Calgary



16 Avenue N – What we've heard



1. People and car place

Make it desirable for both people and traffic - an "in between" 17th Ave and Memorial Drive / Macleod Trail street character.



These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.

MOUNT PLEASANT

2. Better quality for other travel modes

An active, safe and comfortable high quality high degree of pedestrian mobility. Should include separate and dedicated bike lanes (but not on 16 Ave) with improved transit frequency.



3. Create more of a destination

A balance of local and







discussions with citizens; additional analysis and research will be completed to determine

- 10. No longer TCH make Stoney
- 12. More planters and more aesthetic

Narrow sidewalks feel

ISSUES

- uncomfortable for walking near high-speed traffic
- 2. Speed limits too high 16 Ave N (West)
- Store fronts not inviting for pedestrians (e.g. parking lots

ROSEDALE

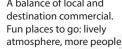
- Walking along 16th Ave is dangerous for pedestrians
- Too car focused

- Wall on south side not friendly to pedestrians
- 7. Bike lane needed along 16 Ave.
- Lack of redevelopment
- No more big box developments with long and dead frontage along 16th Ave
- 10. Still considered highway #1, not

CRESCENT HEIGHTS

- 11. Sound wall not pleasant to walk/ cycle beside
- 12. Ugly







- Businesses are so spread out, how can development be encouraged along here? May be retail at grade and residents above even?
- Increase population density and number of businesses with mixed
- 3. More trees, parks and green space along sidewalks and in
- Ensure list of uses for lots maximizes/promotes pedestrianfriendly neighbourhood stores (restaurant, pharmacy, etc.)
- Ensure parking lots are at back of stores, not along sidewalk to encourage pedestrians
- More density could create opportunity for small business
- Noise reduction design (don't have ideas, but maybe more trees?)
- Safer sidewalks (barrier from traffic)
- Narrow lane widths to 3.2 m
- TCH Trans Canada Highway
- 11. Add transit options / facilities
- lighting on median