



Northmount Drive N.W. Improvement Project

Adjacent Resident/Business and Public Workshops

VERBATIM COMMENTS FROM FLIP CHARTS

North Section – Northland Drive N.W. to Brisebois Drive N.W.

What about deliveries, lawn care etc.? Parking still needed
Resident who lose parking on their side of the street will need to walk across street + further w/ groceries, children etc. Not optional in winter. Impacts for seniors, mobility-impaired, young families etc.
Access to Crowchild is limited - cut through communities
Concern: same tax payers are losing parking in front of their homes
In and out access to amenities/facilities
Needs to be an environmentally pleasing - mature neighbourhood.
Dedicated bikeway would be better elsewhere where there are fewer intersections w/ school buses, children, pedestrians, congestion etc. e.g. John Laurie
Why not route cyclists along John Laurie?
What are the #'s for Capri? And John Laurie?
Is Northmount already decided?
Have we consulted w/ cyclists? What is their preferred route for a bikeway? (e.g. Capri?)
Why not Capri? (It's wider, no schools)
Why not widen John Laurie to add bikeway?
Why take most busy road and turn into bike
Q: Please provide comparison counts for Capri Ave? to evaluate this option by comparison
Change routes - but still have to get to destination
More things impeding views create more danger - I understand the concrete barriers - Wouldn't the concrete barriers be cheaper then repairing?
Concern: too many barriers along a narrow space
Bicycle licensing, insurance registration
Better bus zone
More school buses then available parking
School buses less of the issue, it is the people driving and dropping off their children at the school
Buses blocking road space
School issue needs to be dealt with
Broken promises from City of Calgary

Concern: repeating Northland issues
Buses vs cyclists - parking in cycle lane allows for better traffic flow, but is dangerous for cyclists. Cyclists will need to be aware of buses pulling out
Bikeways cause confusion for motorists
Gets difficult at intersections, left turns, adding signals
How will the bikeway be connected to Nose Hill pathway + overpass?
Connection to the Green Line
\$\$ was spent on Charleswood pathway system, but many crosswalks, and does not connect anywhere quickly
Controlled intersections are better for cyclists
What about controlled intersections for bikes
Conversation at Carol Place (seniors) would be a good idea
I am willing to pay and do what it takes
Don't do it cheap
Possibly have grade - separated lanes - do not implement cheap solution
Allocate \$ into the infrastructure
Don't want to have a cheap solution
Marked x-walks
Idea: cross ride structure
Crosswalk signals need to be long enough to allow crossing
Idea: crossings w/ lights just for cyclists
Bulb-outs and marked x-walks every intersection
Repairing - can you put in a raised crosswalk around the schools to help?
Should be a marked crosswalk @ every crosswalk
Marked crosswalks <ul style="list-style-type: none"> - This is good place for taxes - Where does the \$ come from to pay?
Parking along here is <ul style="list-style-type: none"> - Different coloured crosswalks - The barriers in Collingwood are annoying
Curb extension - some not working as well
Curb bulges
Curb extensions are terrible for cyclists
Turn lanes a good option to reduce congestion. Dedicated lefts priority, preferred.
What will congestion look like as density increases in the neighbourhood? How will this be accommodated?
Separation would be good
One way each side
Separate bike lanes plastic stanchions or planters
Sidewalks one side - bikes on other
Would rather straight through with protected left turn phase
Elevated bikeway
Maybe two-way track on one side?
Bike boxes - logical turning places
Paint works and is inexpensive <ul style="list-style-type: none"> - all bike facilities should be consistent to avoid confusion

Is it possible to leave Northmount Road as it is, but put the bike and walking paths on the sidewalk on one side?
1 lane on each side <ul style="list-style-type: none"> - Nice to separate w/ planters, plastic - Too many obstructions - Concern of transit on St. Lukes
Why not get rid of one of the sidewalks?
Bike's pedestrian <ul style="list-style-type: none"> - Like east village - Removes conflict (blvd) - Risk for intersecting that becomes more complicated
Education for bikes
Promotion of cycling by the schools? + Bike racks? <ul style="list-style-type: none"> - Schools should be partner in this
Note: many cyclists have poor behavior - lack of education
Mandatory bicycle licensing <ul style="list-style-type: none"> - Used to be a license plate - education
Is there any education about ideas around cycling/driver education so that everyone is on the same page - riders/drivers/students?
Pro-education - schools
Q: City to clarify/educate what the definition of a pedestrian is. <ul style="list-style-type: none"> - Stakeholder said 311 responder said rollerblades, scooter, skateboards etc. are all pedestrians. - Safety concerns with division of ped. Traffic
Education in schools <ul style="list-style-type: none"> - pedal pushers program - made a lot of sense
School zones <ul style="list-style-type: none"> - unsafe riding on crosswalks
Extend school zones (see issues page)
Playground zones either extended or predictable speed
Literally 100s of cars
Idea: restricted parking during peak hours <ul style="list-style-type: none"> - concern: hard for homeowners
Intersections already congested. Bikeway will increase congestion. Safety concern
J-walking near the schools <ul style="list-style-type: none"> - Buses are part of the problem - No info available at schools
Jaywalking/school crossings
Suggestion: left turn light Brisebois
Concern over losing the blvds.
Loss of trees from street widening will impact property values
Must keep trees too
Getting rid of parking not vehicle lanes
City needs to meet separately with schools?
If we get the bike lanes - maybe less cars
Multi-use pathways have speed limits - too slow

Will you narrow road? - We could - Yes! Narrow road - slow traffic
Narrow travel lanes (3.3)
Many needs for parking
Garages don't accommodate new cars (too old)
Concern: rentals and high occupancy - lot's of vehicles
What about peds/sidewalks?
Used to be a P&R and now no parking
Parking
Clear ques.
Potential new business, but no parking to accommodate
Development - new builds w/ increased density - where does the parking come from to accommodate increased residents, visitors, shoppers etc.
John Laurie is too hilly and it is illegal to bike across crosswalks
Curb repair is ongoing - should not rip it out
Moving parking to one side pushes all parking to that side / not enough spaces
Have we accounted to future increased density from secondary suites when considering parking? Landlords who rent out garages separately etc.
Also, current illegal secondary suites maxed out for parking
Rental houses require more parking
Concerns with parking barriers
Where do the cars go if we take away parking? People like to buy here so they can park and bike.
What about charging for parking? Displacing parking near St. Francis will result in other res areas.
Could add parking metres - we don't all the space
Permits?
Q: have church sessions been included in parking study?
Concern with parking study not taking special events into account - September - June - Christmas, camps, PT interviews, Church, sports tournaments, library events, school concerts
Car2Go included in study?
Coloured asphalt
Surrounding residential has permit parking
Consider permit parking
What is impact to property values?
Recessed parking bays / sense of place
Will add more congestion if we don't accommodate cyclists
Would like school buses located elsewhere, not on Northmount - get out the way
School buses not on Northmount (remove from Northmount)
Raised sidewalk platform or at least different coloured asphalt
When you get cycling past a vehicle you feel squished and not safe.
Having to walk further/ across street to vehicle is dangerous (winter, traffic) + difficult (mobility issues, seniors, young families)
Priority to make it safe for kids to cycle on Northmount

Many don't feel safe sharing sidewalks w/ cyclists
Avid cyclists who don't feel safe
Not feeling safe as a cyclist
Cycling safety - all ages
Repeat of what's on Northland - safety concerns because of misuse, more congestion - suggest remove barriers - suggest make sidewalks wider to allow for cyclists
Many cyclists drive as well - Why should they be relegated to a corner - All vehicles should be safe - Not a lot of respect for cyclists - have to maneuver in between parked cars and vehicles - no room
Safety issues w/ traffic bulb - difficult to see them
School buses blocking parking and decreased visibility
School buses are a visual and safety issue
School safety (congestion from schools, pool, church etc.)
The school should be finding a solution
Idea: school zone areas should absorb some extra parking
School and church events have impact on parking? How will this be accommodated?
Is their potential to make parking available in the winter months i.e. Nov-March and no parking in the Spring/Summer
Seasonal parking - from Nov to March when ridership is down, allow motorists to park on Northmount
Important for seniors
Concern: increased traffic on Capri because of school zones on Northmount. Short-cutting.
Where does the snow get plowed in winter? Who will be impacted? Further impacts to parking?
Winter pathways are part of the cycle network (snow removal) important to clear
Enforcement for speeding
Consistent speeds
School zones - concern about speeding - patrollers school bad area from speed zones
Speeding in the school zones - Could the speed limit be decreased from 50 to 40km?
Speeding
Speeding - reduced speed limit
Speed bumps issue with fire trucks
Riverwalk is too slow speed limit (20km)
Speeding in alleys
Don't want cars to take precedence
Support all modes of transportation
Might allow easier lefts for cyclists w/ third phase
Traffic circle - keep small to not require property
Could timing of lights at intersections help traffic flow better during peak congestion?
Q: plan for trees and potential removals?
Q: Want urban forestry's position on potential loss of trees for parking
Concern about trees - 50 years Tree removal - Concern stay environmental - desolate wasteland

Chain themselves to a tree to protect it
Retain trees
Save trees on boulevards
Loss of sense of community (trees)
Do not want to lose blvd space or trees
Concern: cyclists only use roads 3-4 months /year - should consider drivers' perspectives - cyclists add to congestion to roads
Where is the data (cycling #s)/stats that justifies a bikeway?
Climate in Calgary not appropriate for cycling. Different behavior, culture in Calgary vs Vancouver
Questions about barriers, pilot project, recreational vs. non-rec., why new bike lane when one exists on John Laurie
Spending a lot of money on small population
How about using the blvds to build the bike lanes?
Pull back some bus spaces to increase visibility and add RRFBs - safety
Widen sidewalk to add bike lane
Idea: dedicated path space like along the river (wider sidewalk)
Not being able to park in front of your house in the winter means you cannot plug your vehicle in. Also, if you are parked several spots away in front of someone else's house, they cannot plug in. More potential conflicts!
Block heater - how can I plug in if I don't have parking in front of my house?
Bikes yield to give priority to motorists turning
Impact the youth to cycle
The two-way could improve the left turns
10 St is wider and it did slow down
Just missing a solution together - retroactive
Q: limited time frames for commuter traffic?
Northland mall redevelopment (and other redevelopments)

Central Section – Brisebois Drive N.W. to 19 Street N.W.

No schools on Capri
Capri is already safer for bikes - so why not use it?
Capri not as busy for bike lane
Capri as an alternative - low volumes - green space existing - z-s sag to 19th
Northmount has so many issues, why not choose a different option
Already have done/paid for improvements to path along John Laurie - why not use that route?
Why not Morley Tr. to 14 St to connect to path along Brentwood Rd?
Why not John Laurie? Inconvenience to cyclists doesn't outweigh
I would welcome having biking lane on Capri
Routing for cyclists (Capri) is a lot safer
Consider different routes
Would cyclists drive extra distance to John Laurie?
Volumes for parallel routes?

Brentwood Blvd - alternate opt
Beautify around intersection at 14 St NW
Bike add more, esp. around schools racks - ie U-beams at schools like St. Francis
At key destinations need parking for bikes and on transit
Generally like the idea of having 'indents' for school buses / city buses - open to losing some trees for this (not in front of houses) - student's can re-plant lost trees, vegetable gardens
Favour getting bus drops off of Northmount
Buses limit visibility
School parking challenges - conflict with bus drop-offs and vulnerable road users
Congestion by schools due to buses
Issues - bus parking in back of school - relieve congestion
Site lines when buses park on the road are an issue, especially when they are on both sides
Move school bus parking to side streets
Like the additional space for buses to park
Hard to see peds around buses
Traffic is up on Capri (traffic calming is not working)
Redevelopment - feel like city doesn't listen. This is possibly colouring this process.
Northmount is congested - not wide enough as it is to include bike paths
8-9am & 3-4pm - constant stream of cars (buses and parents)
Improving flow would only happen if you get 3000+ vehicles off the road
Bike lanes will increase congestion
Issues - bike lane will add congestion
Playground zones contribute to congestion
Would like to see complete costs (design thru completion) of all cycling improvements in the area (4)
Consider adding crosswalks - unsafe crossings (unmarked)
Flashing lights at school crosswalk
If removing parking, ensure that there are crosswalks. To eliminate jaywalking, remove parking on both sides of the street, not just one side
Change lights so walk sign comes on automatically
Curb extensions, seeing during winter, no escape route, could be dangerous.
Sometimes the pedestrian (jut-out) is unsafe for cyclists
Curb extensions could be dangerous with curb extensions
Current curb extension is flattened a lot
Need dedicated left lanes on Northmount - More important than the intersecting streets
Would support widening intersections to get dedicated turn lanes (people try to go around other vehicles now)
Bike paths along sidewalks? Separate facility
Pave boulevards?
Bike boulevard (neighbourhood greenway) treatment - traffic diversion at major streets so it's no longer a through route
Bike lane in the middle of the road
Northmount pathway vs. bike lane

Lanes not wide enough
What about a two-way bicycle lane?
Idea - remove boulevards, cut in half - Already lost trees, they are nice by the pool
MVP like Prince's Island Park
One sidewalk for cyclists / one for pedestrians
Can cycle lanes be seasonal?
Temporary measures that can be removed during winter
Bikeways + pedestrian paths should be separate - multi-use pathways don't work (ie Charleswood) - cycle track is safer than bike lane - consider if there is room to move up on to the boulevard
Limiting access with barriers (protected facilities) - concern
Berlin walkways are good enough (rough cobblestone) to slow cyclists
No cycling borders
Ped scrambles by the schools to accommodate left turns
Like having designated driving, parking and biking
Concerned about adequate buffer width between bikes + cars. Safety issue
If you add bike lanes it will move traffic to another street
Educational campaign on car/bike safety
Too indirect, educational issues, shared space with dog walkers
Would like more information on existing bike lanes on Northland and how to use them with pedestrians
Educate drivers and cyclists
Not accustomed to having cyclists on road?
More education in Driver's Manual on how to cycle and for motorists
Consider extending school zones - A lot of speeding up and slowing down
Funding is through bike lanes?
Mandatory for cyclists to have insurance & a plate
More enforcement on jaywalking
What financial contribution do cyclists make? - Licensing should be implemented
In 1950's had to register bikes - bring back? Taught in school - Good way to raise funds
License plate to get ticket for speeding and red lights - Was a bylaw - Revenue
Dark on the streets - Especially in the winter - Dim street lights and flickering
Maps are excellent!
Really need to make it work for buses, parents etc.
Capri is not a convenient option
Northmount not wide enough as it is to add bike lanes
Only two bike accidents means cyclists are smart and doing ok at this stretch
There are multiple connections available without building anything

You are dumbing down cycling - not needed
Happy with suggested parking solutions around schools
Don't like switching parking - serpentine road (different blocks having parking on different sides)
Parking at schools for special events - "goes forever"
Parking <ul style="list-style-type: none"> - 2,000 spots available for all communities, not just those that live on Northmount - Snow plow zone restricts parking - Side streets aren't consistent - Rentals/multiple tenants take up capacity - Facilities/schools/events impact parking as it is
Property value on Northmount if parking goes
Safety <ul style="list-style-type: none"> - If parking away from home - ice, darkness etc.
Lot's of rentals for university - so sometimes 5 cars at a house all parking on street
If parking removed will create safety issues for people that always need to cross the street to get to their cars
Worrisome with limited parking on Northmount
I would want to park in front of my house
Rental parking property - where do they park? <ul style="list-style-type: none"> - As the number of rentals increases, the number of required parking increases
Laneway restricted parking
Not safe to park on opposite side of street?
Parking issues are around school events
Have you done an assessment of prop. value impacts (e.g. putting a bus stop in front of your house)
People with disabilities, or people w/ equipment, do they access residences?
How do we compensate for parking for homeowners if we take it away from Northmount? (break on property tax)
Concern - lack of visitor parking
If 100% of parking on Northmount eliminated, consider adding parking on side streets
Remove all parking on Northmount because it is too narrow
Could use alleyway parking, however there isn't always space <ul style="list-style-type: none"> - Like the idea of making alleys more safe to park (pave, salt etc.)
Student's park on side streets and alleys - congested
Concern - elderly residents need front-of-house parking
Weekend parking after University is out
Lot's of university rental w/ multiple cars
LRT riders park on Brentwood & permitting?
Student tenants/renters parking on Northmount concern
Parking restriction inconvenience
Back lanes do not accommodate parking outside of garages
Remove parking <ul style="list-style-type: none"> - pave lane to increase shortcutting
Renters/students increase parking requirement
Inconvenient for busy people to park in the rear during daily activities
*Mother with kids
*Elderly <ul style="list-style-type: none"> - have to park and cross the road

Don't take out green blvd for additional parking
Concern is parking on side streets - don't want parking restrictions/permit parking as a result
There will be more mid-block crossing to get across street – people won't go to corner in cold weather
Swap the north + south parking (proposed) - keep the 14 spots and lose the 10
Currently have U of C parking on Chatham - this is going to make it worse
Concern about jogging parking back and forth
Parking survey didn't take into account evening time 7pm - midnight
Higher parking #'s?
Lots of dangerous pedestrian behavior - Don't like islands, road isn't wide enough
Safety is huge!
Hit as a cyclist on Northmount. Right turn lane vs cyclist - who has the right of way?
Should be based on safety
Buses + cyclists use same lane and it's dangerous
Current situation not safe for bikes when cars are passing, especially with kids
Concerned about young drivers (school age) and drivers in general
Don't want to be caught on "refuge" island - need ample time to cross
Biggest problem is school busses. Should carve out space for them
Connecting school zones to playground zones here worsened traffic
More kids walking to school in the future because demographics are changing
Multiple school zones impact flow of traffic - consider closing gaps
1 school zone for all three schools
There are really 9 schools along the corridor
People short-cut up Northmount from Cambria to get to 14 St b/c it is so backed up
People use Capri as a short-cut
People shortcut thru alley to avoid light
Senator kids riding bikes on sidewalks (mostly south)
Increase awareness - add pedestrian signs
Lack of paint markings: signage for motorists/cyclists
Need to clearly identify only 1 ^{1/2} lanes
Skateboarders on Northland, and lots on road, will do it on Northmount
How do you clear snow from bike lanes?
Pedestrians should get the same priority for snow clearing as bikes
Snow storage
Proper snow removal - currently not happening on Northmount. Narrowing the road. Build out / eliminate the cycle. Otherwise useless. Big safety issue (been lucky lately)
Lanes big enough? Snow in winter, where will they put it? Expectation for winter use? Actual snow plow - if not, unsafe
Winter maintenance
Maintain 30kmph from St. Luke to Senator P.
Dropping posted speed on Northmount to 40 km/h?
Disappointed that the bike lanes didn't go in 2015
Is this change for now or 20 years from now?

Consider city buses -where should they stop? City bus areas?
Don't want to lose trees
City tree planting - find out where they are going
Potential loss of trees on personal properties / boulevards
Are you going to start removing trees in the blvd.
Don't remove trees
Strava data - volumes??
Issue: can we buy usage data for Northmount & 10 St?
Data about the counts of the different corridors
Display on an hourly basis how many bikes? What time of day? Congestion is impacted by this
Compare ridership before + after (Brentwood Rd)
Collect statistics for ridership + Brentwood Rd + Northland Drive
Emphasis on not sacrificing pedestrians and vehicles
I'm against impeding vehicles & pedestrian traffic for cyclists
Greenspace is not a good bike route
Northmount is unique - future developments, shopping, # of schools, etc.
Proximity of homes to the street - increased noise and activity
Go Pro the drive currently
Residents not fronting onto N.M. - different than 10 St for bike route
Solid white line turns into dash on right turn
Fix problem at 40 Ave, and Charleswood/Capri before you do anything else
There is an impact to schools
When there is an accident on John Laurie, Northmount backs-up - they tell you to go on to the radio (1x a week)
Salt kills grass
Is there a chance the bike path won't happen?
Why not go back to old Road?
Northmount & Northland needs a major re-build

South Section – 19 Street N.W. to Cambrian Drive N.W.

How will people get out of driveways etc. along Northmount?
Capri should still be examined - for safety, it could be a better solution
19th Street south or golf course area
What about a multi-use pathway? Feel safer. Widen sidewalks to make room.
Capri or John Laurie would be safer - but there is a dog park so there are conflicts - where are people going on 10 St
Getting buses off the road is good at schools
Congestion during school in and out - unsafe and already frustrating
Avoiding this area during school in/out - shortcutting
Congestion times are an issue
Cost for widening?
Cost - balancing needs along the corridor
Complete the costs and the value of the bike lane on N.M.D. to U.L.B. pathway
Have you looked at costs - what is the value of the bike lane

Difficulty getting across Northmount outside of major intersections
Needs more crosswalks in general - not safe
Intersections not well marked - especially for pedestrians
Cars using bike lanes - an issue. Physical barriers help with this.
Second version of cycling lane on Northland is good
No right turn only on Northmount
Keep bike lanes along the curbs
Driver education needed
Encourage students to ride their bikes to school
Licensing bikes - helpful for insurance purposes, lower on home insurance - Education also helpful - Cost also helps to maintain facilities
Parking - Neighbours/renters already taking up spaces - Parking 4-5 blocks away already - Between Collingwood and 19th Street
Property value concerns
Parking is an amenity - charge for parking spots - For those who rent their houses
Mobility challenge is a concern - parking 955
Access from driveways/side streets is a concern
Students parking in neighbourhood keeps turning it to two hour parking
Property value with no parking on front street?
How many disability spots? If they've built a ramp... need accessibility
Concerned people will put cars into bikeways due to frustration
Scramble might help for pedestrian crossing - people waiting to cross
Haven't heard much about the Project - Poor advertising
Safety issues during peak times
Balance safety for all road users
Safety without chaos
Charleswood Drive is dangerous
Avoid entire area (in front of St. Francis High School) as cyclist and driver due to student behaviors
Afternoon pick-up time is issue for Brentwood School area
Use of Northmount as a shortcut
Highway feel
Speed issues in off times
Opportunity to slow down whole street - 30km/hr
2001 was a long time ago - what makes the most economic sense
No confidence in transit
Improve transit service
Improvements to transit - higher frequency
Keep the trees
Question about number of cyclists - feel it is lower than 200 mentioned - 10ish

Kids won't bike because they live too far away
What are #'s who bike to the schools?
What R the traffic volumes on the road
Stats on streets pre and post adding bike lanes
I would bike on Northmount if there was a bike lane
Check the bike counts in June - they seem high - there was a bike rally
50% of driving coming from a long way away
The City is making it difficult for drivers to get around.
Very few people biking on sidewalks
Already compromised because of being on Northmount - don't want it to get worse
Buses situation is not getting better - more people are driving
Charleswood Drive is good