



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

Project overview

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

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

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

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

1. 16th Avenue N.W.: Lane widening from Crowchild Trail N.W. to 20A Street N.W.

Involves:

- Adding one eastbound lane along 16th Avenue N.W. (from Crowchild Trail N.W. to 20A Street N.W.)
- Adding a pedestrian ramp to the pedestrian bridge east of Banff Trail N.W. on the north side of 16th Avenue N.W., painting the handrails, and removal of existing staircase.
- Relocating a westbound Calgary Transit bus stop on 16th Avenue N.W. from east of the Banff Trail pedestrian bridge to west of Banff Trail N.W.
- Re-aligning the Banff Trail & 16th Avenue N.W. intersection to the west
- Improvements to accommodate a continuous multi-use pathway from 19th Street N.W. to Banff Trail N.W. (on the north side of 16th Avenue N.W.) to link to the new pathway from Banff Trail to Crowchild Trail
- Replacement of the noise wall adjacent to the Briar Hill Community (south side of 16th Avenue N.W., Crowchild Trail to 20A Street N.W.)
- Inclusion of a contra-flow bike lane on 16th Avenue Residential Road (south of the noise wall)
- Adding new Calgary Transit bus stops (in both directions) on the east side of Crowchild Trail on 16th Avenue N.W.
- Building a 'Complete Street' along Banff Trail N.W. (from 16th Avenue N.W. to 23 Avenue N.W.)
- Building a new east/west internal access road (Banff Trail to lane) to facilitate a new road network

2. Constructing a westbound (WB) 16th Avenue N.W. off-ramp to northbound (NB) Crowchild Trail N.W.

Involves:



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

- The construction of a new ramp from WB 16th Avenue N.W. to NB Crowchild Trail with a second one way NB access ramp onto 24 Street N.W.
- Removal of the Service Road, addition of a multi-use pathway and boulevard space (between Banff Trail N.W. and 24 Street N.W.)
- Enhancing the pedestrian underpass at Crowchild Trail and 16th Avenue N.W., including the addition of a new switchback pathway from the north side of 16th Avenue N.W.
- Adding sidewalk connections along 24 Street N.W. (east side) from 23rd Avenue N.W. to 16th Avenue N.W.

3. Intersection improvements at Crowchild Trail N.W. and 24th Avenue N.W.

Involves:

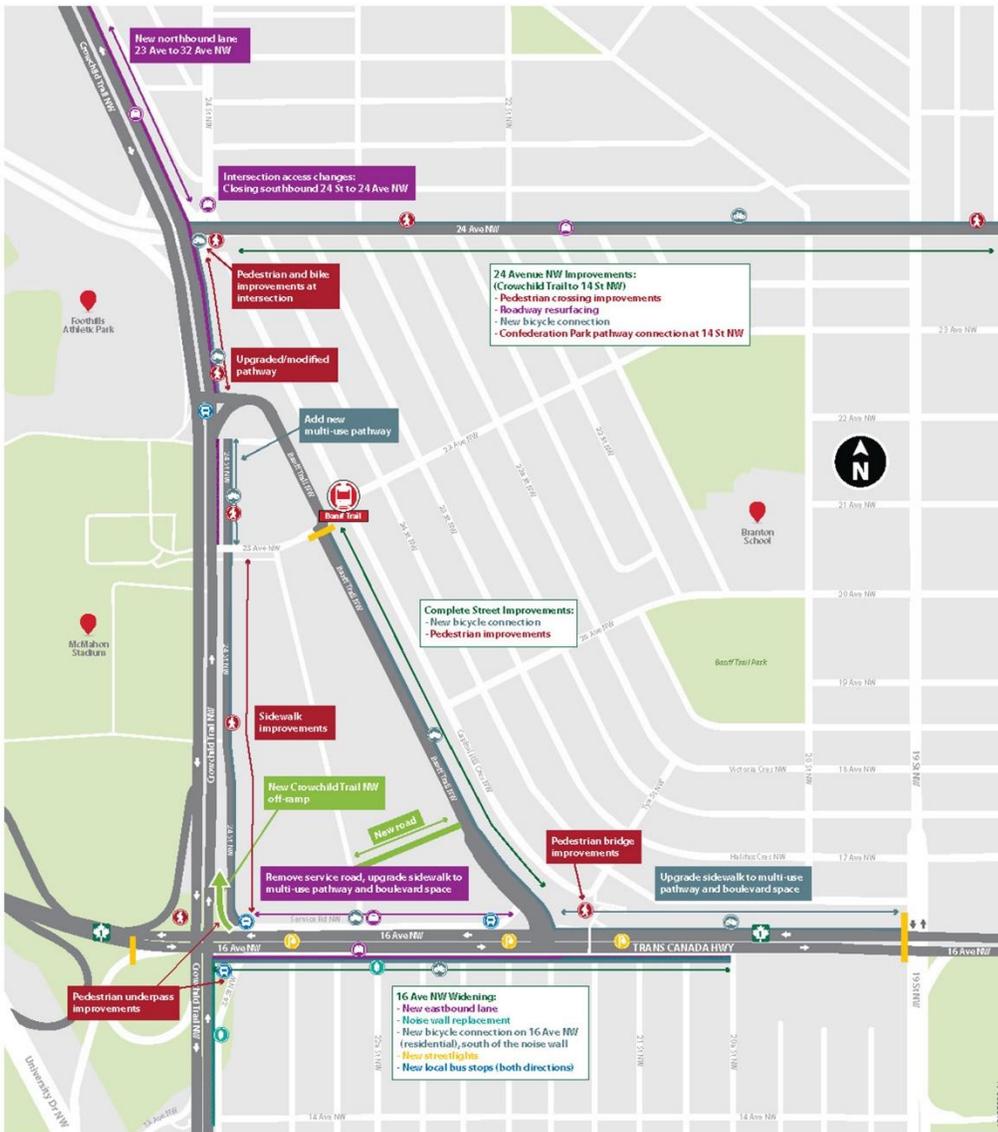
- Widening Crowchild Trail (adding a NB lane along Crowchild Trail between 23rd Avenue N.W. and the 32nd Avenue N.W. off-ramp)
- Improvements to the Crowchild Trail/24th Avenue intersection to accommodate active modes passing through this intersection
- Changes to the 24th Avenue/24 Street intersection
- Upgrading the pathway on the east side of Crowchild Trail (from Crowchild Trail & 24th Avenue going south to Banff Trail N.W.)
- Adding a new multi-use pathway from Crowchild Trail & Banff Trail N.W. to Crowchild Trail & 23rd Avenue N.W.

4. 24th Avenue N.W. Corridor (Crowchild Trail to 14th Street N.W.) Improvements

Involves:

- Making improvements for people who walk, cycle, along 24th Avenue N.W. between Crowchild Trail N.W. and 14th Street N.W.
- Resurfacing the road along 24th Avenue N.W. (from 14th Street N.W. to Crowchild Trail N.W.)
- 24th Avenue & 14th Street N.W.- building a new Confederation Park pathway connection that includes an at-grade crossing across 14th Street N.W. while keeping the existing underpass.

Once this work is done, there will be improved connections that make it easier and safer to get around. We will be working closely with the communities and businesses in the area to ensure they are kept up to date during the course of this project. The project area is shown below:



Engagement overview

The City held a public open house on Tuesday, June 11, 2019 to provide citizens with an overview of the project and collect input on the Banff Trail Area Improvements project which was attended by approximately 255 participants. At the open house the project received approximately 360 contributions of feedback. An online feedback form was available from June 11–25, 2019 to allow citizens to review the project and provide feedback online. The online page received approximately 1,900 views with 440 contributions of feedback.

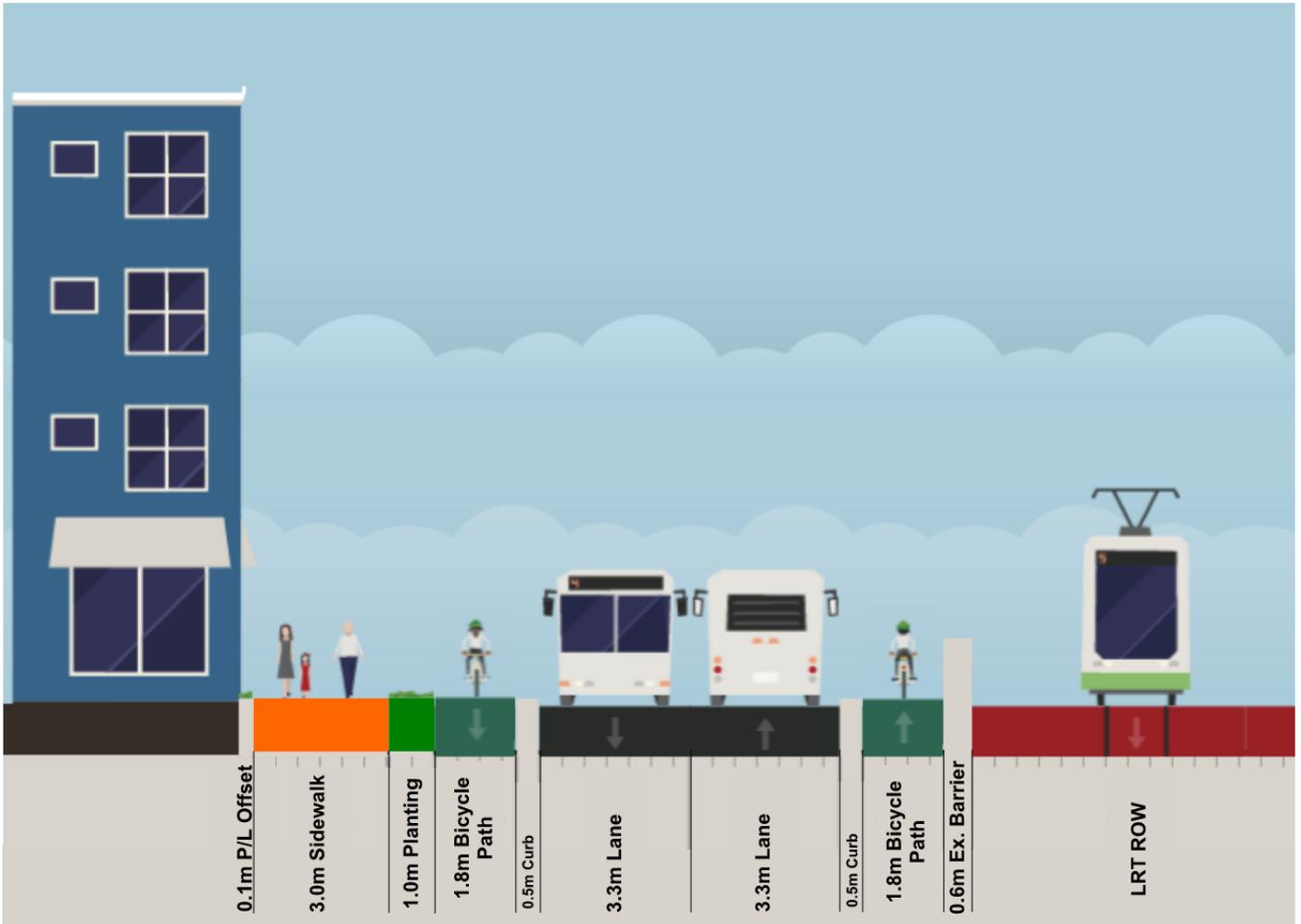
What we asked

Stakeholders were presented with three cross-section options shown below. They were also provided an aerial map to show the location of the cross-section in relation to the area.



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard
July 2019

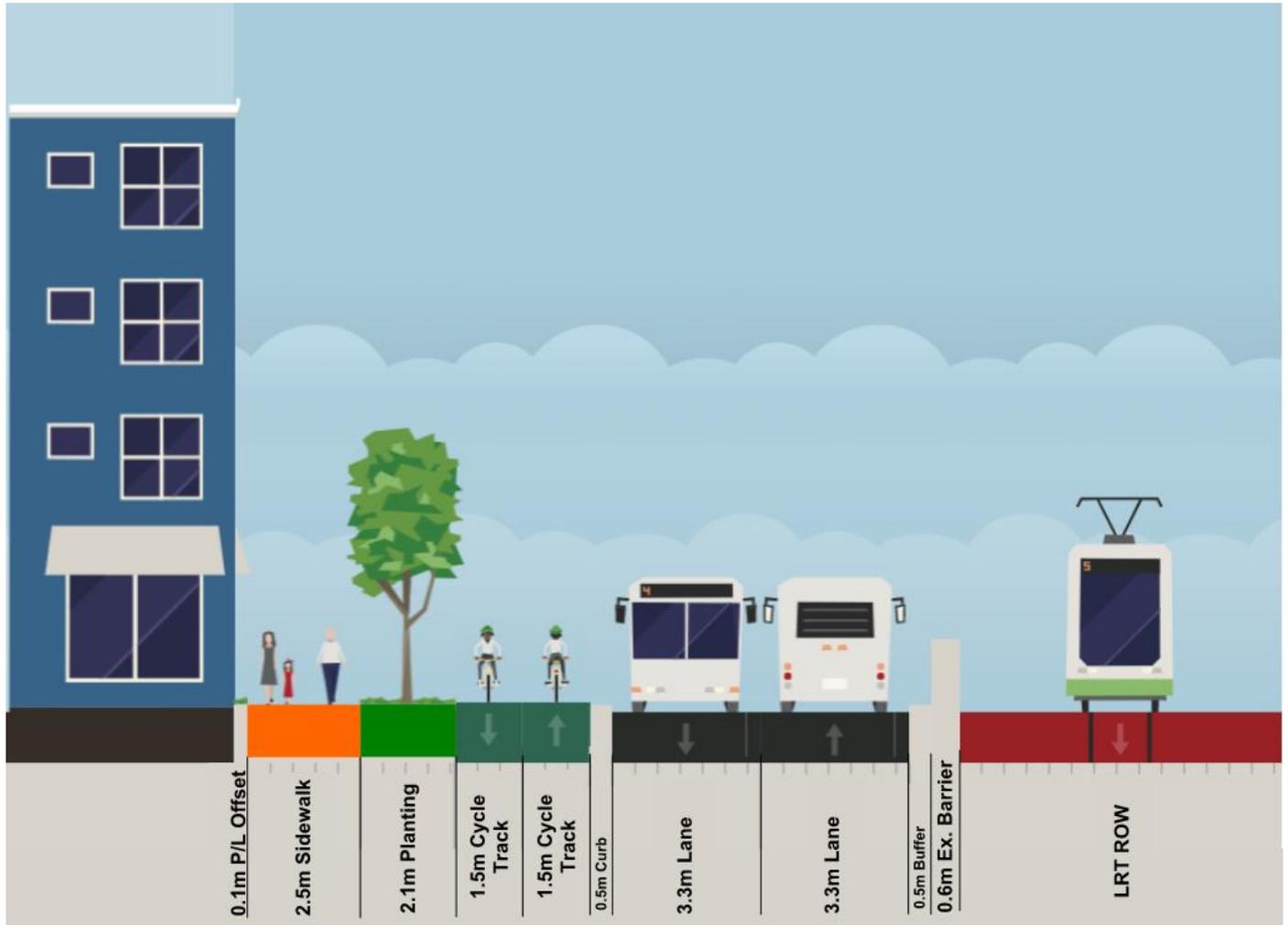


Option 1

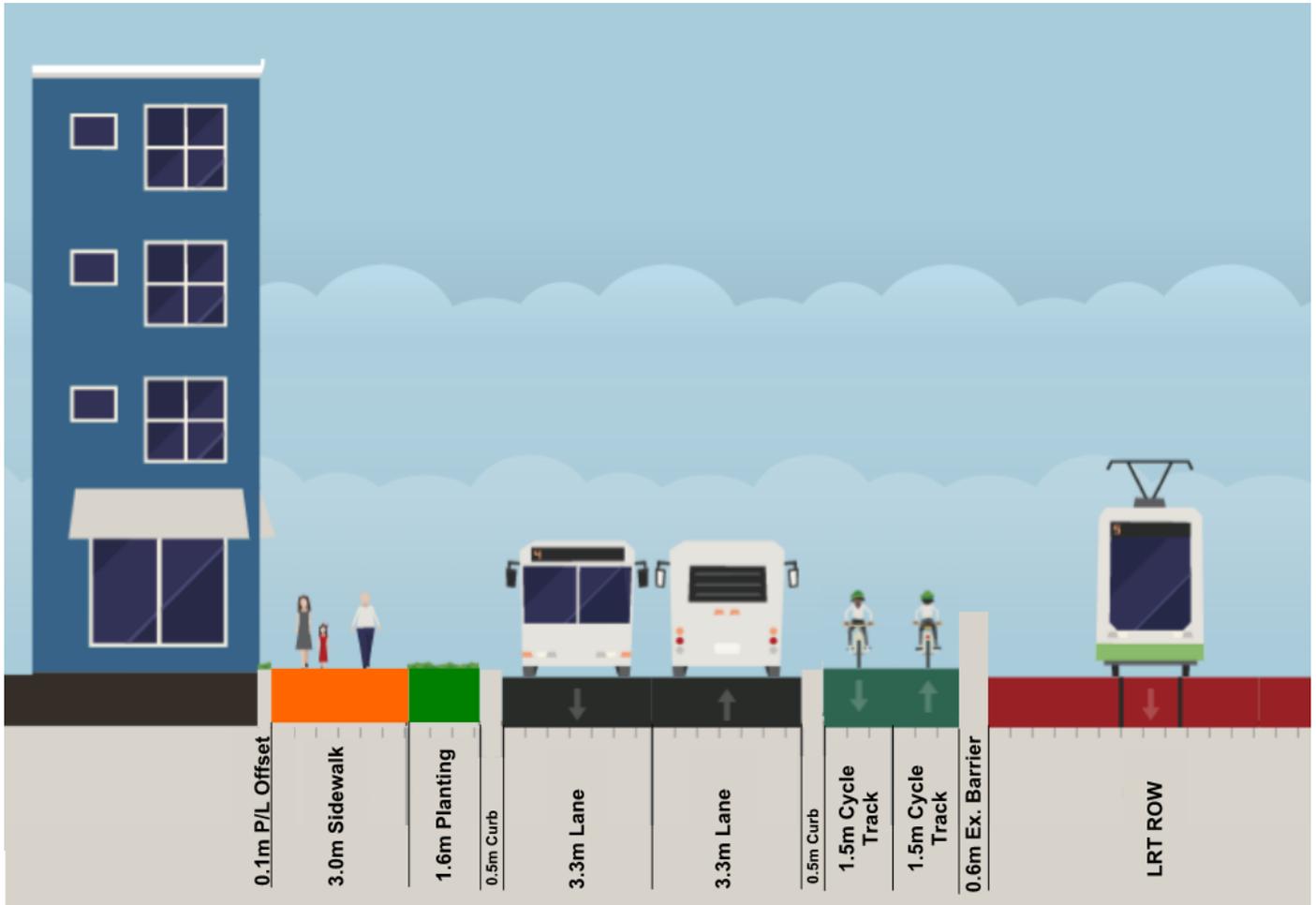


Banff Trail Area Improvements

Stakeholder Report Back: What We Heard
July 2019



Option 2



Option 3

Stakeholders were then asked the following questions:

- What do you like about option 1?
- What do you not like about option 1?
- What do you like about option 2?
- What do you not like about option 2?
- What do you like about option 3?
- What do you not like about option 3?

Stakeholders were also asked: Do you have any additional feedback in regards to the Banff Trail area as a whole?



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

Stakeholders were also presented a map of 24th Avenue N.W. from Crowchild Trail to 14 Street N.W. and asked the following questions:

- How do you currently use 24th Avenue N.W.?
- What are future opportunities for 24th Avenue N.W.?
- What are current issues with 24th Avenue N.W.?

Stakeholders were able to provide their feedback to specific locations in which their comment related to.

What we heard

The project received approximately 800 pieces of input from both the open house and online engagement. 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.

Question: What do you like about option 1?

Themes
<ul style="list-style-type: none"> • Separation between all modes of transportation • General support for bicycle path • Support for the proposed width of the sidewalk • Increased safety that will be provided for cyclists • Separation of the bicycle path and sidewalk in the form of planting area

Question: What do you not like about option 1?

Themes
<ul style="list-style-type: none"> • General preference for bi-directional bicycle path versus the option 1 proposal of the physical directional separation of the bicycle path • General safety concerns for cyclists • Criticism for bicycle path being located between vehicular traffic and C-Train • Planting area not large enough for trees

Question: What do you like about option 2?

Themes
<ul style="list-style-type: none"> • Groups 'like' modes of transportation together • Support bicycle paths together vs. separated • General support for planting area • The bicycle path is not segregated from businesses • Accessible for all modes of transportation • Very pedestrian-friendly and safe



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

- Better for snow removal

Question: What do you not like about option 2?

- | Themes |
|---|
| <ul style="list-style-type: none"> • Safety concerns with multi vehicle entrances across bike lanes • Bike lanes adjacent to vehicle lanes presenting a safety issue • Width of sidewalk too small |

Question: What do you like about option 3?

- | Themes |
|---|
| <ul style="list-style-type: none"> • Physical separation of bikes and pedestrians • Wide pedestrian sidewalk • Vehicles do not cross over bicycle track • Safety for cyclists • Separation of all modes • Safety for pedestrians • Good connection to pedestrian bridge/ East side |

Question: What do you not like about option 3?

- | Themes |
|---|
| <ul style="list-style-type: none"> • Safety concerns for cyclists being 'pinned' and the proximity to cars • Bikes must cross over vehicle lanes to get to businesses • Lack of trees • Snow clearing issues for bicycle track • Smaller planting area than option 2 • Landscaping and maintenance concerns |

Question: Do you have any additional feedback in regards to the Banff Trail area as a whole?

- | Themes |
|---|
| <ul style="list-style-type: none"> • Concern over increased density in the area and perception of negative impacts associated with it • Promote all modes of transportation with safety in mind • Concern over traffic flow, short cutting, and safety associated with 24th Avenue with desire for safe pedestrian crossings and traffic calming measures • Desire for integrated connections for all modes of transportation • Desire for accessibility improvements to the pedestrian overpass |



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

- Specific reference to challenges associated with left turning vehicles from Southbound Crowchild Trail turning onto 24th Avenue

24th Avenue N.W.: Mapping Tool Questions

Using the map of 24th Avenue N.W. from Crowchild Trail to 14th Street N.W., participants told us how they currently use the area, suggested potential future opportunities, and outlined current issues with the corridor. Participants were permitted to submit more than one pin on the mapping tools. They may have submitted pins on multiple occasions while the mapping tool was available.

Comments on the mapping tool fall under the following themes:

- Pedestrian crossings
- Traffic issues
- Bicycle amenities
- Parking

Pedestrian crossings

Pedestrian crossing safety was identified as the top theme of the comments received. Participants indicated there are numerous locations along the corridor that are unsafe to cross and suggested ideas and locations in which they could be improved. Other sub themes identified were the desire for the corridor to be walkable and accessible for all Calgarians.

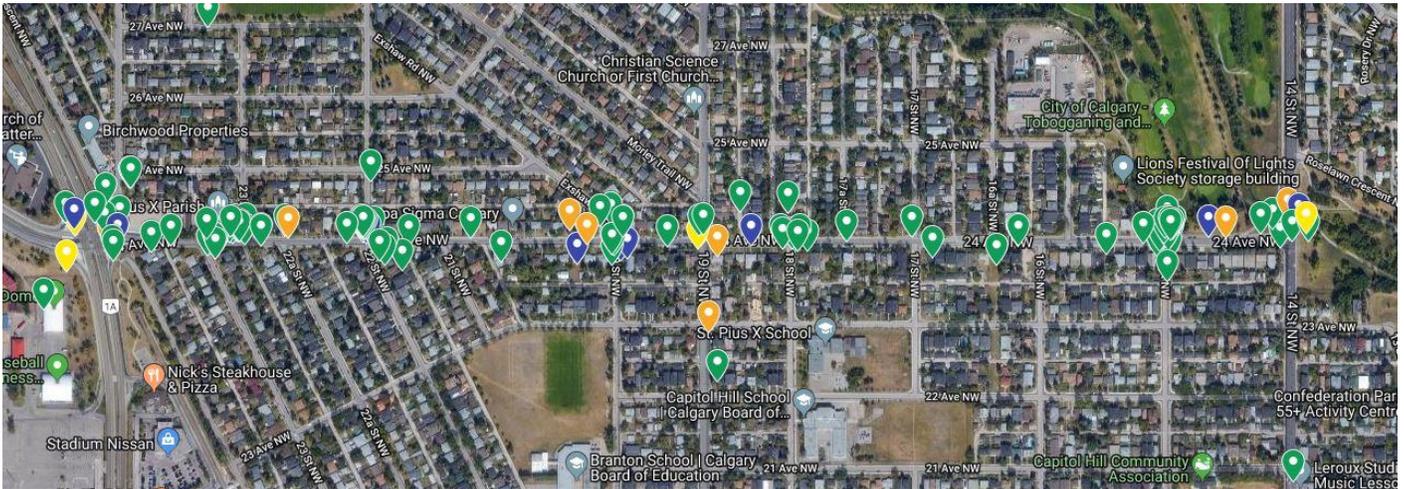
Sample verbatim comments for this theme

“Pedestrian crosswalk currently in place which crosses 24th ave is dangerous due to poor signage. Suggest improving signage visibility for drivers.”

“Typical for all intersections, it is difficult to see pedestrians, flashers would be helpful for at least a couple cross streets.”

“Flashers at this crosswalk would be quite beneficial. Cars regularly drive through this crosswalk when pedestrians are waiting to cross.”

“Need safer pedestrian crossing for students”



Please click on the above map to view the feedback.

<p>Traffic Issues</p> <p>Feedback collected on traffic issues fell into the subthemes of traffic flow & volume and access & egress to 24th Avenue N.W.</p>
<p>Subtheme: Traffic flow & volume</p> <p>Participants expressed a concern with the traffic flow and the volume of vehicles along the corridor. Participants provided feedback on numerous locations along the corridor that experience high volume of traffic and both congestion and speeding areas. Other sub themes include feedback regarding drivers using the corridor as a ‘cut-through’ and suggested the need for increased enforcement in the area and the reduction in the speed limit.</p>
<p>Sample verbatim comments for traffic flow & volume</p> <p>“During rush hour traffic at 19th St. and 24 avenue can back up a great deal.”</p> <p>“Traffic building up, up to during peak hours”</p> <p>“Access to park means high ped. volume, but cars seem to come at high speeds w/ low yield compliance.”</p> <p>“During rush hour, many cars using local streets, exceeding speed limit”</p>
<p>Subtheme: Access & egress to 24th Avenue N.W.</p> <p>Access and egress to 24th Avenue was identified as a key theme within the feedback. Participants noted this is a significant challenge to the area and identified key locations in which this is prominent.</p>
<p>Sample verbatim comments for access & egress to 24th Avenue N.W.</p>



Banff Trail Area Improvements

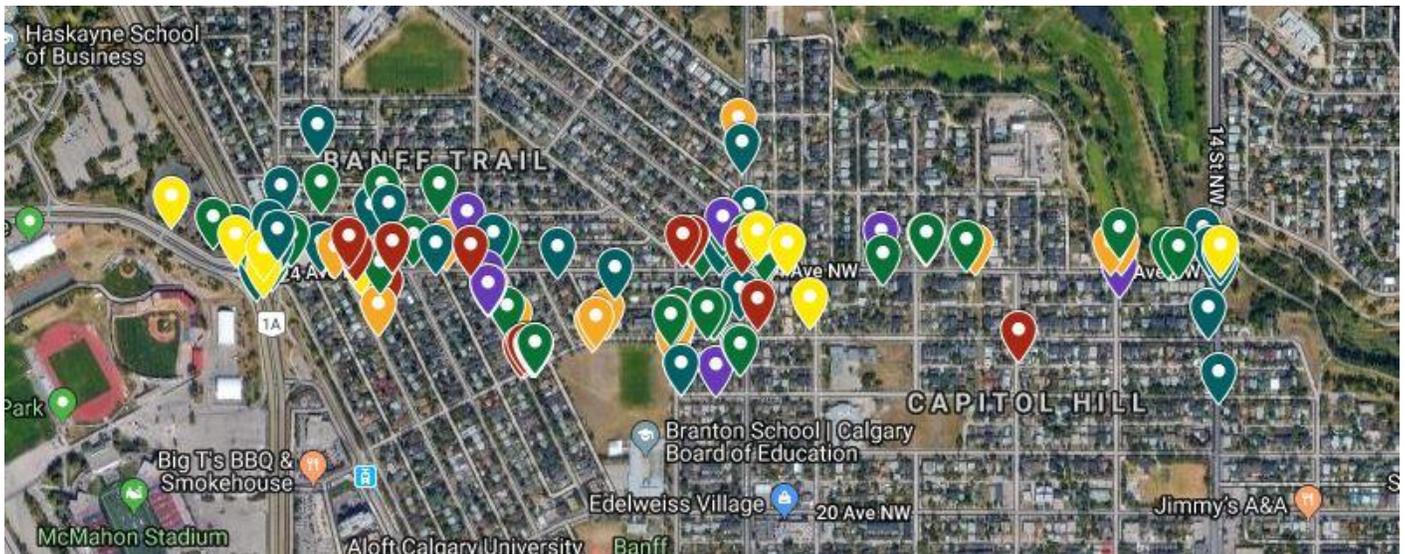
Stakeholder Report Back: What We Heard

July 2019

“The single lane of traffic (due to parked vehicles) combined with left hand turns off of 24th onto 19th street sometimes results in only one vehicle successfully passing through the intersection for the duration of a traffic light.”

“From 3:15pm to 4:00pm the left hand turning lane heading north at this intersection is too short. Only allows a few cars to go, and the lane gets backed up to 4 light changes.”

“This is a difficult right turn on red given the speed/volume coming SB. Drivers often encroach on the xwalk and makes it difficult/dangerous for pedestrians to cross. Because of the limited time frame, drivers also get fairly aggressive in when they decide to turn (i.e. not looking for crossing peds). My preference would be to eliminate right turn on reds here (at least for certain hours). Not sure many cities even allow right turn on red at all. If you want more cycling infrastructure here too, the issue of right turn conflicts is only going to get worse.” [The location of this comment is referring to turning Southbound onto 14th Street N.W. from 24th Avenue N.W.]



Please click on the above map to view the feedback.



Bicycle amenities

Feedback collected on the topic of bicycle amenities was quite polarized. Participants were both for and against the addition of bicycle amenities along the 24th Avenue N.W. corridor. Critical sub themes were based around parking loss, suggestion of other corridors (E.G. 23rd Avenue), speculation of low usage rates, and general lack of support. Supportive sub themes were based around increased safety with dedicated bicycle amenity, speculation of high usage rates, and ability to integrate with other local destinations.

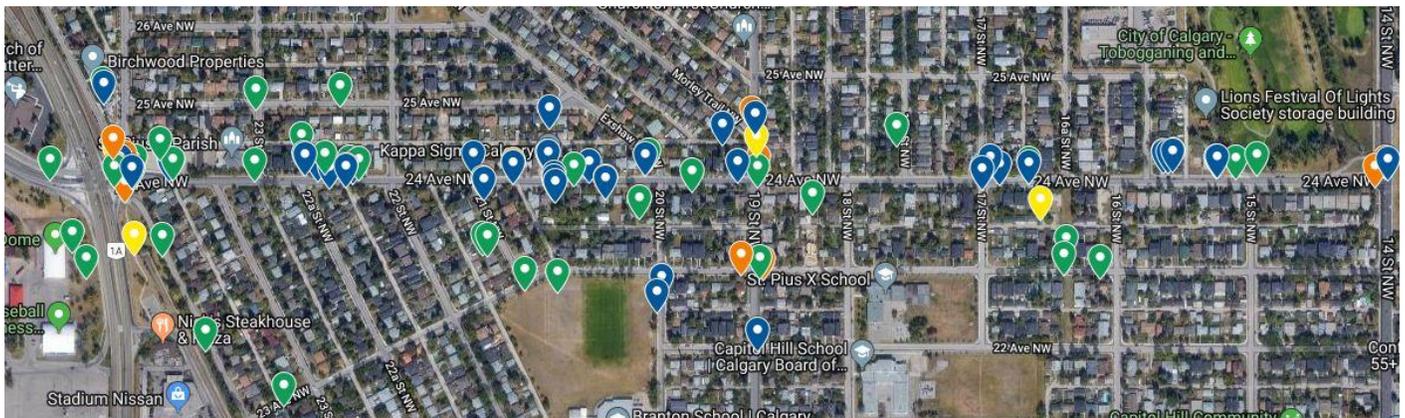
Sample verbatim comments for this theme

“Density is booming on 24 Ave and the biggest concern is parking. Adding bike infra gives people a car-free option.”

“Car free options already exist. Adding bike lanes would take away transport on a major interview only worsening the problem.”

“Connecting the U of C to Confederation Park pathway gives low-income students a way to access education without buying for an expensive car.”

“Put bike lanes on side roads so they don't obstruct a major traffic road. The people complaining about lacking of biking infrastructure don't even use the existing infrastructure in the neighborhood.”



Please click on the above map to view the feedback.

Parking

The theme of parking was prominent within the feedback collected. Specific comments in relation to parking concerns with McMahon Stadium over flow, student parking, residential parking permits, and potential parking loss due to bicycle amenities were received.

Sample verbatim comments for this theme

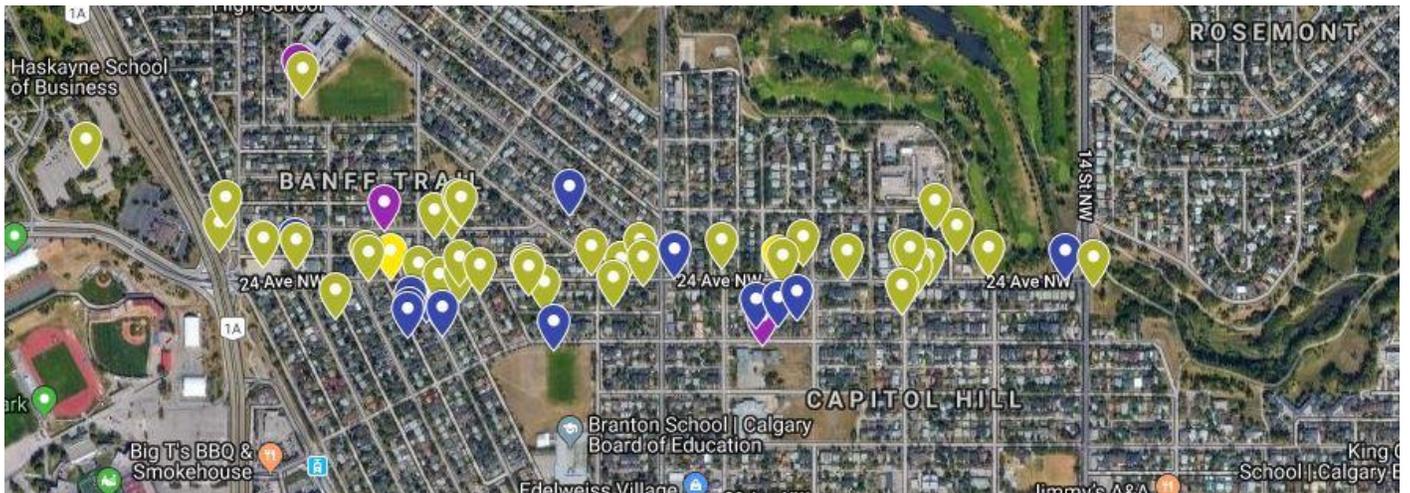
"Time restricted and permit parking across the park. During the holiday season Nov-Jan this area is exceptionally difficult to navigate and find parking." [The location of this comment is referring to S.E. corner of Confederation Park along 24th Avenue N.W.]

"Parking is sometimes limited. During any Stampeders game, the entire community fills up with vehicles and there is nowhere to park."

"University students fill streets with parking - no time limits"

"Concerned about parking loss and impact on property value"

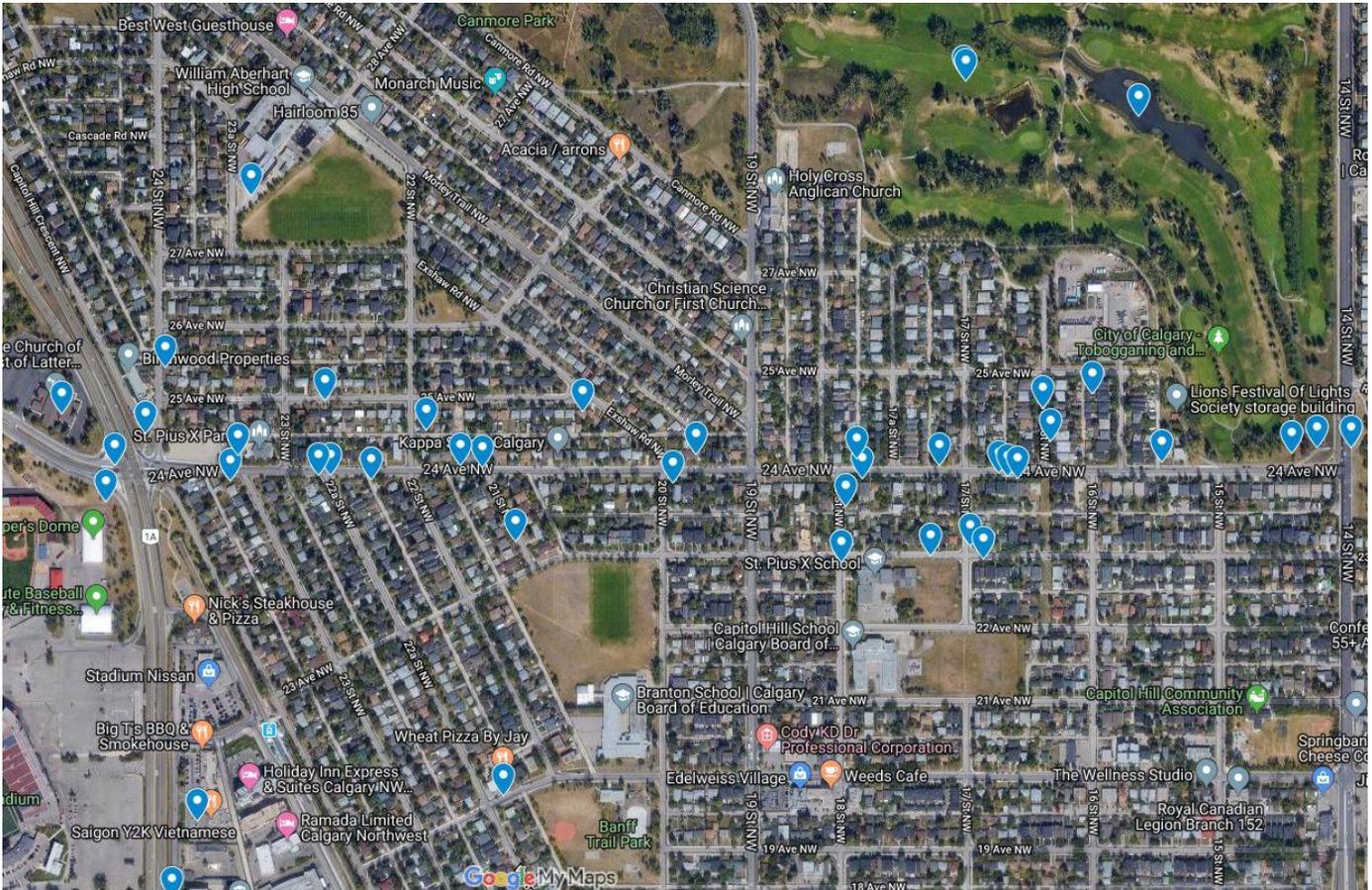
"Parking is a major issue along this road, due to the university, McMahon and all the other things close buy, cycle track is an awful idea."



Please click on the above map to view the feedback.

Other

The following map contains feedback that was not consistent to a specific theme and/or was out of scope of the project.



Please click on the above map to view the feedback.

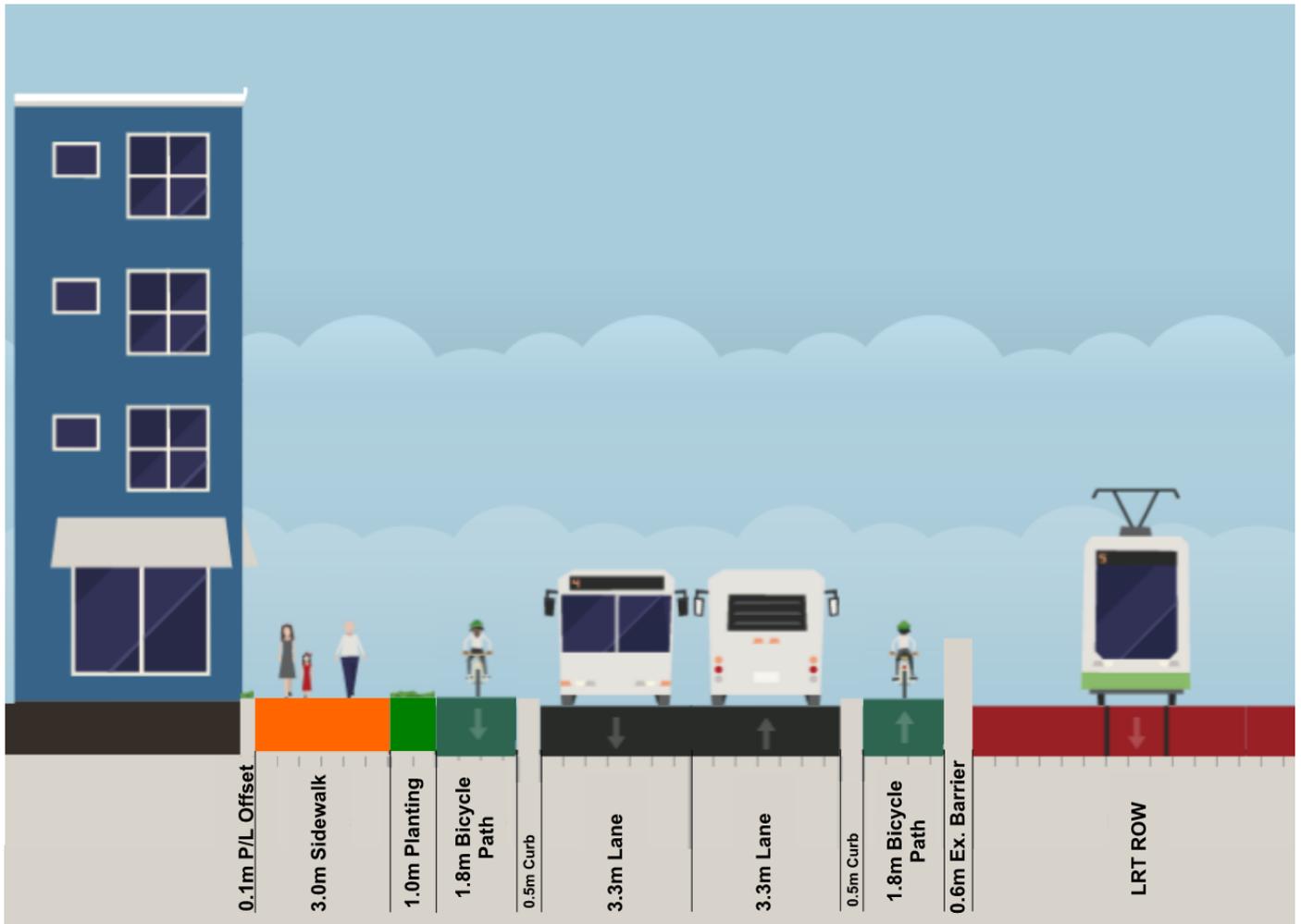
Next Steps

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

Verbatim Comments

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

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



**Image presented of Option 1 cross-section



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

What do you like about option 1?

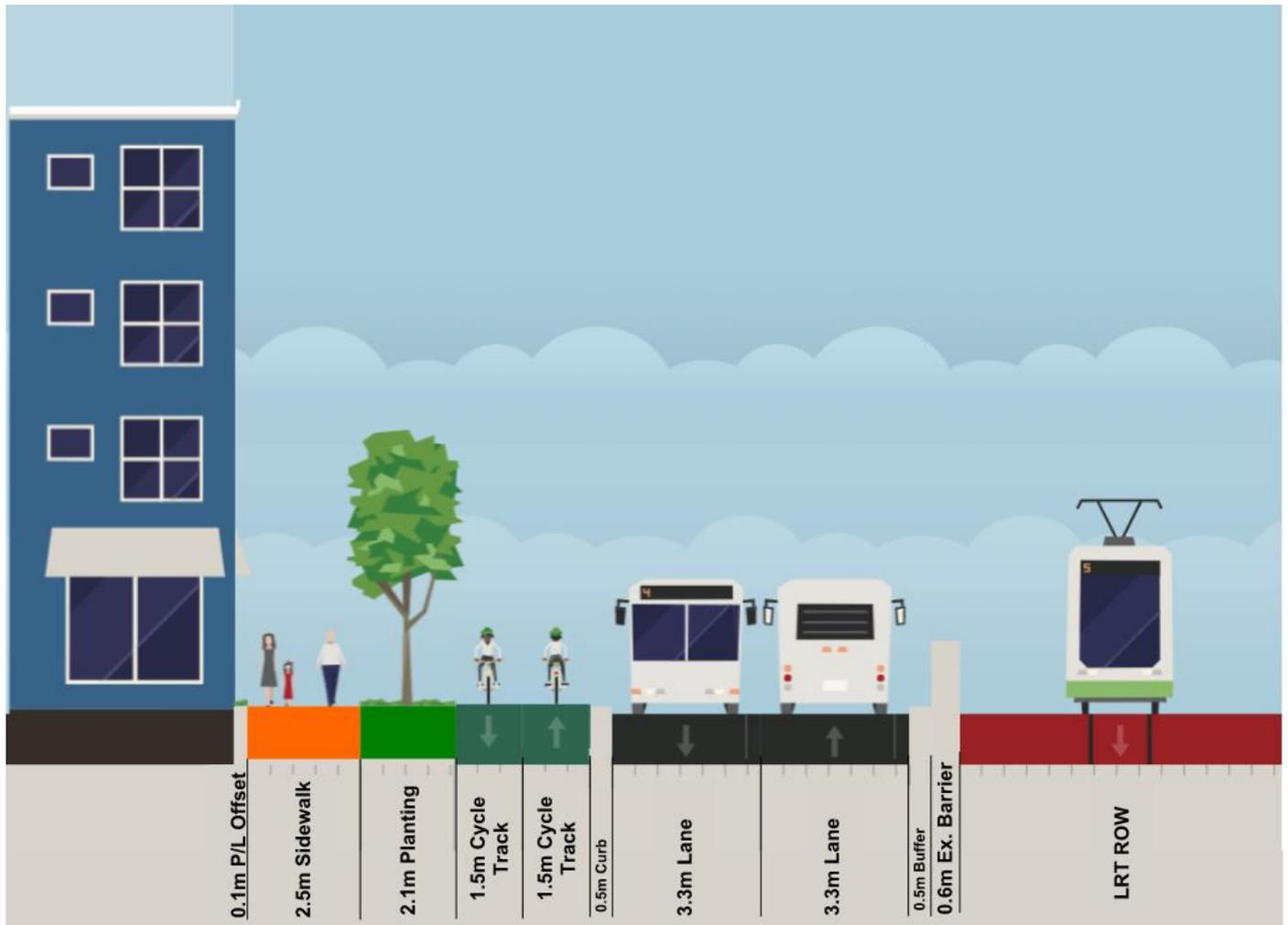
- Bike Lane
- Bike Lanes
- Wide Side Walk
- Like the bike lane
- Increased safety for cyclists
- Safety for peds?
- No turn lane means a traffic circle needed on 23 Ave
- #1 I like the separation from the cars
- Pick least costly and safest
- Separated bike lanes
- Nothing its just another fast and loose City tax grab. We need recall legislation when planning like this gets out of control. Irresponsible money grab by city. Too disruptive to existing community. You destroyed neighbourhoods in Capitol Hill BT next?
- Physically separated bike lane
- Separated bike path and adjacent planting
- Nothing.
- Separated and safe, all modes
- Uni-directional bike path is more intuitive for users and motorists
- Wide separated bike lane and wide sidewalk
- Cyclists are separated from vehicles and pedestrian
- Cycle tracks!
- I think this option would be the easiest to merge bike into/out of street traffic.
- I love that bikes are separated from pedestrians and cars-- also love that the sidewalk is so wide with planting beside. Seems like this model should be used on all of our streets.
- Cycletrack is great (i.e. separated from pedestrians AND cars)
- Wider sidewalks
- Better bike infrastructure and pedestrians.
- Separated bike lane, maybe the protected curb could be higher and sloped / \
- Great. Room for everybody. People cycling are going in predictable directions on each side of road
- Separated bike path
- All modes accommodated. Cyclists and pedestrians not mixed. Wide sidewalks.
- Bicycles protected from moving vehicles
- The bike lanes!

What do you not like about option 1?

- Cyclist can get pinned
- Protect bike lanes by trees - have lane bi directional vs 2 lanes



- I don't like bikes squished by cars and train
- Opt 1. Puts cyclists at risk
- Coming from South need to work entire length of train to cross over
- Don't like split Bike Lanes
- Don't like split bike lanes - keep together
- Option 1 has no trees
- Divided bike lane directions
- Split Bike Lane
- All the problem of 3 re snow and poor 16 ave access S bound
- Likely don't need full 1m planting.
- Too dense no consideration given to the residents with respect to impact decreased land values. Developers here today gone tomorrow citizens left with living with the mess! Respect the restricted covenants!! Its king of like the orphan well problem in AB
- There are no trees, I feel unsafe biking on the banks of the narrow road, car should be closer to train not the bike.
- No room for tree planting
- Riding bike between train and vehicles on the east side
- One bike lane is sandwiched between lrt and road, seems isolating.
- Theres no trees
- only plantings on one side.
- Curb needs to be higher, but suggest / \
- wonder if the north bound bike path should have rolled curb so that someone coming from a hotel can get up easily.
- Not enough green space
- I dislike riding between the road and a barricade. It is unpleasant and feels unsafe.
- Don't like how north cycling is removed from businesses and sandwiched between two hostile environments
- Lack of access to amenities on west side may encourage northbound wrong-way riding.
- Might be too dangerous for cyclists.
- Nothing!



**Image presented of Option 2 cross-section

What do you like about option 2?

- Better more efficient snow removed on bike lanes
- Bigger vehicles together
- Bike lanes together
- Like bike path on one side (business side)
- Like 2 - bikes together and trees = :) (x2)
- Ped. Next to bikes rather than cars
- Most walkable option
- Bike lanes together
- Separate bikers and pedestrians (no more pedals to hit me)
- I like the cycle track/ peds together



- Like the cycle track locatoin with #2
- Pedestians are well separated from moving buses
- Accident on road will cause huge traffic jam
- Peds and bikes together
- Safest and least costly preferred
- Like best - trees and bike lanes together
- Reduced sidewalk width.
- Greenspace . Trees
- bikes will likely not cross over traffic
- Planting space
- Keeping all motorized vehicles tougher on one side ,it is safer
- Separated bike lanes
- Nothing disrupts existing neighborhoods too much inconsistent with existing structures. Fly by night feel to the entire proposal Just another municipal provincial tax grab! Kind of like orphan oil well feeling about the whole proposal.
- Physically separated bike lane
- Larger planting area than option 1
- Everything, it is the best out of all of them. Adequate division between bike/sidewalk/car. Good buffer between LRT and car. TREE IS BEST FEATURE.
- Room for tree planting, better access for cyclists to Motel Village businesses
- Separated bike lane
- Bike are connected together. More opportunity for social interaction on the cycle track
- The larger buffer between pedestrians and the road with larger space for trees. Makes for a better ped experience.
- Which one is safer and easier for cyclists to use? it's hard to tell what would be best.
- Cycletracks on same street side for easy access to businesses for cyclists traveling in either direction.
- This one has a tree, so it gets my vote!
- I like the addition of trees
- I like that all types of travel are considered and that there is a lot of green space. I liekd option 1 a lot too, but now I see that the cycle track is probably easier to access for cyclists (they don't have to cross to go north)
- Separated cycletrack is good. Not quite as nice as Option 1
- Tall trees nicely aligned giving a barrier from vehicle traffic
- Better grouping of transportation types
- This option feels safer to me and more connected to businesses I might want to access or leave from. Not having to cross traffic. Cyclists are in one place rather than up against a barrier. Better for snow clearing maintainence
- Room for everybody.



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

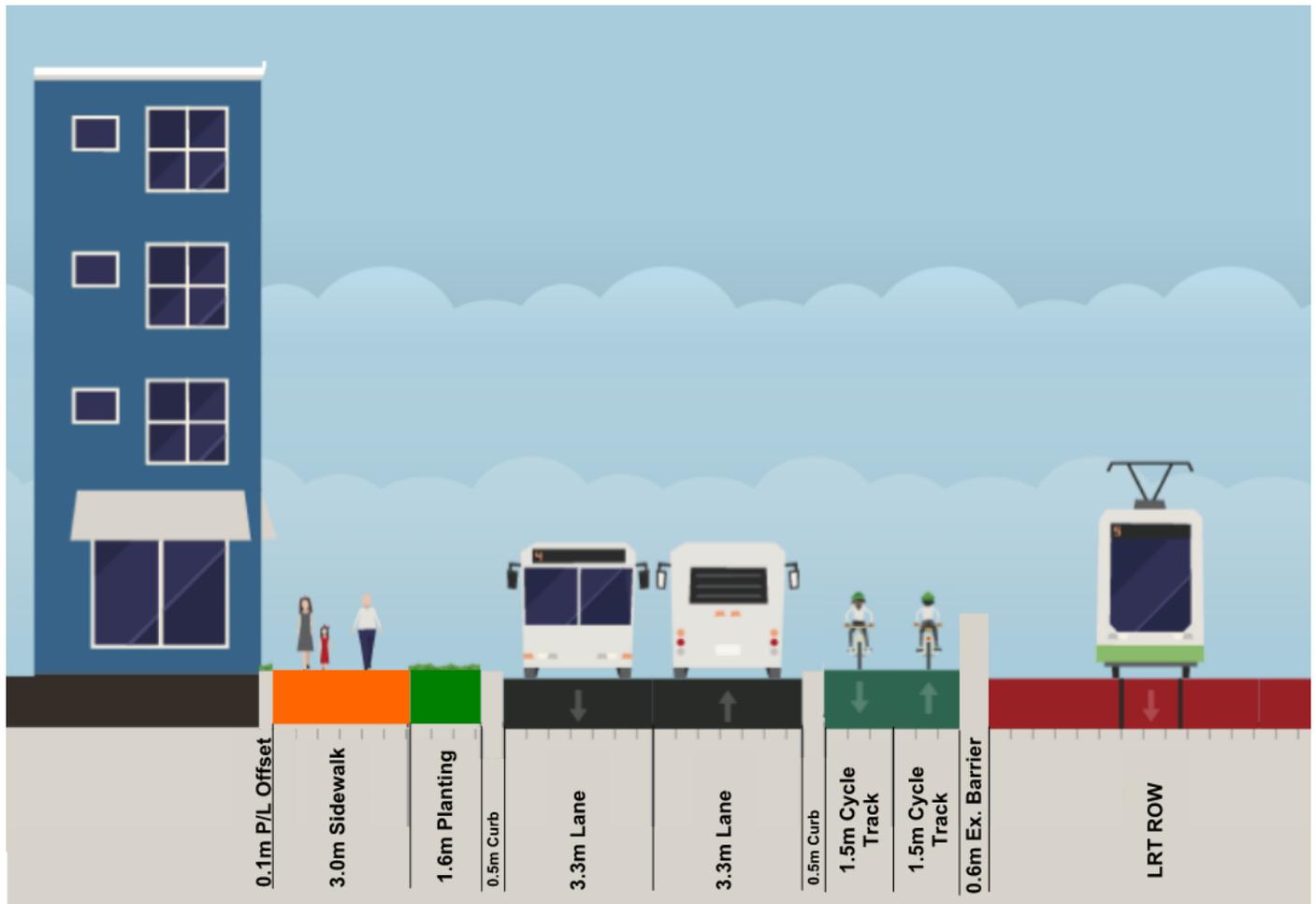
July 2019

- More green space! Cars and bikes are separate
- Option 2 is the best option in my opinion.

What do you not like about option 2?

- Impact to businesses?
- Move trees to outside of bike lane for protection
- Multiple car entrances crossing bike lanes
- Trees beside bikes and pedestrians
- Bike lanes on business side
- More landscaping for #2 between cycle and curb
- Impact on business
- Trees? Yes
- Split Bike lane is more awkward
- No divided bike lane direction to switch ways easily
- Bike lane exposed and unsafe for kids
- Prefer option 2. Safer in winter with snow for bikes
- Northbound left turning traffic need to watch for biks and pedestrians
- Questionable access to 16 Ave and Ped bridge
- Don't like cycle track. Cyclists will use north bound vehicle lane instead. Cost. With the current tax crisis do we need to spend this money for a 'nice to have'? This seems like a cycle track project hiding behind other improvements.
- Cycling beside the cars, unsafe for children. Cycling / walking should be combined (see Germany / Holland) with greenspace as divider between cars and walkers/ cyclists
- Curb is two narrow between bicycle lane and cars.
- Turning left across a bike coming behind you is not intuitive
- Everything, just another tax grab that destroys the quality of community life. Guess you have to pay for the new arena for the Flames at citizens expense. Lame very Lame proposal We need recall legislation!!!!
- Not enough trees. Increase sidewalk. Reduce 2.1m planting to 1.6m and increase sidewalk space.
- More driveway conflicts for cyclists vs. turning vehicles
- Sidewalk could be wider, with less planting
- The sidewalk and cycle tracks are narrower
- Nothing
- A separate cycletrack on each side of the road is preferred, given that there is space. Less surprising for motorists, cyclists and pedestrians.
- the fact that our transportation infrastructure department operates by Royal Consent and they don't care what anyone thinks.
- Curb barrier needs to be higher, and suggest a / \

- Sidewalks too narrow for special events. Too many driveways across the cycle track. Will turning vehicles expect cyclists in both directions? Risky.



**Image presented of Option 3 cross-section

What do you like about option 3?

- Most practical
- Safer for bikes
- Most logical directional
- The best
- Love it - safer for bikes and pedestrians
- Cars don't have to cut through bike lane to go to hotels
- Choose least expensive and most safe
- No cars crossing bike lanes to enter businesses



- It will be best option for bikers coming from HHBH over ped bridge
- Bike lanes location
- Better connection to ped bridge
- Bike paths together
- Like this option the most
- Best ok for businesses :)
- Like the deliniation of pedestrians / cyclists/ transit
- #3 more in line with Netherlends. Successful
- Bike lanes away from business side
- #3 landscaign looks good. Separating Peds & cyclists
- #3 makes sense wehre cycle track is located. Separate cyclists and peds.
- Separated bike lanes and wide sidewalk
- Nothing
- Would be good if bike is adjacent to sidewalk. 1.6m planting needs trees.
- Cyclists have fewer driveway conflicts, Best option for people travelling through the area to McMahan, U of C
- Separated bike lane and wide sidewalk
- bikes are separated out in cycle track
- Cycletracks
- I like separation of road users. Like the wide sidewalk for pedestrians.
- Separated cycletrack is good. Not quite as nice as Option 1
- nothing really other than the wider sidewalk
- blech.
- Protected contra-flow lane
- Space for everyone.
- Likely easy to connect too from east of banff on a bike.
- All travel modes are accommodated. Cyclists will not have to contend with frequent driveway/access crossings.
- The cycle track has no intersections to worry about by being beside the LRT ROW. This is the BEST option and most safe for both drivers and cyclists.

What do you not like about option 3?

- Bike too close to LRT
- Drifting snow against LRT barrier and bike lane
- More costly and difficult snow removal from bike lane due to barrier
- Bikes must cross to get to businesses
- Concern w/ landscaping up in winter. Salt will kill grass
- Have raised separation for cycling
- I don't like bikes to be squised by cars and train



- Grass is useless
- #3 why no trees?
- All options have problem that can't get on both ends of train. Put crossing over in middle
- Posts - for cycle track - some kind of barriers. Trees barrier for pedestrian. #3 safest
- Biking with children southbound may have some safety issues
- Having the bike lane in the same direction - something to consider
- bikes may cut off traffic
- Everything
- Cycle tracks on only one side of the street create intersections that are confusing for both cyclists and motorists.. Need one bike lane on each side.
- Smaller planting area than option 2 and smaller bike lane allotment than option 1
- NO TREES.
- more difficult for cyclists to access businesses and for hotel guests to access the cycle track, less room for tree planting
- the bikes and sandwiched between the train and the traffic. I would prefer that they are neared the pedestrians and the buildings. It would be difficult to pop into the businesses with the cycle track is on the east side
- Not enough space in planting for trees? cyclists will feel more comfortable nearer pedestrians instead of sandwiched between 2 faster modes of transport.
- That the cycletracks are on opposite side of the road from the businesses.
- Not sure I'd want to cycle this close to the train
- Not sure where the cycling makes sense. I like the bi-directional track because I think it would be easier to access, but not sure if it should be by the lrt or not? I think not by the LRT makes sense to reduce ped-bike conflict when peds leave train.
- A separate cycletrack on each side of the road is preferred, given that there is space. Less surprising for motorists, cyclists and pedestrians.
- theres no trees, bike lanes are on the opposite end, hence isolating bike traffic from shops along the mainstreet
- why are the bikes between the two high speed transportation options? Only an infrastructure engineer thinks this is a good idea.
- Dislike that you are not by businesses but between traffic and a barrier, this does not feel connected or safer. Worst option of three.
- Will cycle track have rolled curbs so that someone coming from the hotels can mount it easily?
- Needs more green space
- I dislike riding between the road and a barricade. It is unpleasant and feels unsafe.
- Don't like how cycling is removed from businesses
- Cyclists are isolated from amenities on west side.
- Nothing.

Do you have any additional feedback in regards to the Banff Trail area as a whole?

- 16 Ave S - Extend sound wall to 20 A Street
- The pathway from 19 Street and 16 Ave intersectoin along the North side of tracks to ramp at pedestrian overpass is narrow and overgrown. Can it be widened and better maintained ?
- 24 Ave way too busy traffic
- Too much density of multi family - setting a precedence
- High density is becoming an issues - parking!
- Way too much density. Community and people in it seem lowest priority
- Need to address left turnf rom SB Crowchild to 24th Ave. Too many vehicles entering wrong way.
- If multi family increase offset by doing permit parking
- Will they keep the LRT platform steps? Will this be looked at (streetscape)
- Too much high density development without understanding impact to community and infrastructure
- Need clearer marking for cars turning left southbound from crowchild onto 24 Ave. Eg. Overhead arrow by traffic light or arrow on the pavement. (To avoid cars turning into the wrong lane)
- Too much development on 24th on what is already a very busy road
- Can you put speed bumps on 16 ave Service Rd (South of the Sound wall)(
- Better traffic control @ intersection onto the hotels
- Please keep excellent access to hospital at all times during this process
- Concerned with vacant buildings in the areas - impacting feel of neighbourhood
- Raised crosswalks all down banff trail
- Need a longer turning signal southbound crow left onto 24 Ave
- The light b/w 19th and Crowchild is unnessecary . Too close by - should widen 24th ave
- Build a crosswalk b/w Home Depot and North Hill Mall - too many runners
- Kaliedescope - under utizlied parking - team should make hotel
- Thinking about peds/ cyclists 1st - drivers 2nd. Will promote activity on transit and other modes of travel
- Ped/ Bike ramp that crosses 16 ave is not wide enough for 2 scooters to cross - especially on the ramp consider redoing it as population ages and this becomes a bigger issue with mobility
- Like improving cycling and ped access
- Please consider extending sound wall past 20 a street
- Traffic circle should be on 23rd Ave! Stop left turning traffic
- Too many negative impacts for Banff Trail residents - parking - more constrained - increased time to exit area (lights added at Crow). - development : not family friendly
- Too high density - very costly - not practical in some areas- get more feedback from community
- Too much high density - quit overriding the ARP
- There should be a designated number to call for questions/ comments/ feedback. Not 311 and many people have no computer
- Cameras should be included ped underpass - better safety
- Pleased that you heard feedback from last fall
- Too much development - I can see doubling but not 4x density per 50' lot. Or even worse!

Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

- Too much cut through traffic during PM rush hour from 16th Ave and 20th (end of road) through lower Banff Trail. Speeds of 60-70 km/h are not unusual - terrifying for residents w/ kids . We need traffic calming measures w/in neighbourhood itself! Particularly 17th/ Halifax crescent/ 22 A and 23rd Avenue.
- Too high density for the community's infrastructure. Please consider families ie children who use the Streets. Great ideas for Motel Village area.
- 24 is busy already. ARP's to MU-1 is not helping with traffic and adding traffic lights..bad idea
- Too much density all at once. 4 story only along 24 Ave please!!!!
- Extrend the sound wall past 20 A street on Briar Hill Side. Thx
- Need to deal with traffic issues before all the proposed development
- If you ask for feedback listen to it seriously
- Much improvement!!! Great
- Excellent improvements for the area!
- Don't over develop 24 Ave and enough with high density
- Support extension of noise wall across 20 A street blocking right hand access of 16th Ave
- all highways and freeways electrically heated roats to aleviate snowplowing during winter
- The community between Crowchild and 14 Street, 24th Ave to 16 Ave has become a short cut for commuters. The speed limit should be lowered and enforced.
- The transportation plans and housing plans for 24 ave contradict one another. How does increasing density relieve pedestrian and bicycle and auto traffic on a major feeder road to 4 major institutions.
- 16 Ave serivce rd has speeding issues. Consider signs and speed bumps
- Great improvement for motel village
- too many negative impacts to banff trail residents - parking further restricts
- better shuttle serivce from banff trail to 8th foothills. Pedestrians and accessibility. Brentwood station. Whats the difference right of way? Do we need more right of way? Applies to all
- Improve overpass over 16th ave near banff trail for cyclsist by widening just the turnaround on the ramp. Cheap and fixes major problem for cyclists in existing bridge
- City spending money needlessly. With the current tax crisis this kind of spending needs to stop. This is a cycle track project hiding behind other improvements. Don't like City's policies on transportation and density. City consultation with public is poor and underhanded. Most people would oppose.
- You are missing a section on Crowchild Trail NB from north of 5 Ave to 16 Ave. This needs to be increased to 3 NB Lanes and should be tied in with this project due to impact at Crowchild and 16th Ave interchange.
- 23 ave needs a solution for commuters cutting through the neighborhood . We witness speeding on a daily basis. Many drivers use the connections without stop signs which creates unsafe conditions. We would like to see speed bumps , 30 or 40 zones in our area for the safety of our children .
- 24 Ave is seeing a density explosion. Multi modal transport is required to support that. The biggest opposition to densification is always parking. We need to make living there without a car desirable.



- Everything proposed has an orphan oil well feel about it. Residents get harmed and developers make a quick buck and the city laughs all the way to the tax roll so the Flames get a new hockey arena. Poor facetime/consultation process. City Recall Legislation is the only hope for citizens & sbusiness
- Cycling and pedestrian routes have been bad here for a while- glad to see you improving them. I often bike or walk through this area when commuting from my home in Sunnyside to my work at Foothills Hospital, and the changes you are proposing will make that much more efficient.
- Please consider how the bike access on the south side of 16th across crowchild could be improved. One has to go down the large hill all the way to 5th ave and no improvements are planned until future crowchild upgrades. The link between the hospital/st andrews heights and briar hill is needed
- Proposed changes are very welcome.
- I hate this street because it's terrifying to walk down. Please do option 2 but make sidewalk 3m with a 1.6m planting with trees.
- "Please make this area safer for people on bikes. Read: protected lanes, not paint.
- Also, as we learned with the cycle track, infrastructure on an island isn't as effective as connected infrastructure. How will these bike lanes connect to the network? 16th ave is a death trap for bikes foot."
- WE need a cycletrack along 24th ave NW
- This area needs improved connections for cyclists and pedestrians. I fully support this upgrade of Banff Trail to a complete street, assuming the concept of protected cycle paths is realized.
- The area has significant redevelopment, with the ARP and economics adding more density in the future. We need bike infrastructure to give people an option to have less cars. There is adequate parking throughout the community. The worst case scenario has people walking 1 block to access their car.
- Something must be done the crossing at 24 ave NW and Univ Dr. I've almost been hit, as a pedestrian with the right of way, about 5 times in the past year, usually by cars turning left off of 24 onto Uni Dr S. There is a ton of pedestrian traffic. And yet cars are constantly surprised by pedestrians.
- Many parents drop their children off at schools and then head to the university or FMC/ACH. How will connectivity from schools like King George to U of C/ FMC/ACH occur?
- Thank you for looking at fixing 16th avenue between 19th street and crowchild and providing a route to get onto crowchild from 16th ave. That stretch as it is is very strange, with the inner roads and that funky intersection to get into macdonalds. Hard to navigate that intersection as a driver.
- Look at the 144 Ave engagement - it shows the + and - for each option. Looking at the options here, I can't tell which one is safer for pedestrians, cyclists, cheaper, less enviro impact etc. It's a shot in the dark. If you want feedback, it would help to have education to support our opinions.
- Would have preferred to have at-Grade crossings of 16th Ave NW at Banff Trail rather than having the pedestrian bridge upgraded.
- Excited to have better bike accessibility here!

- Wherever possible, plant more trees! I worry about all the new infills tearing down our beautiful old trees in this neighbourhood and Capitol Hill; the city should make every effort to preserve and replenish them.
- "Could not get the mapping input tool to work.
- What is the plan for the closing of 24 ST to 24 Ave intersection? You can not close the access to Crowchild Trail NB from 24 ST."
- My wife and I attended the open house the other night at the Best Western. We're very concerned about the proposed developments on 24th Ave between Crowchild Trail and 19th St NW. What is the process for the zoning changes that would be needed to proceed? How can we fight these changes?
- I am very happy that this road is turning into a road with consideration for all road users. Those of us who can't drive are often stranded and this helps so much. Areas by public transit really should not be a priority for private vehicles IMO.
- 24th avenue is a critical east/west cycling connection and needs a separated cycletrack. This requires removing parking from one side.
- Will the city make it easier for TOD's to take off? CBC wrote an article regarding the amount of red tape that prevents developers from building on these plans. Motel Village was suppose to have more highrises yet only one is currently being built. Vancouver and Toronto have multiple dense nodes
- Some of the projects will do some good. Maybe get a project manager who doesn't talk down to people at the open house and can be clear on what decisions are made, rather than waste my time with his non answers. He made it clear he didn't care what anyone thought, he's doing what he wants to.
- "The bridge over University Drive needs to be better connected to the regional pathway to get to the hospital facilitating active modes.
- The regional path ends, you ride the median to get back onto the narrow pedestrian section of the bridge, curb cuts awful. Eastbound uni Dr bus stop not connected"
- Great plan. Support increased ped and bike realm and traffic calming.
- In general, I like the proposal for the Banff Trail portion. 24th avenue and 20th avenue are unsafe for cyclists - one or the other needs to be modified. I am miffed that 16th ave from 20a st to 14 st is still unimproved. It is horrible to walk along.
- None.
- Better pedestrian safety and narrower driving lanes please!
- Built the BRT infrastructure for the Banff Trail TOD as a part of this project!
- Happy to see the plans for a cycling path along WB 24th Ave. I got hit by a car last summer on my bike at the WB 24th Ave turnoff onto NB Crowchild Trail. Parking on the university campus is really expensive so there's a lot of cyclists who commute through that intersection. Thank you!



**The above image is the online mapping tool for 24th Avenue N.W. and each 'pin' is a submission of feedback from stakeholders. The verbatim below corresponds to the mapping questions.

How do you currently use 24th Avenue?

- This section is the weak part in my bike commute home north along 24 St to Capitol Hill. The proposed switchback and pathway upgrades around this marker are excellent.
- I live within one block of 24 Ave and always enjoy plenty of available, easy to find parking. Removing parking for active transport would have no negative impact to my block.
- We currently use 24th Avenue to park in from of our home and for our guests to park in front of our home. We also walk and bike along the avenue to Confederation Park and cross the avenue to visit neighbours.
- Currently park here
- Christmas lights parking
- No bike lane access on crow child the neighborhood already has a bike path!
- Bike lanes are an awful idea for this road no one would actually use them! for Most of the day
- Parking is a major issue along this road, due to the university, McMahon and all the other things close buy, cycle track is an awful idea.



- Residents don't want more density, urban sprawl is not an issue, and people saying this need a dose of reality, people want to live in houses and own their own property not rent.
- People always drive the speedlimit on this road, no one is speeding, people on bikes should not be on this road, they should be using the bike path system away from cars.
- Take the bus, or use the existing sidewalk, or pathway system. no changes are needed here.
- Car free options already exist. Adding bike lanes would takeaway transport on a major interview only worsening the problem.
- People that drive to University often live very far away from the University, and don't want to live near the Uni. The only practical method for these people is driving. Prioritizing people that live 5 minutes away from the University is not the right move here as most of the 30,000 that go/work/vist UCalgary don't live 5 minutes away.
- guests park in front of house
- walk to church (West of Crowchild)
- There is no room for a bike paths. The road is already congested enough. DO NOT put cycletrack on this road.
- walks along 24th to university has become really busy
- This is a major road, not a residential road, and should be treated as a major road. The reason people don't use 16th avenue is because 16th avenue is far away, overcrowded, and does not go directly to the university which has a lot of people there during the day.
- Cars are no distracted. Road straightness has nothing to do with distracted drivers. Straight roads are safer. There is no room for a cycling lane on this road. Cyclists should use side roads and existing infrastructure.
- I don't want to see bike lanes on 24th avenue
- Students are in university during winter months, not summer months why would students ride bikes in the middle of the winter? THEY WOULD NOT! people drive for a reason. Most students live very far away from the uni not biking distance.
- This road is too short for people to speed
- Turning 19th street into a two lane road from a four lane road is an awful idea for some bike lanes. 19th street is a heavy use road. Put a north south connection for bikes somewhere else
- The underpass is frequently impassable due to insufficient drainage resulting in pools of water or ice. Either improve the drainage or retain the crosswalk across 14 St.
- Parking problems have to be solved first. Before any development.
- Frequent ped/bike crossings to get to downtown or businesses on 16 Ave
- Travel over existing ped overpass consider this for cyclists.
- NO TRAFFIC LIGHTS!!
- I like the plan to create ramps for the 16th Ave. underpass. However, to better accommodate cycling and walking between the FMC/Stadium Shopping centre and Banff Trail/Lions Park, I am wondering if it is possible to widen the bridge to multi-use pathway standard, and to replace all sidewalks between the two on the north side of 16th Ave. with multi-use pathway. The current sidewalk is too narrow, and unattractive for cyclists and pedestrians.



- Use the tunnel! Enjoy it.
- Drive, walk and bike
- I live in the neighbourhood with husband and child, travel 24th Ave NW on bike multiple times a week in summer and winter, and would like to see a safe bike path on 24th Ave NW between 14th St NW and U of C.
- Is this parking lot tax exempt because it is associated with a church? This is an ugly waste of valuable space and if it isn't even providing tax revenue its even worse. Should be expropriated and developed.
- Yo if you haven't tried Wheat Pizza by Jay order some right now. It's so friggin good.
- This space is used for golfing in the summer and sliding, skiing, Lions lights in the winter. It is an amazing park.
- Love the new townhouse developments going in on the corners!
- Churches serve a valuable purpose in the neighborhood.
- No traffic lights!
- Drivers are always aware at this intersection pedestrians don't look where they are walking.
- I live in this neighborhood and have never once had a problem crossing here.
- No to bike path on 24th! The sidewalk is just fine as it currently is.
- None of those UOC students actually bike to UOC, and if they wanted to they would be using the existing bike paths.
- What an ignorant suggestion. You want someone that lives in Hidden Valley, to bike to the university everyday, especially in the middle of the winter? You are suggesting the farther people live the more they should take a bike? Guess what, transit, and bikes are not a viable solution for a large portion of the population!
- No bike lanes please!
- People that don't live here should not be trying to speak for people that do! Parking is a necessity, bike lanes are not and there are other residential roads better suited for bike lanes! (comment received two times)
- How about PILOT of insuring bike riders on public roads, or a ban of bikes on roads, wink wink.
- No roundabout. too many people turning left for a roundabout.
- We don't live in Europe no roundabouts.
- How would building an on ramp reduce traffic on the road. The road was built to do a certain speed limit 40 is way too slow.
- We don't live in Europe east west traffic is much more important than north south traffic
- This is a major corridor connecting road, no speed bumps.
- Maybe you should stop jaywalking, and go to an appropriate crossing point?
- No bike lanes on 24 put on side roads.
- No bike lanes on 24! (comment received two times)
- Sure just don't put it on 24th avenue. Go through quieter roads and make them cross at bentwood station.

- Why would this intersection suddenly become more dangerous? Move pedestrians to the tunnel. No need for biking on this road as there is ALREADY A BIKE PATH!
- The people turning left here live in the neighborhood, they aren't trying to get onto Crowchild during rush hour.
- How about we look at actual statistics for car/pedestrian accidents at this intersection instead of making up stories.
- How about we look at number of speeding tickets handed out at this intersection and not just what one person repeatedly posts as a problem here that isn't actually a problem! (comment received three times)
- Why would there be a stop sign here? it is a T intersection not a four way intersection.
- No roundabout. Waste of taxpayer money for something not actually needed. This is why people are fed up with council! (comment received four times)
- Again no speeding problems! Why would you have stop signs at a T intersection? No need for a roundabout here either.
- Do not lower speed limit on either of those roads.
- No lefts not lower speed limits on 23 or 24th
- Leave this intersection as is, no need for additional stop signs
- Leave stop signs as is
- Making bikes illegal on 23 street?
- Bike speed on 23rd? Make bikes illegal unless they are insured!
- Improve intersection 19 Street and 24 Ave don't make this intersection less usable for the people that live here.
- This solution doesn't take into account that most traffic going through 24th avenue comes southbound on 14th street because Crowchild is not actually an option for a huge portion of the city!
- What issues?! They have a lighted intersection with pedestrian signals. Waste of taxpayer money for a solution that is not needed.
- Bike lane on 24th is just asking for trouble.
- Fake news. This is one of the best green spaces in the city.
- Bike lane on 23!
- People can walk. Ban bikes on all roads. Better yet they can learn to drive like a normal person.
- High school students aren't dumb they know how to use a crosswalk.
- Leave as residential
- To access Crowchild
- "Please don't close southbound 24 street NW access to Crowchild trail northbound, I use it every time (every day) I want to go north to the stores along Crowchild Trail.
- It is much easier to go north than it is to go south.
- For example at certain times of the day it is quicker for me to take Crowchild Trail north to 32nd ave NW then come back south on Crowchild than to take 23 st sw to 24 ave and wait for the light to change which takes really long to a left turn signal onto Crowchild south. also since vehicles are

always parked on the north side of 24 ave NW up to the 23 st NW intersection it is hard to see if someone is coming especially in winter making it more dangerous to turn. (I drive a Hatchback so I can't see over them).

- Also I take the 32 ave NW exit then Morley Trail NW to get back to my house from both North and south Crowchild Trail because then I can avoid 24 ave altogether."
- People that don't live here should not be trying to speak for people that do! Parking is a necessity, bike lanes are not and there are other residential roads better suited for bike lanes! (comment received two times)
- People don't ride a bikes because it is Calgary and it is cold 6 months of the year not because of a lack of cycle track. Partitioning a major throughput like this for a something most people will not use is a giant waste of taxpayer money
- How is parking in the middle of neighborhood encroaching into an intersection? No leave parking here

What are future opportunities for the 24th Avenue N.W. corridor?

- 24 Ave merge to Crowchild will be an important thing to manage when crossing a bike lane. Separation is important.
- Density is booming on 24 Ave and the biggest concern is parking. Adding bike infra gives people a car-free option.
- With a bike lane, 24 Ave/19St will be a dangerous intersection. A pedestrian/bike scramble prior to green lights is recommended.
- With an at-grade xing, 24 Ave/14St will be dangerous. A ped/bike scramble prior to green is recommended. Additional space on some corners is also required for pedestrian setback from traffic while waiting.
- Flashers at this crosswalk would be quite beneficial. Cars regularly drive through this crosswalk when pedestrians are waiting to cross.
- I would love to see bike lanes connecting Crowchild and 14th Street.
- Connecting the U of C to Confederation Park pathway gives low-income students a way to access education without buying for an expensive car.
- The only efficient way to route 1000s of people to McMahon and the future fieldhouse complex is walking/biking/transit. A bike lane on 24 Ave and an improved intersection at Crowchild would reduce the road load during busy events.
- More visibility for pedestrians at this intersection please. With the narrow sidewalks, it' hard to see pedestrians crossing.
- a separated cycle track is needed for people to access the university, stadium, field house etc safely. Build the infrastructure for safe cycling and more will arrive on bike!
- Speed bumps to discouraged cars from cutting through the neighborhood.
- Additional measures needed to bring attention to cross walks and pedestrian usage.



- Time restricted and permit parking across the park. During the holiday season Nov-Jan this area is exceptionally difficult to navigate and find parking.
- Drainage improvements for the underpass. Excess gravel, pooling water and ice make this area impassible on many winter and spring days.
- Need lights at this crosswalk!!
- Another crosswalk would be great around this part of 24 ave. I often just make a break for it where there are curb cuts but no stripes on the road (maybe a crosswalk was planned but never put in?)
- Pedestrian signal or safety improvement
- Aberhart HS to LRT --> student safety
- Ability to work with the City is difficult
- Church/City could be purchasing more land for parking
- How helping the service (church) of the community?
- Put bike lane offset off 24 Ave (example: 25th Ave) to reduce need to remove parking on 24th Ave. Traffic already congested for residents.
- permit parking (comment received two times)
- Explore light timing (detection) fast cycle
- Right hand turn only and retractable gates
- Pedestrian signal
- This road seems like such a great area for biking infrastructure given the number of students in the area. Also thinking about how it comes from a multiuse pathway network. Parking at UofC/Foothills is expensive and the parking spills into these neighborhoods (usually illegally). Biking options might help alleviate the need for more parking etc.
- Scrolling down google street view it is interesting see a woman on her bike who must ride on the sidewalk. There is a need for some cycling infra.
- Is there a plan to add curb extensions here? The right turn angle makes higher speeds feel safe, I think. Seems especially unsafe given this is one of the few marked crosswalks.
- Old pipes --> check for lifecycling
- Vehicle speeds - slow it down
- check subgrade condition for repaving
- Really hoping that the connections of bike lanes across intersections will be protected beside crosswalks as this it appears to end in the photo provided.
- Bikes on 23rd
- Plow more to the north side
- Wondering if this turn angle has to be so sharp? Is there opportunity to cut into the grass (West) and straighten this turn a bit and improve driver visibility to westbound traffic-- as of now they are basically turning their back on oncoming traffic then spinning their head around. Also would think about moving the xwalk back, (raising it slightly?), and allow for a car length after the cross walk so drivers can focus on pedestrian, pass xwalk then focus on traffic.. right now you have to be aware of everything all at once, but this could also just be the turning angle.



- Remove crosswalk make people cross at crow child where the lights are
- Pedestrian signal (kids to school)
- Look at bike route on 19th street - safety
- Signal at 23rd pedestrian and bike
- No one actually uses this intersection as a crosswalk, everyone uses the underpass remove crosswalks at this intersection
- Roundabout at 19 St
- Vehicle speeds are not an issue, please raise this to 60km/h.
- Pedestrian lights (comment received two times)
- Need more enforcement of cycling infractions
- bike lane on 23rd (comment received two times)
- would like to have permit parking --> especially during Stamps games
- improve snow clearing - goes on sidewalk
- This won't be a popular opinion but having this road speed reduced to 40 or 30 would make it safer for pedestrians and cyclists, and would encourage those cutting through this community to use 16th avenue instead.
- Having a separated bike lane on this road would encourage our family to ride to more activities. Currently the road is too straight, and cars too distracted to do so.
- Separated bike lane on 19th street would make it much safer for my kids to bike to school. Senator Patrick Burns is the neighbourhood school, so many kids in Capitol Hill and Banff Trail will be heading this direction to go to school on a daily basis.
- A bike lane is needed to support density growth in the area
- Additional East-West pedestrian access would better connect hotels to businesses, and possible pedestrian bridges would connect to local shops like Wheat By Jay on 20 Ave and allow for easier northbound C-Train access from the hotels...potentially adding a second pedestrian connection to McMahon Stadium.
- Bike lane that connects to existing bike paths, great place because they can cross the bentwood overpass to the university.
- Need safer ped crossing for students (comment received four times)
- Repaint crosswalk - 3D? Colour?
- Time block on parking go up to more than 2 hrs
- more spaces for play
- Stampede needs a parkade (stadium)
- We want flashing RR FB 22 St/24 Ave Please !!!!!
- Needs a bike lane from pathway system at 15th street to UofC and Childrens hospital.
- Put a well marked crossing across 24th avenue here and a cheap gravel pathway through this green space. Many pedestrians would use it including school kids.
- Start a bikelane on 24th here from the confed pathway system. If heading to UofC or Childrens Hospital, it is not convenient to stay on the pathway system as it goes north from here



- Desperately need pedestrian lights here. Very high use in summer and winter.
- Make this a skating rink in winter
- A cycle track would be extremely beneficial to the citizens in the area and the ability for bicycle infrastructure to reach a very wide catchment.
- Add bike lane from Confederation Park to the University of Calgary
- Can city yard move to this site (part of) from confederation park?
- Pedestrian Island - make bigger
- Until all the expensive changes happen.. change merge to a yield sign on 24 Ave West bound onto crowchild north bound. this would discourage people from using 24 ave as a cut through. Do it before someone gets killed on 24 Ave.
- Traffic light on 23 Street
- Bikes could use 23rd Ave and the overpass -> improve path on W. side of Crowchild
- People can park in the back lane. Put cycle infrastructure in.
- Tracks or SB to EB left turn?
- Separated, protected, bi-directional bike lane. Banff Trail is ONLY community in YYC with 3 train stations in walking distance = HUGE opportunity to build community that supports walking/biking.
- Reduce speed limit on 24 Ave (40kmh)
- Close 23 St access to 24 Ave (comment received two times)
- Crossing light or move crosswalk to other side. Safety concern! Pedestrian lighting (street lighting). (comment received eight times)
- Traffic circle @ 25 Ave/23 St.
- Traffic circle 25 Ave @ 23 Street
- Painted bike lane 24th - one in each direction
- Improve ped crossing - implement bike path on 24th soon - density will slow traffic
- Consider restricting east bound to north bound left turns @ 23rd street and then signalize 22nd st.
- residential parking permit
- pedestrian crossing a must
- Traffic circle 23 Ave - 22 st 20 st
- Speed bumps 23 Ave West of 19 Street
- Proposed bike lane needs to connect to south side of pedestrian crossing
- Pedestrian signal -> kids cross to schools.
- Pedestrian signal (comment received four times)
- Lower speed limit on 24 Ave and 23 Ave (40km) (comment received two times)
- RFB Blinky signals preferred
- No residential parking permits
- Traffic Circle @ 23 Ave/22nd St
- Speeding problems. No E-W stop signs - they should be there.
- Traffic circle @ 23 Ave/22 st (comment received two times)
- Living Lab bike helmet to gather data - has this been used to collect information?



- Speed cushions on 23 Ave. Along school yard. Bramon. Many speeders from LRT to 20 St NW. No Stop Signs.
- Speed cushions on 23 Ave. Along school yard.
- Both sides of neighbourhood need to be connected across 24th. 24th Ave bisects neighbourhood.
- 24th Ave needs two way cycling to connect bike paths to university and 19th ave and 10th ave bike lanes. Need to consider parking on 24th can it continue? (comment received two times)
- BIKE LANES PLEASE
- Raised crosswalks!
- Better street lighting
- Curb needs maintenance
- Need painted bike path on 19th
- to reduce traffic on 24 Ave, lanes should turn left on widened 16 Ave, one to catch northbound Crowchild Trail. This would discourage traffic staying on 19th st to left on 24 Ave to Crowchild.
- Explore a roundabout here? (comment received two times)
- Explore a roundabout here? Might require property takes.
- I would suggest not placing a bus layby here, as it will make it difficult for bus drivers to pull out, particularly during rush-hour. Could be a collision risk.
- The dual-turn concept is not a good idea. It will force drivers to merge into a single lane of traffic in addition to traffic already in the auxiliary lane. I would recommend maintaining two WB through lanes with one NB merge lane as currently exists.
- Though I would like a free-flow lane coming off Crowchild to WB 24th Ave, the volume that builds up across the intersection, especially at rush-hour may be problematic if it is reduced to one lane. I would recommend keeping two WB through-lanes across the entire intersection along 24th Ave.
- Is funding available to convert this intersection into a grade-separated intersection? I believe that would solve a lot of the current traffic-flow and crossing issues.
- Remove left turn signal to 24th, will eliminate traffic
- Need ped crossing light OR at minimum a "highlighted" pole
- Traffic circles or speed bumps on 24 Ave (comment received three times)
- crossing improvement for pedestrians on 24th Ave
- Retain parking on 24th Ave.
- Retain parking on 24th Ave to act as traffic calming.
- cycling on 23 Ave because lots of traffic and exhaust.
- new high density development on 24th between 19th and Crowchild - needs to be safe. For kids in surrounding neighbourhoods.
- Bike lanes on 24th (comment received three times)
- Consider moving crosswalk over
- Pedestrian lights. Safety concerns! (comment received four times)
- Need pedestrian crossing light @ top of hill (solar are now affordable).
- 2 left turns? EB L turn from 24 to 14 backs up. Need longer green light.



- Lights in the tunnel under 14 street should be on all the time - it can be very dark on the sunniest day.
- Use more lighting
- Currently, it's dangerous for pedestrians and bikes to cross 24th Ave. south to north or vice versa. Traffic is fast. I'm afraid for my kid to cross this street (and I live on 24th Ave.) I hope that there are some more effective crosswalks in future because it's a long way in between the lights at 14th St & 24th Ave, 19th St & 24th Ave, & Crowchild & 24th Ave. We have narrowly avoided accidents many times as pedestrians & cyclists; car drivers are not always careful.
- Huge opportunity to tie the pathway from confed park into a bike lane on 24th! This make so much sense you'd be crazy not to!
- There are so many churches in the area - a huge one across the street! They just draw in people once a week to clog the streets with cars. They don't serve the community where they are located. Make them operate like a business and pay taxes or let the land be used for something useful.
- Once the new on-ramp to Crowchild is complete, make 24th speed 40 km/h. Build a bike lane to narrow the road to encourage people to slow tf down.
- So much opportunity for development along here, please consider allowing retail on the main level of new developments! We need more walkable businesses in Banff Trail / Capitol Hill!
- Left turns going from SB to EB are very hard here. Usually because some massive vehicle is waiting to turn left NB to WB and you cannot see past and have to cross your fingers and go for it and hope nobody comes screaming up the right lane and T-bones you. Also has to be timed with no peds crossing. Yikes!
- I often see people trying to cross as these cross walks which are all weird because of the misalignment of the streets. If you can find out which one has the most use it could use some reflective tape or lights.
- Reduce speed to 40 kmh, people crossing the road here (especially in dark winter) are risking getting hurt.
- The entrance to the mark used in the winter could be much safer and inviting. Right now it is just a gate in the chain link fence but it gets very slippery during winter. Especially with the Lion's lights I'm sure people wipeout all the time.
- How about a PILOT bike lane along 24th? (wink wink)
- This crosswalk is very unsafe due to vehicle speed, poor visibility between cars & pedestrians and inadequate signage. Pedestrian lights are needed. Very congested area at Christmas time when the Festival of Lights is on.
- Put the bike path somewhere else, 24th avenue is not suited for bikes and never will be.
- I agree add a parking garage to deal with all the lost parking space if a bike lane goes in.
- Increase speed to 60km/h
- Increase speed limits to 60 km/h. No amount of speed limits will replace pedestrians having to use common sense and good judgment stop trying to blame drivers for everything.
- Extend curb to stop people trying to changing lanes in intersection to catch the light.
- Permit parking is necessary when density goes up.



- Bikes on 23rd
- Bike lane on this road
- Bikes wont bother anyone here.
- Redevelop this area to get rid of the service road.
- Second having east west bike lanes on roads north and south of 24th not actually on 24th
- Needs blinking lights @ crosswalk. Hill and sun in eyes prevents cars from seeing you cross. (comment received two times)
- Sensor lights (24 hr!!) inside 14th Street Bridge. Dangerous and creepy.
- Lights in tunnel 24 hour
- Would love to see a separated, protected, bi-directional pathway from 14th Street bike path to Childrens hospital to encourage people of all ages to cycle. Many people are not cycling due to safety concerns and do not want their children on busy roads. This would solve the issue and get more people riding.
- "With an increasing rate of obesity in society, you'll be helping to reduce the growing costs on the healthcare system by creating more infrastructure to increase mobility. Better health outcomes=lower costs.
- More cyclists=less road maintenance and more economical ways of moving people"
- Please make it mandatory that people need to sign in with their name attached to their comments to prevent people from putting insulting, degrading or insensitive comments.
- What about future Business area or Residential/condo building
- I feel like crying when I see the "urban blvd" plan. Nobody wants to cycle or walk or cross on grade on a six lane highway. I would never move on foot or bike with my toddler there. I need to commute with my small child to U of C. I would love to cycle but we need realistic cycle and pedestrian options on traffic calmed streets to move east/west across the city - ones that are safe for all ages to use.

What are current issues with the 24th Avenue N.W. corridor?

- Not being able to get out on to 24th especially during peak times or being able to turn into the neighbourhood from 24th
- too much crime here
- No clear pedestrian cross, there is a popular café here, please make this corner more attractive for pedestrians.
- Pedestrian crosswalk currently in place which crosses 24th ave is dangerous due to poor signage. Suggest improving signage visibility for drivers. Have made several requests to 311 in the past, and feel this issue should be addressed as part of the Banff Trail Improvements project.
- Density will combat urban sprawl, save the environment, and, ultimately, make our city more assessable to a wider demographic. This redesign is a strategic step forward for building a more holistic community for Calgary.



- 24th Ave provides a key connection to the University, but is an area where motorists gearing up for Crowchild or just off from Crowchild consistently drive too fast, pass people riding bicycles too close, etc. A important area to eliminate parking and provide safe cycling infrastructure.
- Crosswalk is extremely dangerous, especially during Festival of Lights when 1000s of pedestrians and cars use this spot in the dark.
- Typical for all intersections, it is difficult to see pedestrians, flashers would be helpful for at least a couple cross streets.
- This intersection needs more visibility for pedestrians, cars drive down 24th quickly and don't always stop for pedestrians.
- Lots of children cross here, and the next 2 intersections to the east of this intersection as it connects to the 2 elementary schools. They use these intersections instead of 19th Street & 24th avenue as the 19th street intersection is really busy and drivers are more distracted with turning lanes, etc. that they don't look out for pedestrians.
- From 3:15pm to 4:00pm the left hand turning lane heading north at this intersection is too short. Only allows a few cars to go, and the lane gets backed up to 4 light changes.
- This crosswalk is used by many children and adults who are crossing to access the pathway. It is extremely dangerous with cars speeding to make the light. Many cars are also using this turn as a way to bypass the intersection at 14th ST and speeding within the community.
- "During rush hour traffic at 19th St. and 24 avenue can back up a great deal. The single lane of traffic (due to parked vehicles) combined with left hand turns off of 24th onto 19th street sometimes results in only one vehicle successfully passing through the intersection for the duration of a traffic light.
- In addition, parking is some times limited. During any Stampede game, the entire community fills up with vehicles and there is no where to park."
- This crosswalk is very unsafe due to vehicle speed, poor visibility between cars & pedestrians and inadequate signage. Please add lights!
- I have tried to walk this stretch (with a stroller) and it felt unsafe. Walking to the hospital should be a viable option from this distance, but I would not hazard again without better/any pathways!
- South Bound Lane @ Crowchild - signal timing. Look at it.
- Putting a traffic light here - right turn...especially if it matches timing of Crowchild will significantly reduce time for residents to exit neighbourhood.
- Traffic building up, up to during peak hours
- Parking too close to 24 Ave
- University students full streets with parking - no time limits
- West Bound Right needs to be coordinated with North Bound Crowchild.
- Church experiencing more and more parking loss
- Issues for crossing 24 --> safety concerns
- High School students parking - need more permit parking. - Litter
- Crosswalk can be dangerous (comment received two times)
- Crosswalk is dangerous



- Students leaving mess
- Ex No trucks, no buses sign
- Will echo what has been said as this is a dangerous crosswalk. Access to park means high ped. volume, but cars seem to come at high speeds w/ low yield compliance. Slight grade makes hurts visibility. A huge issue is that there are no street lights on the north side; should be lighting before xwalk for vehicles travelling WB.
- Sight lines and hill
- People have alluded to unsafe ped crossings all along this road already and this is an issue. The other issue is that many of the xwalks are poorly accessible. There are so many raised curbs without ramps. I have no idea how a pedestrian in a wheelchair is able to navigate this road.
- Wondering how feasible raised crosswalks are along this road. Seems like vis. and speed are concerns, but proximity to hospital/emergency services/access to crowchild might deter that traffic calming... Curb extensions at these crossings might also help. I feel like the flashing lights for a xwalk would just be on almost constantly.
- Parking encroaching into intersection
- Plow equally :)
- This multiuse path connects across crowchild to another multiuse pathway. It might be helpful to permit cyclists to bike across this right turn lane, the crosswalk over crowchild and the next right turn lane crosswalk. (maybe a protected lane beside the existing crosswalk). That said-- there would need to be signage at the end of the multiuse pathway that clearly indicates that cyclists stop before entering the roadway or dismount. I see cyclists entering the crosswalk at high speeds as though they have the right-of-way here, often. Signs/markings might help clear up confusion and allow them to bike safely and be more predictable to drivers.
- No need for bike lane on 24th!
- The snow plowing across this road is effective for cars, but piles up at crosswalks. I once saw a young woman on her motorized scooter have to drive down 24th ave to university because she could not get past the snow bank and onto the sidewalk. That is unacceptable.
- Residential parking is tight (new construction)
- sewer pipes - new development capacity
- Snow plows (windrows on driveways)
- yes E-W is going to have the most traffic as it feeds into crowchild/mcmahon/foothills/UofC. BUT keep in mind that at intersections like these there might be a lot of N-S traffic going to the schools south of 24 ave. In particular, these will be younger children walking/biking. Currently, I wouldn't let my child bike across 24th, but with the right biking or walking facilities it could be an option. So please don't forget about kids going to school!!
- This is a difficult right turn on red given the speed/volume coming SB. Drivers often encroach on the xwalk and makes it difficult/dangerous for pedestrians to cross. Because of the limited time frame, drivers also get fairly aggressive in when they decide to turn (i.e. not looking for crossing peds). My preference would be to eliminate right turn on reds here (at least for certain hours). Not sure many



cities even allow right turn on red at all. If you want more cycling infrastructure here too, the issue of right turn conflicts is only going to get worse.

- This is a weird lane. It is continuing, so you shouldn't stop, but very few drivers are actually wanting to continue into mcmachon (they want to merge onto crowchild). So then they treat it as a yield/stop. Should this just become a yield? How do we get drivers to not stop at continuing lanes like this..?
- snow plows on driveways – windrows (comment received two times)
- concerned about parking loss and impact on property value
- Drainage low spot @ driveway 1831
- Cyclists don't follow road rules
- Sink hole 7 years ago
- accidents - left turners
- cyclists don't follow the road rules
- Dangerous intersection - 19 St/ 24 Ave
- Turning left from 19 St to 24 Ave NW is dangerous - leads to crashes
- Dangerous to bike on 19 Street
- drag racing on 19 Street
- Put bike lanes on side roads so they don't obstruct a major traffic road. The people complaining about lacking of biking infrastructure don't even use the existing infrastructure in the neighborhood.
- Going down to 1 lane on 19th street - not good idea
- There are major parking issues especially in winter when the snow banks remove half the parking on this street. And with increasing density. Anyone who says parking is not an issue doesn't actually live in this neighborhood.
- Dangerous intersection 19 street/24 Ave NW
- Cyclists do not follow the rules of the road, and are far too slow, move them to side roads and existing bike paths. Cutting down car traffic on this road is an awful idea, since people that do drive will be forced to take roads that weren't built for heavy traffic, endangering neighborhood streets. Cyclists slow down traffic too much by going 30 in a 50.
- Install turning lights and time them for the heavy traffic during rush hour(s) morning and evening. One person turning left will stop everyone from actually turning.
- Crossing is well used but hard to cross
- People riding bikes are far too slow, people in cars want to go the speed limit, not 20 under because someone on a bike can't cycle that fast.
- windrows and parking
- bike lane not on 24 ave but north/south on 23rd?
- don't want cycle track lanes
- changing front yard - no thanks
- Drainage issues throughout
- speeding on 22 st
- Issues for crossing 24th safely - safety concerns



- Between 22A and 22 Street: parking too close to intersection and corner by alley (comment received two times)
- Dangerous crosswalk - poor visibility for pedestrians and cars. Many people use this to get to the golf course or the bicycle path.
- During rush hour, many cars using local streets, exceeding speed limit
- Traffic backed up to here during peak hours
- Wide road, speedy rush hour, every day!
- Drainage issues throughout
- No traffic light here - only pedestrian light. Contradicts City's plans to reduce traffic on 24th. More nuisance and restrictive for residents. (comment received two times)
- Extremely unsafe biking situation, yet Banff Trail and Capitol are home to many UofC students
- Lots of children cross here, and the next 2 intersections to the east of this intersection as it connects to the 2 elementary schools, Community Association, Weeds Cafe etc.. They use these intersections instead of 19th Street & 24th avenue because they live east of 19th street and walk! Should not have to walk blocks out of way just to safely cross a street.
- This is a highly used crossing to access Confed pathway but very unsafe. Cars speed and ones heading east cannot see the crosswalk because it is at the bottom of a hill. This crosswalk is very busy in both summer and winter.
- Underpass is a nice idea, but quite dangerous for much of year do to ice. Also path is extremely steep. Considering the increased level of density occurring in the vicinity, likely a crosswalk across 24th avenue and new path connector from 14th street sidewalk down the hill to Confed pathway in order.
- Too many people golf here. Its a hazard for the birds.
- Capitol Hill Crescent is a great cycling corridor, but the Crowchild Trail / 24th Avenue intersection does not do a great job of accommodating all modes (fast slip lanes with drivers focused on street traffic, not pedestrians or cyclists). Please build a proper all-modes intersection that focuses on safe and comfortable pedestrian and bicycle movement. Entry/exit to/from 24th Avenue should not create a "freeway environment" that is hostile to people not in cars.
- Freeflow nature of this section to Crowchild Trail encourages fast speeds east or westbound. Current and future design elements should focus on improving liveability and active modes travel, including well-marked and safe crosswalks.
- Slip lane is dangerous. Drivers often more focused on Crowchild Trail traffic than watching for people in crossing and also moving fast to accelerate onto Crowchild Trail.
- Crosswalk at this point would be good for the kids that need to cross to access the 2 schools. St-Pius and Capitol Hill.
- Utility boxes are a visibility barrier and poorly placed to get around when cycling.
- Hard to access N. bound Crowchild off West bound 24th due to backlog turning southbound
- Traffic in laneway
- Traffic on 25th Ave
- 26 Ave to 22nd st is better connection



- Due to short left advanced turn from WB 24 Ave to SB Crow, cars go straight across 24 Ave and do U-turn at Latter Day St's church or pull into their driveway and do U-turn to get on to SB Crow
- Utility Box blocks view of pedestrians for traffic going west on 24th and turning onto Crowchild Trail
- Why isn't WB a dual left?
- Very dangerous right turn/merge (comment received two times)
- WB to SB left turn signal is too short. Need more time AM and Sunday.
- Dangerous ped crossing (comment received two times)
- Traffic volumes (SB) high @ 23 St/24 Ave.
- University and LRT parking - impacts road safety
- 23 St. is being used as a high speed cut off - 24th ave to 20th ave
- Closure of 24th will back up 23rd and 22nd
- permit parking should be decals not 'digital'
- Density (parking) traffic
- Backing out of driveway is very difficult (PM peak) and other times
- People cut through on 23 Ave to avoid intersection @ 19 Street and 24 Ave
- EB L turns don't watch for pedestrians (comment received three times)
- Enforcement of U-turn- law enforcement.
- Enforcement of U-turn
- Heavy traffic (at 22 A /23 Street) going E & W. Difficulty in making L. turn onto 24 Ave to access Crowchild
- Short cuts around 19 Street/ 24 Ave on 23 Ave
- WALK IT!
- Sight lines from alleys and streets because of parking
- Show clearing at laneway intersection with sidewalks
- Pedestrian/ Vehicle/ Bike interactions on 19 St (traffic from 24th)
- Pedestrian signal -> kids cross to schools. (comment received two times)
- Pedestrian signal
- Retail/ commercial proposed for 24th Avenue/ Exshaw will increase alley traffic (due to access to underground parkade and commercial delivery access). There is too much cut through alley traffic already.
- Upgrade and maintain sidewalks on 24 Ave 19 Street t 14 Street in all seasons
- Vehicle speed on 23rd Ave (speed bumps?)
- People use laneway as short cutting. Make more one way. Hard yellow at cross-street so they can't go across.
- Vehicle Speed on 23 Ave (speed bumps?)
- Alleyway is shortcut Exshaw - 19th Street should be closed too much traffic (comment received two times)
- Against parking permits
- Residential parking



- Student parking concerns. More enforcement (comment received two times)
- Ped signals RRFBS repaint markings, signage. Not safe for kids! (comment received two times)
- Cut-through traffic on 22nd st. (need calming) (comment received four times)
- Speeding problems. No E-W stop signs - they should be there. (comment received two times)
- Speeding is a problem 23rd ave 22nd st
- Speeding is a problem (comment received two times)
- Now high density development on 24th Crow - needs adequate parking solution.
- Proper U of C maintenance for new high density development. 24 Ave between 19 st and Crowchild
- PM queues because of left turns (19 W)
- Need pedestrian crossing lights
- E-W stop signs only but not N-S so speeds high and shortcutting (23 Ave/20 St) (comment received two times)
- Safety concern for pedestrians (comment received four times)
- Safety concern for pedestrians - school nearby
- Needs lights. SB sight lines blocked by parked cars. (comment received three times)
- Parking prevents/blocks turning vehicles
- Parking concerns along 23rd due to LRT
- Rocks at base of signal or lights - need hard surface.
- Gravel from city street needs to be cleared off sidewalk.
- Garbage pick up happens along 24th NW corner (one property)
- left turn arrow EB @ 19 st/24th (comment received two times)
- Way too much density in this area in past 3 years. Please NO permit parking
- WB traffic queues @ 19 street
- NB LT for large trucks @ 19th
- Existing pedestrian crossing safety issues along 19th
- Please add RFID beacons for pedestrian and cyclist crossers. As another commenter mentioned, folks are more focused on merging than with pedestrians.
- The bike lane idea is great, however please ask the U of C to construct an actual multi-use pathway on their side of the sidewalk. Currently it is illegal for cyclists to use the sidewalk the U of C has constructed, forcing cyclists to use 24th Ave.
- I think a cycle track or buffered bike lanes are necessary along this road. This road is VERY busy (as far as bikeways are concerned) and there may be problems with parking or vehicle encroachment into a painted bike lane.
- Permitted parking should be added for this entire community. Traffic volume is aggravated by the number of people choosing to park here and walk to the U of C or LRT. They should be cycling or taking the bus if not from within the community.
- Please ensure the bikeway component of the project along 24th goes through at all costs. As you will note on a larger level, there are no good crosstown cycling connections. However the addition of a bike lane along 24th allows for continuous travel along reasonably slow roads from Shaganappi Tr.



all the way to 4th St. NW. The need for a crosstown cycling connection should be higher than the need for parking for those on the street.

- Existing ped overpass is too far, especially for pedestrians.
- The NB to WB turn lane should be nonexistent. University Dr. provides an excellent free-flow left-turn opportunity to the area. Additionally, maintaining this left-turn encourages drivers exiting Banff-Trail businesses to attempt to cut across three lanes of 70 km/h traffic to access the left-turn (as these are the only individuals who would be unable to use the University Dr. left-turn).
- Pedestrian light here. Better signage with reflection pole wrap. West side (18/24)
- People will not be walking everywhere - need to provide parking! *Pack townhouses and larger rental projects, do NOT add stability to community once here NOT affordable housing @ over \$500K
- Increased lighting
- traffic volumes and short cutting concerns through 24 ave
- un/loading concerns along 24 is currently problematic - block through traffic
- Parking is a hazard
- Snow clearing - issues currently - will increase if including bike lane
- New high density development on 24 Ave, 19 st -- Crowchild Trail - more people. Needs good police monitoring for whole neighbourhood
- Parking is a concern - how do you propose bike lanes?
- Cars parked too close to corner
- Pedestrian lights. Safety concerns! (comment received three times)
- 2 left turns? EB L turn from 24 to 14 backs up.
- EB left turn from 24 to 14 backs up. (comment received three times)
- These two trucks caused a lot of damages to the back lane!! The city should fine the owner!
- These two trucks caused a lot of damages to the back lane!
- Transit users park area to catch buses on 14th
- Entrance to service road is awkward, and seems unnecessary once the new ramp is built
- Service road connection is weird, nobody is sure who goes when.
- Current yield sign is insane. It looks like a merge but it isn't long enough. Can something be done in the interim? Maybe a second yield sign on the left.
- My kid, my husband and I bike to U of C several times a week from Capitol Hill. 24th Ave. NW is dangerous for cyclists. A safe multiuser pathway would be a great relief to us.
- Cycle track will be loved and used by cyclists year round getting to the University and neighbourhoods.
- 24th Ave NW & 19th St intersection dangerous for pedestrians and cyclists. Why do pedestrians have to press a button to get a walk signal? What if a parent is struggling with wiggling kids and doesn't have hands free to press a button?
- 24th Ave. NW dangerous for pedestrians to cross -- I'm always worried for my kid.
- There is a lack of streetlights on the north side of 24th Ave here making it very dark in the winter for an already dangerous area for walking and biking (dangerous from cars).



Banff Trail Area Improvements

Stakeholder Report Back: What We Heard

July 2019

- Very difficult to make a left hand turn here during rush hour resulting in cut through traffic. Future opportunity may be that the new on ramp from 16th Ave to Crowchild will help reduce traffic using 24th to go west.
- This unlit crosswalk is a death trap. The City needs to fix this before someone gets hurt.
- This crosswalk is so dangerous, vehicles come quickly over the hill and parked cars make for poor visibility.
- This might be the worst street in Calgary for traffic lights that are not timed/synced properly. Especially when a train is going through! Can take 15-20 min in rush hour just to get 4 blocks!
- Too many jaywalkers.
- Maintain crosswalks
- Hill (visibility) cars go fast. Totally agree! This crossing is dangerous because of fast cars.
- Crosswalk 24th and 15th should be moved to east side of intersection as it was originally , due to poorer visibility once again
- Gravel on Path
- Cars that are not able to make the left hand turn from westbound 24 ave onto southbound crowchild trail will go straight across Crowchild and then use this pullout to do a U-turn. On several occasions, I have almost gotten hit as a cyclist due to motorists not looking for bikes here. Please make this intersection illegal to do U-turns and prevent cars from pulling into this lot to U-turn back onto Crowchild trail.
- Crosswalks across 24ave between Crowchild and 19th St are difficult to see pedestrians from both directions. Consider ways to make these crossings safer and better marked. Afterall, Banff Trail is ONE community that's being separated by a road that keeps getting busier. Let's slow down traffic and make it safer for kids coming/going to school or for families to move through our community. Love to see what's next!
- parked vehicles on 24th Ave restrict visibility of moving east & west bound traffic - makes it hard to merge onto 24th from these connecting streets - perhaps restrict parking completely or limit time vehicles may park on 24th
- Get rid of this parking lots and maybe more hotels, retails residential area
- Left turners during rush hour hold up an entire lane of traffic and cause sudden, often dangerous lane changes from drivers going around! Please add a left turn lane or stop left turns!