

Welcome!

Thank you for coming to learn more about **26 Avenue S.W. Improvements!**

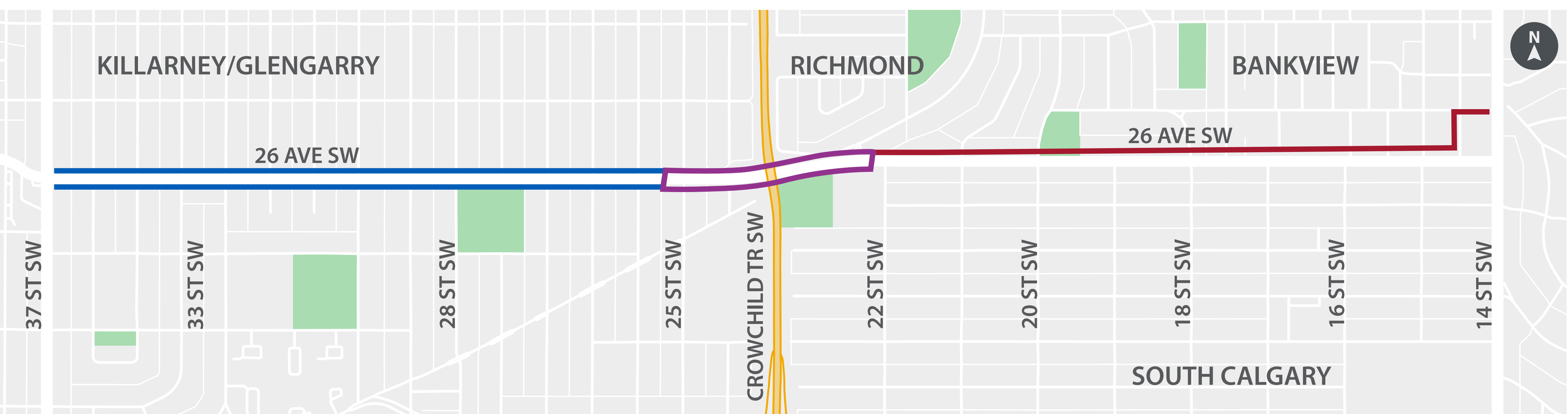
We're upgrading mobility infrastructure on 26 Avenue S.W. to improve safety and connectivity for Calgarians who walk, wheel, and travel through the community.



Context

26 Avenue S.W. is a part of the 5A Network (Always Available for All Ages and Abilities), which is a city-wide mobility network consisting of off-street pathways and on-street wheeling lanes. People use 26 Avenue S.W. in different ways – by walking, biking, using mobility devices like wheelchairs or scooters, taking transit, or driving.

To enhance safety and connectivity for all modes of transportation, The City is investing in mobility infrastructure upgrades along 26 Avenue S.W., from 37 Street S.W. to 14 Street S.W.



The project will include several key upgrades:

- Protected on-street wheeling lanes west of 25 Street S.W. (Blue)
- Multi-use pathways on both sides of 26 Avenue S.W. across the Crowchild Trail bridge (Purple)
- A multi-use pathway on the north side of 26 Avenue S.W., east of 22 Street S.W. (Red)
- An on- and off-street connection along 14A Street S.W. and 25 Avenue S.W. to help cross 14 Street S.W. and connect onward to the existing cycle route on Prospect Ave S.W.

Overview

26 Avenue S.W. connects multiple established communities in the southwest. It is one of the few roads that provides continuity over Crowchild Trail in the southwest quadrant north of Glenmore Trail S.W. With this work, we want to make 26 Avenue S.W. better for you, your families, and your communities.

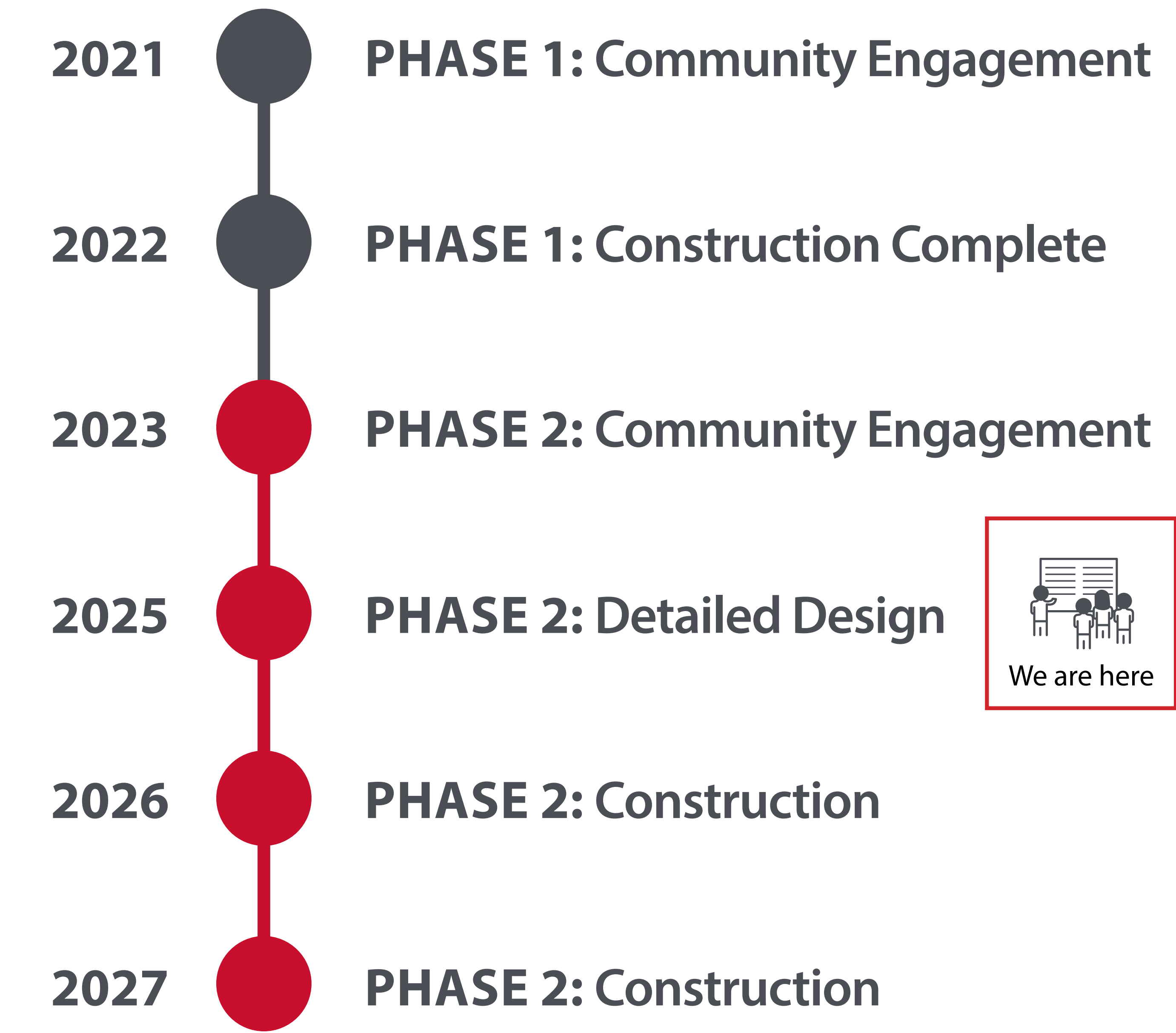
Project Benefits:

- Strengthen connections between neighborhoods to make it easier for residents to travel to school and work, run errands, and access recreational activities.
- Improve safety for everyone – including people who walk, wheel, drive, and use transit – through enhanced infrastructure and design.
- Provide affordable and accessible transportation options so Calgarians can choose how they travel – whether it's walking, biking, using mobility devices or scooters, using transit, or driving.
- Evolve 26 Avenue S.W. into a more user-friendly space that enhances the overall experience for those who live, work, and visit the area.



Timeline

This project is being completed in two phases.



Phase 2 Engagement

In June 2023, the project team asked Calgarians to share their feedback on three proposed design options for 26 Avenue S.W. between 37 Street and 14 Street S.W., through in-person meetings, virtual sessions, and online tools. To help us understand preferences and priorities, we asked:

- How comfortable people might feel walking, wheeling, and driving for each option.
- How we might improve upon the options presented.
- Which option was preferred and why.

What We Heard

Across all three options, participants consistently emphasized the importance of:

- **Clear separation between travel modes:** People wanted buffers or barriers to keep walkers, wheelers, and drivers safely apart.
- **Improved visibility:** Suggestions included better signage, lighting, and traffic controls to help all users see and be seen.
- **Consistent travel lanes:** Maintaining a smooth and predictable route throughout the corridor was a priority.
- **Vehicle speed:** Opinions were mixed, some supported slowing traffic for safety, while others preferred to maintain current speeds.

Participants also shared their views on specific priorities:

- **Parking:** Some were concerned about losing on-street parking, while others felt removing it could improve safety and visibility.
- **Driving:** Feedback included worries about congestion and speed changes, as well as support for safety improvements like reduced speed and better signage and lighting.
- **Walking and Wheeling:** Many supported changes that enhance reliability and active transportation, though some were concerned about impacts on vehicle access and property use.



To view the full What We Heard Report, visit:

engage.calgary.ca/26AveSW

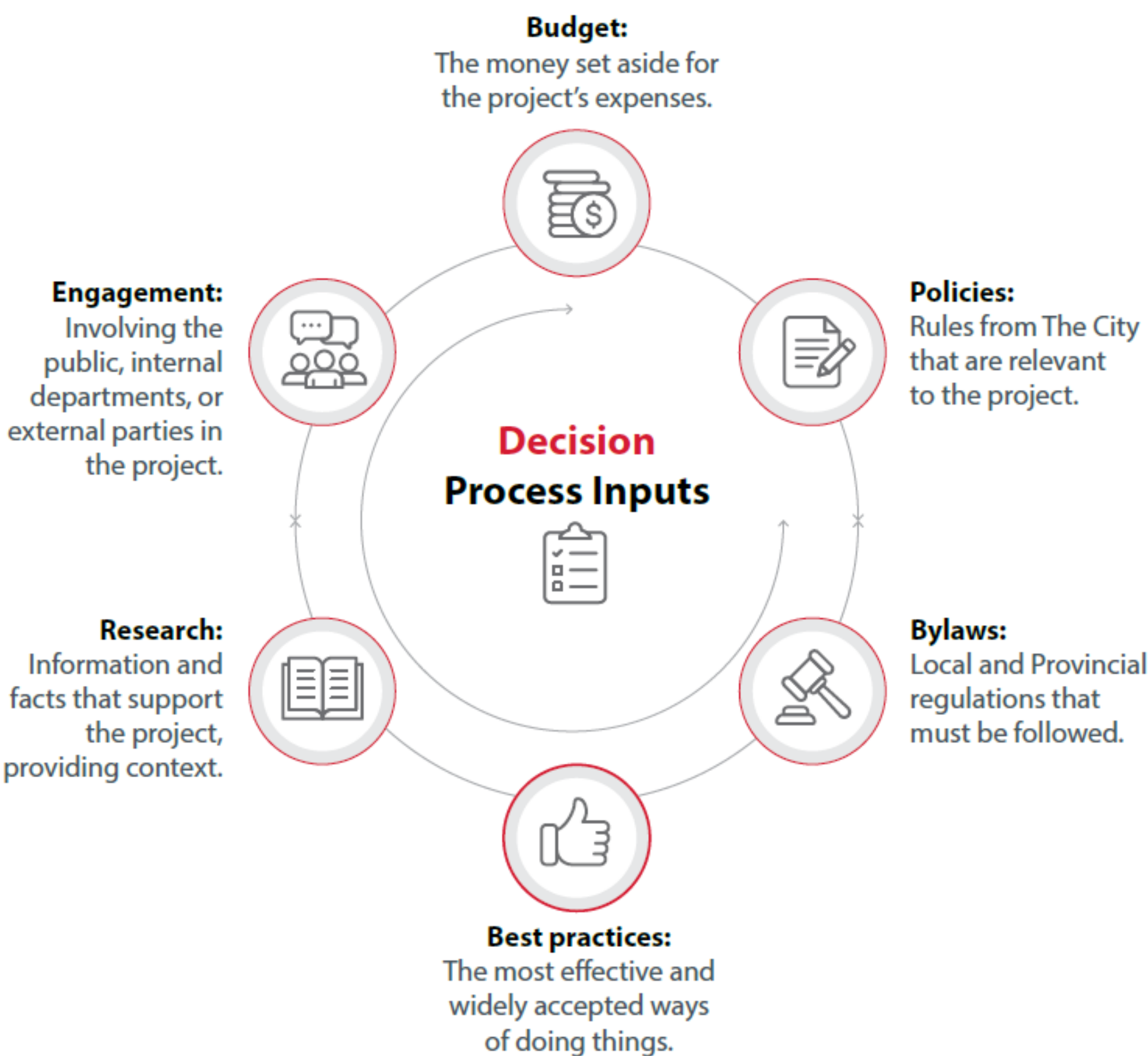
Evaluation & What We Did

The project team assessed the three proposed options against City transportation policies (5A Network Guiding Principles, Pathway and Bikeway Plan), technical data, safety, costs, best practices, relevant City plans and policies, and community feedback.

The recommended solution is a hybrid design:

- **West of 25 Street S.W.** – protected on-street wheeling lanes.
- **East of 22 Street S.W.** – multi-use pathway (a shared path for people walking and wheeling) on the north side of the street.

This approach balances project goals with local needs, including retaining some on-street parking east of 22 Street S.W. where usage is highest.



Community Input and Safety Enhancements

CONCERN

- Crossing 26 Avenue at 22 Street S.W., where wheelers switch from on-street lanes to a multi-use pathway

SOLUTION

- Add a transition zone with multi-use pathways on both sides between 25 Street and 22 Street S.W., across Crowchild Trail
- Eastbound wheelers: Multiple crossing location options
- Westbound wheelers: No need to cross



Next Steps

The project team is finalizing the detailed design for 26 Avenue S.W. Construction is planned to begin in spring 2026 and is estimated to take approximately two years to complete.

The work will be divided into multiple segments along 26 Avenue S.W., each a few blocks long in order to minimize overall disruption and keep the progress steady.

The construction timeframe and phasing has not yet been finalized and will depend on the workplan provided by the successful contractor in 2026.

We'll reconnect with you in 2026 to share information about:

- The construction schedule
- Detailed phasing and sequencing plans
- Traffic management and local access

Stay Connected

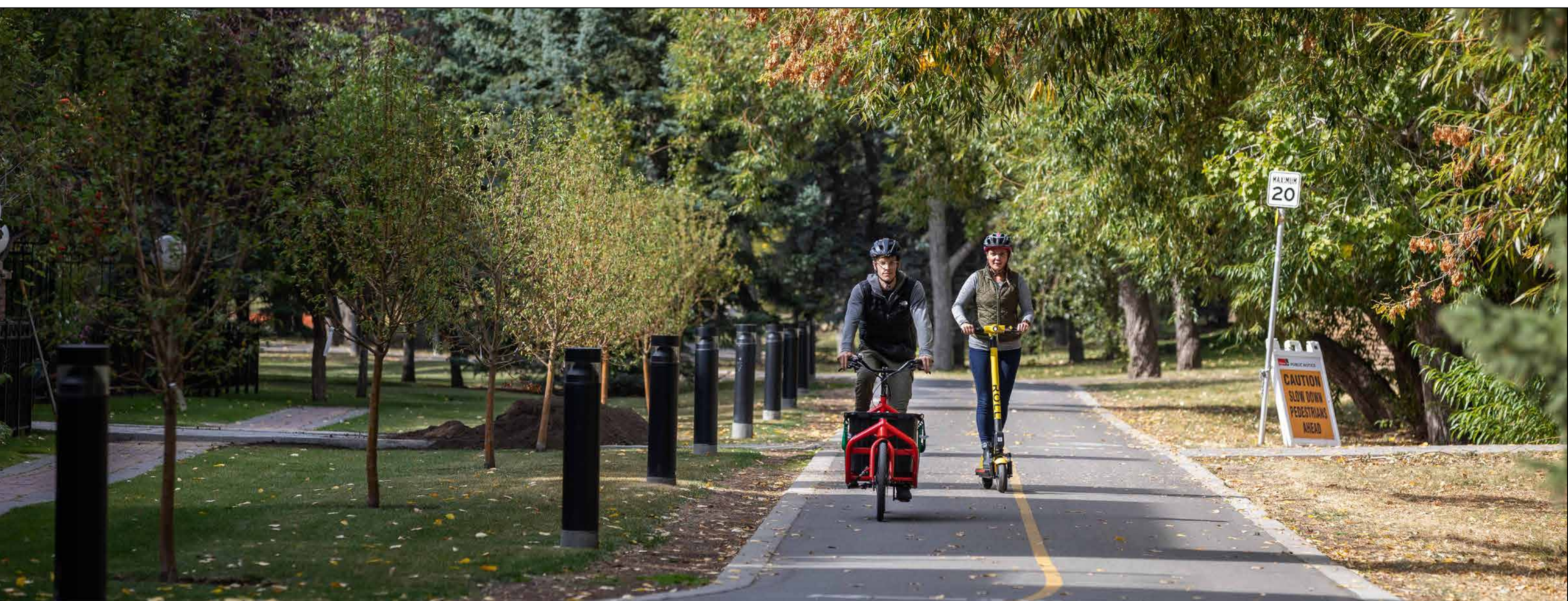
Visit: calgary.ca/26Ave to learn more and sign up for email updates through our newsletter.



Scan Me!

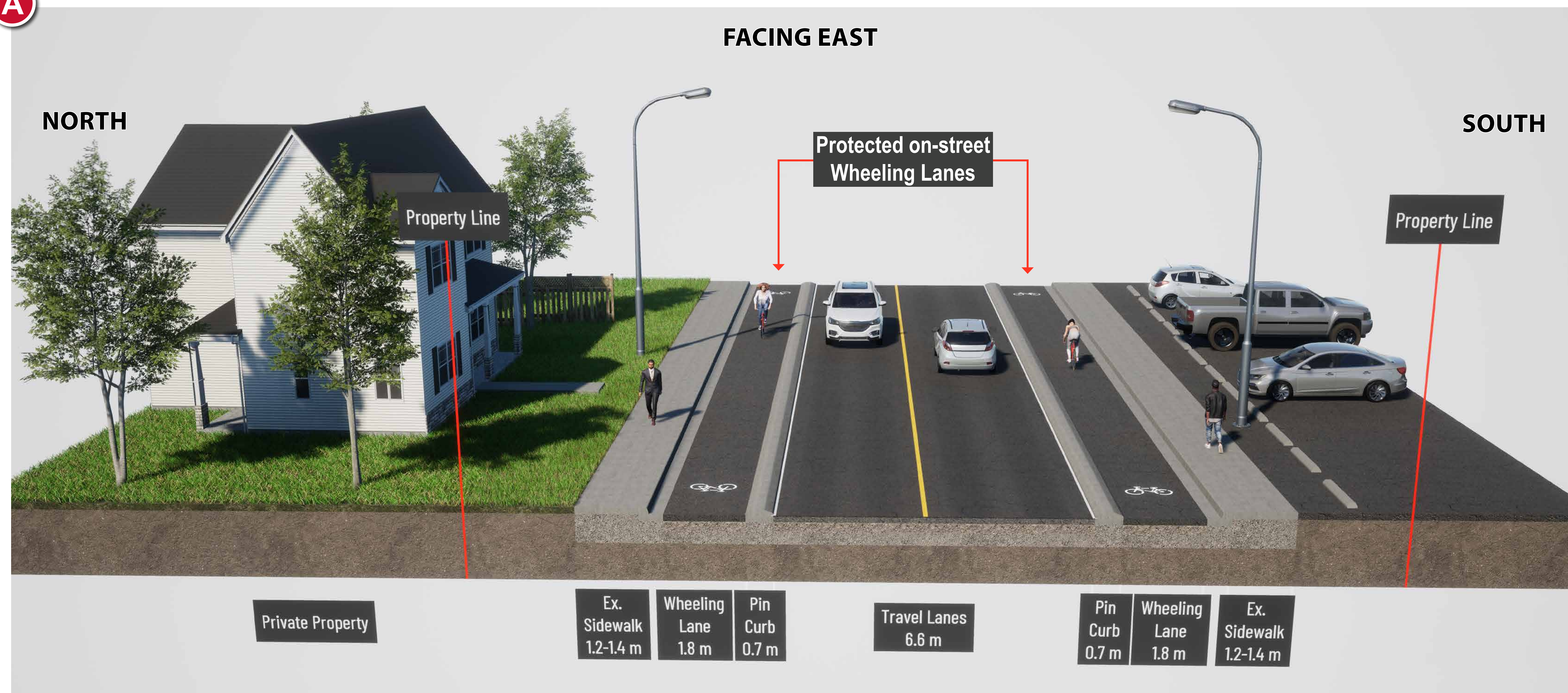
Have additional questions or want to schedule a meeting with the project team?

Email us at:
26avesw@calgary.ca



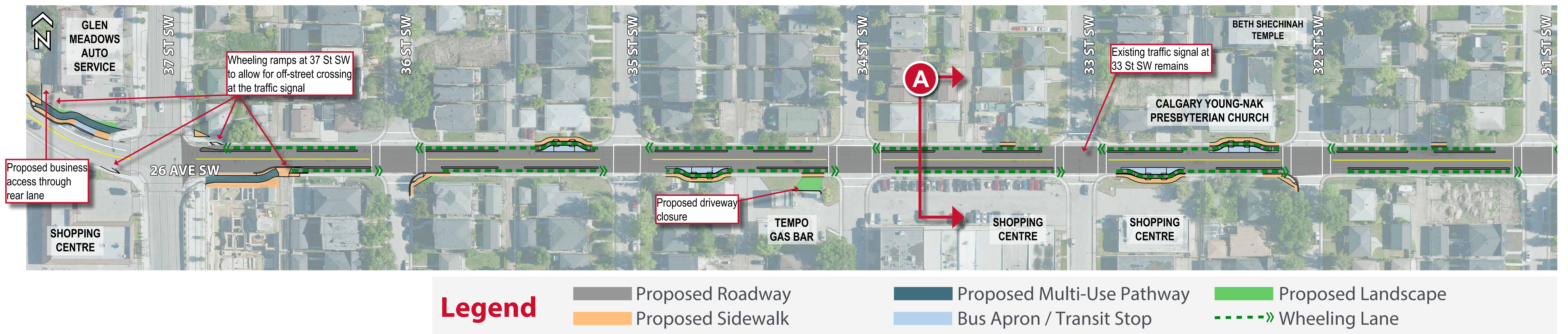
Design Plans 37 St - 31 St SW

A



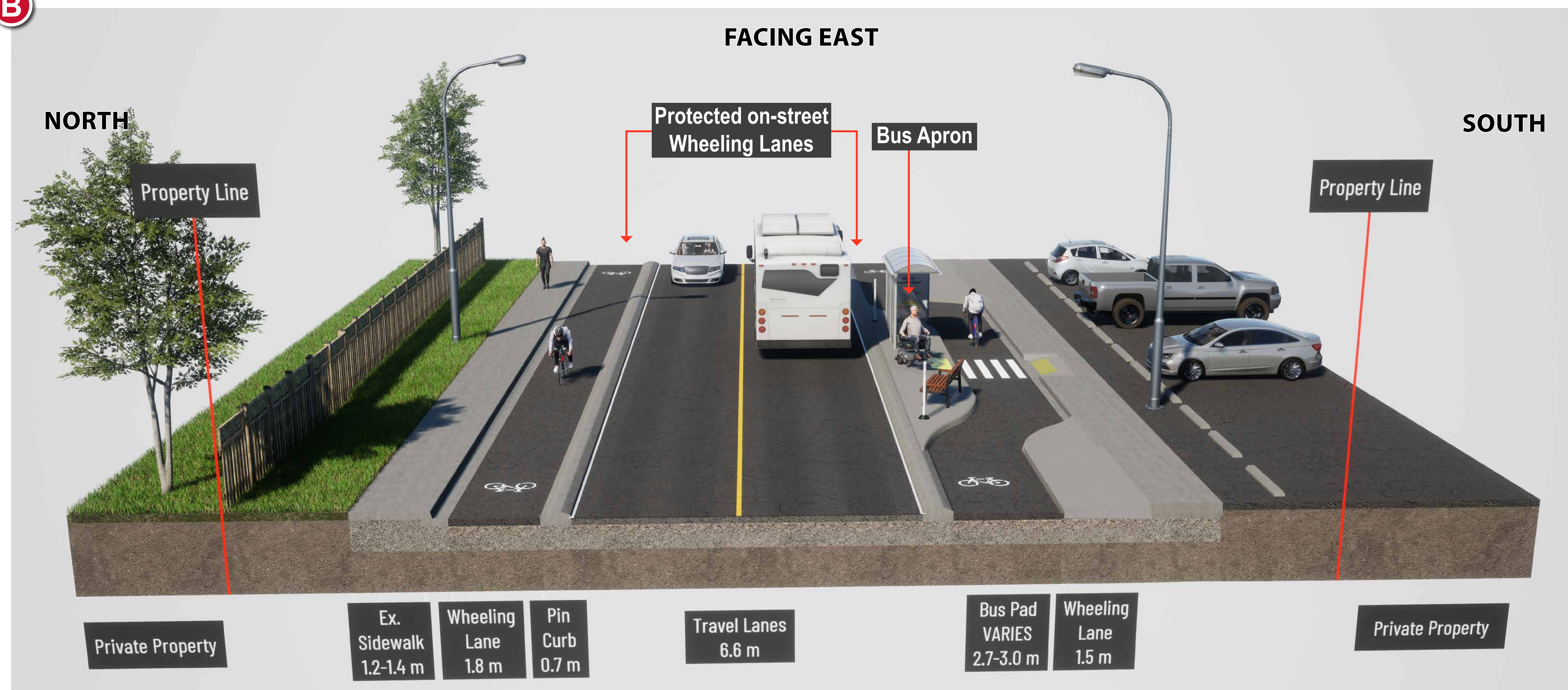
Key Features:

- Protected wheeling lanes
- Protected wheeling lanes with bus apron



Design Plans 31 St - 26 St SW

B



Key Features:

- Protected wheeling lanes
- Protected wheeling lanes with bus apron



Legend

Proposed Roadway

Proposed Sidewalk

Proposed Multi-Use Pathway

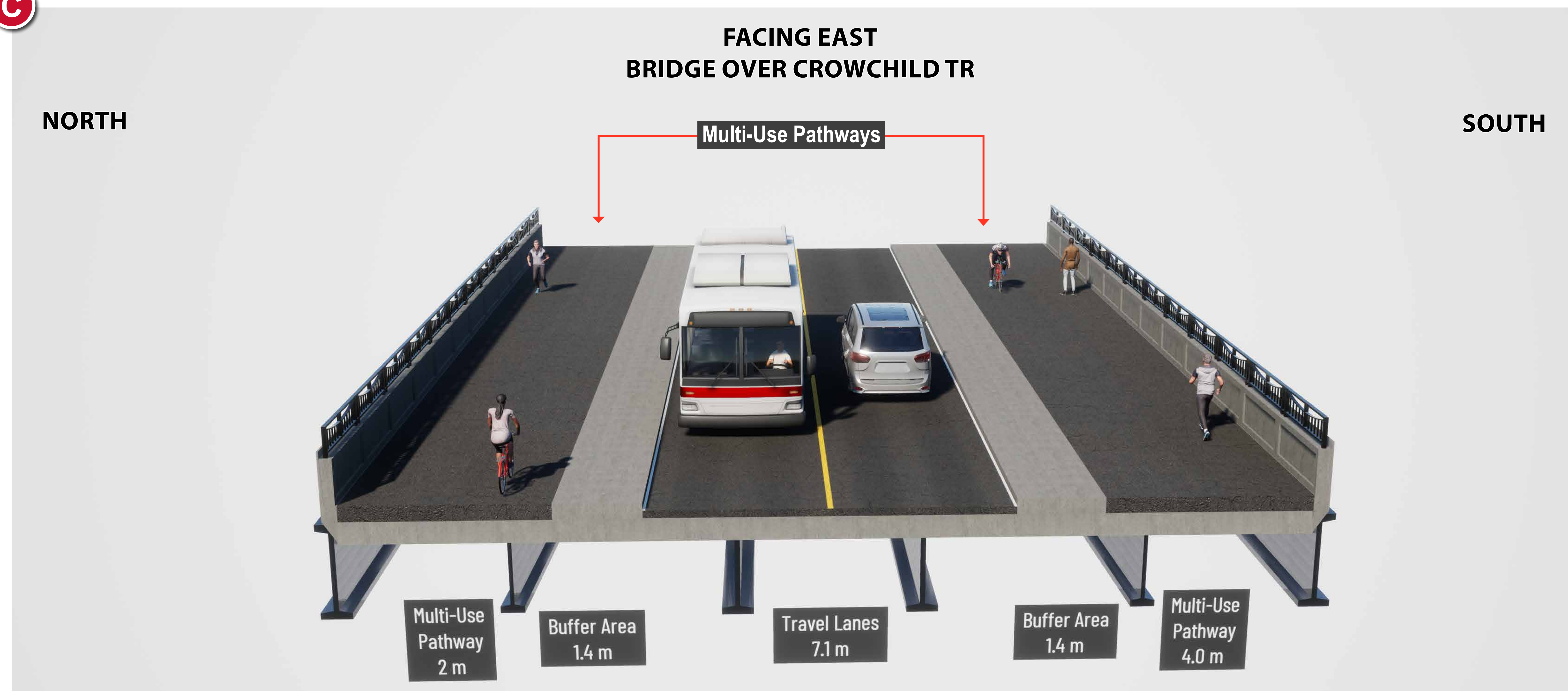
Bus Apron / Transit Stop

Proposed Landscape

Wheeling Lane

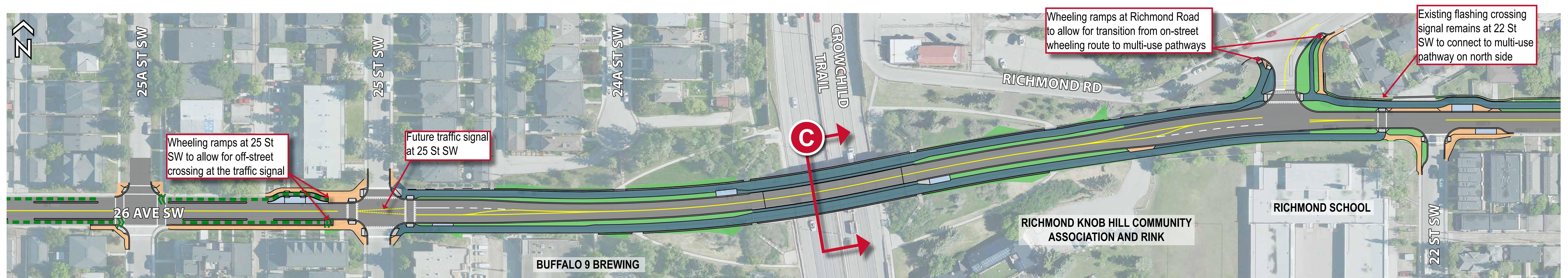
Design Plans 26 St - 22 St SW

C



Key Features:

- Multi-use pathways on both sides (25 St - 22 St SW)



Legend

Proposed Roadway

Proposed Sidewalk

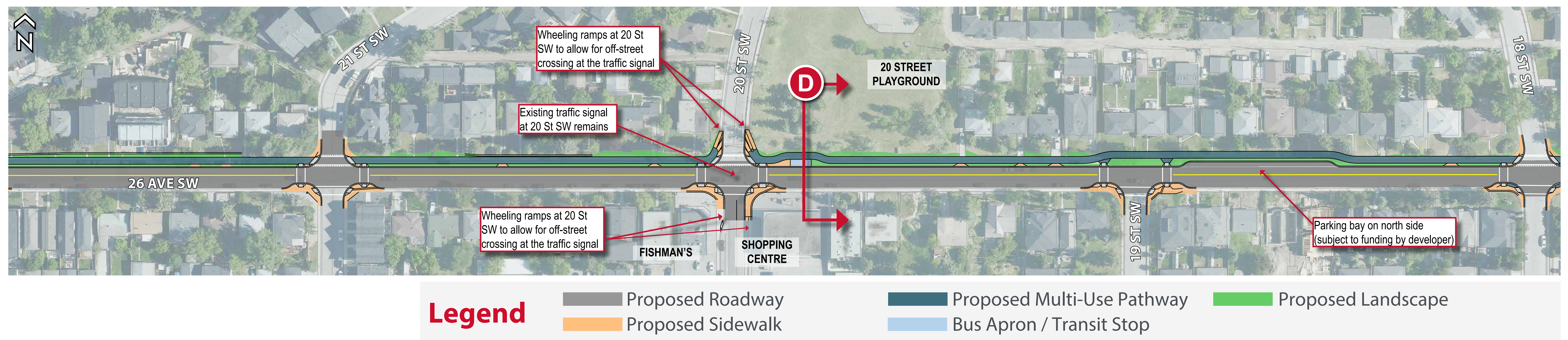
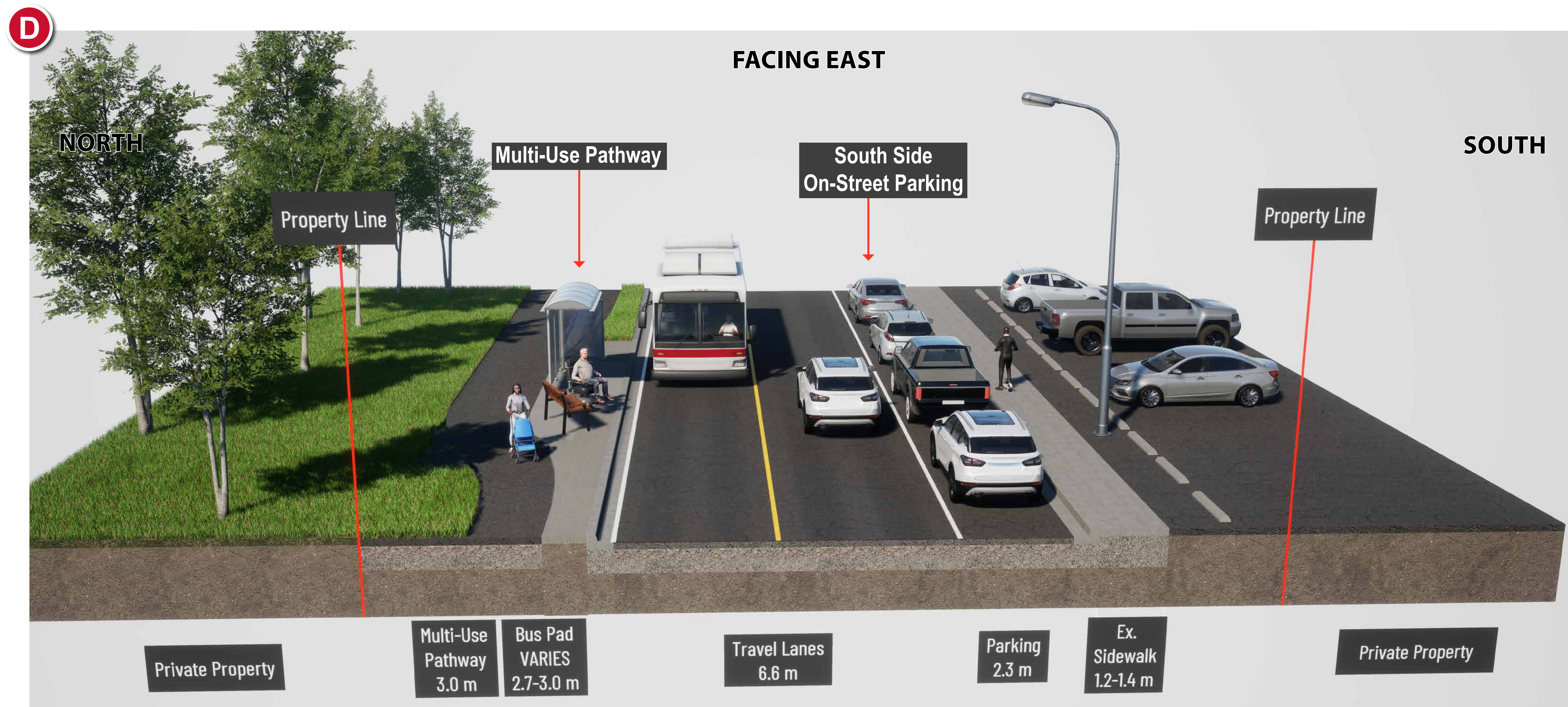
Proposed Multi-Use Pathway

Bus Apron / Transit Stop

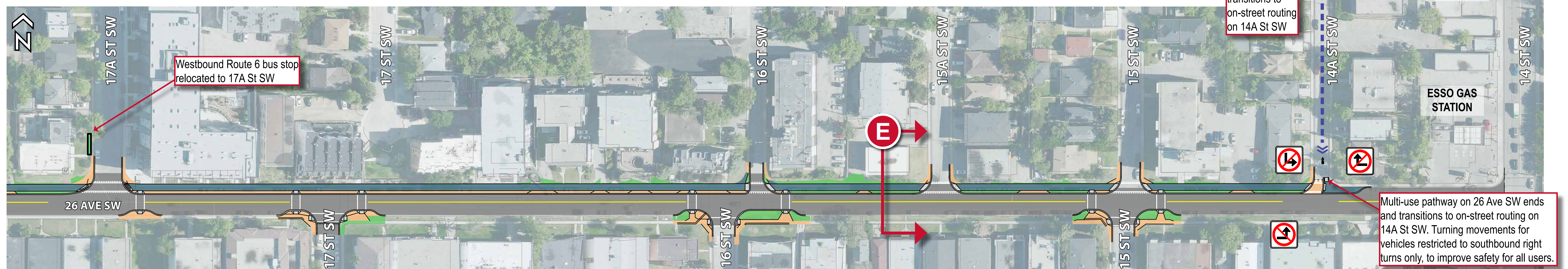
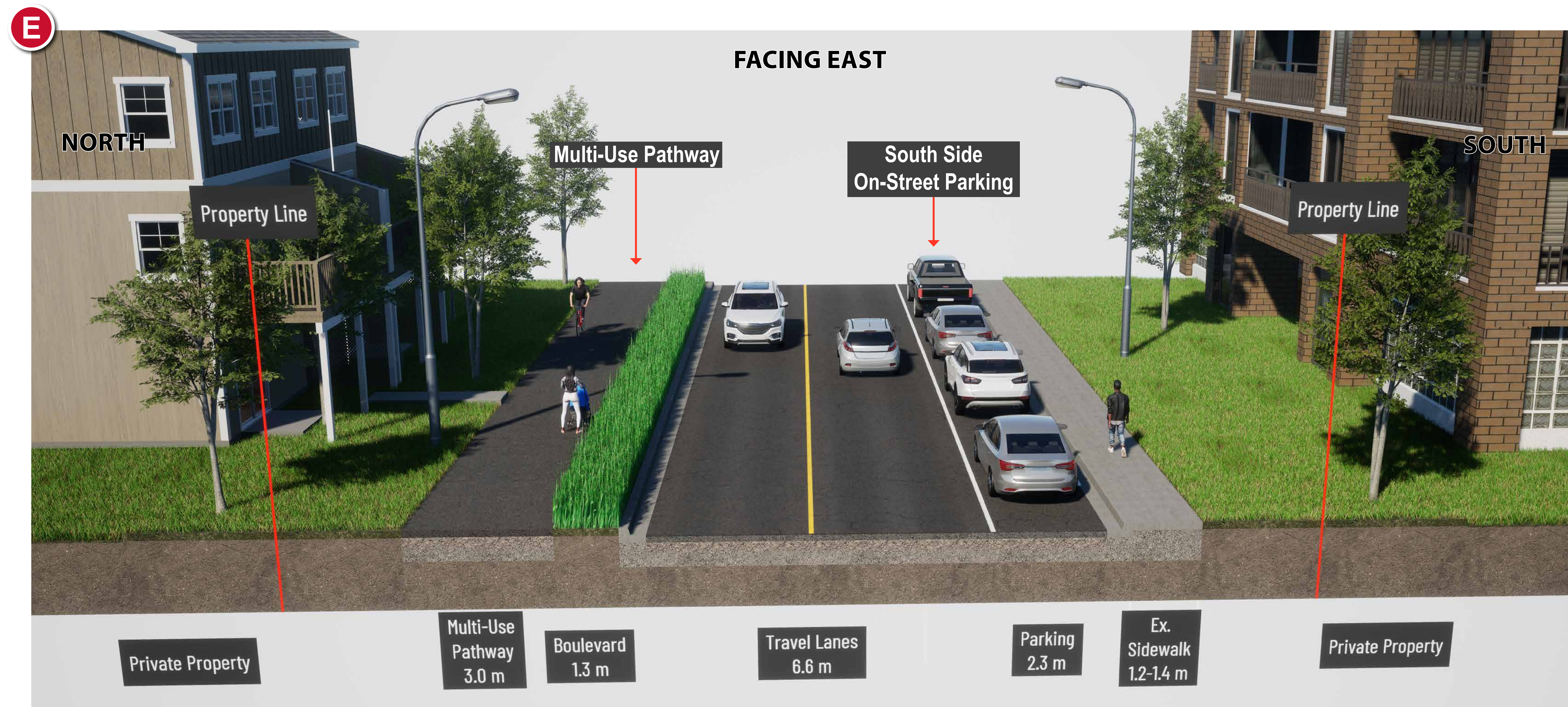
Proposed Landscape

Wheeling Lane

Design Plans 22 St - 18 St SW



Design Plans 18 St - 14 St SW



Legend

Proposed Roadway
Proposed Sidewalk

Proposed Multi-Use Pathway
Bus Apron / Transit Stop

Proposed Landscape
Wheeling Route (shared on-street)