



16 Avenue Widening

Stakeholder Report Back: What we Heard

March , 2019

Project overview

To accommodate future growth in the City and support the development of the University of Calgary Major Activity Centre, 16 Avenue N.W. will be widened to 6-lanes. A key east-west connection, as the trans-Canada highway and is served by the Primary Transit Network. 16 Avenue N.W. is classified as an Urban Boulevard; meaning it forms the backbone of higher-density Corridors and Activity Centres.

The westbound 16 Avenue N.W. to northbound Crowchild Trail NW off-ramp was identified in the Crowchild Trail Corridor Study short-term improvements. Furthermore, policy direction in the Banff Trail Area Redevelopment Plan (ARP) has triggered the requirement for the westbound to northbound exit ramp from 16 Avenue N.W. to Crowchild Trail when current land use applications are approved.

The off-ramp is being planned and designed in conjunction with the widening of 16 Avenue NW to minimize impacts to the local residents and businesses and to take advantage of efficiencies during construction.

Adding a lane on eastbound 16 Avenue NW from Crowchild Trail to 19 Street NW, will require a pedestrian update. The City is currently in the feasibility stage of the project and want to hear from the people who live, work, or travel in the community to understand what is important to you. We hope to gather a complete understanding of the area and the unique opportunities associated with the project.

Project Area Information

- 16 Avenue N.W. is being widened from the current 5-lanes (2 EB, 3 WB) to 6-lanes from 19 Street N.W. to the Crowchild Trail N.W. overpass.
- A new, off-ramp will be constructed, connecting westbound 16 Avenue N.W. to northbound Crowchild NW. Improvements associated with the off-ramp will continue along northbound Crowchild Trail N.W. until 23 Avenue N.W.
- No change in alignment to Crowchild Trail N.W. is planned at this time, in association with the Crowchild Trail Study Medium Term Plans.

Engagement overview

The City held a public open house on Monday, October 29, 2018 to provide citizens an overview of the project and collect input on 16 Avenue N.W. crossing options. For those who weren't able to attend the open house, an online feedback form was available from October 29 to November 16, 2018 to allow citizens to review the project and provide feedback online.

What we asked

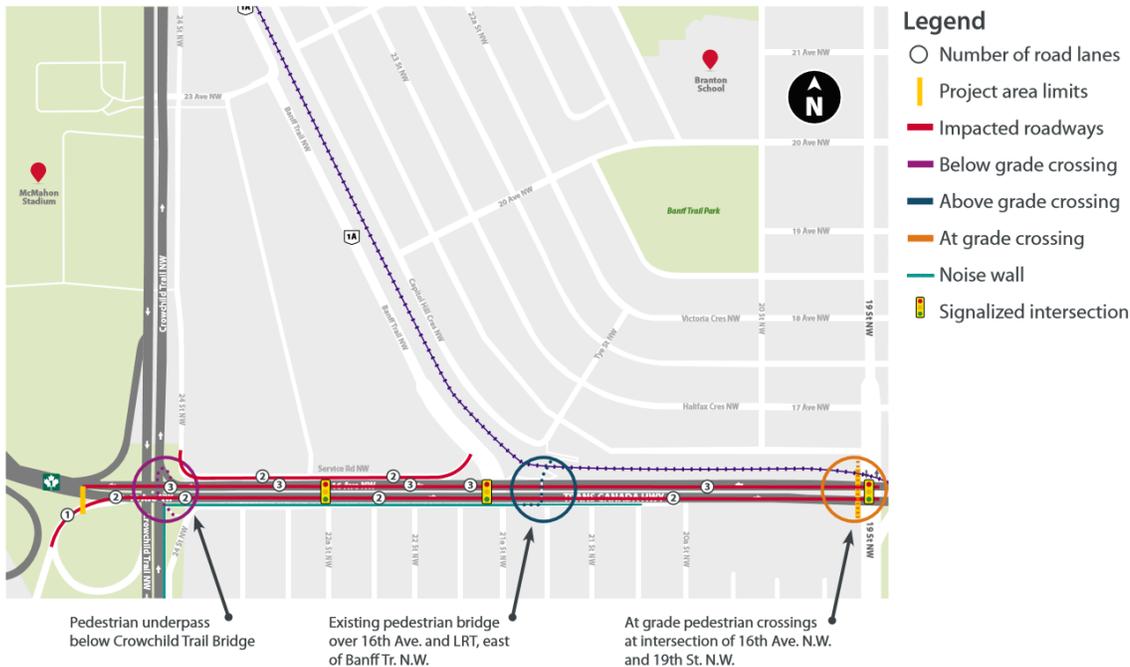
To get a better understanding of the stakeholders, the project asked:

“Where do you live/ work?”

As a result of the challenges with implementing an Urban Boulevard while widening 16th Avenue N.W., the design team is looking at two, high-level options to accommodate pedestrian and cyclist movements. Participants were provided with the following information about each option to help them provide informed feedback on the options.

Pedestrian and Cyclist crossing experience

Pedestrian and cyclist crossings as they exist today



**Image presented at Open House and Online for current pedestrian and cyclist crossings

Stakeholders were then asked the following questions:

How do you typically cross 16th Avenue N.W.?

How is your crossing experience in this area?

How could your crossing experience be enhanced?

16 Avenue N.W. Crossing Options

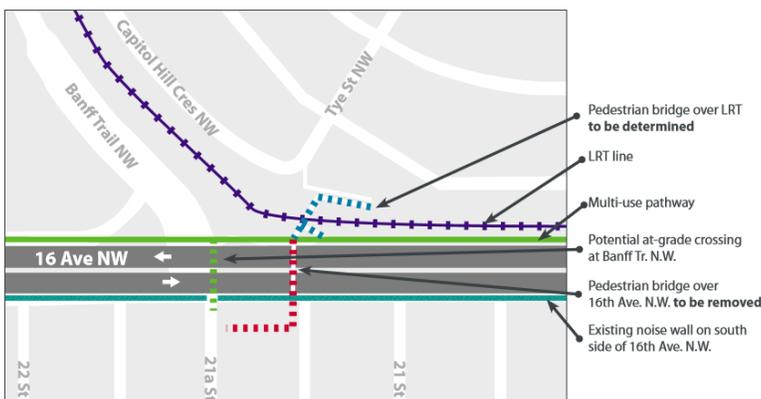
Option A – Street level crossing (at-grade)

- This option introduces pedestrian crossings at controlled intersections.
- In order to accommodate the space for the crossings on the south side of the noise wall, the bridge spanning 16th Avenue N.W. would have to be removed, while keeping the existing span over the LRT tracks.
- A ramp could be added to the north side of 16th Avenue N.W., to increase accessibility in addition to the staircase that currently exists.
- Pedestrian refuges would be required on the south side of the noise wall, which would necessitate opening(s) of the noise wall.

16th Ave. N.W. crossing options

Option A – Street level crossing (at-grade)

- Introduces a pedestrian crossing at street level, at controlled intersections.
- Remove the bridge span over 16th Ave. N.W.



Advantages	Challenges
<ul style="list-style-type: none"> • At grade crossings eliminate the need to climb the vertical elevation of the bridge which may be beneficial to users, specifically from an accessibility standpoint. • There may be opportunity for landscaping enhancements. 	<ul style="list-style-type: none"> • Existing pedestrian bridge median pier infringes with planned widening. • Openings would be required in the noise wall. • Impacts to traffic with signalized pedestrian crossings.

**Image presented at Open House and Online for Option A

Option B – Overhead crossing (keep existing pedestrian bridge)

- This option proposes to keep the existing overhead pedestrian crossing, that currently spans 16th Avenue N.W. and the LRT tracks.
- No additional at-grade crossings can be introduced due to space constraints.
- A ramp could be added to the north side of 16th Avenue N.W., to increase accessibility in addition to the staircase that currently exists.

16th Ave. N.W. crossing options

Option B – Overhead crossing

- No at-grade crossings – maintains the concept of the overpass to connect north and south of 16th Ave. N.W. for cyclists and pedestrians.



Advantages	Challenges
<ul style="list-style-type: none"> • Maintains similar conditions to existing, including free flow of pedestrians and cyclists without signalization. • Minimizes impacts to 16th Ave. N.W. traffic by not adding crossing signals. • Would provide a safe crossing separated from traffic. • There may be opportunity for landscaping enhancements. • Noise wall continuity could be maintained. 	<ul style="list-style-type: none"> • Existing pedestrian bridge median pier infringes with planned widening. Modification to the structure would require investment costs. • Elevated crossings require users to climb the height of the bridge through ramps or stairs.

**Image presented at Open House and Online for Option B

Stakeholders were then asked the following questions:

What are the issues? (Option A – Street level crossing (at-grade))

What are the opportunities? (Option A – Street level crossing (at-grade))

What are the issues? (Option B – Overhead crossing)

What are the opportunities? (Option B – Overhead crossing)



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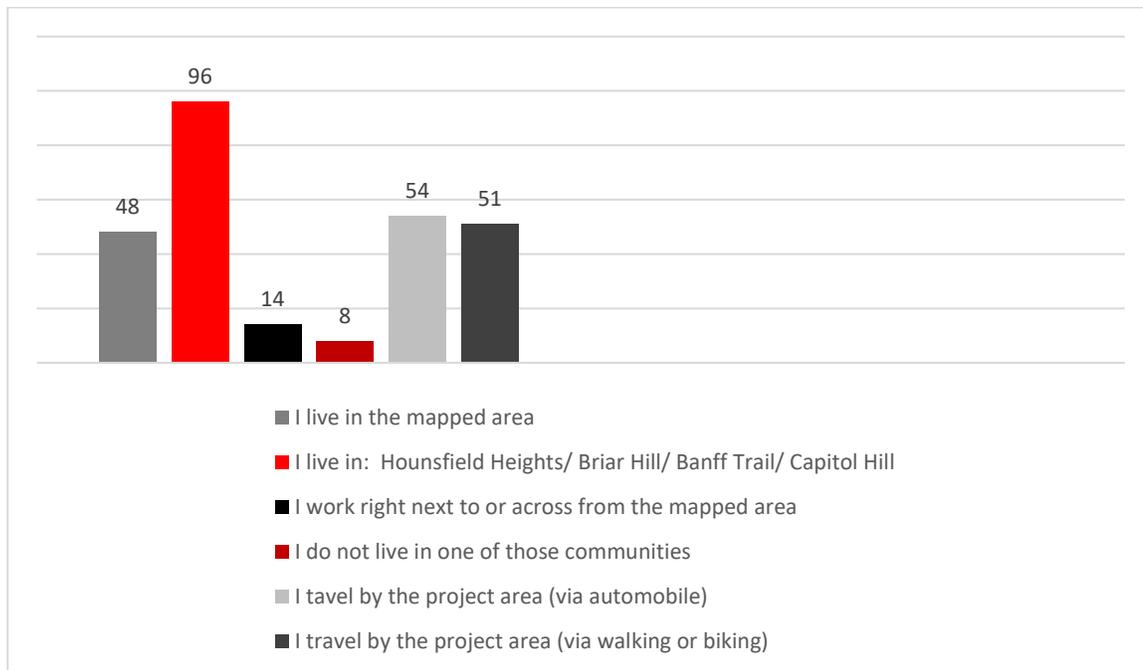
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What we heard

Below is a summary of the themes that emerged through the citizen engagement for this project. The themes are listed from most frequent to least frequent.

Where do you live/ work?



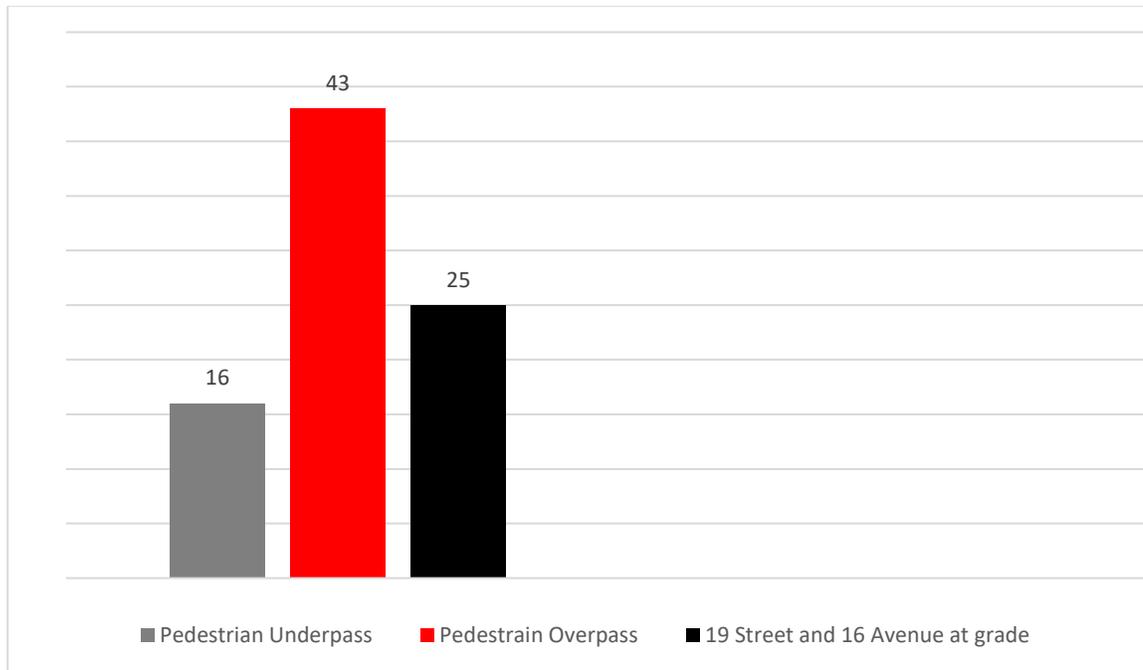


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How do you typically cross 16th Avenue N.W.?



Themes for underpass comments	Themes for overpass comments	Themes for 19 Street and 16 Avenue comments
<ul style="list-style-type: none"> • Desire for increased lighting in the underpass • Concerns for safety in the underpass 	<ul style="list-style-type: none"> • Safety primary reason for use of overpass 	<ul style="list-style-type: none"> • Concern for safety with at grade crossing • Concern for slowing down vehicular traffic as a result of pedestrian crossing



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How is your crossing experience?

Themes for underpass comments	Themes for overpass comments	Themes for 19 Street and 16 Avenue comments
<ul style="list-style-type: none"> • Desire for increased lighting in the underpass • Concerns for safety in the underpass • Desire for upgrades that increase mobility and accessibility for citizens 	<ul style="list-style-type: none"> • Safety is primary reason for use of overpass • Desire for upgrades that increase mobility and accessibility for citizens • Desire for general upgrades to overpass • Preference of this option because of quick crossing ability • Desire for upgrades to have wider turns for mobility and accessibility for citizens • Desire to improve and create integrated connections on both sides of overpass 	<ul style="list-style-type: none"> • Concern for safety and perception of danger with at grade crossing • Concern the traffic light time is too short for safe crossing • Concern for mobility and accessibility of this crossing • Concern of the long length in time it takes to cross at this location • Concern this crossing has negative effect on traffic flow along 16 Avenue N.W.

How could it be enhanced?

Themes for underpass comments	Themes for overpass comments	Themes for 19 Street and 16 Avenue comments
<ul style="list-style-type: none"> • Desire for increased lighting in the underpass • Desire for upgrades to increase mobility and accessibility – specifically widening • Desire for improved aesthetics of underpass • Desire for cameras in underpass for safety reasons • Desire to implement noise control features 	<ul style="list-style-type: none"> • Desire for upgrades that increase mobility and accessibility for citizens • Desire for increased lighting on the overpass • Desire for the overpass to be widened • Desire for overpass to be more cycle friendly • Safety is primary reason for use of overpass • General comments of the importance of this 	<ul style="list-style-type: none"> • Concern for safety and perception of danger with at grade crossing • Concern the traffic light time is too short for safe crossing • Concern this crossing has negative effect on traffic flow along 16 Avenue N.W.



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	<p>connection to the surrounding neighbourhoods</p> <ul style="list-style-type: none"> • Desire for upgrades to have wider turns for mobility • Desire to improve and create integrated connections on both sides of overpass 	
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What are the issues? (Option A – Street level crossing (at-grade))

<p>Themes for comments provided for 'Issues'</p>
<ul style="list-style-type: none"> • Concern for safety and perception of danger with any grade crossing location • General lack of support for Option A • Concern any at grade crossing along 16 Avenue N.W. has negative effect on traffic flow increases congestion • Concern an at grade crossing will require a break in the sound wall along 16 Avenue which is a major cause of concern for adjacent residents • Concern at grade crossings are not accessible and will have associated mobility challenges • General support for Option B • Concern for increased noise pollution with Option A • Concern for increase pollution in the surrounding neighbourhoods as a result of idling cars

What are the opportunities? (Option A – Street level crossing (at-grade))

<p>Themes for comments provided for 'Opportunities'</p>
<ul style="list-style-type: none"> • Removal of overpass could increase adjacent residents privacy as citizens would no longer be able to view into private properties • Opportunity to reduce speed limit at project area on 16 Avenue N.W. • Generally speaking there were very few comments that provided input on opportunities for Option A and most input collected was opposed to Option A

What are the issues? (Option B – Overhead crossing)

<p>Themes for comments provided for 'Issues'</p>
<ul style="list-style-type: none"> • Concern for current lack of integrated connections with overpass



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What are the opportunities? (Option B – Overhead crossing)

Themes for comments provided for 'Opportunities'
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- | |
|---|
| <ul style="list-style-type: none">• Uphold a safe pedestrian passage in the area by proceeding with Option B• Opportunity to increase lighting on the overpass• Opportunity to not disrupt traffic flow along 16 Avenue N.W.• Opportunity for upgrades that increase mobility and accessibility for citizens walking and cycling |
|---|

This project received many comments that were not directly related to a specific question asked during the engagement. The following is a summary of those themes received:

Themes for general comments received

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| <ul style="list-style-type: none">• Citizens in the area do not want to see a removal or break in the current sound wall. Many comments expressed a desire to have general upgrades of the current sound wall that would include increased height and effectiveness in controlling unwanted sound• Citizens in the area expressed the importance and desire to keep the service road South of 16 Avenue N.W.• General support for upgrading and improving the accessibility of the above grade pedestrian crossing and a lack of support for at grade pedestrian crossing• Desire for sidewalks throughout the Motel Village area to be widened |
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What We Did

The feedback that we received was used to help frame the scope and important elements of the project. From there, the feedback was used to create a business case made to the Transportation Leadership Team to confirm the scope of the project given our understanding of the important points for the community based on input. In February 2019 the scope for 16 Avenue NW off-ramp and widening were confirmed.

Below outlined the themes that were identified as factors in our engagement, and the confirmed scope based on feedback:

Theme	Confirmed Scope
Increase mobility and accessibility	<ul style="list-style-type: none"> • Build a new ramp connecting to the existing pedestrian bridge near Banff Trail The pedestrian bridge is not to be replaced • Extend active modes and public realm improvements along Banff Trail NW from 16 Avenue NW to 23 Avenue NW
A desire for increased lighting in the underpass	<ul style="list-style-type: none"> • Enhance pedestrian underpass at Crowchild Trail & 16 Avenue NW
A desire for sidewalks throughout the Motel Village area to be widened	<ul style="list-style-type: none"> • Improvements to the public realm off of the service road on the North Side of 16 Avenue NW
No desire for permeability in the noise wall on the south side of 16 Avenue NW	<ul style="list-style-type: none"> • Replacement of the noise wall insulating Briar Hill Community.
	<ul style="list-style-type: none"> • Construct single, additional East Bound lane on 16 Avenue between Crowchild Trail to 20A Street NW.

Next Steps

Given the confirmed scope, the project team will now work with internal teams and contractors to review the designs of each element of the project, identify the resource requirements, and confirm a timeline.

At this point, there is no further opportunity for public input into the design or functionality of the project. There will be ongoing consultation with property owners adjacent to the noise wall in Briar Hill and business owners in Motel Village regarding access to their properties and businesses in the long-term and during construction.

Verbatim Comments

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



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Please note: Personally 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.

How do you typically cross 16th Avenue N.W.?

- Lights at night for safety under underpass please
- 19th St. No problem crossing
- Trees/shrubs on S side of S sound barrier please.
- Overpass it's the only safe way to cross 16th Avenue
- Pedestrian bridge (avoids walking) - prefers to drive
- Pedestrian bridge
- Avoids 19th Street - dangerous only crosses at ped bridges
- Use all 3 crossings - underpass, over pass, 16th Ave and 19st crossing
- It is a no brainer pedestrian overpass must stay along with sound barriers. Cross walks too dangerous and slows traffic down too much.
- Crosses at all 3 as a cyclist and pedestrian
- Ped bridge @ grade level means more stop added to 16th ave and there's too many
- Cross on pedestrian bridge mostly
- All 3 - underpass - connectivity mobility issues
- 1. Pedestrian Bridge 2. Crowchild underpass
- Pedestrian bridge, or at 16th Ave & 19 St intersection
- Overpass
- Ped Bridge or 19 St. Level Crossing
- Pedestrian Bridge
- Crowchild underpass
- Underpass is dark and noisy
- Leave access to 16th Ave from 20 a St otherwise more traffic through INT/ EN of 14th Ave & 19 St which is already congested. Light heavy traffic on 19street, LRT level crossing, 2xcrosswalks, access to northhill centre and library
- All 3 - both ped bridge turns too sharp turn radius width
- Are you removing the ped bridge?
- Overpass - sometimes 16th Ave if going to Home Depot
- Crowchild underpass/ ped overpass/ LTS @ 19th St
- 19th St or ped overpass - if you remove the bridge big safety issue
- on foot 19th St
- Pedestrian bridge typically - rides through



- Keep the overpass
- Don't feel safe using the underpass
- Ped overpass and underpass (as a ped) - accessibility
- Pedestrian bridge
- Ped bridge and 19th street - both ped and cyclist
- Driving is better than walking across a unsafe area
- Cycle under bridge - crowchild/ 16th Ave
- All four members of my family bike and we regularly use the p. bridge 16th ave and LRT, east of Banff Tr. NW. We need safe bike and pedestrian bridge to cross 16th ave for our daily commutes. Thank you.
- The pedestrian bridge overpass
- LRT or walking
- 10% time crossing by bike or walk. 90% time I drive across 16 ave.
- Mostly Pedestrian bridge, and sometimes 19 St crossing, rarely underpass.
- Existing pedestrian overpass over 16th Avenue and LRT, east of Banff Trail NW.
- Either via the crappy underpass, or the overly narrow pedestrian bridge east of Banff Trail
- Existing pedestrian bridge over 16th & LRT (using bike and walking) AND pedestrian crossing at 16th Ave and 19th St NW
- walking or biking
- pedestrian bridge
- I typically cross 16th Ave at 10th St, 14th St, 17th St, 19th St, the pedestrian overpass between 17th - 16th St and 19th-Banff Trail NW, and Uxbridge Dr NW, depending on travel mode, and where I am travelling to or from.
- Usually by pedestrian bridge unless headed to U of C/McMahon stadium when I use the underpass.
- Pedestrian bridge and underpass
- 2 ways - in vehicle crossing @ 19th Street NW and using pedestrian bridge when walking
- The pedestrian bridge
- Pedestrian Overpass
- By walking and driving. at intersection 16Ave and 19 St NW
- via the underpass under 16 Ave alongside Crowchild; please do not remove; is more time and space efficient to walking to U of C and MacMahon sports area than the pedestrian bridge to the east
- I use the overpass or cross at 19 St.
- Crosswalk at 19th St NW
- 19th street NW at grade crossing because the other two options are rarely viable do to their condition and our climate
- I do not walk or bike along 16th avenue, this is the main highway east to west through Calgary. treat it as such and do not hinder traffic with unnecessary barriers to create traffic backups, keep traffic moving.
- on bike at grade pedestrian crossings at 16th/19th (pedestrian bridge is not bike friendly)



- Lights at 16th Ave and 19th Street
- Existing bridge
- 19 St intersection or pedestrian overpass
- At 16th avenue and 19th street NW
- At 16th avenue and 19th street NW
- I use the overpass or the underpass. Sometimes i cross at 19th Street but that is not particularly safe.
- existing overpass
- At the lights on 19st or take the overpass by North hill mall
- Not sure where to add a comment....but would like an easier South bound exist to Crowchild to avoid traffic cutting to 5th or Kingston.
- At 19 St.
- Drive and walk
- overpass pedestrian bridge
- Crosswalk
- Pedestrian bridge and underpass at Chrowchild. Home Depot via 19 Street.

How is your crossing experience in this area?

- Need to keep the bridge. Fit - grade - challenging for mobility, & accessibility.
- →19th Street don't feel safe w/ the construction. Challenging if you have mobility issues.
- Accessibility issues for anyone w/mobility issues.
- Must maintain high volume pedestrian/bike overpass over 16th Ave. at or near current overpass at 21A St NW - kids walk to Branton & Abechart and bikes use it - Ground crossing is unsafe & disruptive.
- Ped. Bridge north side stairs poor. 19 St level cross still dangerous. Cars an issue.
- Once advanced greens have finished NP - would not cycle down 19th St. Safety!
- Also has friend who was hit @ 19th St. at grade.
- There used to be an opening (before the sound wall) at about 22nd St. It was very dangerous and cars did NOT stop.
- Challenging for both drivers & peds - short light. 19th St.
- Crowchild underpass is very dark, tight, & scary. No access to Motel Village once we cross.
- Stair access only to overhead pedestrian crossing limiting people w/kid carriers, heavy bikes.
- 19th St. at grade cars making left turn - almost been hit (both cyclist/pedestrian)
- "19th St. - nightmare. No right turning traffic on red = dangerous as a pedestrian !"
- Crosswalk at 16th Ave / 19th St. has a very short walk light which is mostly ignored by cars - NOT SAFE.
- Pedestrian bridge - safe and quick
- Doesn't make sense to have an at-grade Xing @19th St. Same safety issues now.



- We lived here before the bridge was built. The bridge was a great improvement. It's safer for the children going to school and for seniors.
- "Cycling - ped overpass - sharp corners - makes difficult to use"
- Bikes traveling E-bound are forced to wait for openings
- Limited sidewalk width leaves pedestrians walking between service Road & 16th.
- Bicycles are not comfortable mixing in traffic, sidewalks are busy & illegal.
- Swooped entry onto Banff Trail leaves pedestrians vulnerable, esp W-bound as traffic speeds around corner.
- Crowchild underpass no room for peds → nowhere safe Northside of 16th Ave.
- "- X walks not accessible - wrong location from the mall"
- Accessibility from major stores (Safeway's the mall).
- Ped bridge both good as-is.
- Harassment by drug users at the Ped. Crossover.
- No concerns w/ 19th X-ing in current state.
- Crossing @ C-Train. 19th St not bike friendly X-ing
- Great! Pedestrian bridge works very well.
- "* Safety Issues - dark, too many trees under Crowchild/16th Ave underpass."
- Often scary. Almost regularly (with a child) on NW corner of 16 Ave & 19 St.
- If crossing 16th Ave as a cyclist from Briar Hill should be an access to Banff Tr.
- Ped bridge snow consideration functionality steps are dangerous after snowfall.
- Feels okay w/current state of 19th X-ing.
- Ped. Bridge allows crossing anytime without waiting & stopping traffic.
- "→sharp corners difficult as a cyclist. - prefer over an at-grade."
- 16th ave and 19th st crossing: never feels safe. We have always worried and encouraged our kids to use the overpasses. Young students need to cross 16th ave to access Branton JH and Aberhart SH schools.
- Excellent
- long wait for traffic to stop at 19 st and 16 Ave Sw
- It is enjoyable to walk and use either ped bridge (near Northhill mall & Tye St). Less enjoyable crossing at 16 & 19 st. Must be aware to be defensive crossing too many cars run red left turn.
- The underpass is pedestrian hostile. Loud cars to the side and overhead. Dimly lit. Not accessible to bikes or wheelchairs. No great access to Banff Trail train station from here.
- Appreciate the convenience and safety of the overpass though it is narrow, with tight corners and low rails. Also, cyclists travelling north on 21st Street bike route are directed to ride into oncoming traffic along service road to access overpass.
- Unfriendly and outdated
- Pedestrian bridge is pleasant, 16th Ave & 19th St NW is unpleasant



- VERY frightening on a bike and when walking. The travel speed is way to fast. when I'm walking, I have to wait a really long time to cross the road. I would not walk or bike here at night because I would be afraid of being hit
- The bridge is a little old. The main issue is the lack of sidewalks through motel village though.
- Good at 10 St, 14th St, 17th St by bike, poor or undesirable at 19th St, the pedestrian overpass between 17th - 16th St and 19th-Banff Trail NW. Uxbridge Dr NW is super challenging and a fragmented corridor from Banff Trail NW and 19th St. to hospital
- The expedience using the pedestrian bridge is mostly positive. The only trouble is that the landing in Banff trail on the north side is too isolated. Many kids have had scary encounters with people living rough on the way to school.
- Both Bridge and Underpass are so narrow and dangerous with bikes. There are no connections to Banff trail station with Underpass.
- 16th Avenue is a busy thoroughfare - made for motorized vehicles more than anything, of people in a hurry to get somewhere, it takes a lot of concentration to cross safely in any form ...
- Fine, as I don't have to wait for traffic lights
- Good on overpass
- It's always busy. It's easier to walk across than to turn
- excellent
- Okay, the overpass is not ideal for cyclists.
- Poor the road is wide and the vehicle speeds are high, walking in this area is an unpleasant experience, I don't like to spend time in this area as a pedestrian
- Scary
- Do not cross the roadway on foot. If your foot traffic is required use pedestrian over passes, keep pedestrian traffic away from roadway. It's a safety matter for both driver's and pedestrians.
- scary
- Stressful
- Great. Safe
- 19 st is a bit busy and dangerous. Pedestrian overpass is better, but further away.
- It's good.
- It's good.
- The overpass is excellent between Briar Hill and Banff Trail and OK to access motel village (only OK because the crossing of Banff Trail is hazardous). The underpass is fine but could use better lighting for safety.
- it is excellent although the corners on the ramps are a bit challenging for bikes
- Not easy...have to be very careful. The overpass is the safest
- Unpleasant but do-able. More vegetation on the corners would be nice.
- Very dangerous. Personally I have seen many accidents in 16/19 corners.
- good
- N/A



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- In general OK.

How could your crossing experience be enhanced?

- Light is too short @ 19th St. even for people without mobility issues.
- All 3 underpass - no snow walk. Need a sidewalk lighting/noisy not safe as-is.
- Ped bridge 19th St. - lights - too short & too far
- I never cross on grade at this intersection - too dangerous
- Maps & diagrams have a lot to be desired - more photos would be helpful.
- Stairs & ramp not accessible for those w/mobility issues. Ped Bridge.
- How do you make an underpass more ped friendly.
- Perception - make it a pleasant experience."
- Widen the bridge sharp turns! - Not safe if removed.
- Ped Overpass - concerned about safety if removal.
- Safety concerns if ped removal esp. for students doesn't make sense.
- Underpass - w/the new construction - opportunity make the underpass enticing for use.
- Crowchild underpass needs widening lights, & a crosswalk to motel village.
- Sound wall should extend pas 20A to improve safety if bike lanes are South of 16th.
- Better pedestrian bridge - wider, higher sides over 16 Ave (Spiral)
- Don't trust the lights. Ped bridge - no suggestions good as-is.
- At-grade 19th St. don't allow traffic left hand turns in both directions *time cyclists/ped @same time.
- No pedestrian friendly sidewalk along 16th Ave. (may be alongside of noise barrier)
- At current Crowchild X-ing no crosswalks @ the exit& entrance ramp. Avoids using - difficult.
- Widen bridge. Ramp both sides - not just one.
- Wider pathway on ped bridge. Wider sidewalks. Better lighting on bridge.
- Remove the ped. Bridge, crime issues.
- Keep the underpass! Even during construction!
- Access of the north side - make foot access! To get to Motel Village - need sidewalk.
- Underpass - NB no sidewalk! Better to stay in Briar Hill and use the sidewalk.
- Landing on North side in Banff trail is too isolated for young student on dark morning.
- Lighting @ Crowchild underpass.
- Help Buttons. Multi-use areas. People in these spaces - makes it safer.
- Still require Ped. Overpass
- Junior High kids use
- No grade level crossing
- Keep the underpass
- Upgrade lighting
- Trim shrubs at entrance
- Stairs on north side can be slippery in winter



- Remove trees add lights to Peds/Cycle under/overpass
- How about designing the ped bridge to make more accessible for those with mobility issues.
- Better accessibility @ crossings. Heat the bridge especially helpful in winter explore materials.
- Ped Bridge - not cyclist friendly. Supports keeping it - make functional.
- No push buttons required. Challenge with mobility. Move the X-ing closer to mall.
- Lighting & cameras in underpass.
- Need to keep ped overpass/bridge
- Build a new more accessible, multi-purpose i.e. bike & ped.
- Underpass needs upgrading and improved accessibility.
- Lighting @ underpass
- Build new overpass - easier grade/wider for bikes/wheel chairs.
- Ped Bridge - better maintenance in winter. Icy! Wider for cyclists/peds.
- Pedestrian bridge with wider corners.
- Keep ped. Bridge - level crossing would slow traffic on 16th and be dangerous.
- Thinking riding North on 21st street - encourages cyclists to drive against traffic.
- Pedestrian/cycle pathway to connect all the way to McMahan - leverage the Crowchild construction.
- Improve ped. Bridge (not level crossing) Traffic volume and type not at good with residential needs.
- Critical connection Don't remove - Ped Bridge.
- Cameras on both the bridge & underpass.
- In and out access on 20A to community.
- Widen - but be thoughtful about design. Impact to neighbourhood.
- Keep the ped bridge! Do not remove.
- Keep the ped bridge. Critical connection for both ped & cyclist.
- Underpass more lighting.
- Ped Bridge - good to connect both community esp. with the BRT coming.
- Make it more accessible for ped/cyclist both under pass and ped bridge.
- Getting off the ped bridge better connection to path!
- Lighting at Crowchild underpass!
- Wider ped bridge for both cycling & peds.
- Ped overpass - Accessibility's mobility issues - need to be addressed.
- Drivers being more aware and respecting the rules.
- Experience is already very good on ped overpass.
- Please provide safe bridges for bikes and pedestrians. 16th avenue is too busy.
- Please do not remove the pedestrian bridge. It is much safer and convenient to use the bridge and it would be troublesome to get on the other side of the train tracks otherwise.
- I find the the St crossing turns tight on bicycle. Build two new crossings @ (Tye St) (16 Ave & 19 st) similar to Northhill mall crossing

- A newer overpass with wider deck and better turn radii would be appreciated, but I'd rather see the current overpass retained than have the connection between Briar Hill and Capitol Hill Crescent removed.
- Appropriately wide (at least double the current) sidewalks/ramps. Better noise management (especially on the underpass)
- Wider, more bike friendly pedestrian bridge. I cannot imagine enhancing the pedestrian cross on 16th Ave NW. It is busy. It is the Trans Canada Highway!
- Slower speeds for vehicles, few lanes of traffic, better lighting
- Better connections to the crossing areas
- ped. overpass between 17 -16 St should not put you into a parking lot at North Hill, and 19 St-Banff Trail ped over pass Steep grade, corners, run out on south side conflict. Connect the fragmented connections over Crowchild bridge overpass Banff tr-hospital
- Make the landings on both sides, but especially the North side more visible to 16 avenue.
- Widening bridge and underpass. Making additional sidewalks and bike passes in Motel area.
- prefer to be away from traffic when walking - overhead ped bridge makes most sense to us
- I am more concerned about the improved sound barrier to traffic, how high will it be? Also more concerned about the 20A street access to 16th avenue. It's a dangerous intersection and needs to be addressed, preferably removed.
- More turning time from 16 Ave into 19 ST going north
- Leave the underpass as is; is time and space efficient thanks
- Take out the 180 deg turns in the overpass.
- Narrow the road, decrease the road speed, narrow lane widths
- Improvements to the below grade crossing at Crowchild Trail and the stairs and sidewalks connected to it.
- Do not allow opportunity for jaywalking, already a concern on game nights around McMahan. To many close calls of pedestrians running across 16th Avenue.
- provide a designated bike lane continuation from bike route on 17a Street directly to Capitol Hill Crescent NW (this is a missing link on the extremely important route from Downtown/ Kensington to the University Campus)
- Protected from turning motorists and not directly in the path of traffic
- Leave bridge there
- Overpass closer to 19 St with connecting ramps north and south and east and west.
- It's fine as it is.
- It's fine as it is.
- Leave the overpass as it is. Improve the crosswalk area at Banff Trail for safety. Improve lighting of underpass.
- maybe better ramp design but its probably not worth the cost to redesign these
- Simpler overpass with good lighting and wide open area to exit.



- The NW corner is partially unpaved by the walk button and becomes a mud hole. More pavement please.
- By building a bridge on four corners of 16/19
- better marked bike routes
- Underpass and pedestrian bridge could be a bit more bike friendly. Especially when I am with a bike trailer or my son's bike attached to my bike. Crossing at 19 Street is not very children friendly.

What are the issues? (Option A – Street level crossing (at-grade))

- At level crossings provide easier access for people living in new 31 storey building to cross and park on the streets in front of our houses (22 A St Resident) no at grade crossings!
- No sound barrier? Who will cycle or walk in the winter/chinook day?
- The 2nd crossing at 22A seems redundant given the underpass
- Will multi-use pathway intersections with roadways be designed and regulated to support safe cycling and promote clear operation for all?
- Keep existing overpass vs street level. 2nd new potential street level walk way is redundant
- Continue safe crossing over 16 Ave and avoid potential pedestrian/car interaction
- At grade crossings are not safe and slow traffic down -> lose lose
- Safety
- Overhead crossing needs to remain. Thousands of pedestrians and cyclists cross over 16 Ave daily. An at grade would create severe safety issues and major traffic congestion
- Many students and pedestrians/cyclists use the overpass. Do not remove.
- Safety 1st. Slowing down traffic, longer lights
- Very difficult to take a bike through LRT crossing gates. Strollers, chariots, bike trailers even worse.
- Upgrade over pedestrian bridge. 2 other at grade walkway not needed
- Sound barrier needed on south side of 16 Ave/Briar Hill area
- None
- Kids use this route to/from school, I don't trust vehicles to stop as drivers get annoyed with multiple street crossings
- without LRT overpass, >= 600m detour for peds
- slow traffic is safe for bike/walking access
- Calgary typically does not do well with at-grade crossings on high-volume roads - increased fatalities
- Note: co-op @ 16 Ave & 5st NE is frustrating for drivers and ped. Same issue here?
- Do not want or need level crossing. It will increase stops and starts and noise and pollution
- Support north side 16 Ave multiuse pathways. BUT need clear guidance for cyclists and peds around crossings. Avoid conflicts between users and with vehicles.
- At grade crossing (1) defeats the efficient movement of vehicular traffic (2) huge ped. safety issue
- grade crossing would affect traffic on 21A St NW
- Removing the pedestrian bridge will lead to serious accidents. That bridge is used by large numbers of junior and senior high students each day.



- Do not agree with trying to achieve an urban blvd while widening
- Creates 2-point crossing vs. current system for crossing 16th and LRT - perceived barriers are real.
- Potential to reduce access to LRT if people not comfortable crossing at grade (kids, seniors, etc)
- Multiuse pathways, by pushing cyclists into pedestrian space, can create challenges safety and mobility-wise compared to real bike infrastructures
- Leaving the overpass in the best option as we don't not want any breaks in the sound wall. The sound wall should be raised so it is above the stack of the semis
- Crossing 16th with a bike is dangerous. Getting rid of the pedestrian bridge will reduce bike connectivity
- Huge potential for pedestrian fatality at level crossing N.B. it's the TRANS CANADA!
- Too many controlled crossing without a pedestrian bridge
- Pedestrian bridge just over LRT would be short and steep!
- More light! 16th Ave is a high SPEED highway - need overhead bridge!
- New hi rise development will increase res parking and that will encroach south of 16 ave
- New pedestrian/bike traffic from re-developed area north fo 16th Ave won't need to often cross to south side if amenities are all on north side
- still require a overpass - Junior high kids crossing 16 ave
- Overpass - cycle and ped. Safety issues @ 19th st.
- 19th street safety issues
- How would you cross the LRT safely with an at grade Xing?
- Make the sound wall higher so that it is above the exhaust stacks of the transport trucks. No breaks in the sound wall!
- Removing overpass intentionally increases risk of pedestrian hit from nil to ? 35% chance of one in the next 15 years? Who signs for this?
- Level crossings increase opportunity for pedestrians/vehicle accidents. Just try crossing 6-8 lanes with light changing
- Rapid transit bus makes level crossing even more of a problem
- Disagree with Option A street crossing on 16 Ave. -safety concern for bike and school U of C, conflict with commuter traffic. - Hwy 1 - 50,000 traffic. Traffic doesn't pay attention. -Kids walk against lights. -Add more time to jam traffic 16 Ave
- do not understand the need for at grade walkways for an area that is intended to be a "self-contained" community with all the necessary services - grocery, pharmacy, etc
- Traffic flow will be choked by the steady stream of pedestrians. Overpass = efficient
- Sound wall opening defeat the purpose on an extremely high volume road. More traffic than regular urban boulevard. 21A impacted by this.
- At-grade crossing is dangero9us for pedestrians and will impede traffic-flow for cars turning from Banff Trail.
- Multiuse pathway crossing roadways provide little to no guidance for bicycle travel in terms of right-of-way, etc.



- eliminate people looking into folk's yard
- Taller sound barrier to Briar Hill is needed. Block more sound. No gap for level crossing is best for noise reduction.
- Build out/ancilar curb at Banff Trail turn to slow traffic entering Motel Village
- Slow traffic with increased signalization reducing noise, extremity of impacts when they occur
- Remove "pinch points" issues currently associated with ped bridge. - long bikes, trailers have trouble turning
- 50km/h speed limit 19th st -> Crowchild
- move to 40kmh on 16 th Ave. <speed limit>
- Option B is the preferred option!
- improve underpass it needs some work
- The "gawking in yards" applies to only one or two houses.
- Keep pedestrian bridge (1) add more lighting. (2) incorporate cameras. (3) raise the height to accommodate larger vehicles? (4) cover or design it for heavy-snowfall to fall through?? Permeate?
- Keep sound wall intact with no openings. Pedestrian and cyclist friendly: upgrade overpass and underpass.
- enhancements NEVER slow down driver's -> danger for pedestrians and cyclists
- Busy traffic, panhandling.
- Removing the pedestrian bridge overpass at 16th avenue would make 16th avenue much more dangerous and unpleasant to cross. Please do not remove the pedestrian bridge.
- potential for traffic accidents with pedestrians
- This would severely reduce convenience (longer crossing times over 16th Avenue due to 16th Avenue priority signals) and (potentially) safety for bicycle travel along Capitol Hill Crescent to Briar Hill.
- Wasting 4-5 minutes of my life inhaling exhaust to then cross 6 lanes of traffic sounds amazing. Or maybe not.
- C train lines and I feel like more accidents will occur
- Safety. Noise. More vehicles idling needlessly, which adds pollution.
- it would be nice to keep the connection to the pedestrian infrastructure off of Capital Hill Crescent, connecting to Banff Trail seems scary
- I would be nervous crossing at street level. There's a lot of pedestrian traffic at banff trail lrt station and the cars barely stop for people there. I don't think they'd be more considerate on 16th Avenue.
- Much more dangerous than bridge. Injuries and fatalities are inevitable, especially with drivers passing through on Trans Canada. Our pedestrian crossing conventions are odd compared to other places and drivers will be confused.
- slow down traffic of 16ave by signals
- adding more traffic signals on 16th Avenue not the answer - it is already a long east-west commute to cross town
- Very dangerous!



- This is not a pleasant area with the traffic and the walls.
- Roadway speeds are high in the area and the road is wide
- increased sound concerns in the neighbourhood due to breaches in the noise wall
- Pedestrian traffic interaction is at greatest risk of injuries and possible death. Increased risk of jaywalking. Stops the flow of traffic and impedes traffic flow creating large traffic backup's. Crosswalk viability for both drivers and pedestrians.
- needs to cross LRT too, signal waiting needs to be minimal for cyclists
- Boulevard pathways, particularly bi-directional paths, are recognized by transportation professionals as dangerous to cyclists at intersections. This is NOT an acceptable option unless separate light signals are added at intersections for cyclists.
- NO
- Getting hit by cars
- Scary.
- Noise through the wall, dangerous to cross 16 Ave, slows traffic
- Reduced traffic flow resulting in more concentrated vehicle exhaust for families in nearby homes.
- Reduced traffic flow resulting in more concentrated vehicle exhaust for families in nearby homes.
- Why take out the existing overpass? How does that benefit anyone? Have people crossing 6 lanes of traffic? Not safe!! Not good for traffic flow either. Opening sound wall just gives people access to park their cars in briar hill.
- Removal of overpass is a mistake as it forces people to travel along less desirable routes through motel village or worse yet along 19th Street. 19 Street is a nightmare for cyclists. Crossing 16 Ave at grade is unsafe regardless of location.
- No comment
- No comment
- More stop lights for traffic. You still propose a pedestrian bridge over LRT, so pedestrians don't gain anything.
- Cyclists don't like stopping for lights; they like to keep moving. Cyclists and pedestrians don't like being close to noisy fast dirty vehicles.
- Traffic
- Because of the wait, it will take longer.
- Because of the wait, it will take longer. Fast moving traffic may be a thread to pedestrians. Especially younger children crossing for going to school. Car traffic will be slowed down with additional crossings. Especially if not synchronized.
- An additional light on 16th that is already congested. Eastbound traffic stopping at 19th already backs up here, an additional light is not going to help, and the over the C-train bridge will have to remain

What are the opportunities? (Option A – Street level crossing (at-grade))

- None

- Fast
- Better connection to Banff trail businesses. and access to LRT for the community
- May provide better bicycle connectivity to pathway along north side of 16th Avenue, but this could still be accomplished through an additional ramp if the existing span is retained.
- We're no longer putting other modes out of sight and out of mind of high speed vehicular traffic.
- More rear end collision opportunities.
- More at-grade crossings are needed!
- Don't have to climb the bridge
- none
- Use overpass
- Crossing the road at grade is the most efficient manner for pedestrians to cross the road
- accessibility especially in winter conditions
- The only opportunity I see is you save money for street level vs pedestrian overpass. No opportunities just a lot of safety concerns for all involved. All street level crossing in Calgary is very dangerous at the best of times.
- there needs to be an at-grade continuation from the 17a bike route to the University , but this should be done at 19th street in a designated bike lane that directly connects 17a Street with Capitol Hill Crescent NW
- Not much to save this option if cyclists are to be safely accommodated on the north side of 16th Ave.
- NONE
- Faster than accessing a bridge
- Landscaping
- Faster, maybe easier in winter
- None since 19th street and the overpass work well for crossing 16th avenue. There is also an underpass nearby.
- None since 19th street and the overpass work well for crossing 16th avenue. There is also an underpass nearby.
- Seriously i cannot think of a single thing.
- i do not see anything positive related to at grade crossings
- No Comment
- No Comment
- None that I can see
- less distance to cover, pedestrians like that
- Landscape enhancements and good accessibility for disabled
- Very few people may have faster access to services at Motel Village on the crossing at approx. 22a Street.
- If this has to happen, the at grade crossing should be on the east side of the 16th/Banff trail intersection so as to not add an additional light. This could add the advantage of making Banff Trail NW more pedestrian friendly.



16 Avenue Widening

Stakeholder Report Back: What we Heard

March , 2019

What are the issues? (Option B – Overhead crossing)

- This connects nowhere ahead of overpass thrown onto road multiple conflict points. [arrow referring to edge of map area where 16 Ave adjacent service road goes west]
- spiral ramp [on the north side of the ped bridge once over the LRT tracks]
- spiral ramp [on the south side of ped bridge east of 21A st]
- Option B keeps traffic flowing. Are all traffic lights staying?
- OPTION B is PREFERRED!
- Map could some more details
- want more details on sound barrier north side
- Pedestrian bridge is a safer access across 6-8 lanes of Traffic for getting to schools
- Kids living south of 16th and attending Branton school use the pedestrian bridge to safely cross 16 the Ave each day. KEEP IT.
- upgrade overpass - everyone uses it
- Definitely prefer ease and safety of crossing 16th Avenue on overpass
- Ped bridge - if maintained in project - NEEDS a ram for access to north side 16th Ave. Can't ride bikes/push strollers up/down stairs!!
- Maintain overhead crossing
- Overhead bridges are safer
- keep pedestrian bridge
- Keep pedestrian bridge for safety of students attending Branton and Aberhart from South
- 16 th Ave is a highway - really. -overhead crossing is SAFER in long run
- Get rid of bridge. Too much crime and drugs in the park. Not safe
- Support multiuse pathways on north side 16th Ave. But NEED clear guidance for cyclists and pedestrians at crossings. Avoid conflicts between pathway users AND with the vehicles
- at grade crossing aren't a safe option for such a busy road
- Grade level crossings seem very dangerous. -Lots of people are used to the ramps with the existing bridge. What about mounting a camera/sensor below the pedestrian-bridge to see average traffic flow from 19 st. NW past Banff Trail NW?
- Not realistic for 16th Ave to be an urban blvd! Traffic will be >2x the volume of an urban blvd. Pedestrian/bike connectivity needs to be over or under, not at grade.
- maintaining noise barrier for Briar Hill (south side)
- keeping pedestrian/cycle overpass and improving safety underpass Crowchild/16th Ave for users
- Traffic stopping and starting at at-grade crossing creates more noise for residents of 16th Ave
- Level crossing of 16 Ave too dangerous and time confusing. As the city wants to reduce cars we should make biking and pedestrians more friendly.
- What's going to happen to the service road on the S side of 16th Ave? Lane access? Garbage truck access?
- Access to Brantont Ave. safer with bridge. These are our kiids we are trying to keep safe.



- Denny's stays, service road is re-routed behind Denny's or signs and barricades are set up to avoid frustration
- If the noise wall must be reconstructed keep it where it is and maybe make it a little higher.
- Keep the pedestrian bridge for safety of students. An at-grade crossing is a bunch of accidents waiting to happen.
- New lighting, north side ramps and less green area south side to reduce potential for loitering (not currently a large issue based on my location access the street in the south)
- No issues
- Is there enough space to build a nice, easy transition ramp so everyone can use i.e walk, bike, wheelchair, strollers.
- ice in winter, not direct access
- Current structure needs to be upgraded to better accommodate bikes and more active travel trips. Northbound access on Briar Hill side actually specifically directs cyclists to ride against travel direction on service road.
- It's overly narrow and requires a vertical climb and has a terrible record of being properly dealt with for snow and ice control
- This is the best option. City should remove snow / ice in a timely manner
- pedestrian bridges are inaccessible for those who have disabilities, and are a significant barrier to entry
- bridge can be hard to get up and down
- Will it remain open during construction?
- Need to expand it double at least.
- Ped bridge will be unavailable during construction phase, safe level crossing will be a challenge und
- None, very safe!
- Cost, also need more space to make the crossing suitable for cycling.
- Significant additional travel time and distance for pedestrians
- cost
- Issue everyone will point out is cost. All efforts must be made to have pedestrian traffic use the overpass and not have ability to jaywalk down the street or over a road side barrier, 16th avenue has very heavy traffic a danger to pedestrians and bikes
- not bike friendly
- Existing bridge is very steep and very narrow - does not accommodate long or wide bicycles or bicycles pulling trailers (e.g., utility trailers, child trailers).
- NONE
- None. Love it.
- Ramps needed
- I feel that anyone with accessibility issues will use transit to go to the new motel village area and will not need to park in Briar Hill to visit that area.
- Works well.



- There are no issues. The current crossing is in a great location and serves the users well.
- no real issues with the present crossing
- No comment
- No comment
- I like this the best.
- B is the best option. Overhead crossing at 16/19 is the best option. I live very near this corner for 54 years.
- pedestrians don't like the elevation, it adds a lot of work to their trip
- Accessibility
- Ramps could be more bike friendly. Bike access to north side of 16 AVE would require a bike ramp.

What are the opportunities? (Option B – Overhead crossing)

- Keep ped. bridge how about another Peace Bridge- the last one was so cheap!
- Keep existing road on HHBH side of sound wall. New ped bridge. Keep wall
- Decrease the opportunities for transient and drug activity at south side of ped overpass
- The pedestrian bridge is safer and lets traffic flow. DITTO!
- Improvement of the overpass will encourage more use of the pedestrian bridge, which is already heavily used.
- upgrade soundwall and keep without at-grade crossing
- Keep ped bridge! Good that it has a ramp on both sides
- Pedestrian bridge much safer for pedestrians.
- I like spiral ramp idea smaller footprint like at memorial at Zoo to Bridgeland
- Lots of kids commute to school over bridge
- Less interaction with cars is always better - DITTO!
- underpass - no sidewalk sketchy lack of sidewalk
- keep burm wall on south side 16 Ave section 3 and 4
- Opportunity to design innovative, outside-the-box ped overpass that will enhance the urban boulevard concept and meet accessibility/good mobility for all users.
- pedestrian bridge is a very high priority for communities
- Bicycles use overpass - direct route to south and Memorial Drive bicycle overpass at 21 St. - No stopping level crossing is a stop.
- Pedestrian bridge priority for this project
- I want overhead crossing over 16 ave for pedestrians and bikes
- 16 Ave overhead preferred for (1) safety of children and elders especially (2) for drivers having to stop at another light on 16 Ave. Major traffic are a seems anger issues seems best to keep overpass - both ped/cyclists and cars on 16 Ave
- I would like to see more bike friendly and pedestrian friendly
- Existing bridge ties into crossing LRT



- The sound wall needs to stay, without additional openings. If the wall opens near our house, we will move.
- Crossing option B - safety improves, - pathway, - keep bridge over 16 Ave
- Critical needs. Foot access over 16th Ave
- Better mobility N and S of 16 Ave make overpass significantly more accessible while reducing risk of level crossing with high volumes of industrial non-resident (Hwy 1) and rush hour traffic.
- Keep the ped overpass and the sound/splash barrier.
- better option for cyclists and students
- Keep ped./bike bridge across LRT and 16th
- Prefer B. No need for risk or loss of flow with @grade crossing. NEED WALL
- Overhead crossing is the only practical and SAFE WAY to link communities and provide good bike and walking flow
- Safety. Thank you for the opportunity for feedback
- The overhead crossing is much safer and convenient. It is okay to expand 16th avenue, but please keep the pedestrian overpass intact or at least replace it with another pedestrian bridge overpass, please do not remove it for a ground level crossing.
- Let's the "proposed lane expansion" flow freely....gets rid of the two sets of traffic lights. My option MacDonalds is bad for you anyways!
- separates traffic
- Reduce interaction/exposure of cyclists/pedestrians to heavy vehicle traffic volumes and eliminate wide active-mode unfriendly street crossing. Improve active mode connection and safety across 16th corridor. Allow for improved east-west travel on 16th.
- We could care about citizens on foot and increase the accessibility of pedestrian infrastructure.
- I usually drive to Safeway in winter, therefore, I usually use a bike when crossing here. An overpass similar to the one crossing Memorial drive (between 20th & 21st Street) would be ideal!
- this option keeps the connection to the pedestrian infrastructure off of Capital Hill Crescent, which is important
- Don't have to interact with traffic
- Safety for pedestrian
- Safety for pedestrians and motorist. Keep traffic moving more efficiently? Connect small neighbourhoods to each other. Allow kids to walk to school rather than be driven (less obese kids)
- a wider overhead crossing or a tunnel below grade with suitable lighting for safe crossing
- Keep pedestrian overpass!
- Grade separation is only really good for the cars, it's of no benefit for pedestrians
- maintain complete noise wall as it stands to date
- Less chance of injury and death for pedestrians/bikes, controlled pedestrian traffic flow over 16th, improved traffic flow for 16th as long as road side barriers are in place to hinder jaywalking. Make it safe for traffic and pedestrians/bikes



- A bikeway connecting to 19th St with an at-grade crossing at 16th Ave and 19th St, with on-street bike lanes is best option.
- No pedestrians crossing the number one highway would be ideal!
- Safety
- With new ramps on the north side of 16, would make accessing motel village area much easier
- Allows continuous traffic flow on 16th, and reduces the vehicle exhaust concentration for families living in nearby homes who already are being subjected to a widening of the road in their direction.
- Allows continuous traffic flow on 16th, and reduces the vehicle exhaust concentration for families living in nearby homes who already are being subjected to a widening of the road in their direction.
- The ramps could be improved but this is a nice to have not a must have.
- Maintaining good access for users and minimizing negative impacts of at grade crossings. Maximizes benefit of noise wall for Briar Hill residents.
- No Comment
- No Comment
- We need noise wall at north side of 16 ave. We could not sleep for 25 years. Noise coming from 18 wheeler and buses.
- cyclists maintain their "flow" and have a more pleasant route
- No traffic
- Very fast for pedestrians. Very safe. Faster for car traffic as well.
- Option to replace the existing overhead crossing with one that is wider and doesn't have switchbacks on both sides. A better alignment with both capitol hill crescent and

General Comments – The following are general comments that were received at the open house that were not directly tied to any specific question.

- Trees do not have STC value nor do they protect kids from cars! Please keep the barrier
- Reduce vegetation near ends of underpass and pedestrian bridge
- Option B w/ sound barrier wall on south side. Prefer ramp for bridge for bikes and accessibility.
- Cyclists will be stuck on Banff Trail - creating more issues.
- Makes 16th Ave a toll road!
- Sidewalk on Southside of 16th - dangerous heading east, hanging right on 28th - to do a jog - dangerous
- We need trees and better street lights if this is becoming a dense area
- Need road to continue service road along Crowchild and 16 Ave South. Winter lower grade. Instead 19 St. ..14 st.
- Exclusive lanes for buses and ambulances. Increase the work on cycle connectivity East - West.
- Pedestrian wise - not great. Near CIBC people driving so fast 20th St NW
- Future consideration - wider sidewalks and bike paths.



- Cyclist friendly
- Need higher sound wall on South side of 16th.
- 16 Ave Southside Noise wall should be replaced with higher more effective wall.
- 16th Ave service road eastbound is critical for local traffic from Hillhurst in the winter and 4 houses on 24 st and needs to stay.
- The sound wall is very old and low.
- Sound wall on South side of 16th Ave needs to be high and create an effective sound barrier. Neighbourhood service road on south side of current sound wall is not needed. Extend next sound wall to block 20 a St NW
- Why are you considering at grade crossing when it was closed before because it was too dangerous?
- Close ingress (right in) onto 20 A from 16 Ave
- Better east to west access (cycle) better access from Banff Trail to U of C and Foothills
- Egrees Road for Res South of 14 Ave along 24 St due to hills on 17 and 14 ave Safety!
- Don't remove South Sound Wall
- Sound wall needs to stay with improvements
- Pedestrian overpass is narrow, old and scary. Need to widen it.
- Please make bicycle paths/ lanes and sidewalks wider (for current and future levels of use)
- Need accommodations for pedestrians and cyclists of all ages and abilities. Don't lose sight of City's livable streets, complete streets, and mainstreets policies/program
- Presented material does not include potential changes due to motel village redevelopment (30 story building)
- We would like the wall extended on 16 ave S to cover 20th St. We have way too much traffic cutting up this street from 4-5 PM 20 cars
- The thought of removing the sound wall. DO NOT REMOVE
- Not very practical for pedestrians underpass. Can it be moved?
- Plan for section 5 or 6. People will J walk across 16 Ave - stop lights will produce area for homeless to pan handle
- Need taller sound wall to block increased traffic
- Need more trees and green spaces
- Do not remove the sound wall! Critical piece
- Need to keep "service rd" parallel to 16th Ave - can be the only way out of community in the snow
- Keep the community access road. I use it all the time when cycling home from downtown. Keep it one way too.
- Really like exit off 16th on 20 A street.
- Build Bike lane from 5th Ave up 24 St (N) sound barrier service road. Safer and easier grade than 19th street.
- The 22nd St NW Brown See Rd Great bridge. To try
- More pedestrian bridges



- Not plan section 5 or 6 - need wall not tree. People will cross 16th Ave
- Fast vehicles drive access road on S side of wall. Need speed bumps
- Only improve Crowchild underpass and overpass. Don't add holes in sound wall as people will only come to park.
- Solid sound wall is more effective for decibel reduction. Crescent Heights sound wall is too broken up with gaps and wood portions to block sound. Do not copy Crescent Heights sound wall. Sound wall should reduce sound levels. The appearance to traffic on 16th Ave is not a concern.
- Keep both the underpass and overpass. Functional
- What will happen to the service road?
- Pedestrian overpass - needs to be more accessible for wheelchairs. Sidewalks are not connected for wheelchair on and off ramp.
- Sidewalks not safe. Lack of sidewalks.
- Sound wall needs to stay with improvements
- Removing pedestrian takes away from pedestrians. This then is a solution only for motorists.
- South of sound wall - 1 way (16 street) could be used as cycle track corridor
- Keep the sound wall. Critical to community.
- Must keep sound wall.
- Why is this urban boulevard?
- 20A Street needs speed bumps or traffic calming. Lots of cut through from 16th Ave. Lots of accidents on 20 a street and 14th Ave -people cutting through and running stop signs.
- Trees do not have STC value nor do they protect kids from cars! Please keep the barrier
- Reduce vegetation near ends of underpass and pedestrian bridge
- with 50000 trips per day 16th Ave is not an urban blvd and should require suitable barrier separation for residence
- How do we manage high levels of pedestrian traffic during sporting events without proper protection and barriers?
- Keep sound barrier on south side of 16th - upgrade wall and height
- Keep sound wall - opportunity to redesign and beautify the urb blvd
- Let's be serious - 16 ave is not an urban boulevard. ... it's 6 lanes of high volume and speed traffic!!
- Leave the sound wall where it is but consider improving. Development on the North side ie 20+ towers may impact noise going forward. Do not move sound wall closer to neighbourhood ie keep wall and lane (so cars and bikes can use)
- Keep the south side sound wall!!!
- Keep sound barrier. Make it taller than truck chimneys. Keep pedestrian bridge. Spiral on and off.
- Keep the sound barrier on South side of 16th Ave.
- Keep sound barrier..
- Trees do not have STC value nor do they protect kids from cars! Please keep the barrier
- Reduce vegetation near ends of underpass and pedestrian bridge
- Pedestrian links exist, do not remove



- This is not short cutting this is the designated route for 16 Ave to Crowchild N.
- NO HHBH Consultation in existing plan [near the Banff Trail Station Area Plan box]
- Two left turn lanes are needed from northbound 19 St to 16 Ave. One would take traffic to Crowchild, one continues on 16 Ave. The goal is to move traffic to Crowchild, not through 19 St & 24 Ave to Crowchild.
- Pedestrian underpass below Crowchild Trail bridge needs to remain. Thousands of pedestrians and cyclists use it daily especially during McMahon Stadium events. It is a main corridor.
- The numbers on the map mean the number of lanes
- [near Option A] Please, NO!
- 16 Ave is WAY too busy for pedestrian level crossings
- Keep pedestrian Bridge! Many kids cycle to schools and use bridge :)
- Overhead pedestrian crossing is vital to community
- Yes! [near Option B, 3rd bullet]
- No pedestrians crossing @ road level. Inviting accidents.
- When is the final proposal presented to the residents? Hopefully before construction
- The sound wall is needed
- Keep the sound barrier along the south side of 16th
- Keep sound barrier
- Leave the sound wall and the lane (on the south side). Lane needs to be able to have cars drive on - can be shared i.e. bikes and cars. Difficult to drive in area if it became inaccessible to cars - i.e. hard for cars and service vehicles like garbage trucks to get in and out. If alley is open on both sides easier to get out i.e. one side closed due to service - otherwise vehicles become trapped. Some garages currently back onto lane - therefore negatively impact those if lane is no longer for cars.
- Make sound wall higher. Close E bound access road by sound wall. Replace with trees to provide noise/visual barrier to Motel Village. Add utility turn around lanes at each alley
- Sound wall needed
- Trees do not have STC value nor do they protect kids from cars! Please keep the barrier
- Reduce vegetation near ends of underpass and pedestrian bridge