nearly get hit in the crosswalks. This would greatly improve the safety of the area.
Nothing really.
A fully separate bike lane is always better.
This option should be discounted entirely. There is absolutely no reason to have wheeling facilities on consecutive avenues. That this option is even being presented is surprising and disappointing.
I can't think of any at this moment.
Make sure there is guidance for necessary bike turn movements at all intersections.
Cyclists want to visit the shops on 17th avenue, same as drivers. With this configuration, that is basically impossible .. so while this would suit people commuting "through" the area it doesn't help people trying to visit businesses on 17th avenue. A protected facility should be built on 17th avenue.
Make the barrier permanent
No point in having an unsafe painted lane with a proper one a block away.
Not sure that it needs to be improved - but please ensure the 15 ave bike track is well connected to the greater cycling network. These connections do wonders for user experience. It would be great for the designers to get out and ride the network to experience the pain points for themselves, or engage with the cycling community to find safe and intuitive network connections, rather than bike lanes that just end and don't connect our amazing pathway and bike lane system.
easy to get doored on cycle lane 14th ave with no room to manuever out into traffic. would benefit from protected lane similar to one on 15th
Add more Trees // Nature = keep nature in the inner city / stress free
If possible have a separated bike lane on both.
Safety and traffic flow. If car traffic is slowed, people tend to drive more aggressive towards cyclists
How can you make this survey so complicated to read and understand?! So full of jargon, confusing overlaps, badly worded sentences, etc. "maneuverability for people who drive", in which world is this language being used?!?!
I think this is the best option.



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Nothing as this is my preferred option.
I like the additional lane on 14th street to extend the cycling network, but the higher speed that could result are not ideal. Are there other traffic calming measures that could be applied?
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.
You're really going to have to lobby the City to get on clearing the new cycletrack on a regular basis. It may also face some backlash from the residents who park in that area.
sensors at all intersections and red light left turns attached to them.
I wish that there could be a protected bike lane on 15 ave that goes east and a protected mobility lane that goes west on 14 Ave. None of this two-way nonsense. It's not the gold standard anymore. The Dutch don't do it so why do we?
This is probably my favourite option, despite the reduced traffic it should add to the vibrancy of the area, especially in the warmer months.
Permanent barriers are not necessary as there haven't been significant injury or data collected to suggest that cyclists and motorist haven't been able to share the road as is. You don't need permanent barriers on 14th or 15th. Leave it the way it is.
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.
Potentially higher vehicle speeds on 14th could be mitigated with all-way stop signs on the two or three streets that don't have them.
signage? there's not a lot of wayfinding unless you're driving a car.
These are busy residential neighbourhoods that need all of the currently available on-street parking for residents.
Go back to option 1
Ensure that snow and ice control happens. (Which seems to only happen for proper cycle tracks)
I do not like painted lanes, especially alongside parked cars. They feel very unsafe as a cyclist, and as a driver, I am always fearful of not seeing a cyclist when trying to access parking
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.
I would also protect the cycling lane on 14. I am fine to sacrifice parking to do so.
Nothing. This is the safest way.
Don't like loss of parking. Don't like cost of constructing and maintaining dedicated bike lane. Vehicles are slowed by 3- and 4-way stops so vehicle/bike interaction not as problematic as busy roads such as 5 St SW. Enforce one-way direction of wheeling lane - BIG issue of wrong way travel. Enforce bicycle and scooter rules - too much free for all - very unsafe. Enforce stops for wheelers.
There are already protected wheeling lanes just north of here, and the impact to parking is unacceptable. Additionally, the creation of more infrastructure that will require snow clearing while



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the residential road it is attached to is not cleared is unacceptable. Finally, the cost of making these changes and maintaining the new infrastructure is not a priority right now.
Improvement suggestion: Remove this as an option.
having fully seperated on 14th would be ideal.
Eliminate the protected bike lane but keep traffic calming measures.
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.
I'd restore it back to the original basic normal two way street
Make the bike lane on 14th also protected. Many people with mobility issues use 14th Ave, and it is nearly unusable in the winter.
I am not sure how this will affect parking on other roads as drivers will simply shift off of 15 and on to them with the reduced parking.
With the purpose two-way wheeling lanes on 15th Ave SW, the wheeling lane on 14th Ave SW is a little redundant, but two way traffic with parking on both sides of the street as proposed in Option 2B creates lanes much to narrow for safe driving, particularly in the winter when people park further out due to snow 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.
Make this section of 14-15 ave for residential use or slow traffic only. Put in an alternating one-way direction pattern, like in Vancouver's West End area. That would break the speeding over multiple blocks (to get back to 17 ave for showing of their cars). 11/12 ave and 17ave are the thoroughfares, not 14-15 ave.
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 for those on bicycles or mobility aides.
Better enforcement of speed limits and texting while driving laws.
Don't use unprotected bike lanes in this situation. Option 2B is the superior option.
I would also protect the wheeling lane on 14 th.
The bike lane on 14th Ave seems like a holdover and would probably not be well used once there is a protected cycle track on 15 Ave.
I would recommend 2B instead. Slight preference for 2-way traffic on 14 Ave. (Just for convenience.) I don't think the painted bike lane is safe or will get used, which may lead to unsafe practices by people in cars.
Having a painted bike lane on 14th is less desirable and safe when compared to the separated lane 15th. I would be disinclined to use 14th and would go the extra block to ride 15th.
I would suggest speed bumps in the vehicle lane, and more visibility on stop signs.
Keep parking on both sides of roadway.
I prefer option 2B. Converting 14th avenue back to 2 way traffic helps with traffic calming. This option should consider widening the sidewalk as well.
It creates a redundancy having two way wheeling facility on 15 Av and a wheeling facility on 14 Av.



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Creates a parking issue on 15 Av. Majority of the road is higher density residential and requires on street parking.
Permanent curb bulb-outs at all intersections for maximum pedestrian safety and security.
14th Ave paint just marks the door zone. If something is going to be formalized here, I think that it should really slow down all traffic so that cyclists can travel safely, eg. No thru traffic for cars (they can only travel 1-2 blocks at a time).
I would take the single lane out of 14th. If you have a 2-way protected lane on 15 ave, the single lane on 14 is redundant.
14 ave lack of protected lane is suboptimal, particularly with keeping this one way
It's the worst of the three proposals.
Please let us all simplify roadways, for ease and grace for all users. Please omit the unnecessary spending. Please let us consider beautifying our streets instead of cluttering them with extra signage and cement! Please let us recognize adding/removing/changing wheeling lanes does not deter cyclist from taking whatever path they wish and biking where ever they wish. I would improve the planning of roadways by looking at parking and snow removal, then work backwards. Thank you in advance.
Why another lane on 14th? This is just confusing, and not necessary when you have two lanes on 15th Avenue SW
I can't think of any other improvements.
A protected bike lane on 14th Ave like what is being proposed for 15th Ave would be even better.
I would ensure there is better signage for one way. Many times I see people go the wrong way.
If 14 Ave tradeoffs are an issue, perhaps another reason to investigate reduced car speeds in residential areas. 30km vs 50km
On 15th, have flip the bike lane and the car park lane (I.e. have the bike lane closest to the curb and the car park lane closest to the traffic). That way the parked cars form a natural barrier to protect cyclists from moving vehicles.
Reduce the speed limti to 40/30 on 14 Ave.
Crossing lights are needed along 14th and 15th. Motorists treat the current stop signs as yields or an Idaho stop. Cross lights would and more awareness for pedestrians trying to cross the streets.
We need to keep the parking on 15th Ave. There's not enough already. We can't spare any. And it means that no one would use the 14th Ave lane and it would be a waste.
Nope, looks great as is.
The loss of on-street parking on 15th Ave may be an issue. Have you considered having the protected lanes on the north side instead of the south? This solution does not address the unprotected bike lane on 14th Ave, nor does it address the use of the one-way lane by many users in both directions. Overall, the 2B option is better.
Not a thing - get er done
Painted lanes give the illusion of safety and sow conflict
Remove the lane marking from 14th Ave, and install 2 way stop signs at 6th Street, have a 30km high pedestrian zone area from 8th to 5th streets, throw in a roving speed camera to help pay for extra costs.
I would prefer one way protected lanes on both roads



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Prevent cars cutting off cyclists by extending the segregation slightly into the junction
I don't like the bike lane between parking and the traffic
One sculpture to make it more enjoyable
Comments about the whole bike network in the area, make a direct cycle route from the 14 Street bridge to these roads and other beltline areas like 17 Ave. Connection from 14 Street bridge to Shaw Mellinium park is horrible, fix it. Trying to bike along 14 Street through the underpass is bad on the narrow sidewalk and worse on the road. Rebuild the whole interchange at 14th and Bow to be more wheel and ped friendly. At the same time get the stinky Bow trail ramps away from the river pathway.
I highly disapprove of eliminating parking on the north side. As a resident on 15 ave north it's already impossible to find parking due to the spill from 17 ave visitors. on our street the only parking left would be paid parking. This is NOT okay.
Switch back to two way streets. The one-way were originally presented to be temporary while 17th ave work was done. To make these one-ways permanent is disingenuous. Also the city cannot afford the increased cost of making this permanent -- both for construction and upkeep such as changed snow clearing needs. The city is already bleeding money and can't afford the necessities. Time to prioritize the needs over these 'nice to haves'.
My second choice is Option 1: status quo. As a local resident, driver, pedestrian and cyclist I am against Option 2B introducing two-way traffic on 14th Ave.
I really like the two way bike lane with a protective buffer. I don't mind the one way tracks on 14th and 15th now (better than nothing!) but frequently see cars using those lanes, and having lived in Toronto have seen instances where this can be extremely dangerous for the cyclist.
There should be protected wheeling facility on both 14 and 15 Avenues. Wheeling lanes should be adjacent to sidewalks for improved safety.
N/a
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 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.
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.
Nothing on Option 2A, I really like it.
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.
That painted cycle lane on 14th is so sketchy for cyclists and basically useless in winter.
Plant more trees where you can!
These changes should also include lowering the speed limit on these roads to at least 40 km/h like was done on 2 St SW
Add parking. Why reduce parking?



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If 15 Avenue has a two-way cycle lane, there is no need for another cycle lane on 14 Avenue.
No parking next to bike lane. Cars will weave in and out without shoulder checking for bikers, also increased risk for bikers getting doored.
It seems wasteful to have a two way bike lane on 15th AND a one way bike lane on 14th
I'm not sure specifically but I would encourage the city to review this piece of infrastructure against the recommendations in the CROW manual. It also goes over maintenance. This one: <a href="https://crowplatform.com/product/design-manual-for-bicycle-traffic/">https://crowplatform.com/product/design-manual-for-bicycle-traffic/</a>
I would add a physical barrier next to the 14th Ave. bike lane.
How's the start of the year going?
Protected one way on 14th and 15th. Two way wheel is always in conflict with 1 way auto traffic.
Protect the bike lane on the second image more
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.
No physical barrier for the wheeling lane on 14ave is not ideal, but still presents the best option available.
Ensure the traffic signals change frequently enough that all modes of transport can safely and often move through each intersection.
Retaining the flawed 14th ave bike lane is, in my opinion, more dangerous than removing it due to the reasons I outlined in option 1. Active transport will not "remain separated", because paint is not separation. 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.
With only one protected bike lane on 15, you do not have an all ages and abilities couplet and this painted bike lane connection would not be great in the winter as the painted bike lane is completely obscured by ice, snow
a. what evidence do you have for suggesting higher travel speeds? b. why do you not have a question for what we don't like?
Agree with the notes of 14 Ave bike lane underutilization. It's fine, but would rather prioritize the two way separated mobility lane on 15th ave (if it becomes an either-or option). Extra efforts should be made to slow down 14 Ave traffic.
Improving intersections and sightlines for cyclists on 15 ave S will be really important
Make sure there's a logical connection for the bicycles across 14th and MacLeod Trail. Widen any sidewalks and bump outs if you can - this area is 75% pedestrian and should be designed for that, probably the most pedestrian heavy area of the city/province.
Keep the bike lane on 14 ave, it will be used and makes the road much safer with one way traffic. Parking is also much easier this was, and so is not having to pass by other vehicles
Additional berms/barriers on 14th Avenue to prevent drivers swerving into the cycle lane when looking for parking.
Calgary is a such a large city - we do need our cars to get out of our neighbourhoods especially since taxes so high downtown businesses moving to suburbs e.g. imperial oil. Stop with the focus on bikes / scooters - there are 1,000 km of bike paths already in the city. If you want to keep Beltline and



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downtown vibrant - support our local businesses and put taxes on suburbs where people drive to businesses.
Safe, protected and separated cycling infrastructure towards and on 17th Ave so we can access the businesses.
I think the left side at the intersection should have a curb extension as well to make it impossible for cars to park close to the intersection. The 14th ave changes do not go far enough as they still leave bicyclists vulnerable to doorings, right turn collisions, and create a more complicated network by forcing one-way cyclist travel.
Please eliminate this option - while 15 Ave is great, no point keeping 14 Ave as one-way with painted lane.
I would like to see bulb-outs at every street corner as this helps with traffic visibility for pedestrians without them having to step into the road. This also helps keep parked cars back the mandated 5meters from the curb to help with better traffic visibility for drivers.
A 14 Av facility is likely not necessary.
In designs like this it is better to put the cycling lane between the curb and parkder vehicles. This helps reduce door/ cyclist collisions or forcing them into traffic to avoid. Prime example is the incident in North Vancouver. This approach to cycling is not safe and also renders the cycle lane useless in winter.
Ensure that the 15th Ave, 2nd St. intersection is safe and signed. Wayfinding signs. Better connections along 15th to get into Sunalta and/or way finding signs to point out the 12th Ave cycle track for crossing 14th St.
The painted bike lane on 14th isn't as necessary now with a two-way mobility track on 15th.
14th doesn't need a bike lane unless it is also two way protected. Paint does nothing.
30 km/he speed limit and forced turnoffs on both streets to avoid the short cutting
Stop cut through traffic by adding forced turns at certain locations, for cars only but bikes and pedestrians can go straight
1. This will apply to all options. Cycling lanes on 15th Avenue are still not clear 3 weeks after snowfall. Raises the questions: are bike lanes required? Are cyclists managing by driving on road with traffic? Have cyclists found alternatives? 2. Alternate parking to replace that lost to the dual cycling lane.
14 ave! The cycle lane on 14th is pointless with a 2 way cycle track on 15th ave. Instead, to reduce lane width the side walks and green space could be widened. This would make the street more enjoyable for all users and maintain parking. Maybe something similar to 13 ave green way but maintain parking. Our sidewalks in this city are much to narrow.
I don't see any street lighting on the photo so I assume that that will be installed/improved.
Make the road more wider so there is more space for parking.
No meaningful improvement to 14th Ave, keeping one-way traffic will allow cars to continue to speed through.
Restore 14 Ave S back to a two-way street, drivers speed down this road because of how wide it is in its existing configuration. If keeping 14 Ave S one-way, speed bumps would need to be installed along this street. The CoC should consider dead-ending this street throughout the neighbourhood - it doesn't need to be a through-road and only encourages 17 Ave communiters to bypass through the neighbourhood when 17 Ave is congested.



More stop signs around the loughheed house on 6 st

**Option 2B:** What do you like about option 2B? Please tell us why.

<p>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. Option 1 is by far the worst option.</p>
<p>It is better than Option 2A, but removing parking on the north side of 15 Avenue S is unacceptable for residents that already struggle to find a parking space.</p>
<p>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!</p>
<p>Physical separation between drivers and other wheeling modes. Happy more money is spent on pedestrian improvements. Recognizes this as an important connection for people not in cars trying to get around their neighborhood and acces 17 ave businesses.</p>
<p>I like the fully protected bike land that covers both directions.</p>
<p>Protected for cyclists</p>
<p>My favorite. Same as 2A but even better because 14 Ave joins 13 Ave as 'normal' neighbourhood streets for navigating, and focus is on 15 Ave for consistent wheeling infrastructure. Maybe even possible for advanced lights at 4, 5, 8 st W for wheels. As noted for 2A: The more pedestrian safety improvements the better across Beltline and 17 Ave. Good car driving experience on 15 Ave but less parking conflicts with other users.</p>
<p>Love the separated cycle track which will be obviously safer for everyone. This includes taking scooters off sidewalks which is safer for pedestrians too. I do t like driving or parking in this neighbourhood so if there’s separated cycle track I’m much more likely to visit businesses in the area.</p>
<p>Protected bike lanes - makes sense with the rest of downtown</p>
<p>Preferred. I expect the reversal to two way will reduce traffic volume just like on the calmer 13th ave.</p>
<p>My preferred option. As a cyclist, 1 block makes no difference for getting around, having a safe cycle track in 15 is good enough to not need one on 14 as well. I like the 2 way cycle track. I like that parking on 14th is not affected, it can be difficult to find sometimes. I’d be happy with either 2a or 2b</p>
<p>I like there is a protected bike lane.</p>
<p>One way bicycle lanes are / feel incredibly dangerous. I used to regularly use 2nd street in Mission but the new one-way bicycle lanes and permanent infrastructure make it feel like a death trap. After numerous close encounters with vehicles pulling through the lanes I now use 4th street instead.</p>
<p>Two-lane options improve visibility, allow avoidance of danger, and allow passing. One lane infrastructure is worse than nothing. Please avoid option 1.</p>



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I like the protected cycling infrastructure on 15 Avenue S.
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.
please protect cyclists
It is simple and straight forward. It provides good movement for both vehicles and cycles, etc
This is great for my neighborhood and for my commute. I think it'll be easier for me for find a Lime scooter on 15Ave as opposed to the crowds on 17Ave, plus it'll be faster to scoot on 15Ave's wheeling lane instead of the 17Ave sidewalk which are pretty busy.
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.
As a resident of 14 ave, I do not believe this option is safe for me and my family.
I like the protected cycling facilities that are two way on 15th Avenue. I like that two way traffic for motor vehicles is introduced on 14 Avenue with associated traffic calming as described. I like that there will be curb extensions and intersections improvements.
I don't feel safe cycling in lanes that do not have a physical barrier because cars do not always respect those lines. I prefer this better and more comprehensive infrastructure.
I like how Option 2B has a protected cycle lane. That makes me feel a lot safer.
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 are a place people want to visit and linger in.
Protected cycle lane on one of the avenues is great.
Protection from traffic is best on 15th. Will potentially cause less anti-cycling whining from drivists since 14th will be "given back" to them.
Option 2B. 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.
15 Ave users get a designated lane and more safety during winter
The protected bike line is the safest option.
Physically separated and does not duplicate facilities on 14 Ave as Option 2A does
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.
This is also a favoured option: I think protected cycling facilities through Beltline are a *must*. I like that the two way on 14th will hopefully calm traffic.
Protected mobility lanes is a must. Paint provides no protection but emboldens drivers to tell cyclists to "use the cycle lane" even when not safe. Cycle lanes that are in the door zone are dangerous.
14th avenue being reverted is a great idea. There is absolutely no reason to have wheeling facilities on consecutive avenues.
Wheelchair ramps should be implemented everywhere possible.
Legitimate cycling facility that anyone can access on 15th Avenue. More equitable for all street users.
The protected lane is (still) good.
Protected bike lane is a plus!



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2A is swell as well, but I feel 2B is an easier sell to the community.
I only ever park on 14th Ave when visiting Modern Jelly.
Protected bike lane. This city is not run by dinosaurs
Definitely the best. No reason to have an unsafe painted bike lane with a proper one a block away. That gives great access to 17th.
Less bike lanes is bad for the city.
Helps prevent scooter and pedestrian issues on sidewalks. Protected bike lane is helpful. Unprotected bike lane on 14th is unhelpful
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
I like the protected lane. I've ridden these bike lines and I'm always worried about being doored.
Provides safe year round infrastructure for people on bikes, e-scooters, skateboards and more.
14 Avenue will likely be safer and calmer with two-way traffic while an unprotected bike lane on this avenue lacks real safety and usability in the winter and would likely see much less use given the proximity to a protected cycle track on 15 Avenue. Curb extensions, pedestrian crossings, lighting and signage improvements will help keep both avenues safer from drive-through speeding vehicles.
More protected bike lanes are so important to get new cyclists to try cycling for their commute. It also makes a lot of sense in that area to have a two way street in that area which is a bit hard to navigate because of the large amount of one-way streets, traffic calming would be a nice benefit in that hectic area.
Makes the most sense
This option is fine. The 'removal' of the painted bike lane on 14ave is not a very significant impact to the overall project. In my opinion, experienced cyclists - e.g. those more willing to use 'painted' bike lanes will continue to use roadways with or without the painted bike lanes. If two-way traffic on 14 ave is of significant benefit to motorists, I think this is a fine compromise.
nothing - and why would this be called option 2B, is it intentionally confusing? like option 1 and option 2 this is a completely different option its option 3 surely!
The separated cycle track - because it feels safer and would be more accessible to all type of cyclists/wheelists.
We have to have protected bike pathways. There is no way a cyclist will risk their life by biking in the middle of the road inbetween cars just because there are some paint lines there.
Protected mobility lane on 15 Ave. Good. I've also heard that business like 14 ave to return to two-way so it's easier for deliveries. If this is the tradeoff that needs to occur to get a protected bike lane on 15 Ave, I guess I'll take it.
I don't like this option at all. If anything you would change 14th ave to have permanent bike paths not 15th ave. The businesses, residents and visitors need closer access to 17th. This idea isn't creative and will create more problems for the neighbourhood
Option 2B for 14th Avenue SW is the worst one of them all. For 15th Avenue SE, I believe the city is making a mistake by simply painting a bike lane on the road. This will take away space from the



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driving lane, make parking more difficult and most of all result in unsafe road conditions for both cyclists and drivers.
Protected wheeling facility close to 17th Ave provides a useful connection; the existing wheeling lanes are not safe. They are in the car door zone, vehicles do not respect the existing paint (where visible) and the paint markings are disappearing. Two way traffic on 14th is historically safer for pedestrians and discourages high speeds.
I love 2B because it would support getting to 17th ave without using a car but instead wheeling. Parking already sucks along this stretch, why not lean in to the idea of not having to park? Great work! Intensifying the cycling traffic on one road makes sense along this stretch because of its proximity to 17th ave and connection to Vic Park station to the E. Further, this will work well in the summer and will be spectacular in the winter so long as we maintain the infra with plowing and deicing.
Maybe focusing on one great corridor would be easier to maintain? I don't really have a preference between 2 a and 2b - what do the people on 14 ave prefer?
safest for bike riders and cars. Keeping different speeds of traffic apart is safer for everyone.
I don't like it. Parking is lost.
I like the continued one way traffic on 15th ave. I live on 15th ave and find this works well for exiting from our parkade and I don't have to worry about maneuvering past large trucks coming the other way. I can see the safety benefits to having physically separated cycle lanes.
2 Ways Cycling lane, two-way roadway on 14th Ave.
Best option. Creates a safe, protected bike lane and gives motorists less to whine about. They get 14 ave. Back.
Two way bike lanes
This is my preferred option as it is a reasonable balance between new cycling infrastructure and better car traffic flow.
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.
14th going back to 2-way
Best of both worlds - brings back 2 way to the Beltline and makes 15th Ave a usable bike boulevard.
Keeps cyclists to one street and the physical barriers provide an additional level of safety for both cyclists and vehicles.
Proper isolation for wheeling on 15 ave.
I like that there is a protected bike lane. I avoid biking on these streets as often drivers drive too close, and do not pay attention when parking or opening their doors after they have parked. It still retains one way traffic on 15th and two way traffic on 14th to help with the volume of traffic.
The traffic calming is good on 14. Protected lanes are the best and as close to 17th as possible.
Providing a protected Bike lane is the best overall option for safety and to encourage use. Reverting 14th to 2 way may appease those who don't want so many roads having bike lanes. One road with well protected lanes is better than two side by side roads with unprotected lanes.
I live on 13th Ave and would greatly appreciate the reduction in redirected traffic. All the "downsides" of this option are typical of driving in the area, and so don't pose a significant change to my driving habits.



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I do like the separated bike lane.
Nothing.
REduces speed and ensures safe passage of bicycles and whatnot.
This is the option I support. 15th Avenue provides safe year round separated infrastructure for cyclists and other active transportation, and the two way traffic on 14th will slow drivers and improve safety for cyclists using the lane on 14th.
Nothing, this is a terrible idea. It removes half of the parking available, which is already tough to find as a resident in the area.
Safe to ride with kids. Two-way street on 14 is far safer.
Makes more sense for cyclists and motor traffic
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.
This is the best option. Barrier for protected bike lane is critical for safety, and for people to feel comfortable using bikes for transportation. Curb extensions, etc. will make area safer and more pleasant, especially for those walking. Good traffic calming design - safer for ALL people who visit here.
having that permanent barrier really makes a difference to the safety of the cyclist
NOTHING!
Same as 2A.
All these options are confusing, dangerous, expensive and unnecessary
I appreciate the protected bike lines providing better and closer access to 17th Ave than the east/west bike lanes on 12th Ave. Additionally, improved lighting, particularly from 5th St SW eastward would ideally improve safety in the area. There are also a few areas with a need for improved pedestrian crossings (particularly along 11 St SW and 7th St SW and the intersection of 6th St SW and 14th Ave SW). But this is the worst of the three options due to the suggestions for 14th Ave.
I would like to see both 14 and 15 Ave reverted back to two-way with pedestrian bump-outs to increase pedestrian safety. The now traffic calmed streets would make it so shared lanes aren't so dangerous for cyclists. You always drastically oversize your lanes particularly on one-ways and that will always encourage speeding.
Out of the three proposed options, option 2B is my first choice (followed very closely by 2A). I am an active transport user and a driver within the beltline area. I believe that painted lines are not an adequate form of safe cycling infrastructure. I like that option 2B includes protected cycle tracks that will enhance safety for users. Opening up 2-way car traffic on 14th Ave will also help support local businesses in that area with increased possibilities for deliveries, etc. It's win win.
I live on 14th ave and have to drive quite the detour just to enter my parkade due to the various one ways. Between the one ways on 14th and 15th ave and the reduced space on 2St with the bike lanes, it makes living in the neighbourhood very difficult if you need to drive home or have a friend come to visit.
Safer wheeling on 15 Ave. Cars very frequently drive in existing unprotected lanes at high speeds. I live on 15 Ave and observe this everyday. I think this is the best option as keeping an unprotected wheeling lane on 14 Ave seems redundant.



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<p>Option 2B is the way to go! I am a resident of the Beltline for 6 years living directly on 14th ave (@6th Street) I have also previously lived in Amsterdam and Copenhagen and practice Architecture / Urban planning! Basically we need more protected bike lanes! This is a great application for the protected option and I can't wait to see this happen here and elsewhere in the city / beltline. Beltline Community Association is on point! Much excite.</p>
<p>like the protected bicycle lane on 15 ave. 2-way option on 14 ave will likely calm traffic there. Only local bicycle traffic needed if safe to connect to the wheeling lanes in the area.</p>
<p>Safety of cyclists is key</p>
<p>This is the best option. I like that even with returning 14th to 2-way that the curb extension will still be in place to act as traffic calming. The permanent 2-way bike lane on 15th is perfect.</p>
<p>best option for the 3 submitted</p>
<p>Barriers for protecting all bike lanes are essential and improve safety for cyclists as well as for drivers. Curb extensions will make both walkers and bikers safer.</p>
<p>2B seems to be the most safest and sensible.</p>
<p>I like that there is a protected bike lane. I also like that 2-way traffic is used on 14th. In general, I find that 2-way traffic on these avenues results in fairly slow-moving traffic that is reasonably compatible with active transportation options. The unprotected bike lanes are still used by cars and the wider lane promotes faster speeds. I don't see the unprotected bike lane as a reasonable solution. I like the curb extensions.</p>
<p>I'm tired of all the one-way roads. I'm tired of cyclists riding the wrong way on one way streets. I'm tired of having to hit 2 extra lights just to go east from my dwelling. The narrow streets that aren't one way like the section of 13th that should be aren't.</p>
<p>I think this is the best compromise.</p>
<p>Prioritization of cycling over driving, with slightly lower cost than 2A</p>
<p>15ave lanes are protected, 14ave is better with two way traffic and an unprotected lane there isn't very useful</p>
<p>I think this is the best option. Barrier for protected bike lane is critical for safety and for perceived safety. I slightly prefer the 2-way car traffic option on 14.</p>
<p>Fixed barrier between cycle lane and cars. The current bike lanes are completely ignore by vehicle traffic.</p>
<p>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.</p>
<p>This is the best option of the 3. It has the safest separated cycling lane on 15th and doesn't create a less desirable and less safe cycling option on 14th.</p>
<p>I like protected bike lanes, but I also have enjoyed the 1way lanes, I find it makes for a calmer neighbourhood. I like the traffic calming curbs.</p>
<p>Parking is kept on both sides of 14 Avenue</p>
<p>The best option. Physical buffer us key on 15th Ave. 14th Ave also safer with slower speeds due to narrower lanes and 2 way traffic.</p>
<p>This is the best of the options presented. I like the separated bike lane, and I also like converting 14th avenue back to 2 way traffic. I also like the additional traffic calming and pedestrian realm enhancements such as curb extensions and pedestrian crossings.</p>



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It returns my street to what it was. The change was supposed to be temporary. One way streets are more dangerous for pedestrian and cyclists. My street became a thoroughfare during this period.
Completely support option 2B as it provides cycling separation and would allow people of all ages and abilities to use this space and aligns with the CTP triangle that is approved by Council.
This is the best option. Safer for cyclists because drivers won't be pulling into their lane as they pull into and out of parking.
2 way road and/or parked vehicles may slow traffic down
This is my preferred option. Having a physical barrier is important. Not having a separated lane on 14 Avenue is okay, as 12 Avenue is very close. Having 14 Ave as a two-way will help reduce traffic on 15 Avenue.
Protected 2 way bike lane is a safer alternative to surrounding roads.
Protected bike lanes are so much safer, especially in winter. They will protect both cyclists and car-drivers.
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. I also like the idea of a separated two-way bike lane on 15th Ave - this will be better used than than the existing unprotected lanes on 14th an 15th Aves.
I like the bi-directional cycle track close to 17th Ave.
Safer for a wider range of users (age, type, etc.) Focuses bike, etc travel on one road rather than split by direction of travel. Better left turn option to the north (city centre) travelling east.
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.
I really like the protected two way option. This would make it unnecessary to have an unprotected lane on 14th ave.
Option 2B is my favourite of all options because it offers the protected 2-way, but gets rid of the redundant single lane on 14th ave. Safest option for cyclists, because at the end of the day, drivers are still not used to Calgary being a cycling city. This will take time and until that happens, cyclists still are in a dangerous position cycling around the city. Even while in the cycle tracks, I've been hit by a vehicle while biking and this is still the safest option.
Separated and protected infrastructure is necessary for a useable wheeling lane. The alternatives with paint-only on 14th create a hazard, particularly in winter when paint-lanes are used to hold snow.
It feels like the safest option for both cyclists and drivers
I feel more protected
Having cycled on the existing roads, the cars essentially ignore the painted bike lane and drive across the line. In addition, parked cars on 1 side of the cycle track frequently open their doors into the bike lane. Despite being an experienced cyclist, I do not feel safe on these roads as they exist.
Less one-way roads. Better protection for cyclists. Slightly cheaper than option 2a to maintain.
Preferred option - like the protected bike lane. Like the 2 way traffic on 14 st. Curb bulbs are helpful for pedestrian movement



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Protected lane on 15! Reverting to 2 way on 14 will calm traffic, improve parking options on the east side of the street will allow much easier access to the 2nd street and McLeod trail subsequently, which is my most common route.
I like that bikes get safe protected lane and only one road remains one way. This is my preferred option. 14 ave will see lower vehicle speed with narrow 2 lane roads
Moving cycling traffic into one of the lanes - today wheeling happens in both ways on both avenues. Wheelers do not respect the on-way of each avenue, posing a risk to themselves and to cars. If the dual way is allowed in one ave and removed from the other, it will be safer for wheelers and cars alike.
It is more convenient for people living in 14 Ave and decreases traffic on 4th and 5th St SW.
Second-best option, and only because it reopens 14th Ave to the way it was.
The separated wheeling infrastructure will make the travel safer for the users, as well as induce additional traffic.
15 Avenue provides a protected cycle track. this allows for safe year round infrastructure for people on bikes and more. 14 Avenue with an unprotected bike lane lacks real safety and usability in the winter thus the reason for rejecting Option 2A
I really like this option, because it makes it a lot less confusing for cyclists to get around. Drivers know exactly where the cyclists are with the concrete curb dividing the two. Pedestrians also feel safe with their being a divide between them and the cars. All in all build out this option
As a cyclist, it is always scary being forced between traffic and parked cars. Doors open unexpectedly. A divided space for bikes is excellent
I like the protected wheeling lanes. I like that 14 Ave cars will be forced to slow down.
Separated infrastructure for people not in cars is always good. And it feels like a compromise for those wanting to object due to loss of parking.
15th Ave becomes route of choice, two way mobility path is great
With a two-way street, vehicle travel lanes are narrower, which may help calm traffic and reduce vehicle travel speeds.
Option 2B is the worst option (and I object to the statement WITHOUT proof, for how one-ways "can encourage speeding"). Two-ways are more dangerous: 1) many drivers are nervous encountering oncoming vehicles on narrow streets and fail to move over, 2) worse in winter when ruts in snow create single lane, 3) winter is worse still when cars park far from curb, narrowing lane further, 4) two-way puts traffic closer to parked cars, and jaywalkers are harder to see/avoid. Options 1 or 2a much better
I live on 14th Ave & would love to have it be a 2-way again. It's always a hassle during rush hour to go around the block (or 2) to get into my parkade. Reduced travel speeds on my route to work sound like a bonus as well!
The two way bike lane on 15th would be nice.
15 Avenue S might be an issue during snow incidents causing some safety concerns and making snow removal difficult
I like the return of two-way traffic on 14th Avenue SW and the creation of a dedicated wheeling lane and permanent curb 'bump-outs'



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<p>This is, by far, the best of the three options. The bi-directional bike lane on 15th addresses both protection of cyclists and the problems with two-way use of a one-way lane, as is currently the case. Reverting 14th Ave back to a traffic-calmed two-way route also addresses two-way issue and offers some additional safety measures for cyclists in both directions.</p>
<p>Usability and safety are both a priority.</p>
<p>Physical separation is the only safe option.</p>
<p>From a safety side of things, having both bike lanes on 15th makes the most sense to me. As a cyclist that lives in the Beltline, I like having both lanes of bike traffic on the same side together (ex. 12th Ave). When it is split, we always get people going the wrong way.</p>
<p>It seems to be the best of the three options</p>
<p>Protects the cyclists more to have a designated lane; two way traffic on 14th allows for cyclists to participate on a slow moving street within traffic and turn right/left just like a motorist. Vehicles will have to treat cyclists as equals.</p>
<p>Still good segregation for the dual cycle lane.</p>
<p>I don't like anything about 2B. I think all aves should be left as 1 way. I also don't think the wheeling lane needs 2 lanes.</p>
<p>Best mix of bike lanes and traffic control measures.</p>
<p>Prioritized wheeling investment in higher quality protected facility on 15 Av. Two-way operations return to 14 Av.</p>
<p>I love that other cars end up being the traffic calming device. I think the exclusion of the painted bike lane is better because it is no respected by a lot of drivers.</p>
<p>Since both 2A and 2B seperate drivers from wheelers I am fine with both of those options, worth the extra cost, sperated bike lanes are more often actually used when constructed. Option 1 is bad, Cheaping out will get a unsafe bike lane that will hardly be used. Vancouver knows this and they now only build sperated bike lanes. Local example is 11 st, bad set up, Bike lanes feel unsafe see adults riding next to those lanes on the sidewalk, low useage. Change 11st to be like this too please.</p>
<p>14 avenue becoming a two way would be nice for vehicle traffic.</p>
<p>My wife and I bicycle to work every day (March-November) and separated tracks are a MUST here. We have had dozens of near-misses with drivers opening their doors or leaving parking spots. For this reason, we often take 17th Avenue instead--it's busier, but at least drivers are more aware.</p>
<p>This option would make 15th Ave safer and more accessible for cyclists and pedestrians and probably increase year-round use of the wheeling lane. This would likely make the 14th Ave wheeling lane redundant, due to its proximity to the 15th Ave two-way wheeling lane. I feel safer as a cyclist on a two-way wheeling lane as I'm confident I'll get where I'm going without accidentally turning the wrong way onto a one-way or going several blocks out of my way and needing to double back.</p>
<p>Seems more safe and logical.</p>
<p>Safest option</p>
<p>The bike paths going both directions on 15th Ave.</p>
<p>Full separated lanes with barriers.</p>
<p>nothing.</p>
<p>Safe, permanent infrastructure for 15 SW. Better traffic flow on 14th (and thus on 15th) by having only 1 (of the 2) streets as one-ways.</p>



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The segregated bike lanes make an enormous difference to cyclist/scooter/user safety. By moving them away from parked vehicles and moving traffic, it helps improve the overall flow of all types of traffic while also protecting non-motor vehicle users.
I support this options as it would lead to a permanent, safe bike infrastructure.
15 Avenue protected cycle track provides safe year round infrastructure for people on bikes, e-scooters, skateboard etc. while allowing for traffic to flow with two-way traffic on the next avenue. Also like pedestrian crossings, lighting and signage improvements which are needed in the area.
As we live at Barclay Estates and are across from an extremely busy dog park we have noticed since the Ave switched to one way there has been limited parking and therefore people have blocked our driveways.  Additionally, it seems unnecessary to have two Avenues so close together both with bike lanes and 12th? Seems redundant. We use 12 mostly.  We like the idea of wheelchair ramps, sidewalk and lighting/signage improvements,  Thank you for engaging the Beltline dwellers.  Stay safe and well
The protected wheeling facility on 15th. The upgrades to improve the pedestrian experience and slow car traffic at intersections.
Allows traffic to continue as is - two way.
Traffic slowed on both roads, improved and better protected bike lanes on 15th,
Two-way cycle track on 15th is perfect. I also agree with the Beltline Neighbourhoods Assn that converting 14th back into a two way road would really calm down car traffic. The painted bike lane on that road is essentially useless for how sketchy it is.
Safe and protected bike lane for cyclists on 15th Ave and more options for driving direction with 14th Ave being two way. Difficult to currently navigate driving in the Beltline for residents (like myself). The narrow road will help keep speed down but provide more options for routes at the same time.
These improvements would greatly improve the safety of me and my family while traveling through the area. It may also encourage e-scooter users to use this road instead of riding on busy 17 Ave SW sidewalks
I like that Option 2B seems to be the option for safety, both in terms of calming traffic, protecting cyclists, and improving lighting. I drive and walk down this street regularly and, while they do feel safer since it has become one way, it can still be hard to see pedestrians at night and can be tricky to safely navigate when people are coming out of parking spaces..
Nothing. Need 2 lanes of traffic.
Seems the safest option and avoids duplication of cycle lanes on two parallel avenues.
I would like 14Ave to go back to a 2 way
Two way bike lane on 15th avenue.
I like the fully protected two-way bike/wheel lane.



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I like the 2 way protected wheeling lane and feel it provides enough wheeling infrastructure that no lane is required on 14 Avenue. And I think maintaining the two way traffic on 14 Avenue is a benefit.
Everything. Offers more choices ... Gives everyone options without being locked into only a one way route with bike lane.
On bike lane
As a resident of 14th Ave I disagree with the assessment that a two way road will lead to slower and calmer traffic. My preference is for the one way to remain on 14th. Two way narrow roads lead to lots of honking as cars try and maneuver around each other, making streets noisier and difficult to navigate.
Safety for cyclists year round and better traffic flow for 14th Ave
Having a protected bike lane is necessary. Drivers seldom respect the painted bike lanes and I often feel unsafe as drivers speed to pass me.
The protected cycle track on 15th avenue would be awesome.
I like the physical barrier between the bike lane and vehicular traffic. I like the narrow lanes on 14th Ave. I think it works well to push all bike users on 15th Ave since the unprotected bike lane on 14th Ave. in option 2A increases the risk of collision for cyclists.
Nothing
Option 2B is my preferred option. I live on 15 AV and want to see the driving lanes narrowed and protected bicycle infrastructure. I think 14 AV could return to 2-way traffic, as it would be redundant.
Option 2 A is the most preferred and this is a compromise if there is pushback from motorists.
The protected 2-way bike lane on 15ave is great.
1) protected wheeling lane! 2) 15 ave remains a one way. 3) traffic on 14 ave becomes 2-way. we get a lot of traffic in the area and i'm hoping this helps to increase flow. i live on 15 ave, so i am bias, but one of the aves had to take the hit.
Huge improvement in safety. Makes access to 17th ave businesses much more appealing. Allows effective snow removal from wheeling lane in winter.
Separated two-way facility for people wheeling. Still allows access to businesses on 14 Ave for deliveries
That 15 Ave is a one-way and bike lanes are protected.
Protected and separated infrastructure for mobility/cyclists
The bicycle lane is physically protected from motorized vehicles. It would appear cleaner on a map. It provides the easiest to understand connections to the west (Sunalta/Scarboro) and east (Stampede Grounds changes to landscaping in conjunction with BMO Centre expansion, LRT station). Westbound cycling lanes are closer to 17 Avenue. The elimination of one-way streets is good because one-way streets encourage faster vehicle speeds and are generally confusing to both visitors and residents.
Love the fully separated mobility lane for folks who wheel on 15 Ave. Key access to 17 Ave shops and restaurants, especially since there are no improvements for wheeling infrastructure there. Happy to see more money spent on pedestrian improvements as well. Happy to see suggestion to slow down 14 Ave traffic. This is my preferred option of the three presented.



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Protected bike lane both ways with narrower one way lane on 15th. Back to 2 way traffic on 14th with narrower lanes.
This is the best solution. Separated bike lanes should be the standard throughout the city, based on how many motorists i have seen driving in the painted lanes.
Amazing! Traffic calming is excellent, people still get to park and businesses still have parking. The PHYSICALLY separated wheeling lane is excellent. This is actual infrastructure that has the ability to save lives.
The 15 ave physical buffer is a great idea and the only way i would ever ride my bike. It's too dangerous for pedestrians on the sidewalk to mix with scooters or bikes to mix with cars. The one way roads make parking so much easier and it's much safer not trying to pass by oncoming cars. We don't need more parking, we need safe ways to use the roads.
Return to two way on 14th Avenue
NOTHING !!! except more night-time lighting at intersections
I like 2B because it has protection for cyclists. The other options are useless because of opportunities for dooring from parked cars.
has separated active transportation
Best option by far. It is much safer by creating a physical separation. It makes the network easier to follow for cyclists. There is no opportunity for doorings. I would feel much safer cycling here.
Finally safe, protected, separated infrastructure so me (female) and my 2 kids aren't put in harm's way while cycling. We can also avoid using the sidewalks to cycle. And drivers can stop buzzing us, yelling at us, and putting us at risk of injury and death.
I slightly prefer 2B because I don't think we need a painted bike lane (paint is not infrastructure) when we're getting a separated two-way cycle track a block away.
I take this to work everyday! Please recognize how difficult it is to take a left turn when going east on 15ave onto the various streets going north. We need the bike lane to be on the north side and have turning infrastructure.
This is excellent - we need a parallel route for 17 Ave SW that is safe for wheeling, and this will restore 14 Ave SW to two way traffic while maintaining most parking overall.
14 Ave should be reverted back to two-way. This was the initial plan when 17 Ave was under renovation. It is more convenient for 14 Ave to be a two way.
protected cycling lane
increased safety with separated wheeling lanes on 15 ave and better pedestrian crossings
Protected bidirectional facility is the best way to accommodate wheeling in this area and provides a high quality cycling environment. This is a great alternative to accommodating bikes on 17 Av itself and is aligned with successful projects done in Edmonton. Returns 14 Av to a two way street for better traffic calming.
14 ave is much better as a two way. One ways can make it harder to navigate to destinations or for residents to exit their community.
Two way street is generally safer.
Safety as a cyclist and safe winter riding option since they will plow the lane



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Helps cut down on 2 way traffic on 13 ave (which is FAR too narrow to allow 2 way traffic). I still witness accidents and near-accidents on the daily on 14 ave by people who don't realize it's a one way.
It's much better than option 1 (which isn't doing anything). As a cyclist, when riding in painted lanes, I feel like I'll be struck by a vehicle and die. I live on 14th avenue and I see cars drive right in the bike lane. Painted lanes do nothing so, there's no point in keeping it on 14th ave. We need a cycle track on 15th. To support our local businesses, 14th needs to be a two way - also traffic calming as no one is stopping at stop signs currently.
Everything. The separated cycle track will greatly serve the neighbourhood. 14th Ave going back to a two-way street will help businesses there accept deliveries. A win-win!
Protected cycle track. Two way protected works better than painted or single direction protected. 14th doesn't need a lane.
Great option! Separate cycle track is perfect.
There is infrastructure built in to keep wheeling lane users safe. One way driving is smart in this area, increases safety for pedestrians and allows connecting streets to know where traffic is coming from and anticipate it. I like 2B because it allows wheeling to happen close to 17th Ave and it is overall safer for all users.
safe cycling for all ages
Eliminates the dangerous painted cycle lanes, and replaces them with a separated lane.
The protected lane is much needed.
Safe separated cycle track is needed for sure!
Nothing
This is exactly how I would like it. Having a protected two way cycle track along 15 ave would benefit residents commuters and businesses along 17 ave. Both 14th and 15th ave would be safer for pedestrians and cyclists as vehicular lane widths will be reduced. Connecting the cycle track between 5 st and 1 st will also potentially take cyclists off of 5 st between 17th ave and the elbow river pathway.
Reverting 14th Ave to two way will reduce vehicle speeds and improve safety, as well as making the neighbourhood easier to navigate. Also like that the cycle track is included in this option as well.
This is the best solution - dedicated wheel lane in both directions
the curb protection for cyclists/other users

**Option 2B:** What would you improve? Please tell us why.

Parking on the north side of 15 Avenue S should be reintroduced.
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 connected system and where folks transition on and off is so IMPORTANT.
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.



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Option 1 would be interesting if the single lanes were protected by swapping the bike lane with the parking lane. Single bike lane --> protective barrier --> parking lane --> traffic. Like on 11th Ave SE by BMO Centre.
14th is a nightmare for everything except people on cars... Also, I want to be on 17th where there's stuff going on
In this case 14 Ave needs not to be forgotten for pedestrian safety crossings etc. 3 way stops needed at other intersections too, especially at 6 St W. Consider how to implement Idaho stops or other rules to ease use of the wheel lanes; e.g. 15 Ave no left turns at the 3way stop intersections.
Add cycle track on 14th. Lower speed limit.
Added stop signs
Please consider alternating the one ways on 15th ave between east and west bound such that it can no longer be used as a thoroughfare road. The separated cycling lane should facilitate such arrangement without interference between cyclists and cars.
I do not like having 14 go back to 2 way car traffic. too narrow.
I'd keep the cycling infrastructure on 14 Avenue S. It is a step back to remove cycle infrastructure. Please do not choose this option.
Make sure there isn't room for people to slip into the bike lane to park. There should be larger loading zones on the road, especially in front of apartments - even 1hr zones.
It needs sidewalks adjacent to the cycleways and road ways so pedestrians from the modes of transport can move to adjacent addresses without walking through sloppy grass and snowbanks!
This is the preferred option so I wouldn't improve anything. I'd just like to see this built!
I can't think of a way to improve this option. Good work!
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 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.
It would be nice to see more emphasis on landscaping with planter boxes, street trees, and seating to make this a more comfortable and attractive place to be.
I would rather have more cycle lanes in the project, so adding those would always be a plus but having protected lanes makes me happy enough.
I would prefer having as many cycle lanes as feasible, on every street and avenue. However the two way traffic on the avenue that does not have a cycle lane does provide traffic calming, slows down traffic, and is better protection for pedestrians if the traffic is slower.
I'm not sure about the 2 way bike traffic on the protected area-is there enough room for wider loads/trailers etc? If it's the only option then there may be issues.
I would add 4-way stops at both intersections along 6th street as people often pass through the loughheed house to 17th or downtown and I have seen many people nearly get hit in the crosswalks. This would greatly improve the safety of the area. I would not reinstate the two-way road on 14th ave without a 4-way stop at 6th st. although the two-way direction of the road may cause people to slow down or avoid the area altogether.
Nothing off hand, though I do like 2A where the bike lane on 14th is kept, to an extent.



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Ensure visibility and signage is clear at intersections. Every car that does a rolling stop across the mobility track is a very serious hazard.
There is no need for a segregated wheeling facility; the current setup serves its purpose very well and has been a great addition to the communities. The City shouldn't ever be bleeding tax payers' money on excessive luxuries but especially not in the current times we are all experiencing. Option 1 is by far the best option.
Traffic diversion every couple blocks on 14th Avenue to prevent through traffic and retain a more residential street feel.
Similar to Option 2A this only serves "through" commuters -- and options 2B serves them slightly less well, as you may need an additional 2-block detour to use 15th (if your destination is anywhere on 14th or north). It also doesn't help people trying to use businesses on 17th avenue. A protected facility should be built on 17th avenue.
Ban cars on 15th
More bike lanes.
Risks of cyclists on 14th would apply to almost every street in Calgary, it matters but I think having protected cycling lanes is more important, especially in Calgary where a significant number of drivers are still largely unaccustomed and untrained as to how to share the road with cyclists.
I would go with option 2a as the preferred option.
do option 2A its safer for pedestrians, cyclists and vehicles, if you give me a safe cycle lane I will not drive I promise you! car volume is reduced downtown, parking requirements reduced, air pollution reduced, my health and fitness improves, my social interactions increased, I pop into more shops - I'm not a bike nut, but I am waiting for a city that focuses on being a modern forward thinking and healthy safe place to live.
Less car infrastructure, more walking/biking/transit options. No cars downtown?
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.
Remove all notions of permanent bike lanes. It's not necessary when you already have it on 12th ave SW. It costs money the City doesn't have or claims not to have and it will burden the visitors, residents and neighbourhood each time they try to visit 17th Ave SW or park near their homes.
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.
Looks good!
These are busy residential neighbourhoods that need all of the currently available on-street parking for residents.
I think it is fine
Go back to option 1
I would prefer to keep 14th ave one way to increase maneuverability for vehicles. Two way traffic would also make it harder to find street parking. I am concerned about losing parking on the north side of 15th ave as it's already challenging to find street parking in our neighbourhood.



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We need to build out significantly more cycle tracks to meet the City’s own goals. Don’t stop here. Think of trip planning and the user experience. Ex. How can families use this infrastructure to safely ride their bikes to regular destinations through out downtown.
Make the separation between the bikes and cars is a concrete curb to ensure cyclist safety.
How many parking spots will be lost on 15th Ave? Going to have a significant impact on residents having to park on 15th....
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.
Nothing, I like the approach in 2B.
I think this is my favorite option. It keeps cars and bikes separate and sets expectations of where each should be. Also allows bikes to travel east and west on 14th if they don't mind being in traffic.
Improve road markings and increase the pedestrian crossing signage at both 14th and 15th Ave intersections with 8th St and 14th St
I don't like 14 Avenue going to two way, I think it's going to lead to more confusion having just a single one way avenue, versus having two.
Don't like loss of parking. Don't like cost of constructing and maintaining dedicated bike lane. HATE the idea having 14 Ave SW going to 2-lane. Vehicles are slowed by 3- and 4-way stops so vehicle/bike interaction not as problematic as busy roads such as 5 St SW. Enforce one-way direction of wheeling lane - BIG issue of wrong way travel. Enforce bicycle and scooter rules - too much free for all - very unsafe. Enforce stops for wheelers.
There are already protected wheeling lanes just north of here, and the impact to parking is unacceptable. Additionally, the creation of more infrastructure that will require snow clearing while the residential road it is attached to is not cleared is unacceptable. Finally, the cost of making these changes and maintaining the new infrastructure is not a priority right now, and having a single one-way road with no paired one-way does not make sense and may cause confusion and more collisions.
Ideally every road would have safe protected 2 way cycling infrastructure.
Improvement suggestion: Remove this as an option.
E-W through prioritization w/stop signs on streets. Looking past parked cars for a safe gap is difficult, and forcing N/S traffic to stop would make it much safer.
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.
Don't like 2 way on 14Ave will be crowded
please restore the normal original roadways
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.



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I would like to see both 14 and 15 Ave reverted back to two-way with pedestrian bump-outs to increase pedestrian safety. The now traffic calmed streets would make it so shared lanes aren't so dangerous for cyclists. You always drastically oversize your lanes particularly on one-ways and that will always encourage speeding.
Consider bike lanes to be seasonal (like Montreal) as 2st is even narrower when snow piles along the side of the bike lane. Please plant more trees. So many trees (especially along 2St) were lost in snowtember a few years ago.
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.
There is a particularly bad intersection at 15th and 6th St. My apartment overlooks this and I have seen countless accidents occur here. Even saw a Police car get hit! multiple cyclist. and even close calls with children / the elderly. Its a tough call to keep this a one way. IF the one-way MUST go through then RAISE the intersection (physically build the stop sign) and build out the no parking zone around the sop signs to preserve visibility. Simple way to ensure safety.
This one is great
More needs to be done to more strongly discourage the ally b/t 15th & 16th avenues. B/t 7th & 8th st both 15th & 16th ave traffic flows east and the ally is used routinely and unnecessarily by non local traffic to move westward rather than using 14th avenue. The vehicles speed and do not take the appropriate due care for people that live around and use the ally for walking / drive. This is a hazard and someone will hurt if it has not already occurred. My vote is to return 15th to 2 way traffic!
This is a great option.
nothing - it looks good. on second thoughts - maybe some greenery would help if the curb extensions are wide enough?
No improvements needed. It's a good option.
Add a projected lane to 14th.
Nothing!
more traffic calming measures in vehicular lanes, such as speed bumps. Also, stop signs/traffic signals may need more visibility such as lighting or position. people occasional speed through here and blow through intersections
Find a way to keep parking along both sides of 15 Avenue, as well.
More stop signs along 14th ave to further calm traffic.
This option should consider widening the sidewalk along 14th and 15th avenues as well.
I would not put in the bike lanes. Nobody uses the bike lanes on 14th. They generally ride on the sidewalks; particularly the motorized scooters. This is a significant risk to pedestrians who the city doesn't seem to care about. I would recommend enforcing current by-laws where only children can ride bicycles on sidewalks.
Access to/from 15 Ave to those points where cyclists would have been accessing 14 Ave? If there are two one-way bike lanes (as shown in the illustration), there's just as much room for cyclists, but if this is then truly a "less extensive wheeling network," then perhaps access lanes need to be provided. This would also mitigate the concerns re wheeling on sidewalks..
Tie in to the existing blue sign bike route in the west (currently the project ends at 11th St, correct?).
Good as prsented



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There is nothing I would improve about this design.
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.
I LOVE option 2B - please consider this
This seems like the best option.
N/A
Reopening both streets to the way they were would be best. The bike lanes are dumb, and further restricting available parking, especially after building all the new condos, is unconscionable on the part of the city
The bike lane should be just beside the side walk and not squeezed between the parking and the main road.
This arrangement is very unsafe and results in multiple conflicts.
Curb extensions, pedestrian crossings, lighting and signage improvements will help keep both avenues safer from drive-through speeding vehicles. A four way stop sign at 15 Ave SW and 6 St SW is desperately needed to ensure safe crossings for vehicles, pedestrians and those using the bike lane.
Nothing really to improve with this one.
I couldn't tell a difference between option 2a and 2b. my preference would be to be on the side of right hand turning as it is easier to see them and go around - where as being in the path of lefthand turning vehicles on one way streets can be scary.
I am fine with loss of parking so if the road is narrow with this solution, make it wider by removing parking.
Not sure how to improve but sidewalk for all users could become an issue. Unless eventually people get sick of it and find their preferred route (cyclists on 15th, pedestrians on 14th?)
I am not in favour of this option. 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. Driving and parking are easier with the one ways and walking feels safer.
If you are firm in unsupported claim one-ways "encourage speeding", then put in speed bumps. One-ways are safer for our thousands of regular jaywalkers, as they have only one direction to check before stepping into traffic. As I mentioned above, poor drivers plus narrow streets plus nonexistent snow clearing make two-ways here treacherous and dangerous. I agree with ALL your stated 2B impacts on 14 Ave, especially "Potential vehicle maneuverability issues with narrow lanes in a two-way road "
2 way traffic on 14th is awful in the winter. The roads are hardly wide enough for one lane of traffic. There'd be way more stuck cars in 2 way traffic.
Resident parking on 15th Ave will become a problem. Because of the proximity to 17th Ave, residents often do not have access to on-street parking on 15th Ave. As such, any remaining parking on 15th Ave should be prioritized for residents, with clear options for visitors to 17th Ave made available elsewhere.
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.



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Signalling and protection at conflict points will require attention
Just ensure that signage is clear, especially at the traffic lights.
not just concrete around the bent curves, also some grass please
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.
Westbound has no mobility lanes and why would we not do this? People will use it!
I think everything should be left as is. It seems to be working fine. Maybe with additional signage for safety of the wheeling lanes but other than that.
More green! Always.
maybe I would add speed humps to help slow traffic. Otherwise, this option is the best out of the three from my perspective. I would suggest helping the residences in the area to have parking priority by enforcing parking permits to the area.
Having a few bike lanes is great, but think network. 11 st bike lanes need to be redone, very intimidating to ride on and not the ideal route from the 14 st river bridge to this area SEPERATE the 11th st bike lanes. Fix the 14 st bridge (take the 5th lane out if you have too) so wheelers can ride on SEPERATED bike lanes rather than the narrow sidewalk. Wheelers want access to Shaw Mel Park, form 14th without havng to ride on Bow trail, provide it! No Bow Tr ramps next to river pathway please.
You need to find and replace all parking on the north side with free residential only parking on the south side. It is already impossible to find parking on the 15th ave. Removing this parking on such a highly busy area is NOT okay. adding trees along 15 ave to make it more appealing such as 13ave. would be more appealing too
Please ensure there is proper signage and lighting for the evening
Switch back to two way streets. The one-way were originally presented to be temporary while 17th ave work was done. To make these one-ways permanent is disingenuous. Also the city cannot afford the increased cost of making this permanent -- both for construction and upkeep such as changed snow clearing needs. The city is already bleeding money and can't afford the necessities. Time to prioritize the needs over these 'nice to haves'.
Nothing, looks great!
nothing
Perhaps a lower speed limit as it's in a residential area and lots of people in cars (and bikes) don't stop at the stop signs.
wouldn't even consider this option.
2B looks like the best option put forward.
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.
Nothing!
Please note above.
While I would prefer a separated wheeling facility on 14th as well, I prefer no infrastructure to a painted lane (which gives an appearance of safety rather actual road safety for active transportation users).



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2B an excellent compromise and choice
Look at future opportunities to improve the public realm along 14th and reduce parking to one side of the street.
If there way a way to put some division between the painted bike lane on 14th with the parked cars to avoid getting doored (like it is along the stretch between 4th and MacLeod) all the way across I'd choose option 2A. Maybe you could keep the painted lane on that stretch east of 4th street and convert 14th west of 4th to two way road.
Nothing!
These changes should also include lowering the speed limit on 15 ave to at least 40 km/h like what was done on 2 ST SW
Option 2B seems pretty robust, so I have no further suggestions for improvements.
2 lanes of traffic
Why does the City insist on the bulbous curbs at intersections? Not only does this create congestion by blocking people from turning, but it tends to make it more difficult to navigate these intersections. In some other location nearby, it's actually dangerous (17 Avenue and 7 Street).
Bike lane on 14th avenue or close off all car traffic to 15th avenue.
Perhaps feature 14 Ave as sort of a promenade ... pedestrian friendly.
Give back parking taken away. Zones parking only for residents as done in other parts of city. Tax paying residents have no place to park close to condo. Have to park a block away
Keep 14th as a one way road for vehicle traffic.
2B is a great solution, no changes needed.
Councils apprehension to funding further expansion of the cycle track
Keep both the streets as they are now
It looks like the protected bike lane has poured permanent concrete. If that's the case, AWESOME!
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.
Instead of making 14ave a 2-way street, I think it would be better to make it a one-way street and reclaim the additional street space by extending the sidewalk or green space at the curb.
1) "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 ;-) 2) 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.
Not shown in the renders, but the greatest danger in cycle tracks is mid-block conflicts. There must be no interruptions in the track for loading zones, and where vehicles turn across, the design must be such as to slow them down as much as possible to lower risk of serious injury. 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.
This is my preferred option.
wheelers should use the streets, not sidewalks!



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Make 14 Ave a one-way permanently either with no bike lane or a bike lane. My least favourite option of the 3 as I live on 14 Ave and love the one-way as it is difficult to drive on the Aves that are two-way in the beltline.
Add a vertical barrier, plantings, and/or small iconic art pieces at the ends of the median between the cycling lanes and vehicle lanes on 15 Avenue. Provide bike boxes at intersections with north-south cycling infrastructure. Provide temporary street furniture for people waiting for transit while 17 Avenue is under construction.
Worried about implication that those who wheel will use the sidewalk space. Though yes, some increase in this should be expected if infrastructure is removed from the road, please don't add signage to require it unless you're also making improvements (read: wider sidewalks) to that shared space. Please provide clear signage to direct wheeling users one block over to the better stretch of separated infrastructure.
Nothing.
I wouldn't, this looks like the best option to me so far.
I don't like 14th going back to two-way. Traffic way calmer and simpler with one-way.
Dont convert 14 Avenue to twoway. It is so much safer and works better as a one-way!!! Parking is a lot easier too
In addition to road upgrades, sidewalks improvements for pedestrians is critical to improve the public realm.
A better option - it is like you are pushing option "2" by making two sub options. The bikers are typically people outside of the beltline trying to save on parking in downtown. For us residents/owners, the beltline is small is enough you can walk places. Other communities can use transit. Vancouver has great transit so stop catering to YYC big bus unions - have small more frequent buses which works winter/summer while bikers only bike a few months of the year.
Why not 2B?
The intersection should have some indication that wheeled users will be coming from the left. This is a one-way road so motorists, when travelling west, will look to their right but might not think traffic will come from the left. There needs to be clear warning for this. It might include a stop sign, a curb extension, pavement markings etc. but this needs to be addressed.
Safe, protected and separated cycling infrastructure towards and on 17ave so can can access the businesses.
n/a
Please incorporate turning infrastructure to go north eg. Onto the 5 St cycle tracks
PLEASE please do what you can to reduce/eliminate number of gaps in wheeling lane divider / high radius turn gaps at intersections, both of which results in a lot of left turn hook collisions - this is a BIG problem on 12 Ave SW already. And intersections need to have advance signal / phase separation otherwise the divider's safety value is greatly reduced.
improvements to pedestrian crossing and markings
All good. My preferred option.
Two way traffic with street parking will not work in winter as you can see from many of the existing neighborhoods in Ward 8. I would focus on improving Option 1 or 2A.
Everything looks fine in this option.



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reduce on street parking and turn it into loading zones. Cabs, ubers, delivery drivers face unsafe work conditions due to self entitled parking.
Nothing. This is the best option.
Forced turnoffs for cars on both streets and a slower speed limit. Also have curb extensions
Please change 14th ave back to 2 way set up. Who ever is deciding this doesn't live on these avenues
Make both 14th and 15th Avenues 30km/hr
<ol style="list-style-type: none"> <li>1. This will apply to all options. Cycling lanes on 15th Avenue are still not clear 3 weeks after snowfall. Raises the questions: are bike lanes required? Are cyclists managing by driving on road with traffic? Have cyclists found alternatives?</li> <li>2. Replace parking on 15th Avenue.</li> </ol>
Nothing!
<p>Cut off access to/from 17 Ave from many intersections, to cut down on partiers using the neighbourhood as a parking lot. This is done on Kensington Rd NW and 16 Ave NW, so it can be done in the Beltline. Residents don't drive to 17 Ave, why should their patrons use 14/15 Ave as a parking lot?</p> <p>Also, I suggest putting in more permit parking, and have CPA actively patrolling the area.</p> <p>With this option, there is no need to keep 14 Ave one-way, there would also be a cycle track is also on 12 Ave.</p>
I would add stop signs at 14 ave and not make it two ways as it is dangerous enough for people crossing through the park. Too many drivers speed along 14th ave to get to 8 st, etc. I have been almost hit at the intersection of 14 ave and 6 st several times.