

## Main Streets Program Overview

The Main Streets Program was established to foster long-term transformation and sustainable population growth in key established communities throughout the city. Through an extensive public engagement process in 2014 - 2015, City planners and staff heard what main street users would like to see for the future of their main streets. Common themes for future improvements across all of Calgary's Main Streets included:

- Vibrant public realm;
- Creating a destination;
- Public and park space improvements;
- Unique character;
- Balance of transportation options;
- Housing diversity, and;
- A variety of retail and small businesses.

## 1st Avenue N.E. Streetscape Master Plan Overview

The Streetscape Master Plan will focus on 1st Avenue N.E. between 4th Street N.E. and 11th Street N.E. To ensure 1st Avenue N.E. is properly integrated into the community and the city at-large, the project will also consider connections to surrounding areas by including segments of Edmonton Trail and 4th Street N.E.



The streetscape master plan will propose near-term solutions to priority issues that are affecting the community today, as well as illustrate a long-term vision for 1st Avenue N.E. as a memorable destination, a living room, and a hub for the community.



## Main Streets – Streetscape Master Plan 1st Avenue N.E. // What We Heard Report June 27, 2018

The design concept proposed in the master plan will address all elements within the public right-of-way, as well as the interface between the street and adjacent buildings, parks, and plazas. This includes:

- Vehicular circulation, traffic calming, transit, parking, and property access;
- Cyclist and pedestrian circulation;
- Street trees and vegetation;
- Utilities and infrastructure;
- Sidewalk materials, site furnishings, signage, and lighting, and;
- Street programming, patios and parklets.

*Master Plan Process:* The development of the Streetscape Master Plan occurs in three phases:

### Phase 1 – Discovery

- What are the current issues and opportunities, ideas and preferences?
- What types of interventions does the community need, now and tomorrow?

### Phase 2 – Explore

- What options are there for near-term improvements?
- What should 1st Avenue look like in the long-term?
- How can the Main Street promote redevelopment of underutilized lands?
- How can the Main Street help local businesses?

### Phase 3 – Reveal

- What is the best option, and how can we implement it?
- How will we measure success?

## Engagement Overview

A public Open House event was held on Monday, April 30, 2018 at the Rehabilitation Society of Calgary building (7-11 Street N.E.) from 4p.m. to 8p.m. The Open House was a joint event with the team working on the Bridgeland-Riverside Area Redevelopment Plan (ARP). The Open House was publicized via Facebook advertisements, two BOLD signs in the community with information displayed during the two weeks leading up to the event, and a postcard drop by Canada Post a week before the event to addresses within the community. A total of 114 people attended the event. An online questionnaire with questions mirroring those asked at the Open House was open for input from May 1 to May 15, 2018, on [engage.ca/Calgary](https://engage.ca/Calgary), during which time the project website received 172 contributions.

## What We Asked

Engagement content for the Discovery phase of the 1st Avenue N.E. Streetscape Master Plan project sought input on some ideas shared through previous projects in the community; issues and opportunities; design principles; preferences for streetscape elements; and preferred way to provide input on the options. Questions asked online mirrored the questions asked at the in-person Open House:

- **Ideas raised in previous projects in the community:** four ideas raised in previous projects in the community were presented and respondents were prompted to comment on “I like this because...” or “I’m not sure about this because...”. The ideas were: Redesign the plaza on 1st Avenue N.E. between 8A Street and 9 Street (General Plaza) for shared pedestrian and vehicle space; Add gateway features to mark the entrance into Bridgeland on 1st Avenue N.E.; Improve bike lanes on 1st Avenue N.E.; and Allow for more patios and flexible outdoor spaces for people to use.
- **Issues and opportunities map:** A map was available pre-populated with some points the project team was already aware of; respondents were asked whether there were additional issues/opportunities which should be considered in designing new options for the streetscape.
- **Design principles:** whether the proposed principles make sense; whether anything is missing. The proposed principles were: People First; Connected; Accessible; Safe; Beautiful; Healthy; Innovative; Adaptive.
- **Streetscape elements:** which streetscape elements matter most (select/rank top five from among 11 choices; an open field for other comments was also available).
- **Input on engagement for design options:** preferences for the most effective way to provide input on the design options.

At the in-person event, respondents placed a dot indicating which five streetscape elements they considered most important. In the online survey, respondents indicated their top five choices by ranking them sequentially. The online survey also included two brief questions on the respondent’s main reason for using the street (i.e. nearby resident, business owner/employee, commuter, etc.) and the modes of transportation used.

## What We Heard – Summary of input

The following is a summary of the input gathered via the in-person Open House and online. The verbatim comments are appended to this report.

The check-in on previous ideas yielded a higher number of “I like this because...” comments relative to the number of “I’m not sure about this because...” comments. This indicates an echoing of support for feedback previously given -- however it is important to recognize that some concerns and questions were also raised.

- *Regarding the redesign of General Plaza:*
  - There were several comments advocating for improvements to enhance pedestrian comfort and safety in this plaza.

- Some respondents thought the plaza did not need to be redesigned. Some comments indicated that the wording of the question was not entirely clear; if this idea is explored further in the future additional steps should be taken to clarify what it entails.
- *Regarding gateway features:*
  - Several respondents were in favour of adding gateways to enhance sense of place, community character and sense of arrival.
  - A few respondents had concerns that gateway features are not needed or are not a good use of resources.
- *Regarding improving bike lanes on 1st Avenue N.E.:*
  - Several respondents indicated that the existing shared lanes for vehicles and cyclists (“sharrows”) are not working well and that improvements are needed. Some respondents proposed directing cyclists to a different street (e.g. Centre Avenue, 2nd Avenue) rather than 1st Avenue N.E.
  - Some respondents thought the existing facility is fine as-is, or had concerns about the impact of bike lanes on parking and vehicle flow.
- *Regarding more patios and flexible outdoor spaces:*
  - The majority of respondents liked this idea, with the terms “vibrant”, “lively” and “activation” mentioned often.
  - There were some concerns about lighting, under-utilization in winter, and whether the City allows for patios on roadways.
- *Regarding other ideas:*
  - Points were raised regarding lighting, seniors, alcohol vending, trees, transit, and the schoolyard, among other issues (see verbatim comments for further detail).

For the mapping exercise, a large number of the comments pertained to traffic calming, pedestrian comfort and crossing, or both of these issues. There were a high concentration of comments near General Plaza and the intersection of 9 Street N.E. and 1st Avenue N.E. regarding speeding, parking, pedestrian crosswalks, safety and visibility. Although it is outside the geographic scope of the Streetscape Master Plan, it is important to note that there were also a cluster of comments placed at 9 Street N.E. between Memorial Drive and McDougall Rd N.E; these comments mostly pertained to transit waiting facilities and the speed of traffic coming off Memorial Drive. Other comments were distributed relatively evenly along the rest of the streetscape area boundary. The verbatim section presents these comments coded according to the streetscape element they pertain to.

The input was generally positive regarding the proposed design principles. There were some suggestions for additional principles and aspects to consider. Regarding preferred streetscape elements, the five elements which received the most interest based on the in-person Open House dotmocracy were:

- Sidewalk & feature lighting
- Trees & vegetation
- Enhanced pedestrian crossings
- Character features
- Seating and benches



The top elements (there were two sets of ties) according to the online survey results were:

- Trees & vegetation
- Sidewalk & feature lighting / Enhanced pedestrian crossings (tied)
- Traffic calming
- Character features / Bikes lanes & bike parking (tied)

Based on their appearance in the top-five lists resulting from both engagement formats, Trees & vegetation, Sidewalk & feature lighting, Enhanced pedestrian crossings, and Character features seem to be the elements that matter most to the community. Seating & benches, traffic calming, Bike lanes & bike parking, and On-street parking appeared to be of secondary importance. Waste management, Signs & wayfinding and Heritage & interpretive features were selected least often among the choices which formed part of the question, however it is important to note that some respondents did select these elements as among their top-five choices. See verbatim section for further details.

Regarding ways to provide input on the design options, several respondents expressed a preference for Open House and Online mechanisms, however there were also a couple of respondents who suggested alternative methods such as Walkshops and working with the Bridgeland-Riverside Community Association.

## Verbatim Comments

### 1 PREVIOUS IDEAS CHECK-IN

*We've heard some ideas for the main street through previous projects in your community, such as Active Neighbourhoods, the East Riverside Master Plan and the planning phase of Main Streets. Please share your thoughts about these ideas.*

<i>Redesign the plaza on 1st Avenue N.E. between 8A Street and 9 Street (General Plaza) for shared pedestrian and vehicle space</i>	
I like this idea because...	I am not sure about this idea because...
<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>• I really liked the raised crosswalks at Canmore. Maybe at each end of the Plaza?</li> <li>• Improve pedestrian crossings with lights</li> <li>• Sidewalk slope on General Ave is very difficult for seniors to walk on, especially with the winter ice.</li> <li>• Probably don't need cars in the Plaza.</li> <li>• Yes – make this a shared space. Vehicles, especially delivery vehicles still allowed but slowed to street life/pedestrian speed.</li> <li>• Right now, General is a nightmare for pedestrian and auto traffic. Agree completely, perhaps stop all vehicle entry in front of stores or increase parking nearby. Also need stop signs/4-way stop.</li> <li>• I agree (with the above comments)</li> <li>• Like the idea of shared space. Current plaza pedestrian crossings (informal) are hazardous (in and out of General Ave) and shared space could help. Need lots of education though!</li> <li>• Is presently ambiguous and hazardous to pedestrians. Also, ice from building canopies forms on sidewalk – extremely dangerous.</li> <li>• String patio lights on plaza a “la Passeggiata” style!</li> <li>• Agree General Ave is a mess!</li> <li>• Yes and some commercial across the street.</li> </ul> <p><b>Online</b></p> <ul style="list-style-type: none"> <li>• patios can spill out in the summer months.</li> <li>• Need more movable seating, sunny spots, programable space,</li> <li>• This is not a place for people - it is a place to park your car and run into a store - not nice</li> </ul>	<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>• This was recently redone (within last 10 years) and made worse. Needs actual planning not just cement.</li> </ul> <p><b>Online</b></p> <ul style="list-style-type: none"> <li>• I don't know what this idea means. Please clarify</li> <li>• It isn't bad now, and I worry that it will just get worse</li> <li>• The plaza is well designed already - money badly needs to be spent elsewhere.</li> <li>• I don't understand what the concern is. It already allows vehicles and pedestrians.</li> <li>• not sure if Calgary knows how to behave in shared space - might backfire</li> <li>• I'm not sure what the end-result would look like.</li> <li>• The plaza is already geared to pedestrian access, I have concerns about sharing that with vehicles</li> <li>• Do not need more vehicle space! More walking or green space instead.</li> <li>• Less vehicle usage. I'd need to see "the plan"</li> <li>• I'd rather focus on pedestrians - plazas don't have cars!</li> <li>• I don't see how sharing space with vehicles will improve the character of the plaza</li> </ul>

<ul style="list-style-type: none"> <li>the space could be better used. Often there's nobody utilizing this space.</li> <li>General Plaza is becoming such an important gathering place within the community. Balance is key.</li> <li>Bridgeland has all the capability to become a very walkable community, but isn't succeeding.</li> <li>General Ave still feels vehicle-oriented. business should be allow to spill into street sometime</li> <li>I like the shared space idea, more games and chairs etc.</li> <li>More pedestrian usage, less vehicle.</li> <li>More reason to visit area</li> <li>It will allow for safer shared use</li> <li>Encourages people to be out walking and provides more of a community feel</li> <li>Something new</li> <li>It will allow for more parking and hopefully encourage people to visit/shop/use the area.</li> <li>It connects the plaza with the businesses rather than making it an island surrounded by vehicles.</li> </ul>	
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<i>Add gateway features to mark the entrance into Bridgeland on 1st Avenue N.E.</i>	
<i>I like this idea because...</i>	<i>I am not sure about this idea because...</i>
<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>Yes, would be nice. Reflect on our great sense of community (but not at the expense of other projects).</li> <li>Yes!!</li> <li>Add public art to flyover like the walking people on the 5th Ave flyover.</li> <li>Would be great.</li> <li>Yes to the gateways.</li> <li>Yes. Paint the flyover “Welcome to Bridgeland”.</li> <li>Paint the underpasses.</li> <li>Love this idea – we are proud of the neighbourhood. Love mural, etc.</li> </ul> <p><b>Online</b></p> <ul style="list-style-type: none"> <li>it adds character to the community</li> <li>It helps define a sense of place for Bridgeland</li> </ul>	<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>Small gateway...that is a gathering place.</li> </ul> <p><b>Online</b></p> <ul style="list-style-type: none"> <li>Seems like a waste. It is already a clear neighborhood</li> <li>a good community grows organically, often has no clear end/start. gateway are often tacky.</li> <li>Good streetscape should stand for itself. Artificial limits may hinder development</li> <li>I don't think is a good use of funds. Do neighbourhoods really need to have signs?</li> </ul>



<ul style="list-style-type: none"> <li>• It's a good idea because it creates a sense of community</li> <li>• It helps incorporate the Lower Edmonton Trail into the community instead of isolating it.</li> <li>• The entrance to our community looks terrible - you would never notice a community was there</li> <li>• Bridgeland is an amazing and unique community. It would be nice if it were recognized as such!</li> <li>• allows drivers to understand that they are entering a multi-use neighborhood, not a thoroughfare.</li> <li>• It would be a welcoming and distinguishing landmark</li> <li>• It lets people know there is an active welcoming community here.</li> <li>• landmarks aren't bad idea; updating the pedestrian near school will be great.</li> <li>• That would be cool, make it more of a community and main street feel. Kind of like 17th.</li> <li>• It will feel more welcoming</li> <li>• it slows we r a communitit</li> <li>• It will help mark Bridgeland as a place.</li> </ul>	
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<i>Improve bike lanes on 1st Avenue N.E.</i>	
<i>I like this idea because...</i>	<i>I am not sure about this idea because...</i>
<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>• I really enjoyed the safety and protection of the Edmonton Trail bike lane, except for how it evaporates.</li> <li>• Separated bike lane – may need to be on Centre to minimize parking impacts.</li> <li>• What bike lanes? Had to take one out. Need to go further up 1st Ave and go west of street to 12th Street.</li> <li>• Yes! The single lane for both isn't working.</li> <li>• Prefer traffic calming.</li> <li>• The single file bike and car lane is bad for both cyclists and drivers.</li> <li>• Biking on 1st Ave for Sharrows sucks! Separated bike lane, please.</li> <li>• Would be safer for bikes and slow down vehicles.</li> <li>• Room for both if redevelopments include parking options.</li> </ul>	<p><b>In-person</b></p> <ul style="list-style-type: none"> <li>• No one is using the bike lanes on Edmonton Trail.</li> <li>• I do!</li> <li>• I bike on Centre Ave. 1st Ave is too busy</li> <li>• As much as I want bike lanes on 1st Ave, I don't think it can be done well without removing at least 1 lane of traffic. How about 2nd Ave as a greenway/bike corridor?</li> <li>• I agree! Traffic and parking are already issues as we become denser. Businesses will need parking and usable streets. Especially in the winter we lose a ton of parking and lanes become narrow. Bike lanes further limit this and only 6 months are busy.</li> </ul>



<ul style="list-style-type: none"> <li>• Yes! How about Centre Ave?</li> </ul> <p><b>Online</b></p> <ul style="list-style-type: none"> <li>• if it's separated infrastructure, but would prefer on another street.</li> <li>• The current sharrows don't encourage cycling. It brings me to destinations like shops and restaurant</li> <li>• people cycling need to reach destinations on 1 Ave too; and car parking is over rated</li> <li>• It's currently difficult to share road between cyclists and cars due to narrow road/lack of separate</li> <li>• At least 1 Ave is plowed. Biking on side streets is brutal with no plowing</li> <li>• I ride every day. there is room for a bike lane because the curbs can be adjusted along 1st.</li> <li>• Sharrows suck - my kids don't feel comfortable riding w/out a parent on the road - want to ride to s</li> <li>• cycling is a great way to get around.</li> <li>• It encourages walkability and reducing car use</li> <li>• I use 1st Ave for biking daily and do not feel safe. Curb bump outs are terrible as a cyclist.</li> <li>• More bike lanes and improvements are needed! If you want to drive then live in the suburbs.</li> <li>• Too much traffic from Memorial cutting through the area. Bike preference would help.</li> <li>• More biking, easier to visit, better for businesses</li> <li>• It will be safer for cyclists</li> <li>• as a cyclist I would feel safer with improved bike lanes. It's overly not clear for drivers.</li> <li>• I'd feel safer cycling!</li> <li>• Bike facilities will improve connection to downtown</li> <li>• I ride all the time</li> <li>• Making it safer for people to ride bikes, makes Calgary more affordable.</li> </ul>	<p><b>Online</b></p> <ul style="list-style-type: none"> <li>• I would prefer the bike lane to be on another street if it's just sharrows. it's not very safe now.</li> <li>• With the grade on 1st Ave, I wonder if a side street would be better to focus on</li> <li>• The bike lanes are sufficient as they are.</li> <li>• 1 Ave. already has slow moving traffic. Cyclists can use other east west streets to get around.</li> <li>• People don't want to get rid of cars and parking but they should - too close to DT</li> <li>• 1st Ave is an important route in and out of the community for families who primarily use vehicles.</li> <li>• bike lanes between roadway and parked cars aren't safe.</li> <li>• I wouldn't support this needs if it takes space from e</li> <li>• If the plan is to potentially reduce the speed limit, that should make it safer for cyclists.</li> </ul>
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<i>Allow for more patios and flexible outdoor spaces for people to use</i>	
<i>I like this idea because...</i>	<i>I am not sure about this idea because...</i>
<b>In-person</b>	<b>In-person</b>

- 1st Ave extremely busy – very difficult to turn left onto.
- Need to do something in the interim with the dead spaces.
- Need to ensure parking available for people coming to hood.
- Activate the street.
- Yes!!
- More patios!
- Patio at the Blue Diner becomes a hazard in winter because there is no place to remove snow from sidewalk without making a high mound for car traffic. People have to climb over to get to business and melting and thawing makes sidewalk an icy mess.
- Would love to see more bars and restaurants with ability to close sidewalks for patios!
- Pretty lighting on trees – canopy lights. Make it inviting at night.
- Yep! Use a few parking stalls in summer for patios.
- Gates on the streets off 1st Ave so cars cannot cut through the neighbourhood.
- Would love more patios!

**Online**

- public space should be for people, not cars.
- It will put more people on the street and activate spaces
- Yes!! Let people enjoy the great restaurants outdoors and not have to leave the hood for a patio!
- It makes being in the community enjoyable and inclusive
- A park area along 1st would make it feel safer and more inviting to hang out
- Activates the streetscape
- gathering points are great to bring people together.
- It will make the street more lively during evenings and weekends.
- Our street needs activation and liveliness - eyes on the street
- street life is excellent for a vibrant community!
- It increases the feel of community.
- Again, encourages walkability

- More streetlights on 1st Ave please. Its dark at night.

**Online**

- Under-utilized during winter
- City won't let patios go on the road

<ul style="list-style-type: none"> <li>• More patios and people using outdoor spaces adds to a safe, vibrant feeling area. Can slow cars too</li> <li>• seasonal change is good, this area can be one of the first in Calgary to have heating elements</li> <li>• Love it! Need more patios and another bar too. Maybe attract a National or larger chain bar?</li> <li>• Would add to the shared community feeling and create a more vibrant area</li> <li>• Patios draw people keeping the space vibrant</li> <li>• it will draw more people to those areas</li> <li>• It increases community, connection and inclusion.</li> <li>• it makes the community more fun and interactive.</li> <li>• it really is awesome in the summer. outdoor patios great a place for us to go and have fun</li> <li>• Patios. Calgarians love their patios!</li> <li>• As backyards become smaller, flexible public spaces become more important.</li> </ul>	
<p><i>Is there another idea you would like to share?</i></p>	
<p><b>In person</b></p> <ul style="list-style-type: none"> <li>• Have more trees planted along 1st Ave NE as a buffer between vehicles and pedestrians</li> <li>• Cohesive lighting all along 1st Ave to improve safety and make common area (i.e. gas lights in Gas Town).</li> <li>• Accessibility/mobility issues should be 100% and it is not.</li> <li>• Not senior friendly (i.e. walking community).</li> <li>• Look for opportunities to attract millennials and creative types such as street art opportunities, skate parks, art gallery, other ideas for a tech hub (Benevity is in the area; build on that).</li> <li>• Middle aged men need incentive in the community.</li> <li>• Bridgeland has a high alcohol outlet density – associated with high crime and domestic violence. City should look/rethink its policies on this.</li> <li>• More street lighting.</li> <li>• Liquor store approved on busy intersection of Edmonton Trail and 1st Ave, with vagrants sitting at 3 nearby bus stops and drinking alcohol. Bus stops are not sheltered and still needed. Need to develop strategy to deal with this ongoing problem.</li> </ul>	<p><b>Online</b></p> <ul style="list-style-type: none"> <li>• fix the sidewalk in front of Lukes. it's too small.</li> <li>• The fenced schoolyard and parking lot probably makes the kids safe, but it really isn't inviting to walk or bike past. Feels like a prison</li> <li>• Bury the powerlines in the Lower Edmonton Trail area.</li> <li>• I would like to see the developing of 1st ave to drive users. (in a similar fashion to Kensington). However, this will take years to happen and a great push from the City and will require more development for housing and infrastructure.</li> <li>• How is the bike lane on Edmonton Trail working? It doesn't look well used. Many cyclists seem to use Edmonton Tr. southbound for cycling rather than the southbound lane of the new cycle track. Change to one cycle lane on northbound road and one on south rd</li> <li>• School zone should be majorly overhauled for safety - raised crosswalks, etc. Street should be designed for people and bikes</li> </ul>

<ul style="list-style-type: none"> <li>• Please remove centre lane on 1st Ave and 10th Street. We need to slow traffic down.</li> <li>• Re transit: #90 doesn't run late enough on Saturday! Need to eliminate goofy 35-minute intervals in schedule – makes it difficult to connect by transferring.</li> <li>• City of Calgary is ignoring seniors, people with disabilities as part of demographics of community. Hard to access LRT – need to have decent bus service on 1st Ave, including late.</li> <li>• Community is a series of hills going up towards Renfrew. Needs: larger supermarket in community for food; bus going through area of communities, up 10th Street connecting #90 and #19 routes.</li> <li>• Supermarket.</li> </ul>	<p>over cars - not the case today - please flip this on its head!</p> <ul style="list-style-type: none"> <li>• Get some sort of security in and around the Westbrook LRT station. Unreal situation. So dangerous. Crime hub that the city is ignoring.</li> <li>• Possibly create a pedestrian only space which could be just temporary or at certain times of the day like Stephen Ave</li> <li>• traffic calming elements such as paver surface treatment @ intersections. good public art. better fencing material than chain link.</li> <li>• Bridgeland central and I understand people need cars, but there are many other ways to get around. If you want to live close to the city and near the train then you should utilize it. I get around by Car2go, bike, train, longboard, scooter &amp; my feet!!</li> <li>• yes id love to see so.e.excercise</li> </ul>
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**2 | MAPPING EXERCISE**

**\*\*Note:** Respondents were asked to contribute issues and opportunities on any issue. Upon analyzing the feedback, the responses were categorized according to the streetscape element it was pertaining to. In some instances a comment referred to multiple streetscape elements. There were also comments regarding other issues not covered explicitly by the streetscape elements. An additional category of “Development Opportunities” was created, along with an “Other” category.

*Through past public engagement in Bridgeland, we've heard some comments on issues and opportunities for the future of the 1st Avenue N.E. Main Street. Please see the map below with some of the ideas and themes we have heard. Are there any other opportunities or issues that we should be aware of? Please drop a marker on the map below to let us know.*

**BIKE LANES & BIKE PARKING**

- (5) One-way street with dual bike unexpected.
- (7) Bike land should have been on the east side.
- (46) No bike connection up Edmonton Trail
- (104) In times of high traffic this bike lane stub is not usable because vehicle traffic is backed up over the stub lane that lets bikes get to the intersection
- (125) Many cyclists use this area including myself, there should be better accommodation for cyclists at all intersections in bridgeland including this one! Turning into the bike lanes going south seems weird as cars do not turn left here, better signage, buke
- (131) More bike locking areas outside of bike n brew!
- (132) What about scooter and motorcycle parking somewhere in the area? Encourage people to use other modes of transportation other than cars!!
- (136) Add bike lanes to connect the Edmonton Tr. Cycle track!
- (137) 9st NE would be perfect for a dedicated (ie separated from cars) bike lane, to be able to access pathways on other side of Memorial.
- (139) Creating a dedicated bike lane would increase biking safety and convenience for residents, and hopefully slow down the cars speeding on 1st by narrowing lanes. There is no need to go fast on this road.

**TRAFFIC CALMING**

- (1) Intersection alignment.
- (13) 30 km speed lights to small and need one on other side – almost no one slows down.
- (21) Reduce speed to 40 km/hour.
- (23) Consider using retractable posts to limit traffic in General Avenue and other similar areas.
- (27) Use roughed in signals to create a signalized intersection
- (31) Speeding from Memorial Drive
- (32) Blinking light or signal
- (35) Speeding and crosswalk safety issues
- (38) A better way to slow cars coming in from Memorial for safety of pedestrians
- (47) Race tracks to and from downtown. Traffic flow is dangerous.
- (54) Please remove centre line

- (57) Difficult to see when driving onto 1 Ave from side streets.
- (59) 4 St speeding vehicles
- (60) 4 St speeding
- (65) Please, pls better access open 8 St NE to 2 way traffic – not all traffic has to come down 7 A.
- (75) Calming curbs force me to stick out ½ into intersection to set out! Snow piles up! Get rid of traffic calming goofy curbs. No one speeds on 1 Ave NE.
- (78) Cut through speeding
- (80) “Bridgeland 500” on 10 St and other streets – race up hill to Renfrew etc.- need traffic calming in key spots to stop cards speeding.
- (85) Cars from Memorial drive too quickly into 9th – major safety issue for pedestrians and cyclists
- (91) traffic circle
- (92) traffic circle
- (93) traffic circle
- (100) Something to be done about Meredith between Edmonton Trail and 4th - it's overcrowded with parking, people treat it as a one way (but depending on the day, either direction - e.g. take up the entire entry way turning onto 4th from meredith then not allow
- (101) It would be great to consider speed reduction on 1st Avenue to 40km/h similar to the reduction in Crescent Heights on 12th Avenue. If we are aiming to increase pedestrian traffic and functionality of this street, a reduction would be key to minimize any
- (102) Speed and volume of traffic on 10th street.
- (103) There needs to be better signage or possibly a solar powered speed reduction sign (similar to the one by Langevin School) to mark the speed reduction for the playground zone at the community association. The current signage is somewhat obscured by tree g
- (126) Agree to speed reduction! After the school zone why not keep it at 40km/h all the way down to bridgeland market or even further, people rip through this entire street pretty fast (including the school zone).
- (134) 50 km/hr is too fast for 1st Ave. The intersection at 1st Ave and 9 St is particularly bad.

#### **CHARACTER FEATURES**

- (20) More art like statues. Instagram-able spots.
- (28) Remove road and make it place / Thompkins Park
- (29) Extend General Plaza to north side in vacant areas (parking etc.)
- (34) Rainbow crossings
- (53) Flyover needs more attention
- (109) there are better fencing options than chain link, it can make this area better.
- (116) animate the brutalist building with new architectural treatment or student art. landscape element should also be considered.
- (123) Add barbeques in this area! Bookable or non-bookable.
- (124) Love the foosball table out here! Could also add a basketball net or other activities to be made available?
- (127) Love some of the art on the overpass supports, why not get artists to paint or cover them all with some kind of awesome art?! Just like near the east village condo centre there could be some great artwork here too! They have the jumping fox and I think g
- (128) More ART projects on the overpass concrete block supports!!!! Grey and ugly could be turned into a beautiful piece of art all around here!!!

#### **HERITAGE & INTERPRETIVE FEATURES**

- (43) Great heritage buildings here.
- (113) It's a shame that this beautiful brick building is in poor shape - is there anything the plan can do to help retain and restore this building? make this a Direct Control and give incentive for high density tower if the frontage is restored?

#### **SIDEWALK & FEATURE LIGHTING**

- (66) More street lamps
- (87) Poor lighting. Often have people drinking and doing drugs on benches and small hill side all hours of the night
- (88) Extra light here is much needed. There are often people sitting on this bench boozing all night into the early mornings. It makes for an unnerving walk at both times. -Thanks.
- (96) There is not enough street lighting for the pathway underneath the flyover. Also, in the winter, the pathway because quite icy.
- (118) Too much lighting from the flyover street lights (more like stadium lights), direct the light on the ROAD, not neighbouring residences
- (133) extra lighting in and around the park area needed. When it gets dark the lack of lighting and questionable individuals makes the park unsafe

#### **ON-STREET PARKING**

- (25) Eliminate parking
- (26) Much more parking! No meters.
- (33) Parked cars obscure visibility for turning here too!
- (36) This area is last opportunity to build large parking area to allow for community growth and get cars off of 1 Ave NE
- (37) Angle parking
- (39) No parking zone needs to be enforced. Constantly occupied and impedes visibility next to the daycare
- (44) Parking on this side obscures views of oncoming traffic.
- (69) Eliminate parking from General Avenue
- (71) Consider using retractable posts in General Avenue to limit traffic.
- (72) Not enough parking
- (86) maintain mobility. tell landscape architects to respect the need for primary transportation - cars. don't strip parking for the sake of accomodating a few cyclists. use common sense at all times. do no take out any lanes or narrow the street please.
- (95) When travelling from 8th St. NE onto 1st Ave. NE, the visibility is awful. Primarily this is due to parked vehicles along 1st Ave close to the intersection with 8th St. This means that drivers must rely on slowly creeping into the intersection to peer

#### **ENHANCED PEDESTRIAN CROSSINGS**

- (2) Crossing here is lethal as a pedestrian.
- (3) Please put walking light – almost high – don't wait for accident.
- (6) Blind corner when turning from Edmonton Trail to Meredith Rd – dangerous to driver and pedestrian. Eliminate some parking near the corner?



- (12) South side: sidewalk repair uneven – my mom fell and was hurt badly
- (30) Improve crosswalk with lighting
- (49) Unclear crossings.
- (50) All sidewalk between Memorial Drive to 1 Ave needs widening, beautification, and lights in high traffic area.
- (56) Yellow light cross walks. No more stop lights.
- (58) Hard to see the bulb-outs in higher/large vehicles.
- (67) Have to cross 8 Street to push the pedestrian crossing light.
- (68) Like current vehicle / pedestrian space. Keep similar.
- (73) Better pedestrian crossings
- (74) 4 way stop for 9 St and 1 Ave NE intersection
- (76) People jaywalk across here often – traffic doesn't see them until on [then?] if turning on 1st
- (77) Wheel chair ramps paint into intersection, not crossing points, along many blocks here
- (79) The bump in the intersection bottom outs wheelchairs
- (81) Opposite marked crosswalks – “embedded” yellow crosswalk marker
- (89) Poor visibility around corner due to building obstruction- many close calls with pedestrians and fender benders witnessed here. 629 1 Ave should be demolished and replaced with a setback design building.
- (90) Convert goat trail into proper ramp for bicycles and wheelchairs.
- (94) Pedestrian crossing light please!!!!!! Need more than just this crosswalk. It's a K-GR9 school!!!!
- (97) This intersection is often hard to traverse due to the number of parked cars that can keep one from seeing pedestrians and cars until the almost last minute.
- (98) Pedestrian controlled crossing? poorly marked crosswalk and cars speeding through - been almost hit several times
- (99) Again, pedestrian controlled crosswalk or something to highlight the crosswalk - dangerous
- (106) Signal timing can lead to long waits for bicycles and pedestrians
- (107) Poor crossing setup ..difficult to cross to go up hill to Tom Campbell park.
- (110) updating the concrete guardrail on the pedestrian overpass can help with the streetscape as well.
- (120) This intersection is also difficult to cross, maybe a marked crosswalk or one nearby?
- (121) Riding a bike or walking past the parkade entrance can be dangerous. People exiting or even entering the parkade with cars is not very safe. I have been almost hit on my bike and also seen some close calls here. Better signage or some other safety featur
- (122) Difficult transition point for cyclists and pedestrians coming off this ramp.
- (135) This intersection is constantly high risk for pedestrian collision. Lots of foot traffic heading up the hill from ctrain, difficult for cars to see due to current parking and streets aping, cars will use this ave as a cut through when memorial is plugge
- (138) A bridge here would be perfect. Quicker access to St Patricks island without having to walk quite a bit in either direction.

#### **SEATING & BENCHES**

- (11) Transit shelter or better seating clean it up too.
- (24) Seating / benches
- (40) More greenery – cedar planter benches
- (41) Get artistic benches for those who have to wait for shuttle buses

- (42) Calgary Transit should provide more / multiple benches along 9th Street by LRT for people waiting for shuttle buses
- (62) Bus shelter, utility poles are scattered on sidewalk causing pedestrians to weave around.
- (84) Too many people, old or with children waiting without seating for shuttle buses

#### **TREES & VEGETATION**

- (10) Need planters or banners like on 14th Street bridge, gentrify this corner.
- (61) Get more trees! Don't cut old ones down!
- (108) the land use here won't change, but perhaps more vegetation can make this edge better.

#### **WASTE MANAGEMENT**

- (63) More garbage cans on 1st Ave NE – kitty corner to each other.
- (70) Flower pots, cigarette butts. Need cig tray – creative way.
- (82) Litter fines needs to be enforced

#### **DEVELOPMENT OPPORTUNITIES**

- (4) This entire Edmonton Trail area need density and development!
- (18) Need a nice community pub.
- (19) Add more patio, bars and restaurant patios that allow dogs.
- (115) allow flexible use and seek bridging uses before new developments for empty space/parking lots; beer patio? food truck theme outdoor food court (Portland has many great ones)? there are too many empty spots on the north side that some temporary activitie
- (129) I love going to Baya Rica right near here, but what about this boring parking lot right next door? Could be a nice patio or other use.
- (130) Could there be a bar here or at another location along main street? Canibale has a sort of patio but would be nice to have a "local" type bar. No other bars are in the neighbourhood other than canibale (bridges closed down). Another bar would be nice too

#### **OTHER**

- (8) Why is there a liquor store approved at this location?
- (9) Clean up and better patrol area for drug dealers and homeless.
- (14) Connection to George C. King Bridge
- (15) Encampments a huge issue here.
- (16) Please print them "light" green – easier to spot and handier to use!
- (17) Snow clearing and patio conflict for accessibility.
- (22) Boutique shopping and café's.
- (45) Snow removal for pedestrians and transit users. Large mounds blocking access.
- (48) Some bus stops at Edmonton Trail and 1st Ave have vagrants sitting and drinking
- (51) Traffic noise is horrendous – honking at pedestrian light?
- (52) Sketchy corner – unattractive buildings
- (55) Lack of places for teenagers (age 12+) to hang out
- (64) There are some more steps between the two sidewalks not good for strollers or wheelchairs.
- (83) Inability to access for seniors
- (105) Four lane one way traffic does a poor job of supporting retail

- (111) while these newer developments on the south side has been great for the community, there are some design issues that weren't fully resolved. for example, there is a one to two step height difference between the sidewalk and the shops. This is not very a
- (112) the "island" between the 4th and Edmonton Trail is isolated because of the 2 major roads, and I am not sure if businesses would ever be that successful here, outside of the 1st ave frontage. Maybe more MU-1 (highest density) should be in place than MU-2 in
- (114) poor architectural design for a relatively new building.
- (117) Sidewalk on south side of general ave is sloped, dangerously slippery in winter, and drippings from awnings adds to the ice.
- (119) Drug deals done daily. Put a stop to it
- (140) Would be great to have a running track around soccer field to increase usability of field. Reference McCarren Park track in Brooklyn.
- (141) With how busy the playground is, this relative dead space could be expanded into to add more outdoor activities for kids.
- (142) Sound wall between Memorial and pathways would make the walking/biking experience here much more enjoyable.



Figure 1. Mapping issues and opportunities





**3 DESIGN PRINCIPLES**

*The design of a streetscape influences the user experience. Building on an early understanding of community values from previous related projects and the ongoing Area Redevelopment Plan work, the project team has proposed a set of inter-related principles that could guide the design for the Streetscape Master Plan. Do the above design principles make sense to you? Have we missed anything?*

In-person	Online
<ul style="list-style-type: none"> <li>• In addition to “People First” add “Residents First”.</li> <li>• Wrt all concepts</li> <li>• Visitors and cut-through population should come after</li> <li>• Yes! Love these principles!</li> <li>• Creative</li> <li>• Unique</li> <li>• Distinctive</li> <li>• Shave down</li> <li>• Zebra stripes, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• These all make sense! People first - yes please! Adaptive infrastructure is important - let's plan for climate change!</li> <li>• There is a liquor store on this avenue that has to be removed; it attracts a lot of homeless people. Also, the avenue does not need cycle green lanes as a very few people ride bikes around here during basically only summers so please do not cut off the road building useless bike lanes.</li> <li>• Heritage scale and context</li> <li>• They do make sense... I'd like to add that maintaining a healthy green component (trees, shrubs, gardens) is also a healthy influence of a great streetscape.</li> <li>• Traffic issues at 9 Street &amp; 1 Ave. As a resident who occasionally drives, I want to be able to turn west/left onto 1 Ave from 9 Street without feeling like I'm Going to get hit.</li> <li>• flexible and experimental - there are so many empty lots along the street front that creative use of space will help during the transitional period. 24-7, all year usage.</li> <li>• Looks good to me! Along with outdoor gathering places there needs to be another bar or even a growler bar in the area. This could include a larger patio, better beer selection and another gathering place for people to get together, chat, and watch sports. Canibale is really nice but it is more for cocktails. Pedestrians come first, bicycles second, &amp; what about motorbikes and scooters?! Cars last.</li> <li>• Is there a place to also preserve the history of bridgeland. I would hate to forget or write over what bridgeland was.</li> <li>• Yes</li> <li>• Yes</li> <li>• These are excellent principles and I am pleased to see them included.</li> <li>• I really like these principles. These are all important and well written. And while I recognize it's difficult to fit into a principle, I don't want to lose sight of the vulnerable people in our community, who could be precariously housed and suffering</li> </ul>

	<p>from addition and health issues, who are part of our community too. They too have a right to enjoy our spaces.</p> <ul style="list-style-type: none"> <li>• Love this, I think there is one item missing, focus on family friendly. This needs to be made a priority for inner city to combat the current urban sprawl. The challenge with inner city is small lots and houses which forces families to the outskirts for space. They can live inner city in a family focused community that allows them to supplement the high density living with shared amenities.</li> <li>• These all sound like great principles - will you be providing specific examples of how these principles will translate to the end design?</li> <li>• Yes, yes, and yes! Let's bring these principles up the hill to Renfrew too!</li> </ul>
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#### 4 DESIGN ELEMENTS

##### In-person

*\*\*respondents were asked to select their top five elements using dot stickers. Some comments were also added via sticky note to the various elements.*

What streetscape elements matter most to you?		
	# of dots	Comments
Sidewalk & feature lighting	68	
Trees & vegetation	58	
Enhanced pedestrian crossing	55	
Character features	45	<ul style="list-style-type: none"> <li>• Engage City of Calgary Artist roster</li> <li>• Play(ful) spaces &amp; places</li> </ul>
Seating & benches	43	
Traffic calming	41	<ul style="list-style-type: none"> <li>• Need traffic calming – drivers from outside community cut-through and speed on various types of streets. Makes it unsafe for pedestrians and degrades other aspects of streetscapes and unable to appreciate them.</li> <li>• Traffic circle of McDougall at 7th Street needs to be removed. Hazard to driving; ugly; encourages traffic violations.</li> </ul>
On-street parking	28	<ul style="list-style-type: none"> <li>• 8th Street NE two-way suggestion</li> <li>• 9th Street N – vehicular speeding</li> <li>• Bikes takes adjacent roads or SWS</li> <li>• Off-street parking</li> </ul>

<b>Bike lanes &amp; bike parking</b>	23	
<b>Heritage &amp; interpretive features</b>	19	
<b>Waste management</b>	19	<ul style="list-style-type: none"> <li>• Cigarette butt receptacles</li> <li>• Recycling/composting facilities</li> <li>• Needle disposal</li> <li>• Butt holders on business “Frost” model on Riverwalk.</li> <li>• Great butt holders on Riverwalk.</li> </ul>
<b>Signs, wayfinding &amp; info boards</b>	14	
<b>Other</b>	6	<ul style="list-style-type: none"> <li>• Not senior friendly – feel apart from the community</li> <li>• Accessibility and maintenance of such facilities</li> <li>• What can we do to minimize cut-through traffic?</li> </ul>



**Online**

*\*\*respondents were asked to rank their top five elements in order of importance. Via this method it is possible to distinguish a respondent's #1 ranked element from their #5 ranked element; consequently, an "average rank score" can be calculated, which, alongside the total number of times an item was selected, can be an indication of the relative strength of importance of an item to respondents.*

<p><i>There are a variety of elements that could go into a streetscape design.</i></p> <p><i>What streetscape elements are most important to you?</i></p>			
	# of times item was selected	Average rank score	Comments - Please tell us if there are other elements not on the list above that you think are important to include in the streetscape and why.
Trees & vegetation	31	3.4	<ul style="list-style-type: none"> <li>Unique design. Something to encourage photography/painting/art in the area. It would serve to provide artists a place to work while those artists would advertise the area for free... Similar to what's happened with the Peace Bridge.</li> <li>We desperately need to cut down on the volume and speed of traffic on 1st Ave NE. Also need additional pedestrian crossings with traffic lights. We currently have 2. That's not safe.</li> <li>Get rid of the meth addicts. I had to call police last week because of someone high on meth at 7-11 last weekend. More police presence would likely help this a little. Maybe.</li> <li>As a resident of the Pontefino II, I would like to make sure this includes traffic issues at the intersection of 9 Street and 1Ave. It is difficult and sometimes nerve racking to turn West onto 1st from 9th. A traffic circle or 4 Way Stop would help.</li> <li>Wide sidewalks and pedestrian routes to accommodate strollers, walkers, dog walkers, seniors scooters.... etc....nothing worse than having to scrunch over or step off the curb</li> <li>Universal access/ design so people of all abilities and ages including children can feel safe and able to use the space.</li> <li>More patios and also motorcycle/scooter parking! There is a scooter club in town who would utilize this parking and also for</li> </ul>
Sidewalk & feature lighting	30	3.0	
Enhanced pedestrian crossing	30	2.4	
Traffic calming	27	3.1	
Character features	23	3.0	
Bike lanes & bike parking	23	2.3	
Seating & benches	19	3.4	
Heritage & interpretive features	8	3.6	
On-street parking	5	3.4	
Waste management	5	4.2	
Signs, wayfinding & info boards	4	4.0	

			<p>motorcycles. Encourage other modes of transportation other than cars!</p> <ul style="list-style-type: none"> <li>• A space for community building</li> <li>• I think it's important to note I very much see the value in all options provided. I have merely picked my top choices.</li> <li>• I like the idea of large sidewalk areas. I would like bridgeland and riverside to have A lot of green initiatives and public art.</li> <li>• I'm for bicycle parking, but not separated bike lanes.</li> <li>• Bike lanes are important, but only if they are separated from cars and pedestrians with barriers etc. Cars ignore painted lines, and I don't feel safe biking with my kids.</li> </ul>
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## 5 FUTURE INPUT

<i>We are going review this input and develop some design options for the new streetscape.            What do you think would be the most effective way(s) to provide input on the design options?</i>		
	In person	Online
Open House / Workshop	39	12
Pop-up event	8	8
Display boards on the main street	7	10
Online	20	20
Presentations from City	3	2
Integrated with existing community events	10	5
Other	3 Work with BRCA.	Walkshops! Let's do something fun! Open houses are boring and overplayed.

**6** | **USE AND TRAVEL MODES** \*\*online only questions

<i>Overall, what is the main reason you use 1st Avenue N.E.? (select one)</i>	
<b>I am a resident of the nearby area</b>	25
<b>I visit shops and restaurants</b>	3
<b>I work at or own a local business</b>	0
<b>I travel along 1 Avenue for the commute / daily activities</b>	1
<i>What travel mode(s) do you use? (select all that apply)</i>	
<b>Walk</b>	25
<b>Bike</b>	23
<b>Transit</b>	11
<b>Vehicle</b>	21
<b>Other</b>	0

*Is there anything else you would like to tell us regarding the 1st Avenue N.E. Streetscape Master Plan?*

- Think about how local kids can get around safely. Just because we live inner city it shouldn't be unsafe for kids to enjoy their neighbourhood. How can they use active modes to get to school? To the hall? to parks and playgrounds including St.Patrick's Island?
- As the business and restaurant offerings in the community continue to expand, it is important that we properly recognize the need for safe and intentional pedestrian (and bicycle) movement throughout. An overall speed reduction along 1st Avenue (and possibly extending north on 10th Street) would significantly aid in improving pedestrian safety and also calming the traffic within the community.
- the biggest need is to "fill in the gaps" on the north side of the street, there simply are too many empty lots and some of the buildings aren't filled. Effectively all the interests are in the south side, and the sunny north side aren't very walkable.
- It is going in a good direction, make sure that the order of importance is as follows: Pedestrians come first, then cyclists/skateboarders, then motorcycles/scooters and LASTLY cars. What about designated car2go parking in the area too??
- Though the master plan will lay a framework, private investment is the main drive behind revitalizing neighbourhoods. The new plan should foster this above all else, making the process easy and attractive for developers.
- The intersection at 1ave and 9st needs work. Especially as 9st become busier with the new condos. It's hard to make almost any turn due to visibility. Parked cars obscure the view of traffic from several vantage points. Perhaps a 4way stop would be better?
- Make 1st street bike and pedestrian-focused first please. There are too many cars driving through at fast speeds, a (separated) bike lane would help to reduce width of lanes, and slow down traffic. Also encourage progressive forward-thinking design.