

16 Avenue N – What we've heard

OUTCOMES

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.



2. Better quality for other travel modes

An active, safe and comfortable high quality sidewalk area providing a 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 destination commercial. Fun places to go: lively atmosphere, more people on the street.



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.

OPPORTUNITIES

- 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 use
- More trees, parks and green space along sidewalks and in vacant lots
- Ensure list of uses for lots maximizes/promotes pedestrian-friendly 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
- No longer TCH - make Stoney TCH Trans Canada Highway
- Add transit options / facilities
- More planters and more aesthetic lighting on median

ISSUES

- Narrow sidewalks feel uncomfortable for walking near high-speed traffic
- Speed limits too high - 16 Ave N (West)
- Store fronts not inviting for pedestrians (e.g. parking lots unsafe)
- Walking along 16th Ave is dangerous for pedestrians
- Too car focused
- Wall on south side not friendly to pedestrians
- Bike lane needed along 16 Ave.
- Lack of redevelopment
- No more big box developments with long and dead frontage along 16th Ave
- Still considered highway #1, not good
- Sound wall not pleasant to walk/cycle beside
- Ugly

**This boundary is based on preliminary discussions with citizens; additional analysis and research will be completed to determine future locations for change and transition.*

