



# Banff Trail Area Improvements

Stakeholder Report Back: What we Heard

October 2019

## Project overview

Since The City last provided information on the 16 Ave N.W. Widening Project, additional adjacent projects have been funded as part of The City of Calgary's four-year capital plan. We are coordinating and consolidating multiple needs in the area and taking a holistic approach to all the work that needs to get done; this will help reduce multiple and consecutive disruptions to the same area. The combined work is known as, The Banff Trail Area Improvements Project.

**Project background:** The Foothills Hospital/Stadium/Banff Trail Transit-Oriented Development (TOD) area forms part of the University Major Activity Centre in the Municipal Development Plan (MDP). It also covers low- and medium-priority redevelopment locations in The City's Growth Management Framework.

Growth projections indicate that the Foothills Hospital/Stadium/Banff Trail TOD area is projected to see an increase in population density over the next 10 to 20 years; to accommodate this, a number of improvements are required to local infrastructure.

**Project scope:** The Banff Trail Area Improvements project combines the following four individual projects:

1. 16th Avenue N.W.: Lane widening from Crowchild Trail N.W. to 20A Street N.W.
2. Constructing a westbound (WB) 16th Avenue N.W. off-ramp to northbound (NB) Crowchild Trail N.W.
3. Intersection improvements at Crowchild Trail N.W. and 24th Avenue N.W.
4. 24th Avenue N.W. corridor (Crowchild Trail to 14th Street N.W.) improvements

## Engagement overview

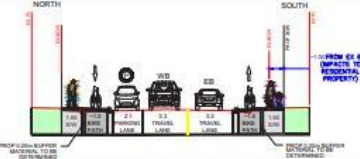
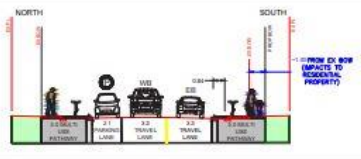
The City held a public open house on Thursday, October 24, 2019 to provide citizens with an overview of the project and collect input on the Banff Trail Area Improvements project which was attended by approximately 171 participants. At the open house the project received approximately 50 contributions of feedback. An online feedback form was available from October 24 – November 8, 2019 to allow citizens to review the project and provide feedback online. The online page received approximately 452 views with 48 contributions of feedback.

## What we asked

Stakeholders were presented with two viable design concept options for 24 Avenue N.W. as part of an opportunity to coordinate safety and operational improvements for people walking, cycling and driving as part of a required roadway and sidewalk repair.



### 24 Avenue N.W. - Preferred design options

<b>Legend:</b> Existing ——— Proposed ——— Asphalt ——— Concrete ———	<b>Option #1</b> 	<b>Option #2</b> 
<b>Design description</b>	<ul style="list-style-type: none"> <li>New sidewalks next to bike paths (with a buffer between the sidewalk and the bike path)</li> <li>Parking on one side</li> </ul>	<ul style="list-style-type: none"> <li>New multi-use pathway on both sides</li> <li>Parking on one side</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Wider sidewalks</li> <li>Curb extensions and bike paths shorten crossing distance</li> <li>Improved pavement markings, signs and signals make it easier and safer for people to cross 24 Ave</li> <li>Dedicated space for people who walk and wheel (people who cycle, use scooters, use skateboards, use in-line skates)</li> <li>Greater separation between the sidewalk and the traffic lane</li> </ul>	<ul style="list-style-type: none"> <li>People who walk and wheel are separated from traffic</li> <li>Curb extensions shorten crossing distance</li> <li>Bi-directional pathways mean people who wheel may be moving in an unexpected direction for motorists, with an increased risk of right or left-hook collisions</li> <li>Risk of collision on multi-use pathway between users travelling in opposite directions, or between people who walk and wheel</li> </ul>
<b>Ease of travel</b>	<ul style="list-style-type: none"> <li>Dedicated space for people who walk, wheel and drive</li> <li>Number of travel lanes does not change; roadway operates as it currently do for people driving</li> </ul>	<ul style="list-style-type: none"> <li>People walking and wheeling have a shared space away from motor-vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave</li> <li>Number of travel lanes does not change - the roadway operates as it currently does for people driving</li> <li>People walking and wheeling have a shared space away from motor vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave</li> <li>Number of travel lanes does not change - the roadway operates as it currently does for people driving</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>Parking consolidated on one side of the road with a priority on maintaining parking for houses that front onto 24 Ave, and also maximizing the number of remaining parking spots</li> <li>Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets</li> </ul>	<ul style="list-style-type: none"> <li>Parking consolidated on one side of the road, with a priority on maintaining parking for houses that front onto 24 Ave</li> <li>Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets</li> </ul>
<b>Streetscape</b>	<ul style="list-style-type: none"> <li>Width of roadway will be narrower - more space available for people walking and wheeling</li> <li>Combined width of the sidewalk and bike path is more than 3.0m - makes for a more pleasant walking and wheeling environment</li> <li>As development occurs, it will be possible to add street furniture and make other improvements to the streetscape</li> </ul>	<ul style="list-style-type: none"> <li>Opportunities exist for the addition of street furniture and other streetscape improvements adjacent to development</li> <li>Multi-use pathways increase the space allocated to non-vehicular users on one side of the road</li> </ul>
<b>Trees</b>	<ul style="list-style-type: none"> <li>Design minimizes impacts to mature trees</li> <li>Some impacts to trees at different locations</li> </ul>	<ul style="list-style-type: none"> <li>Design minimizes impacts to mature trees</li> <li>Trees can be included at development sites</li> </ul>
<b>Property impacts</b>	<ul style="list-style-type: none"> <li>All work will be done on public road right-of-way</li> <li>~ 1m of additional space will be required on one side of the street</li> <li>Some retaining walls, driveways and stairs will need to be reconstructed, and some landscaping will need to be redone</li> </ul>	<ul style="list-style-type: none"> <li>All work will be done on public road right-of-way</li> <li>~ 1m of additional space will be required on one side of the street</li> <li>Some retaining walls will need to be rebuilt, some driveways and stairs will need to be reconstructed, and some landscaping will need to be redone</li> </ul>
<b>Winter maintenance</b>	<ul style="list-style-type: none"> <li>Residents will be responsible for clearing the sidewalk next to their property, just as it is now</li> <li>The City will be responsible for clearing the bike path</li> <li>Additional space for snow storage will be available next to the bike path</li> <li>Road will be narrower - means less snow will accumulate and be pushed into windrows</li> <li>With parking on only one side, it will be easier for City crews to keep the roadway clear of snow</li> <li>Where there is no on-street parking, larger City equipment may be able to clear the bike path from the travel lane</li> </ul>	<ul style="list-style-type: none"> <li>Residents will be responsible for clearing half of the multi-use pathway</li> <li>The City will be responsible for clearing the remainder of the pathway</li> <li>Additional space for snow storage will be available at the edge of the pathway</li> <li>The road will be narrower - meaning less snow will accumulate and be pushed into windrows</li> </ul>
<b>Cost/Scope</b>	<ul style="list-style-type: none"> <li>Medium-High (\$\$\$)</li> <li>Requires construction on both sides of the roadway (in addition to roadway resurfacing)</li> </ul>	<ul style="list-style-type: none"> <li>Medium-High (\$\$\$)</li> <li>Requires construction on both sides of the roadway (in addition to roadway resurfacing)</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks</li> <li>Wheelchair ramps and crosswalks will make it easier for people who walk to cross 24 Ave</li> </ul>	<ul style="list-style-type: none"> <li>Asphalt surface of the multi-use pathway does not have dedicated space for pedestrians and may be more difficult to decipher for persons with visual disabilities</li> <li>Wheelchair ramps and crosswalks will make it easier for people walking to cross 24 Ave</li> </ul>
<b>Multi-modal impacts</b>	<ul style="list-style-type: none"> <li>Dedicated space for people walking and wheeling</li> <li>Sidewalks wide enough for people to walk side-by-side</li> <li>Bike paths will present a smoother and easier surface for wheeled users to travel upon (instead of sidewalks)</li> <li>Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks or roadway</li> <li>Wheelchair ramps will be reconstructed to new standards</li> <li>Drainage issues would be repaired, reducing water ponding at crosswalks</li> </ul>	<ul style="list-style-type: none"> <li>Multi-use pathways shared between people who walk and wheel</li> <li>Pathways will provide more space and a smooth surface for users with mobility challenges</li> <li>Wheelchair ramps will be reconstructed to new standards</li> <li>Drainage issues would be repaired, reducing water ponding at crosswalks</li> </ul>
<b>All ages and abilities</b>	<ul style="list-style-type: none"> <li>All modes have dedicated infrastructure</li> <li>Suitable for all ages and abilities</li> </ul>	<ul style="list-style-type: none"> <li>Multi-use pathways on both sides would be shared</li> <li>Could be considered as an all ages and abilities facility if volumes of people walking and wheeling are low</li> </ul>



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Stakeholders were presented with the following questions in person and online:

1. Considering Option 1 (sidewalks and bike paths), how do you see each of these areas of interest being impacted in the community?

Area of Interest	Type of impact to the community – Please choose one for each topic.				
	Strong Positive Impact	Positive Impact	No Impact/ Not sure	Negative Impact	Strong Negative Impact
a) Parking					
b) Community Access					
c) Pedestrian safety					
d) Cycling amenities					
e) Streetscape look & feel					

2. Considering Option 2 (multi-use pathways), how do you see each of these areas of interest being impacted in the community?

Area of Interest	Type of impact to the community – Please choose one for each topic.				
	Strong Positive Impact	Positive Impact	No Impact/ Not sure	Negative Impact	Strong Negative Impact
a) Parking					
b) Community Access					
c) Pedestrian safety					
d) Cycling amenities					
e) Streetscape look & feel					

## PARKING

3. Based on the parking information, which options for parking management should The City consider for the 24 Ave N.W. area? *Circle all that apply.*
  - a. Unrestricted parking
  - b. Time restricted parking (e.g. 1 or 2 hour parking)
  - c. Residential parking permit (this process would need to be initiated by the community)



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## PEDESTRIAN CROSSINGS

4. In our previous engagement we heard there were many safety concerns for people walking or wheeling across the road in the 24 Avenue area. The City has identified the following intersections to make safety improvements in both proposed options: 22 Street, 19 Street, and 15 Street. Do you feel the proposed intersections will increase safety for pedestrian crossing?

*Choose the option that is closest to your perspective.*

- a. Yes, a great deal
- b. Yes, somewhat
- c. No, this will be the same
- d. No, this will make it worse
- e. No, it is needed at different intersections
- f. Unsure/I don't know

5. Many intersections were identified as concerns for people safely crossing the road. Help us better understand what intersections feel unsafe for crossing. Choose up to three intersections you feel would be most benefited by safety improvements for people who walk or wheel. There will be improvements to crossing 24 Avenue at 15 Street, 19 Street and 22 Street so those three intersections are not listed at options.

*Draw a line from the intersection name to which ranking you feel is most accurate. You can choose up to 3.*

Intersection	Priority ranking, top 3
24 Ave & <b>Capitol Hill Crescent NW</b>	1 <sup>st</sup> most important to improve
24 Ave & <b>23 Street NW (east of St. Pius X Parish)</b>	
24 Ave & <b>22A Street NW</b>	2 <sup>nd</sup> most important to improve
24 Ave & <b>21 Street NW</b>	
24 Ave & <b>20 Street NW</b>	
24 Ave & <b>18 Street NW</b>	3 <sup>rd</sup> most important to improve
24 Ave & <b>17 Street NW</b>	
24 Ave & <b>16 Street NW</b>	
24 Ave & <b>14 Street NW</b>	



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## TRAFFIC PATTERNS ON 23 AVE N.W.

6. We heard in June there are challenges with traffic along 23 Ave N.W. Have you experienced this, and if so at what times of day does this occur? *Circle all that apply.*
- a. No, this isn't a problem I've experienced
  - b. Yes, morning peak period
  - c. Yes, daytime
  - d. Yes, evening peak period
  - e. Yes, evening/nighttime
  - f. Yes, all day

7. Please explain your answers above or share further thoughts or questions about the proposed options and their impacts.

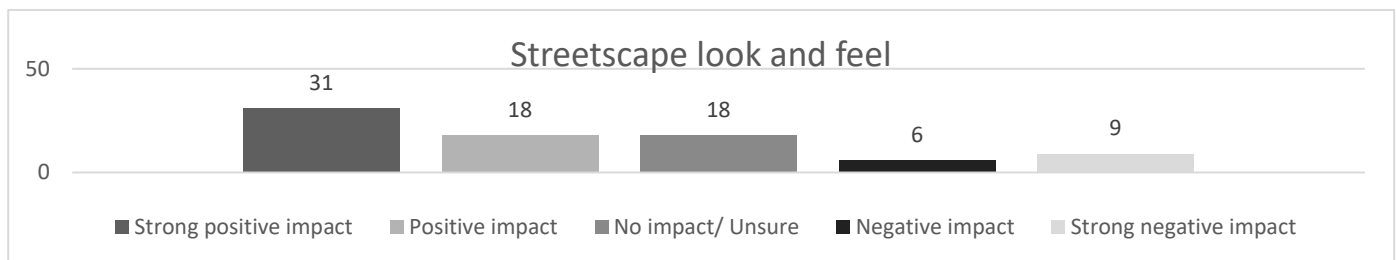
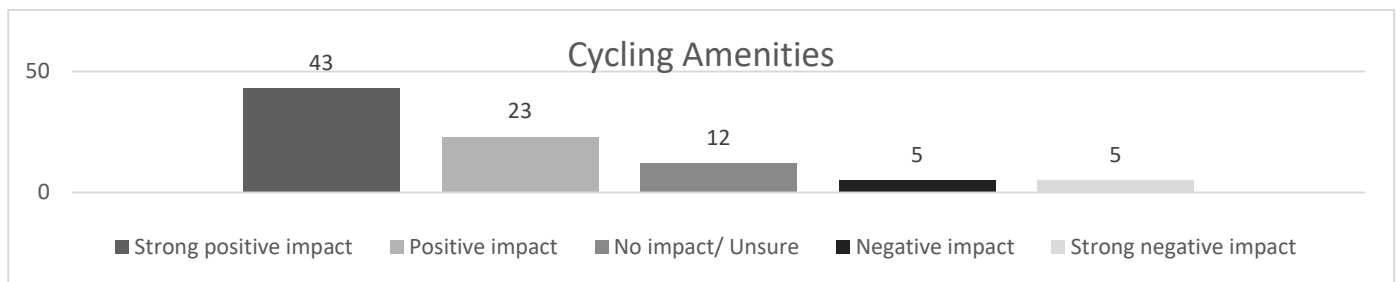
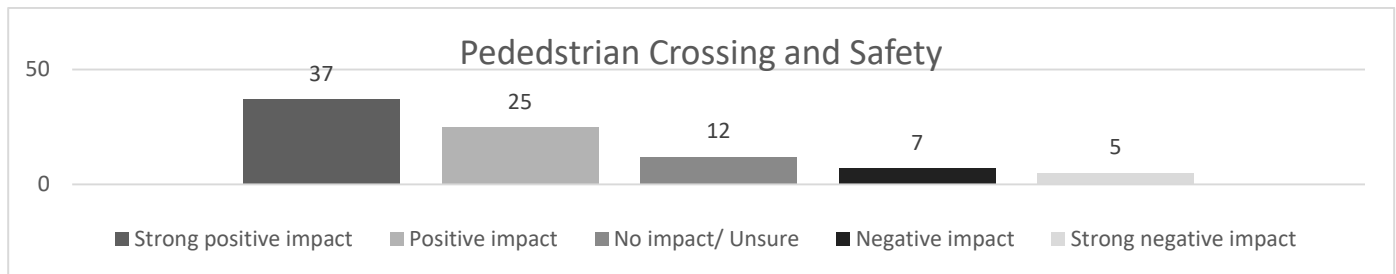
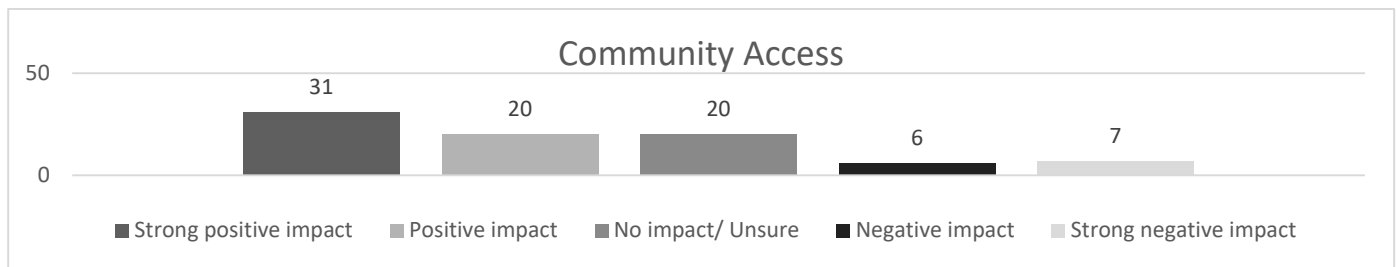
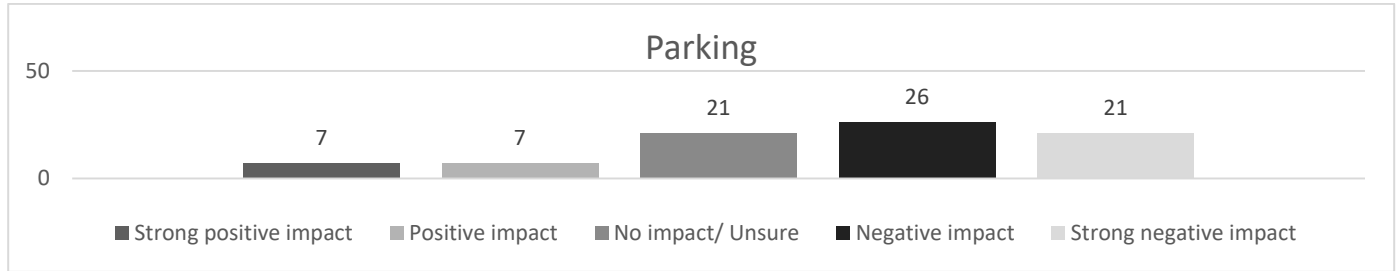


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## What we heard

**Question:** Considering **Option 1** (sidewalks and bike paths), how do you see each of these areas of interest being impacted in the community?



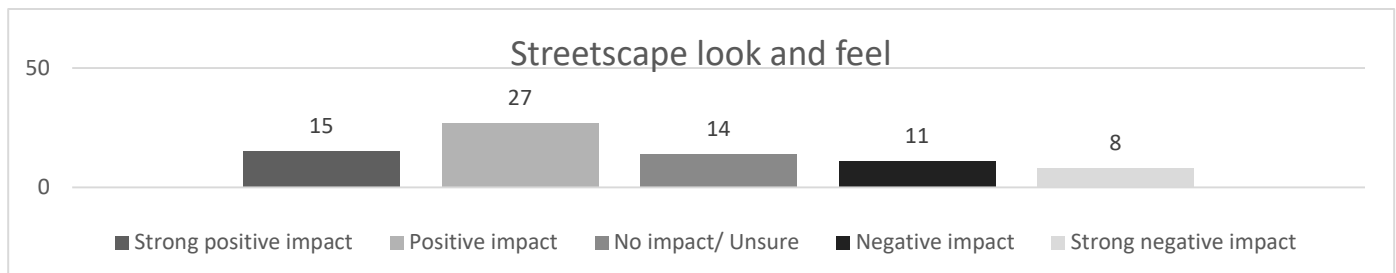
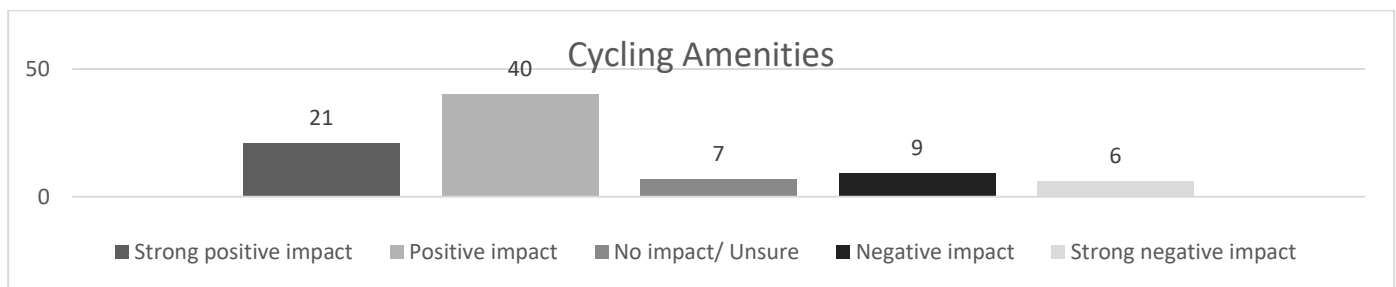
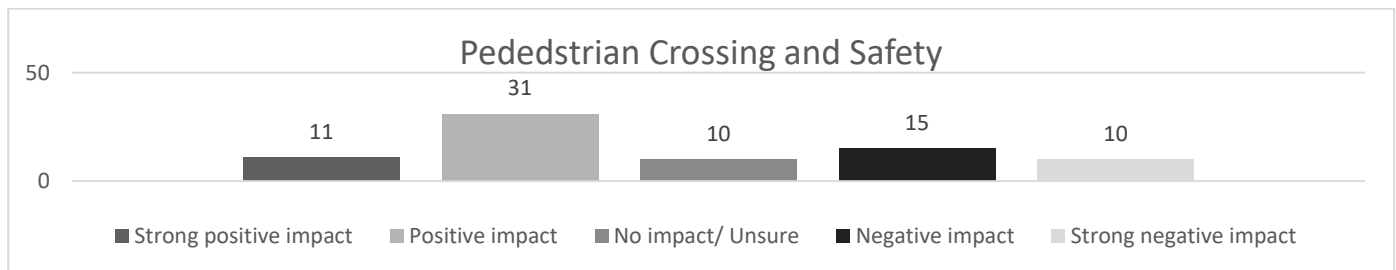
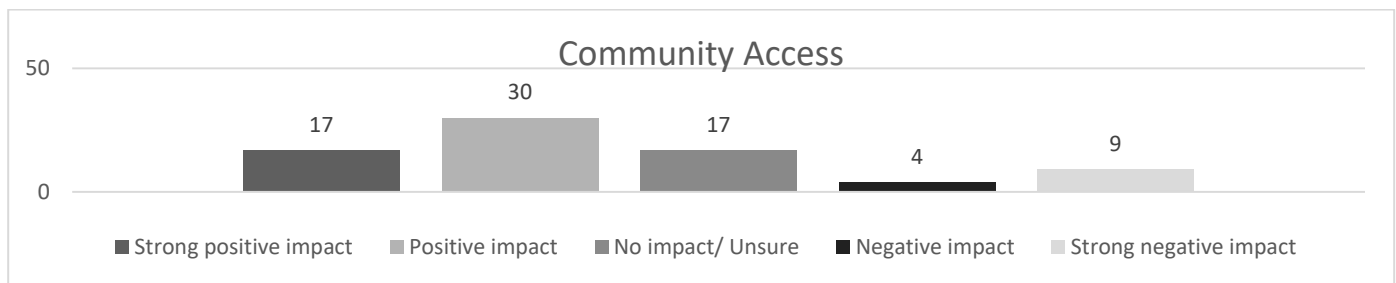
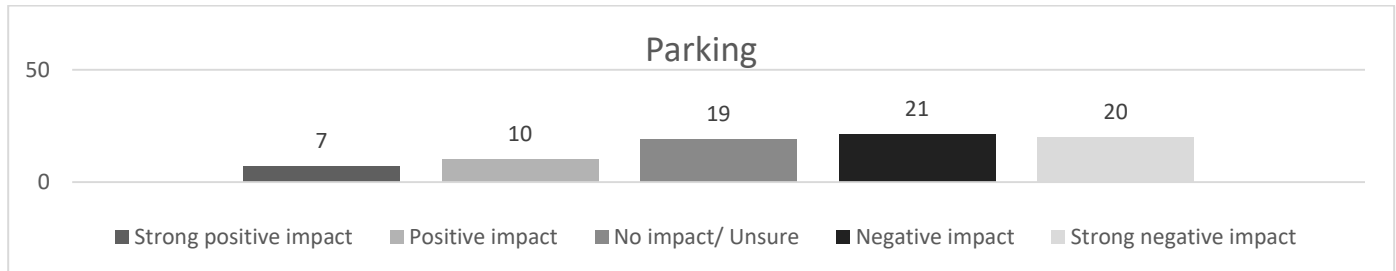


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**Question:** Considering **Option 2** (multi-use pathways), how do you see each of these areas of interest being impacted in the community?



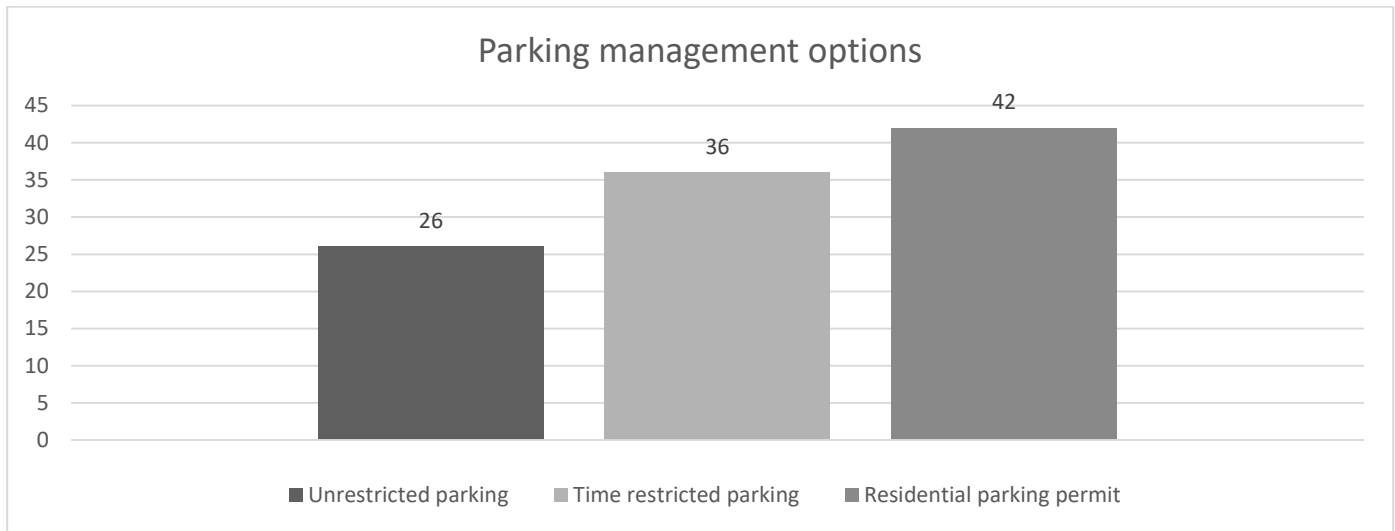


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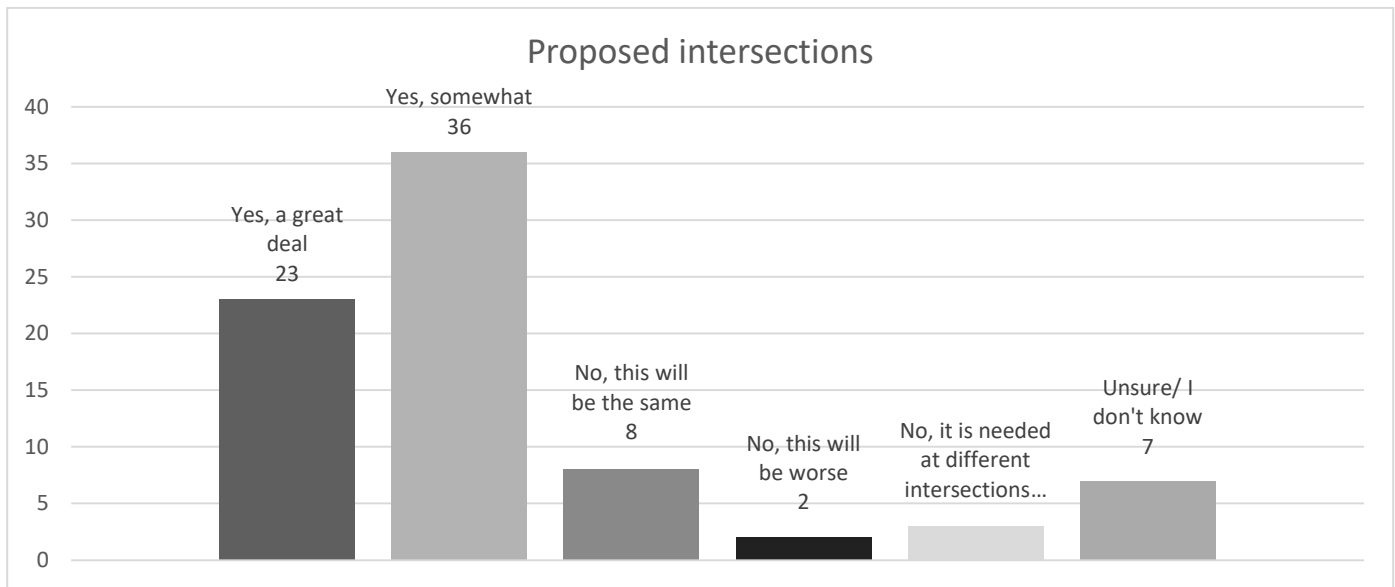
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**Question:** Considering potential future changes and the current parking management (shown here), which options for parking should The City consider for the 24 Avenue N.W. corridor?



**Question:** Do you feel the proposed intersections will increase safety for pedestrian crossing?





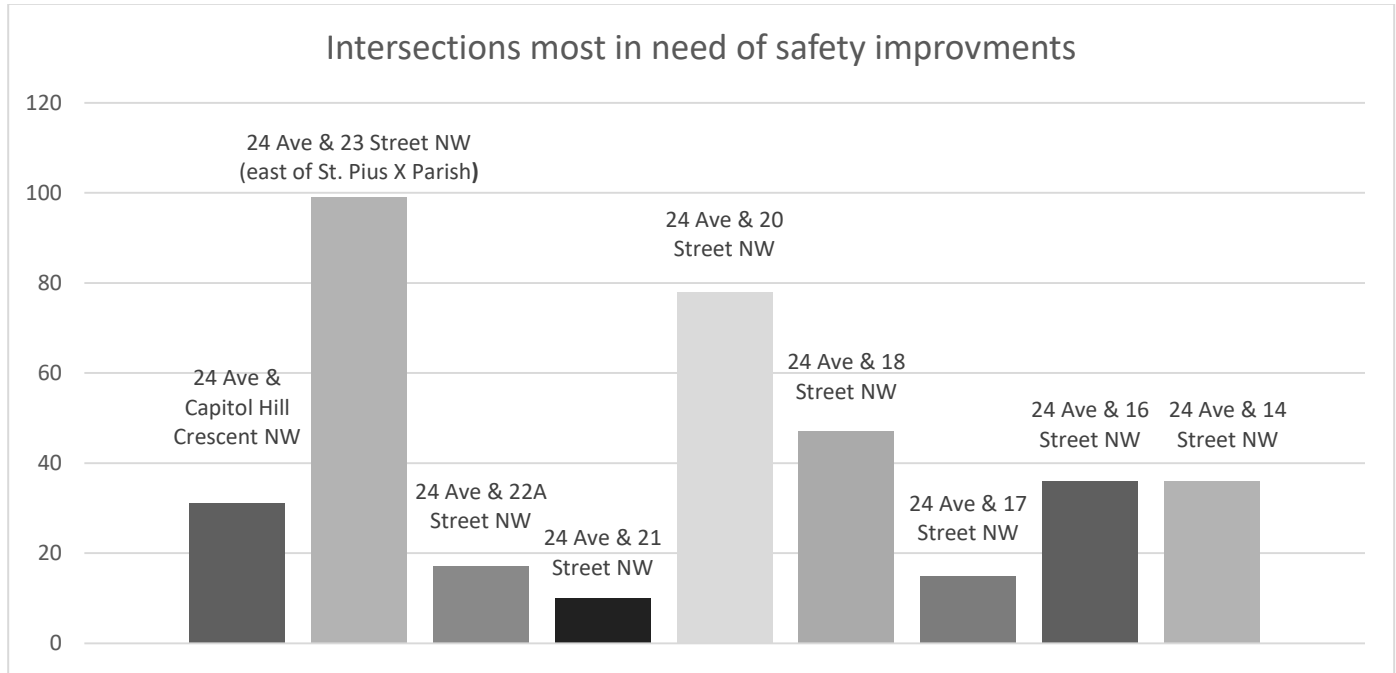


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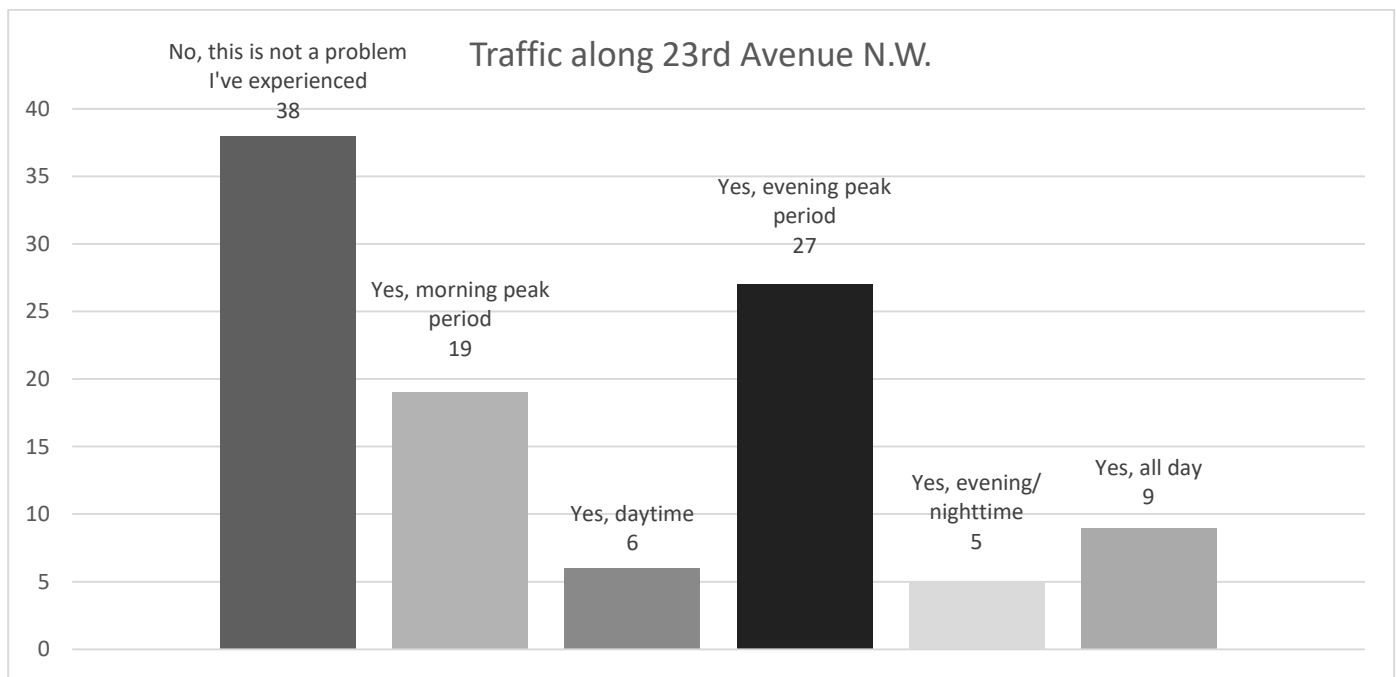
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**Question:** What do you feel are the intersections most in need of safety improvements for pedestrians?



**Question:** In June we heard about challenges with traffic along 23 Avenue N.W. Have you experienced this, and if so what times of day does this occur?





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**Question:** Please explain your answers above or share further thoughts or questions about the proposed options and their impacts.

## Preference for Option 1 design

Feedback collected demonstrated a vast preference for Option 1 design with the main rationale being that this option was the safest for all modes of transportation.

### Sample verbatim comments for this theme

*"The multi-use lane will be a hazard to residents exiting and entering their property due to the potential collision hazard posed by bikes riding along either side of the multi-use lane."*

*"When walking with kids I do not like to share a multi-use path with cyclists. When cycling with kids I prefer a dedicated cycle track. Separating walkers and riders is safer for young riders/walkers"*

*"Cyclists have to be separated from pedestrians for the safety"*

## Parking

The theme of parking was prominent within the feedback collected. Specific comments related to concerns of parking loss and/or specific recommendations for where the removal of parking should occur.

### Sample verbatim comments for this theme

*"Concern that even with permit parking there will be more people who need to park & the new developments. There are only single car garages in new developments. Concern road is not wide enough."*

*"You should also have no parking zone 20 meter prior to the intersection (5 m is not enough) 20 m would allow cars to see bike when car driver is doing right hand shoulder check prior to right hand turn."*

## Access & egress to 24th Avenue N.W.

Access and egress to 24th Avenue was identified as a key theme within the feedback. Participants noted this is a significant challenge to the area and identified key locations in which this is prominent.

### Sample verbatim comments for access & egress to 24th Avenue N.W.

*"22 st and 24 ave (not listed?), make a good place for a controlled intersection. Vehicle turns and pedestrian crossing, particularly children, is a challenge"*

*"Traffic around the schools is increased during peak times. That coupled with drivers using side streets to avoid congestion along 24 ave and 19 street is a problem. Speed limits are not obeyed."*

*"Centre turning lanes on 19th street and 24th ave so that those on 19th trying to turn left can see oncoming traffic."*

## Pedestrian crossings

Pedestrian crossing safety was identified as a theme of the comments received. Participants provided feedback on the proposed pedestrian enhancements as well as identified specific locations which do not have proposed pedestrian enhancements. There were also general comments on the importance of safe pedestrian crossings.



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### Sample verbatim comments for this theme

*“Priority focus should be on improving pedestrian and cycling connections through the area and to amenities.”*

*“Need to improve cyclist/pedestrian safety and comfort to and from local area schools.”*

*“RRFB cross walk lights @ 18 street because it leads to 2 school. 15th St RRFB @ Park”*

### General support

A common theme in the feedback collected was general support for the overall project.

### Sample verbatim comments for this theme

*“This project is a fantastic way to get to the university area.”*

*“Banff Trail can become a vital, strategically located and important part of inner city Calgary. These projects are very important to the future of Calgary.”*

*“This is a great initiative and should be considered in more areas of the city”*

### Other

Some less prominent themes to this questions included the following:

- Concern over increased density and proposed developments in the area
- Snow clearing and drainage concerns
- Speeding concerns
- Lack of support for bicycle amenities and suggestion for this amenity to be constructed elsewhere (E.G. 23<sup>rd</sup> Avenue N.W. or 25<sup>th</sup> Avenue N.W.)

### Next steps

Once we have reviewed all the feedback received in-person and online, The City will weigh the feedback alongside the recommendations received from our technical experts and report back to the public in Q1 2020.

### Verbatim Comments

The following is a record of the feedback received through in person and online engagement.

Please note: Personal, identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions. However, the intent of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received.

- Although both options 1 and 2 would improve safety for cyclists and pedestrians, I think separate paths are better than the multi-user pathway.
- The multi-use lane will be a hazard to residents exiting and entering their property due to the potential collision hazard posed by bikes riding along either side of the multi-use lane.
- 24th Ave and 15 St is the WORST street for pedestrian crossing and omitted for this survey. Drivers travel too fast, often 70+KM/hr. Designing to reduce car speed on this road is essential.
- 15 st and 24 ave is the most scary intersection in this area and not on the list. Why not?
- Banff Trail can become a vital, strategically located and important part of inner city Calgary. These projects are very important to the future of Calgary.
- 22 st and 24 ave (not listed?), make a good place for a controlled intersection. Vehicle turns and pedestrian crossing, particularly children, is a challenge
- When walking with kids I do not like to share a multi-use path with cyclists. When cycling with kids I prefer a dedicated cycle track. Separating walkers and riders is safer for young riders/walkers
- This proposal is missing a critical connection across Crowchild south of 16th for pedestrians/bikes. A ramp access overpass should be added
- parking should be all on one side. for the section between 14 & 15 street parking should be on the south side as there are no houses on the north side
- I have not taken 23rd Ave in any mode of transport. This project is a fantastic way to get to the university area. Make sure the connections to the east are good!
- This is a great initiative and should be considered in more areas of the city
- Allowing pedestrians and cyclists to safely get about a neighbourhood should be an easy decision. Calgary caters to cars enough as it is. Please make these changes.
- section from 14 & 15 st NW- south side at the hill bottom is known for icy conditions as improper drainage, will it be plowed for safety? parking needed on south side not north/no houses side of block
- I do not use 23rd avenue, as it is not a part of my routine. Improvement of the 20th & 24th intersection should be a High Priority as the users are mostly children. There are 5 schools impacted
- 19th avenue does not need a new turn lane. Just add a left turn light and keep the lane as a go through and turning lane.
- When I receive my vehicle SIR 636 Honda I'm looking for a rise to the next level +15 if you will. Railing system for train off and on the ground a little excitement (LOL). Char char char shy guy
- 24th Ave & 19th Street. How are you going to put bike lanes on both sides when there is not enough room for fire trucks turning. Garbage pickup in front no lace with new proposals for cans.
- No need for bike lanes on both sides of the street. E.g. Northland Drive only needs bike lane on mall side. Horrible traffic jams with school busses. Look at downtown - one lane per street!!!!
- Removing parking in front of a persons house should not be considered lightly. The fixation on The City has with installing costly and underutilized biked lanes doesn't consider the impact to homes
- In this day and age, and the upcoming austerity requirements design considerations #5 is preferable.

- Prefer bike lanes (option 1) over shared trail for areas usually seen as sidewalks. but clear marking for bike lane is needed. connection to con.park looks very steep.
- Concern that even with permit parking there will be more people who need to park & the new developments. There are only single car garages in new developments. Concern road is not wide enough.
- Parking impacts. Snow removal when bike path/ multi use - City should not grade snow with a sidewalk/ path. Why is city using BT/ CH to force so much increased density development and not spreading
- Cut through from 19th St to get over to crowchild. Note we live on 24 Ave NW with existing sprinkler system on North Side of proposal sidewalk. Who will pay handle the removal/ replacement
- We are concerned w/ damage to our irrigation system when sidewalk replaced. Thanks for listening to concerns about 22nd Street sidewalk. Concerns: increased density, parking, ped safety, mixed path
- Consider: water pressure for area already low, increased traffic concerns on 24th, bike traffic should be in 23rd, lack of parking, infrastructure not sufficient.
- Ped/bike scramble at 19 St. Signals/raised xwalk at 15 St. 15 St count should be during Lion's light fest. Parking is adequate with a lane removed.
- Option 5 is best due to design consideration osterity constraints (no job). Option 1 better than option 2. There will be place to store shoveled snow. No parking due to turn lane onto 19 St NW
- 23 ave and 22 St NW is a nightmare. 22st is wide open and people speed every day all day.
- Why does bike path have to be on 24? Why not 23? less traffic and join up with LRT/ 24/ Crowchild. Less interaction b/w bikes and car (safer). Concerns: snow clearing, increase density, parking
- South side: problems for parking and snow removal. Lack of support for cycle ammenity. Should use existing cylcle path by Confederation park. City creating extra work. Concern of cost.
- Cyclists have to be separated from pedestrians for the safety.Cyclists dont adhere to existing rules and do not slow down.Keep separate. New developements don't fit into the neighbourhood.
- Absolutely no traffic calming devices - they impede traffic and reduce safety
- Option 2 would make cycling difficult on 24th if you need to slow down/stop at each intersection. Also multiuse path not being directional, this can be dangerous for cyclists when cars turn left.
- Should have told folks about the bike lanes in June. The engineers need to listen to other voices sometimes. Your PM needs to answer questions about the verbal dump. Lots of words doesn't equal answe
- It would be good for the city to be responsible for plowing/ shoveling the sidewalks and bike paths. The cost is minimal and benefit great
- This is a muddled presentation. It's not clear at all what is on the plan. Reminds me of the planning website. Difficult to follow or navigate.
- Need to improve cyclist/pedestrian safety and comfort to and from local area schools.
- 14 St & 24 Ave light timing - between 14-15 St can it be widened? NB 14 St onto 24 Ave would be good to have a left turn lane. Uneven pavement at pathway intersection east of 14 st.
- RRFB cross walk lights @ 18 street because it leads to 2 school. 15th St RRFB @ Park



- New pathway connection in either option is beneficial for safety esp. in winter b/c the ice, lighting in tunnel, and grade safer for ppl who cycle, walk, wheel, roll
- No need for a left hand turn lanes on 24th avenue. Just install a turn signal on the lights, and make it so that only one direction of travel can move at a time going east/westbound
- Priority focus should be on improving pedestrian and cycling connections through the area and to amenities.
- Crowchild S bound left turn to 24 Ave - dotted guidelines to the appropriate lane might help. Concern: do not enter sign in between two lanes makes it unclear which lane it is referring to.
- There are a lot of pedestrians going to the train, but I haven't noticed much vehicle traffic.
- I don't agree with the closure of 24st S to Crowchild W. This will put more cars onto the problem area of 23st & 24ave. Should close 24 ave to 24 st and use the extra space and proposed lights for safety
- Great work considering the 5A network! I look forward to biking to the University with my kids.
- Great stuff looking forward to it! Option 1 for 24th the best!
- Crossing 24 Ave at Crowchild Trail is also in need of safety improvements in conjunction with Capitol Hill Cres.
- Centre turning lanes on 19th street and 24th ave so that those on 19th trying to turn left can see oncoming traffic. sharing pathway w/ peds will create dangerous sit as not intuitive.
- I have a question about the assisted living facility, planned for 2 ave & 22 st NW. What accommodation has the developer made to reduce any congestion during the early morning and late afternoon staff
- We need more infrastructure for bikes and pedestrians.
- I don't drive or walk there often enough to know
- As a Senior, I just moved to Banff Trail because of my medical needs at the Foothills Hospital/Facilities. I am deaf with restricted vision using a walking aid. Walkways need to be wide with no snow.
- b/w 14st & 15st/24 ave why is south parking removed? parking should be removed from north side which has no houses & is the golf course. Where will people park with the proposed new development 20&22st
- Would like speed bumps @ 23rd ave (just west of 19th st) and the back alley between 23rd & 24th ave.
- Is it necessary to have large 6 story buildings on almost every corner along 24th ave. How many coffee shops and apartments do you need in a residential area?
- Do you really need large commercial/ apartment buildings on every corner along 24th ave, and an old folks home along a main road. These buildings will not fit in.
- Need for foot traffic from the church at 23 St. NW
- I don't think large apartment buildings on every corner is a good idea. There will be less parking. Which will already be reduced by 1/2, and have possible business failure don't need coffee shops.
- I'm in favour of Option #1 for cycling/pedestrian safety to help keep the flow for cyclists. Please keep width of cycle lane on par with other bike paths and protected if possible



- The speed limit needs to be controlled better such as 40 Km/hour, strongly enforced or roundabout at 22A St. Commuters using 24 Av to access north bound Crowchild Trail speed constantly.
- Option 1 bike path on 24th is a dumb idea. The road is too narrow. lots of parking on the road will cause accidents when people open their door without looking, and will annoy drivers greatly.
- Not from a traffic perspective, but a crossing perspective. Very hard as a pedestrian or a cyclist using a quieter set of residential streets for East/west connection to have a safe break in traffic
- I ride my bicycle along 23 Avenue west in the morning and east in the afternoon (commuting to work at Foothills Campus) and I encounter fast, distracted drivers every day. Free parking to LRT, school
- Please confirm 20A St NW will remain two way & afford access/egress to/from 16 Ave NW EB [i.e., a corridor between 14 Ave & 16 Ave NW]. Thank you. LJ howard 403 282 33 47. ljosephhoward@gmail.com
- Flashing lights: 22&20 st. before child gets hurt.need playground zone on 23ave:20-22st.city can paint crossinglines at all intersections on 24,paint is cheap,character limitation=#emptycityengagement
- In view of the economic situation perhaps projects such as this should be put on hold until things improve and the money deferred to a more critical area.
- How will I be able to use my driveway when the path is constructed. Will I be a prisoner? (not being able to leave or park in my garage). 24th Ave is a very busy road - is this really the best option? Between options I do not think multi use is appropriate. A division of use is best as elderly neighbours who may not be here warning bike bells.
- Your solution to 24 Ave is not in tune with the traffic. No bike lanes. Bike can detour into side streets. The block off on 24th and Crowchild further knocks me in to get on to Crowchild North. Must go along 25 Ave a residential street with parking on both side and very little space left for two way traffic.
- 15 St traffic count should include Festival of Lights (pedestrian). 15 St should include allowance for the hill on the West side. Option 1 is superior for safety. A pedestrian and bike scramble should be installed at 19 St. 19 St. and 20 ave should have complete street improvements as well.
- The community has a wide range of ages and abilities in terms of mobility. There is potential for a lot of conflicts between users with a multi-use pathway. None of the changes mitigate other problems with cars along the corridor (cut through traffic and congestion). They seem primary geared at moving people along 24th Ave, but the movement across (for example from William Aberhart to athletic park/ pool or from North of 24th to either train station)
- New pathway connection in either option is beneficial for safety especially in winter because the ice, lighting in tunnel, and grade safer for people who cycle, walk, wheel, roll.
- 14 St & 24 Ave light timing - between 14-15 St can it be widened? NB 14 St onto 24 Ave would be good to have a left turn lane. Uneven pavement at pathway intersection east of 14 St.
- 1. I do not like sidewalk extensions. Cannot see them in Winter when they are covered in snow. Also they do not just slow traffic, they stop traffic. Cars turning left, especially when busy, will completely stop traffic. 2. Bikes must always travel in same direction as traffic, there should never be bikes moving against traffic. 3. Bikes should slow down at intersections (approaching) so cars



can see them coming. When a car is turning right it is very difficult to see a fast bike when doing a right hand shoulder check. 4. You should also have no parking zone 20 meter prior to the intersection (5 m is not enough) 20 m would allow cars to see bike when car driver is doing right hand shoulder check prior to right hand turn.

- Need parking restrictions on 20th ave (people park there and go the train). Concerns about increased density. Curb extensions - frustrating because they slow down traffic and cause pollution. Garages aren't great - get filled with stuff, cars park on street. Longer access road to crowchild will help. Bike connectivity from Crowchild to Foothills Hospital could be improved. Will need to have better timing of lights at Crowchild & 24th - makes it difficult to get to McMahon from Banff Trail w/o going all the way around 16th Ave. Curb extensions - don't serve any purpose - not visible in winter. Signage @ crosswalks should be consistent. 15th Street hill makes it harder for pedestrians. Road is already very narrow, can't narrow it more. Like the idea of getting bikes off the road. Need more than 5 m buffer away (maybe 15-20 m ) for parking where bike lanes are on the street. Visibility very bad coming off 22A St. 15th St - post flashers would have to have adequate height - what about a raised crosswalk. Pedestrian count during festival of lights would be helpful. 17 A should be able to have painted crosswalk to go N-S.
- I believe we should move toward with development on 24 Ave NW. We have to make Banff Trail (a multi urban and progressive community).
- Street by St. Giles Church has bus traffic. Access Calgary buses, residential visitors, and Inclusion Staff coming in and out makes it impossible to park. Road need to be shovelled more in the winter.
- between 15 & 14 st cannot parking be on both sides if the golf course north sidewalk is modified? resident parking will be awful for Xmas lites. prefer separate bike & walker lanes not multiuse
- modify option 2 so that there is only a Single direction bike lane on S side. Currently 24th Ave. Is unpleasant to travel on - too narrow and too many parked cars.
- Traffic lights from 24 onto S crowchild are terrible, huge waits in AM. Same from crowchild turning left to 24. Need designated R turning lane from 24 onto 14 st. or no parking on that side.
- Option 2 is the better option when considering the needs of all users of the pathway beyond cyclists. Parking and pedestrian traffic is a serious issue during the Xmas lights display near 16th St
- As much retail and commercial that can be encouraged along this corridor will be supported by the community. Love to see this work happening in Banff Trail.
- Neither addresses parking/traffic in consideration of the new developments along 24th. Ok for now but will create huge challenges if these developments are built.
- Nearly impossible to turn onto 24th from side streets. These changes & high-density developments will exacerbate this. Multi-use pathways must connect to existing networks/main points of interest
- Traffic around the schools is increased during peak times. That coupled with drivers using side streets to avoid congestion along 24 ave and 19 street is a problem. Speed limits are not obeyed.
- The crosswalk at 24 Avenue and 18 Street NW must be made clearer to be safe for children going to and from school. Better lighting is needed along 24 Avenue. 15 St/24 Ave. crossing is very dangerous.