



We have received a wide range of questions about the 14 and 15 Avenue S Mobility Improvements project. To help you find the information you need, we have organized the questions by theme below. If your question is not addressed, please reach out to the project team at 1415ave@calgary.ca.

1. Project timeline and construction updates

(Construction impacts)

- **Q: How long will construction last?**

Timelines will be confirmed once a contractor is secured, expected in 2025. We aim to complete the project in 2025 and will provide schedule updates on our website.

- **Q: What will the traffic and bike detours look like during construction?**

As work will be done in segments, there will be localized detours determined by a traffic accommodation plan submitted by the Contractor. As soon as the plans are approved, The City will share this information with interested parties through our website, social media and electronic newsletter. You can sign up to our newsletter at [Calgary.ca/1415ave](https://calgary.ca/1415ave).

- **Q: What will construction look like in front of properties?**

Work details will be set by the contractor but typically include:

- Construction fencing and concrete barriers.
- Signage, pylons, and temporary access ramps.
- Short-term detours and impacted on-street parking.
- Pedestrian access will be maintained.
- Potential delays due to weather or utility issues.
- Efforts will be made to minimize disruption.

(Construction delays)

- **Q: Why did construction not start in 2024 despite budget approval in 2023?**

The construction schedule has been changed to 2025 for a few reasons:

- Project scope clarification: We shifted the planned protected two-way wheeling lane from 15 Avenue to extend from 11 Street S.W. to northbound Macleod Trail, improving connectivity with the future entertainment district and LRT.
- Parking assessment: We explored options to see if we could maintain parking along the corridor or in adjacent areas.
- Community communication: Additional time is needed to notify property owners about new loading zones and changes to waste and recycling pick-up.
- Enabling works: We need adequate time to complete enabling works in 2024. Updates on this timeline and its impacts will be shared later in the year.

These changes are crucial to have completed before construction started to have a successful project.



2. Safety and accessibility

(Emergency access)

- **Q: Will there be adequate emergency access given the concerns about restricted accessibility for emergency vehicles and residents due to the protected wheeling lane?**

Emergency response teams are trained to make decisions that ensure access to all properties during emergencies. The project team is committed to ensuring that emergency vehicles can reach residential areas when needed. In critical situations, all emergency vehicles—ambulances, fire trucks, and police cars—will be able to cross over the bike lane buffer without delay, ensuring that response times are not compromised. The bike lane buffer is engineered to allow for the safe passage of emergency vehicles.

(Senior citizens and accessibility needs)

- **Q: What measures are being taken to address concerns about the removal of loading zones that are critical for the accessibility needs of senior citizens?**

We are committed to minimizing the impact of loading zone changes on senior citizens by relocating affected zones nearby. Additionally, [Calgary Transit Access](#) provides door-to-door service to ensure that seniors can be picked up easily. Calgary Transit Access (CTA) also has policies in place to assist guests who may require accessible transit services.

In the case of the Alex Walker Tower and Grace Gardens loading zones will be provided adjacent to the bike lane.

(General Safety concerns)

- **Q: Will there be additional safety measures, such as improved lighting and designated as for residents to gather?**

Street lighting levels on 14 and 15 Avenue will be adjusted to remove dark spots. Designated gathering spaces are not included in the scope of this project.

3. Design and infrastructure

(Protected wheeling lanes and connections to other wheeling lanes)

- **Q: Why do the protected wheeling lanes on 15 Avenue stop at 11 Street S.W.?**

The project operates within a limited budget, and the decision was made to extend the protected wheeling lane on 15 Avenue from 11 Street S.W. to northbound Macleod Trail to enhance connectivity with the future entertainment district and the LRT. This protected lane will connect to the upcoming LRT and the existing lanes on [11 Street S.W.](#)

While we aim to complete the entire network as soon as possible, the timeline for completion depends on a combination of private and public funding, as well as City priorities, which can change from year to year and council to council. The Calgary Transportation Plan aims for the



pathways and bikeways network's completion by 2050, though meeting our climate targets will require us to expedite progress. For more information, please visit [Calgary's pathways and bikeways](#) website.

- **Q: Why can't we implement shared wheeling lanes (bikes sharing space with vehicles) instead of dedicated bike lanes?**

We are opting for protected bike lanes because our updated design standards prioritize safety and accessibility for all users. Previous design standards often failed to create a welcoming environment for everyone, so we have re-evaluated our approach based on input from Calgarians. Shared lanes can feel unsafe for many users; protected lanes, with barriers separating wheeling traffic from vehicles, encourage more people to use them confidently.

(Boulevards and greenery)

- **Q: Are there any plans to add boulevards and plant trees to enhance aesthetics and provide environmental benefits?**

The 14 and 15 Avenue S Mobility Improvements project will be designed within the existing curb lines to preserve the current greenery and minimize any impact on trees in the area. Due to limited space, we are unable to incorporate additional greenery at this time.

4. Loading zones

(Loading zone – communication of plan updates)

- **Q: How has the City communicated proposed loading zone changes?**

The loading zone renderings were published on our website in September 2024 once the project team had finalized a loading strategy. Residents had the opportunity to email questions about the loading zones to 1415ave@calgary.ca or attend our virtual information session on September 10, 2024. Additionally, we've made design renderings available on our website at [Calgary.ca/1415ave](https://calgary.ca/1415ave) and are actively engaging with businesses and residents to discuss potential solutions for their loading zones.

- **Q: Is the City of Calgary allowed to move/remove loading zones?**

Yes, the City of Calgary can change loading zones under the Municipal Government Act (MGA) and its Traffic Bylaw. These laws allow municipalities to regulate traffic and manage roadways, including loading zones and curbside space.

- **Q: How do I move in / out of my building with the relocation of my loading zone?**

The City has relocated loading zones to minimize the impacts to residents and businesses along 15 Avenue S.W. The plan can be viewed on the website, and you can reach out to our project team if you have specific questions 1415ave@calgary.ca.



5. Parking impact

(Parking changes)

- **Q: Are the parking zones going to be removed along 15 Avenue S? How many stalls are being removed?**

Parking will be removed on the north side of 15 Avenue between 12 Street SW and Macleod Trail. (*approx. 170 spaces will be removed*). We understand this is challenging given current demand. We are committed to minimizing disruptions by: Relocating essential loading zones. Ensuring Accessible Parking continues to serve residents and businesses effectively.

- **Q: Is there a possibility of designating certain areas as residential parking only?**

Currently, all parking spaces along the 15 Avenue corridor are designated for short-term use, which includes both park plus and residential zones. However, residents have the option to apply for a residential permit, allowing them to park on the street long-term and be exempt from these restrictions. For specific details on existing parking restrictions, please refer to the accompanying [map](#). The [Calgary Parking](#) is currently reviewing the parking conditions along this corridor to evaluate potential changes, but any modifications will not impact the current residential parking zones on 15 Avenue.

- **Q: Parking is already a challenge in the Beltline – how will this project address this concern when it is removing parking on the north side of 15 Avenue S?**

This project aims to provide Calgarians with alternative transportation options to accommodate the growing population in the Beltline. The City is committed to balancing parking needs while developing a safe wheeling network for both commuters and local traffic. Importantly, parking on the south side of 15 Avenue will remain unaffected, and parking spaces will continue to be available on both sides of 14 Avenue S. We understand that parking is a challenge, and our goal is to enhance overall mobility in the area while ensuring residents still have access to parking solutions.

- **Q: Are you changing parking permit zones? Are you changing the length of stay in parking zones?**

Calgary Parking is committed to undertaking a review of parking in the Beltline as part of this project and looking for opportunities and improvements and adjustments as required. Details on any permit changes will be shared closer to construction.

(Parking studies)

- **Q: Were parking studies used in making this decision?**

Yes, two parking studies were conducted. These studies were analyzed and included in the development of the concept options shared during engagement. City Council approved policy is to build multi-modal streets that do not focus exclusively on vehicles. As the Beltline is Calgary's



densest community promoting alternative travel choice will manage the increased road capacity and traffic congestion.

- **Q: Are there opportunities to add parking in the general vicinity (driveways, fire lanes, city lots)?**

The project considered opportunities for adding parking in the Beltline. The explored options were far too impactful to the Urban Tree Canopy and the green spaces and are no longer being pursued within the scope of this project.

- **Q: Why wasn't angled parking incorporated into the corridor to allow for more parking?**

We explored the feasibility of incorporating angled parking; however, the current layout does not provide enough space without negatively impacting adjacent boulevards and street trees. To ensure a cost-effective design, this project focuses on enhancing safety and functionality rather than completely redesigning the entire corridor. The priority is to deliver a safe and efficient wheeling lane for all users.

6. Traffic and speed management

(Traffic calming)

- **Q: What are your opinions on implementing traffic calming measures, such as speed bumps or reduced speed limits, in our community?**

The primary goal of this project is to enhance connections for pedestrians and cyclists. We plan to upgrade the existing painted wheeling lane to a protected two-way lane on the north side of 15 Avenue S, extending from 11 Street S.W. to northbound Macleod Trail. Additionally, we will convert the 14 Avenue S corridor back to a two-way road while maintaining parking on both sides of 14 Avenue S. The existing painted wheeling lane will be removed.

While we will not be implementing specific traffic calming measures like speed bumps or reduced speed limits, the installation of the bike lane along the 15 Avenue corridor will naturally narrow the road, encouraging drivers to slow down. Converting 14 Avenue into a two-way street will also contribute to reducing vehicle speeds. Furthermore, we will improve pedestrian access by upgrading existing streetlights and wheelchair ramps along both corridors.

(Traffic counts)

- **Q: Do you think the wheeling volumes are sufficient to justify having lanes on both 12 and 15 Avenue corridor?**

Traffic data played a key role in shaping the design for this project and the selection of the corridor. The wheeling lane on 15 Avenue will complete a crucial connection in our downtown cycling network, linking 11 Street, 5 Street, and 2 Street to the Victoria LRT station. This improvement aims to provide a safer year-round travel option for all users.

Experience with cycle projects has shown that use will also continue to grow over time once a safe, connected and comfortable route is available.



7. Winter maintenance and usage

(Snow clearing)

- **Q: What is the snow clearing schedule for bike lanes?**

The downtown cycle tracks are classified as Priority 1 and will be cleared within 24 hours after snowfall ends.

- **Q: Why is the new facility designated as Priority 1?**

The facility will be designated Priority 1 because it is a new dedicated cycling facility in downtown.

- **Q: What specific areas will be cleared for accessibility?**

The City will clear snow and ice within the dedicated cycling facility section and maintain a continuous path of approximately three meters through the raised corners and ramps to improve accessibility and encourage continuous travel.

- **Q: How should snow be managed during clearing?**

Snow should be stored in medians (if available) whenever possible to ensure that melting drains to the street.

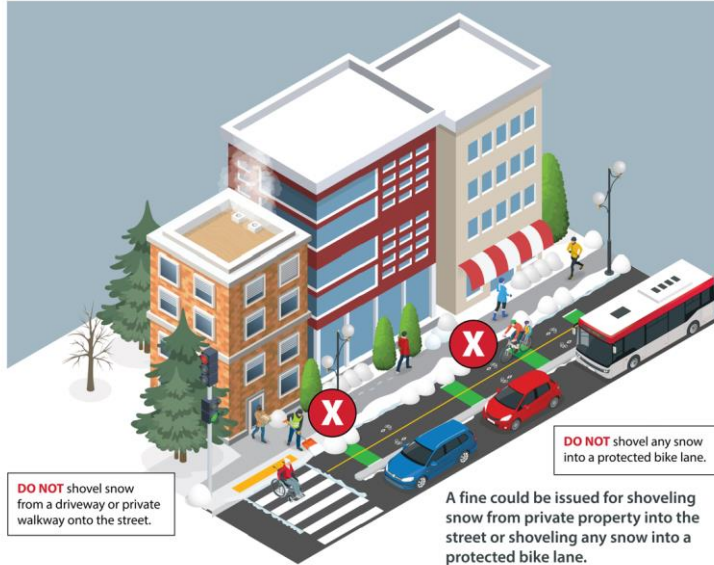
(Snow dumping)

- **Q: What steps is the project team taking regarding businesses and snow storage, and what new regulations affect snow disposal?**

The project team will inform and advise businesses on best practices for storing snow at corners. Additionally, a new bylaw passed in May allows for ticketing businesses that dump snow into cycle tracks. This information will be included in the project team's messaging. For more details, please visit calgary.ca or see the diagram below.



Where shouldn't snow go?



Keep them clear

- Keep your tactile walking surface indicators clear of snow.
- Consider clearing wheelchair ramps near your home to help your neighbours on their commute.



• **Q: Why is the snow cleared on bike lanes better than the sidewalk?**

Property owners are responsible for clearing sidewalks adjacent to their properties, as outlined in Section 67 of the Street Bylaw. The City manages snow clearing for sidewalks bordering City parks and other City-owned properties within 24 hours of the end of a snowfall. Sidewalks next to private property must be cleared by the property owner or occupant.

If a pathway or sidewalk on an existing clearing route remains uncleared 24 hours after snowfall, or if you believe it needs to be reviewed for clearing, please call 311 or submit an online request.



8. Community engagement and feedback

(Engagement Process)

- **Q: What was the engagement process?**

We conducted a comprehensive two-phase engagement strategy: Phase 1 was completed in September/October 2020, followed by Phase 2 in January 2021. You can find the summary and results of the public feedback at: [14 & 15 Avenue S.W. Mobility Improvements | Engage \(calgary.ca\)](#).

To ensure broad participation, we distributed out:

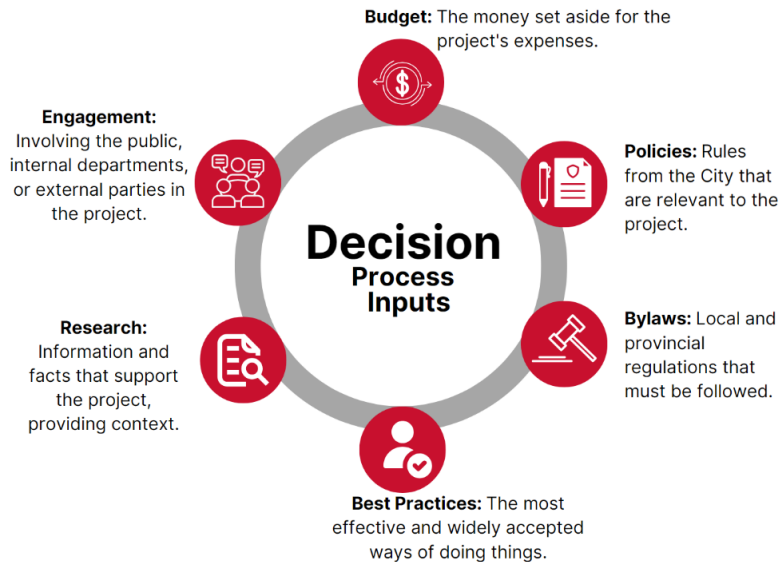
- 4,500 informational postcards
- Reached over 140,000 people on Facebook
- Garnered over 10,000 impressions on Twitter
- Placed bold and informational signs throughout the community
- Offered an opt-in email subscription for updates

During the design process, we closely collaborated with community partners—neighborhood and community associations, the business improvement area, property managers, and condominium boards—through direct meetings. This ensures that community insights and concerns are integral to the project's development.

Additionally, we reached out directly to residents and businesses affected by this project with a mailout in February 2023. On September 10, 2024, we hosted a virtual community information session from 6 p.m. to 7 p.m. We remain committed to maintaining open communication with our community partners as the project continues to evolve.

- **Q: Do you believe that residents' feedback is being adequately considered in decision-making?**

Your input was carefully weighed alongside several other factors (as illustrated in the diagram below), including design principles, site constraints, and environmental, operational, and financial considerations. All these elements contributed to the final design for the 14 and 15 Avenue S Mobility Improvements.



9. Miscellaneous

(Scooter Zones and use for wheeling lane)

- **Q: Why are personal e-scooters not allowed on wheeling lanes?**

City of Calgary bylaws define that personal e-scooters may only be used on pathways. Shared e-scooters are regulated to a maximum speed limit of 20 km/h. However, personal e-scooters cannot be regulated for speed, and many may exceed this limit. As a result, allowing personal e-scooters on wheeling lanes, sidewalks and roadways could compromise safety, as the designated speed limit for scooters on our pathways and bikeways is outlined in the City of Calgary bylaws.

- **Q: Can I ride my shared e-scooter on 15 Avenue but not 17 Avenue?**

Yes, shared e-scooters will be permitted in the new wheeling lane on 15 Avenue.

- **Q: Why can't I use a shared e-scooter on 17 Avenue?**

Shared e-scooter use is restricted on 17 Avenue SW (between 4 Street SW and 8 Street SW) due to geofencing. 15 Avenue SW is the nearest alternative corridor for e-scooter transportation. This measure aims to reduce conflicts between pedestrians and e-scooters on 17 Avenue SW. for more information, please visit Calgary.ca.



(Wheeling lane usage)

• **Q: Who can use the new wheeling lane?**





The new wheeling lane is designed for: bicycles, e-bikes, skateboards, inline skates and shared e-scooters. These users can enjoy a fun, healthy, and eco-friendly way to get around.

• **Q: What about manual and electric wheelchairs?**

Manual and electric wheelchairs should use sidewalks, as they are classified as pedestrians in the Alberta Traffic Safety Act.

• **Q: Where can I find more information on allowed devices?**

For more details on where different devices are allowed, you can visit the Calgary website on wheeling lanes, cycle tracks, and bike lanes or refer to the diagram below.

Mode of transportation for people:	Sidewalks	Stephen Avenue	Bike Lanes (including cycle tracks)	Roadway	Pathway
Walking 	✓	✓	✗	✗	✓
Using wheelchairs 	✓	✓	✗	✗	✓
Using mobility aids 	✓	✓	✗	✗	✓
Cycling * people under the age of 14 can be on the sidewalk 	✗*	✓	✓	✓	✓
E-cycling (Pedal Assist) 	✗	✓	✓	✓	✓
Scooting 	✓	✓	✓	✗	✓
Skateboarding 	✓	✓	✓	✗	✓
Inline Skating 	✓	✓	✓	✗	✓
Shared e-scooters * Permitted shared electric scooters only 	✓	✓	✓	✗	✓
Personal e-scooters 	✗	✗	✗	✗	✓



(Education and enforcement)

- **Q: What measures are being taken to educate cyclists about traffic rules and the new wheeling lane?**

To address concerns about educating cyclists and enforcing traffic rules, we will incorporate educational efforts into the project. This includes mailing out information about who can use the wheeling lane and how to navigate it safely. Additionally, we will provide detailed information on our website. Our approach will prioritize education before enforcement. If anyone has concerns, they can report them by contacting 311.