



26th Avenue S.W. and Buckmaster Park

Stakeholder Report Back: What we Heard

October 29, 2021

Project overview

We are looking to make improvements to help increase activity and mobility in southwest communities to make these neighbourhoods more enjoyable for everyone. Improvements include the following projects:

- **26th Avenue S.W. Improvements:** We are making changes to 26th Avenue S.W. between Sarcee Trail and 14th Street S.W. to improve public spaces and enhance connections for people walking, wheeling, and taking transit. 26th Avenue S.W. connects eight communities, including nine schools and over 50 businesses.
- **Buckmaster Park Area Improvements:** Buckmaster Park, located between 21st Avenue S.W. and 23rd Avenue S.W., will be the centerpiece of upgraded park improvements. The project's focus will be to increase activity in the park, upgrade existing amenities, and improve connectivity with the surrounding neighbourhood. Improvements will build off previous recommendations from the Bankview Planning & Development Committee and feedback from the "This is My Neighbourhood: Bankview" project (2015-2016).

These two projects are part of the [Established Areas Growth and Change Strategy](#), a program that supports projects focused on our existing communities so they can continue to be vibrant and successful for decades to come.

This program provides funding for improvements that can be delivered in the short-term (1-3 years) to support communities experiencing growth and change.

Engagement overview

Due to COVID-19 restrictions in place in 2021, the engagement strategy focused primarily on gathering public input online. We used The City of Calgary's Engage portal page (engage.calgary.ca) to collect feedback from July 12th to August 3rd, 2021 on several questions, and we hosted a virtual drop-in session for participants to speak directly to the project team on July 27th, 2021. The project teams also interacted with relevant community associations in the project area and will be reaching out to directly impacted schools in Fall 2021.

The engagement looked at specific intersections along 26th Avenue S.W. and infrastructure needs in Bankview near Buckmaster Park. A series of outdoor activities were also planned over the summer as restrictions lifted in the greenspace at 26th Avenue S.W. and 20th Street S.W. and in Buckmaster Park.

Communications overview

We communicated to residents, schools and businesses operating in the communities of Bankview, Glendale, Glenbrook, Killarney, Richmond/ Knob Hill, South Calgary, and Mount Royal where the improvements are being implemented. We communicated through a variety of online and traditional communications to make Calgarians aware of the online engagement activities listed on our website at [Engage.calgary.ca/buckmaster26](https://engage.calgary.ca/buckmaster26).

During our engagement, we had a total of 3,921 citizens visit the website and we received a total of 350 contributions for these two projects.

Overview of Communications campaign		Metrics
Social media	Used City of Calgary social media platforms to reach Calgarians including Facebook, Twitter, NextDoor and Instagram.	3,027 clicks
E-newsletter	Launched subscriber-based e-newsletter.	33 subscribers
Road and pedestrian signs	Signs placed in high traffic areas where people are driving and walking promoting engagement.	20 signs
Mailed postcards	Postcards sent to households and businesses promoting engagement.	17,883 postcards sent
Public information board	Large board with posters in it promoting engagement placed in the 26th Avenue and 20th Street S.W. greenspace.	1 board
Community posters	Posters advertising the movie night event in the park placed in Bankview community.	5 posters



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What we asked

26 Avenue S.W.

Staff shared a list of proposed improvement locations, mainly key intersections, for participants to review. These locations were identified through feedback collected during previous project engagements and additional technical analysis which included data collection and site analysis. During engagement, we asked participants to share what was challenging about their top three each location and how they used these intersections. We also asked participants if we missed any locations they felt needed to be considered, if they had any general feedback related to the project and finally, how participants travelled on 26th Avenue S.W.

The locations below are proposed for improvements:

- St. Gregory School Access to 49th Street S.W.
- 40th Street S.W. to Kelwood Drive S.W.
- 35th Street S.W.
- 26th Street S.W.
- Richmond Road S.W. to 22nd Street S.W.
- 17th Street S.W.
- 15th Street S.W.

Buckmaster Park

Buckmaster Park will be the centrepiece of an upgraded public realm, focused on missing links and traffic calming to improve connectivity with surrounding neighbourhoods. Improvements suggested by the Bankview community association, along with previous engagements (This is My Neighbourhood) will largely influence the scope of work involved with this project. Concept designs captured much of the feedback from previous engagements and were presented for the community to assist in prioritizing and outlining which aspects they preferred. We asked about the overall concepts, which components of each were preferred and if there was anything else we needed to look at for Buckmaster Park. For the surrounding active mode transportation near the park, feedback was collected on repairing existing infrastructure, new infrastructure like sidewalks, improvements to some intersections and increased bike paths.

What we heard

26th Avenue S.W.

Generally, we heard from participants that the road is used frequently as a commuter corridor for school, work, errands, and recreational activities. There were some concerns noted by participants about the state of the road, the sidewalks on the corridor, and visibility at certain intersections making it difficult for people walking, cycling and driving to see clearly when trying to cross. We heard about the need for more



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crosswalks, improved infrastructure, and the need to ensure attention is paid to multiple modes of transportation. Results from the engagement can be found later in this report.

Buckmaster Park

We heard from the community on several improvements that can be made at the park, like adding lights, and some permanent fixtures such as fire pits and for park users to take advantage of. We learned more about what participants liked and where they had concerns, which helped prioritize several infrastructure items near the Park including sidewalk improvements, installing new sidewalks where there aren't any currently, and improvements to get to and from Buckmaster Park. More detailed results can be found later in this report.

Recreation Activations

Several events were run this summer at 26th Avenue/20th Street S.W. greenspace and Buckmaster Park.

Movie Night in the Park events were held at both locations. On July 23rd at 26th Avenue/20th Street greenspace, we hosted a Movie Night in the Park event with large field activities and the "Missing Link" movie. Over 100 people were in attendance.

On August 28th at Buckmaster Park, we hosted a Movie Night in the Park event in partnership with the Bankview Community Association. The movie night started with large field activities, food trucks, live music and then finished with "Ferris Bueller's Day Off". Over 190 people were in attendance and they provided feedback on Buckmaster Park as well as the events of the day.

The City of Calgary's Play Box pilot program came to 26th Avenue/20th Street greenspace the week of July 19th. This program provides a play box full of equipment that citizens can access for free to use while in the park. City of Calgary staff came out once a week to support the pilot project and encouraged over 50 citizens to play.

On July 31st and August 14th, the Community Nature Adventure Playground (CNAP) and spin bikes came to the 26th Avenue/20th Street S.W. greenspace. CNAP is an unstructured, loose parts play experience for children. They can create and build with various recycled materials and equipment. The spin bikes were placed around the perimeter of the CNAP program for parents and caregivers to jump on and ride while supervising their children in the program. Over 50 people attended these events and enjoyed the active and creative experience in the park.

At the end of September at Buckmaster Park, local artist Nicole Wolf painted an interactive play mural along 22nd Avenue S.W. to bring a playful, interactive experience to park users. Nicole designed the mural using feedback from residents who attended the Movie Night in the Park event at Buckmaster Park on August 28th. The mural, which features mazes, challenges, and a section where visitors can draw their own chalk designs, gives families an exciting new play opportunity when visiting their community park. The mural was created in partnership with the Bankview Community Association.



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On October 2nd, the Mobile Adventure Playground (MAP) and spin bikes came to Buckmaster Park. MAP is an unstructured, loose parts play experience for children. They can create and build with various recycled materials and equipment. The spin bikes were placed around the perimeter of the MAP program for parents and caregivers to jump on and ride while supervising their children in the program. Over 75 people attended this event and enjoyed the active and creative experience in the park. This was an opportunity to showcase the recently completed interactive play mural on 22nd Avenue S.W.

In addition to these events, both community spaces hosted the Mobile Adventure Playground.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Summary of Input

26th Avenue S.W.

Top four locations commented on by participants:

- 1) 26th Avenue S.W. and Richmond Road to 22 Street S.W.
- 2) 26th Avenue S.W. and 17th Street S.W.
- 3) 26th Avenue S.W. and 15th Street S.W.
- 4) 26th Avenue S.W. and 26th Street S.W.

Survey Question 1:

What about this intersection is challenging for you? (Feel free to summarize in table or paragraph form, depending on project and stakeholder need).

Although staff are reviewing feedback for each individual proposed location to inform the design of improvements, we also heard common themes across the top four intersections which are summarized below.

General Theme	Example from verbatim comments
Visibility concerns when accessing or crossing 26th Avenue S.W.	<ul style="list-style-type: none"> This is a terrible intersection and at least a few times a week a car tries to turn left onto 26 from the south or north side of 15 st and almost hits a car coming down 26. People have to pull out very far into 26 ave to try and see cars coming from the other direction when they turn left. Crossing 26th at this end is dangerous due to blind corners, parked cars, and fast vehicles. My children need to be able to cross 26th safely. Not enough marked crosswalks. Need more visibility for drivers to spot pedestrians about to cross. Poor visibility of traffic due proximity of parked cars to intersection.
Traffic concerns	<ul style="list-style-type: none"> "Drivers often refuse to stop at the pedestrian crosswalk located at this corner. Despite being a 30 km/hr zone drivers routinely speed through this intersection and continue speeding northbound through Richmond Road" Vehicles traveling along 26th Ave are going quite fast and rarely stop for pedestrians trying to cross (At 26 Street S.W.)
Mobility concerns	<ul style="list-style-type: none"> as a cyclist it is very dangerous and i'm not sure why it is a designated cycling route. There is consistently parked

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	<p>cars on the road forcing cyclist to ride with traffic. The hills also make for reduced visibility and slower speeds for cyclist</p> <ul style="list-style-type: none"> • 26 Ave west of 37th St is not fit for use by any users other than car drivers. The sidewalk jogs and follows off 26 Ave. The bike lane is no longer defined leading to vehicles squeezing against cyclists • "Walking along the 26 ave is not pleasant, due to large volume of cars, wide roads and no shade.
Infrastructure concerns	<ul style="list-style-type: none"> • With all the infills going in, the developer never paves the road properly, leaving huge bumps, sinkholes, and patchwork pavement that makes moving on this road very difficult. • Very narrow when driving, especially when there are cyclists and cars parked. Also the road is very bumpy and uneven. Hard to see pedestrians when they need to cross. • "Stairs are challenging in the winter sometimes I avoid this intersection because it is not fun carrying a bike up / down those stairs" (26 Avenue at 17 Street)

Survey Question 2:

Have we missed any key locations along 26th Avenue S.W. for improving mobility? Please let us know where and what about this location is challenging for you.

General Theme	Example from verbatim comments
26th Avenue S.W. corridor concerns <ul style="list-style-type: none"> • Accessibility • Visibility for people walking and cycling • Quality of the road surface 	<ul style="list-style-type: none"> • (...) my impression is that 26 avenue is mainly challenging as a user (pedestrian, cyclist, and driver) due to the density of parking on both sides which blocks line of sight. • The entire road needs to be paved. It's one of the most travelled and worst maintained roads in Calgary • Stop putting in signs on the sidewalk which get in the way of wheel chairs .. PUT IN RAMPS in the areas around these areas ... There are to many to list
Other locations of note	<ul style="list-style-type: none"> • 51 street and 26 avenue. access to the baseball park, playground area at the school, seniors housing along 51 street. • crosswalks at minor intersections (e.g. 41st and 42nd streets) need to be more clearly signed and marked. • Yes: 20 Street SW. Also in a playground zone this is another favourite for speeders (check the CPS stats). Needs engineered calming instead of ineffective (except to generate \$\$s) ticketing. Drivers FORGET they are in a playground zone when they stop at the traffic light.

Survey Question 3:

Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, taking transit and driving along 26th Avenue S.W.?

General Theme	Example from verbatim comments
<p>General comments</p> <ul style="list-style-type: none"> Interest in upgrading painted bike lanes to improve separation between people cycling and driving Quality of the road surface and need for repaving the road 	<ul style="list-style-type: none"> The bike lanes should be on both sides of 26 Ave from 14 Street westwards. There is no need for parking on both sides of the avenue. And fixing the pavement from 14St to Crowchild Trl would be nice. There are dangerous potholes and more developing. On the other hand, all those bumps slow vehicles. I'd like 26th ave to feel more like walking on a park road than a major thoroughway. Can more trees be planted to help that feel? Particularly where there are shops. Please make sidewalks extensions out to 26 Ave in high pedestrian zones. Also increase the paving frequency, with all the traffic and infill construction leading to utility digs, it's a bumpy ride all the way from 14 St to 37 St. Add a garbage at 28 st and 26 Ave at the park. Lots of 7-11 garbage It would be a huge miss to not ensure there was protected or separated facilities along this major corridor in the community. We need a protected route to ensure safety and comfort of all ages and abilities. Not just those brave and fearless. I want to be able to get around my community safely. Would be nice to have dedicated bike lanes / cycle tracks to separate bikes from vehicles. I find it's challenging / unsafe to use 26th ave for biking in the winter months.



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Survey Question 4:

How often and what forms of transportation do you use to travel on or to cross 26th Avenue S.W.?

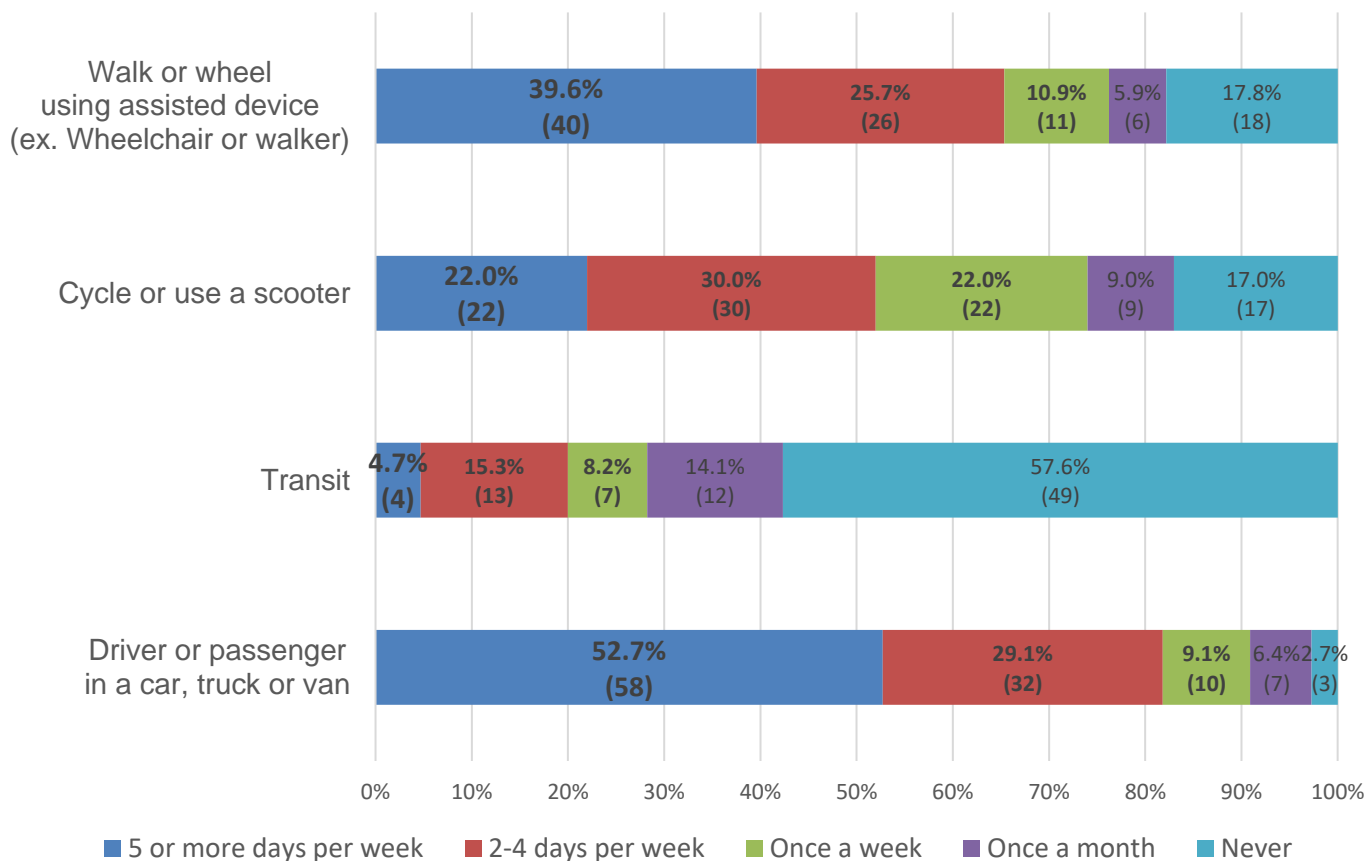
The following graph outlines the mode of transportation and how often each week it is used. It is only reflective of those who filed out the survey and is not representative of Calgary as a whole.

Survey participants shared that at least once a week...

74% bike or use a scooter
76% walk or wheel using an assisted device
91% drive

...on or across 26th Avenue SW

How often and what forms of transportation do you use to travel on or to cross 26th Avenue S.W.





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How will feedback be used?

Thank you to everyone who provided us valuable feedback about travelling along 26th Avenue S.W. Staff are integrating what we heard as we develop designs for the selected intersections. To address key concerns around visibility for people walking and cycling when accessing or crossing 26th Avenue S.W. as well as overall traffic concerns, staff are considering traffic calming upgrades like curb extensions and bus bulges. To ensure that any proposed changes meet local access needs, the project team will be reaching out to any impacted business and schools and we will continue to work closely with the area Community Associations. We anticipate sharing final designs online in 2022 and construction is scheduled in the same year.

Buckmaster Park

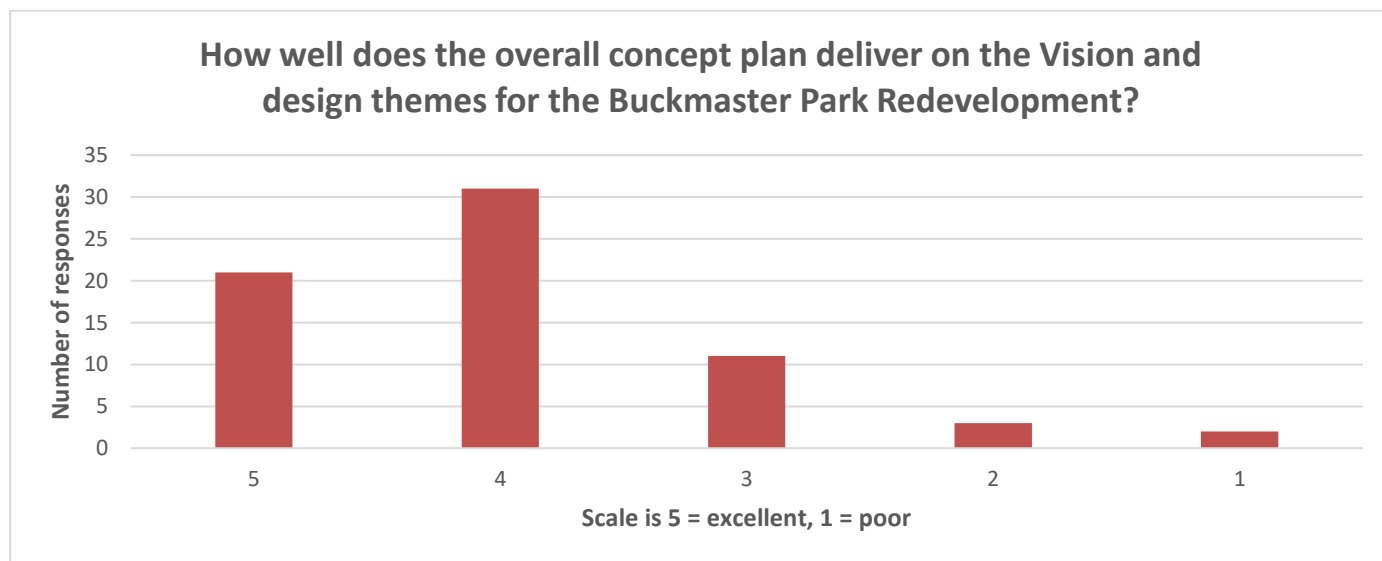
Feedback from the community from previous projects, especially This is My Neighbourhood provided a starting point for potential Buckmaster Park improvements, as well as other infrastructure improvements adjacent to the greenspace like missing sidewalks and/or intersection upgrades. The concept designs used for the engagement focused on the following points for the park.

Buckmaster Park improvements:

- North end gathering space
- Activity modes
- Community garden gathering space
- Pathways and community connectivity

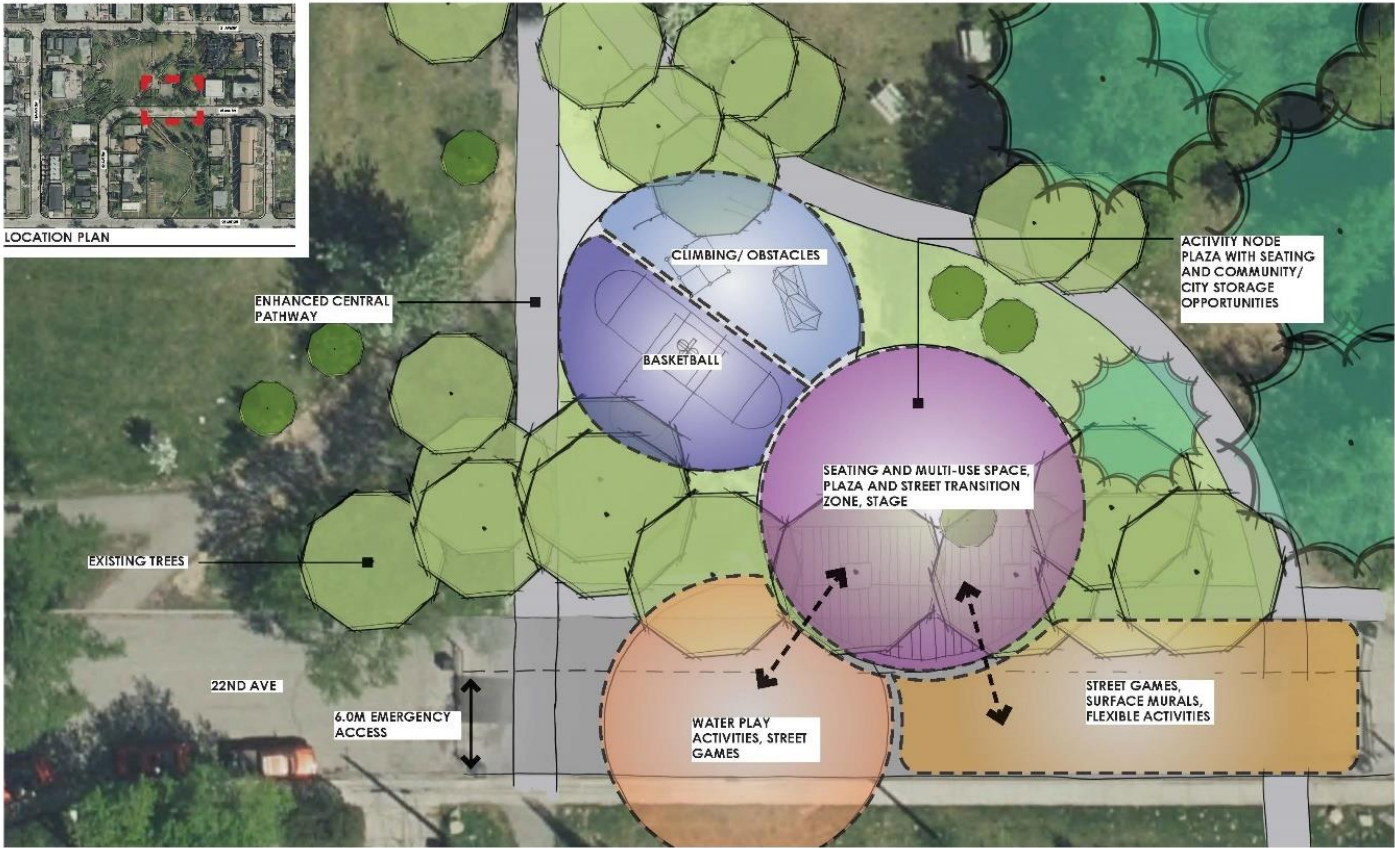
Participants were additionally asked if anything should be included in the concept, some high-level themes include:

- Priority of permeable surfaces like grass
- Requests for support for fitness activities for all ages, not just young children
- Requests for lighting
- Protection of trees as well as more trees planted and appropriate plantings for bees and other pollinators
- Permanent fire pit for community use as well as a powered performance area for live music and other live events

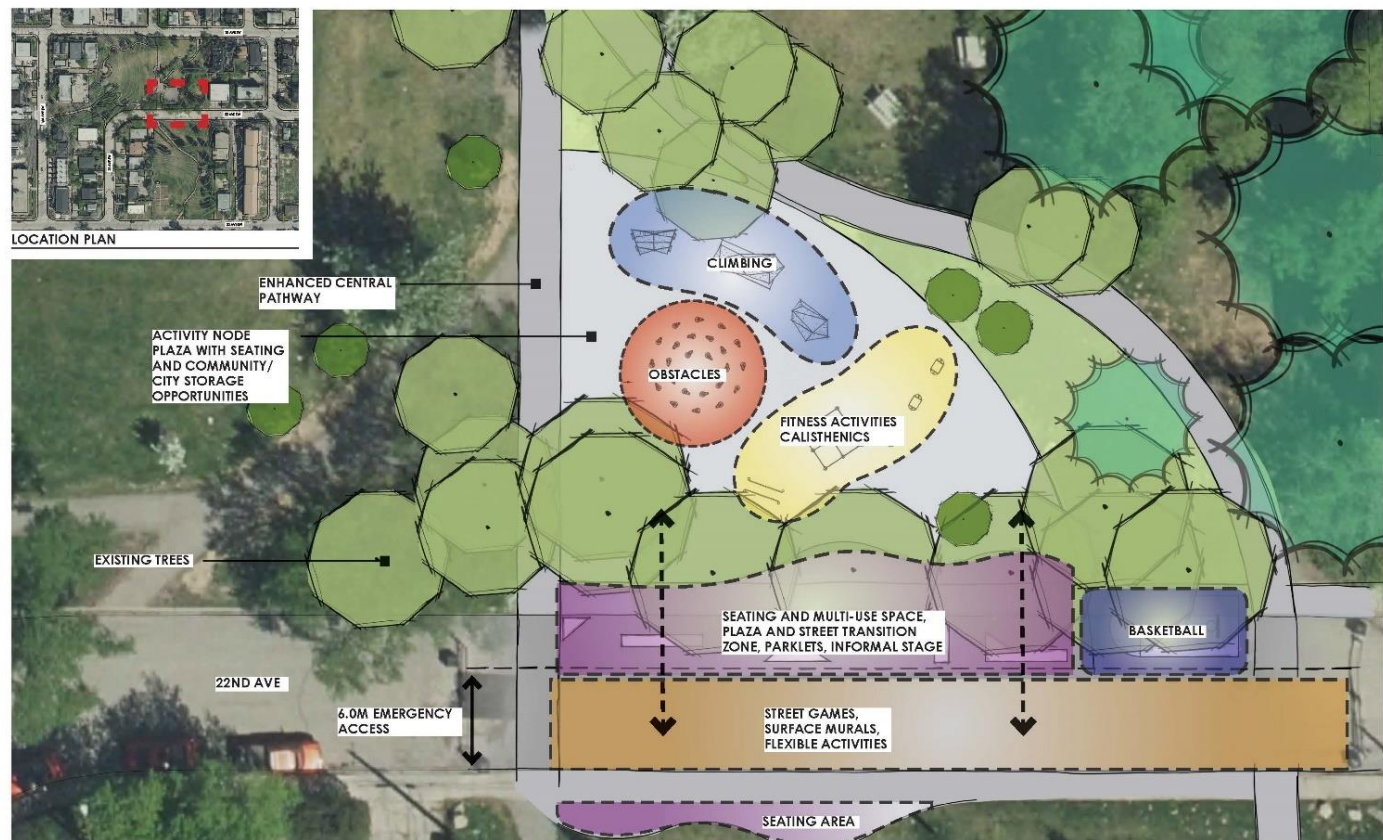


The concept designs to incorporate the improvements and the survey results are on the following pages.

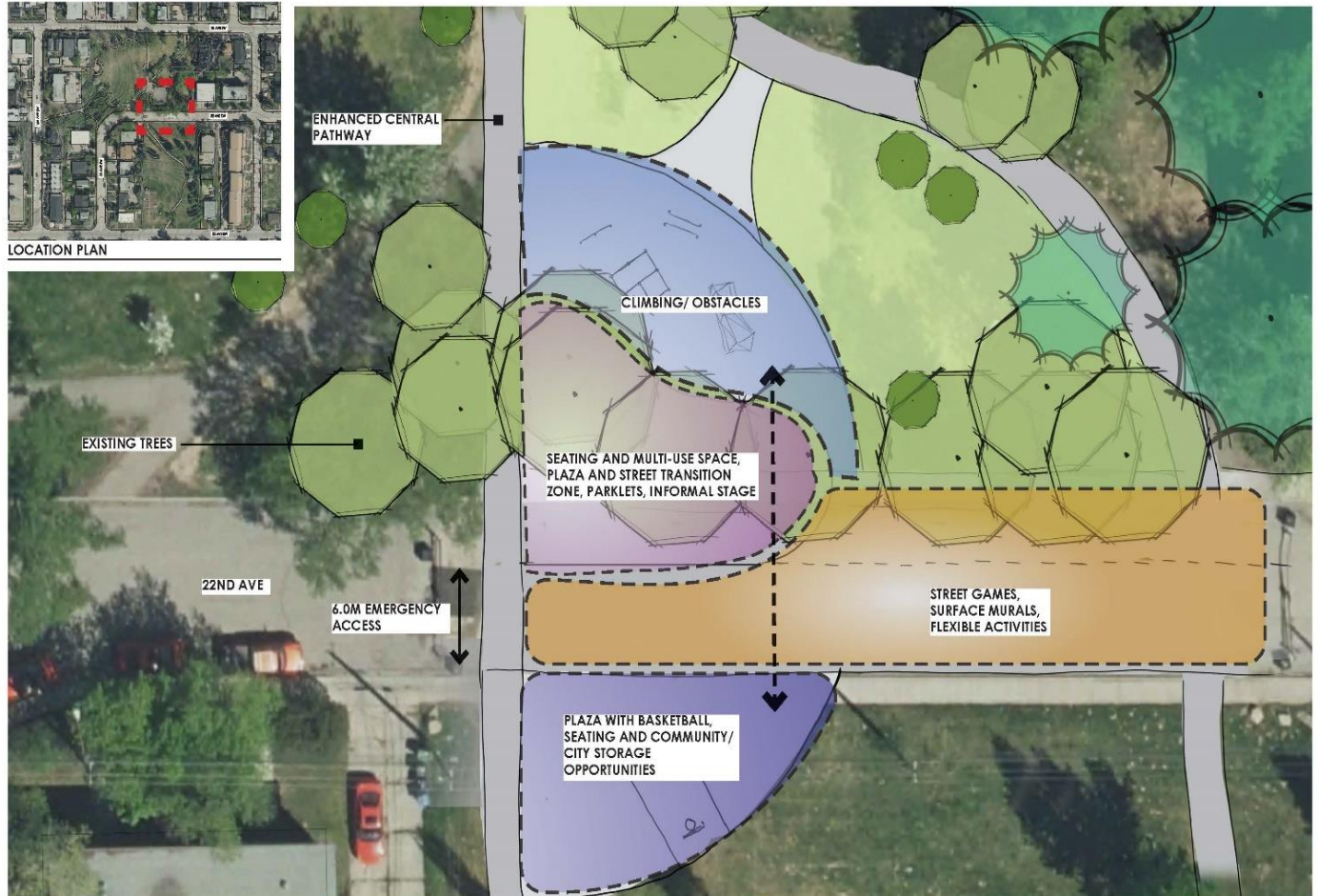
Concept 1



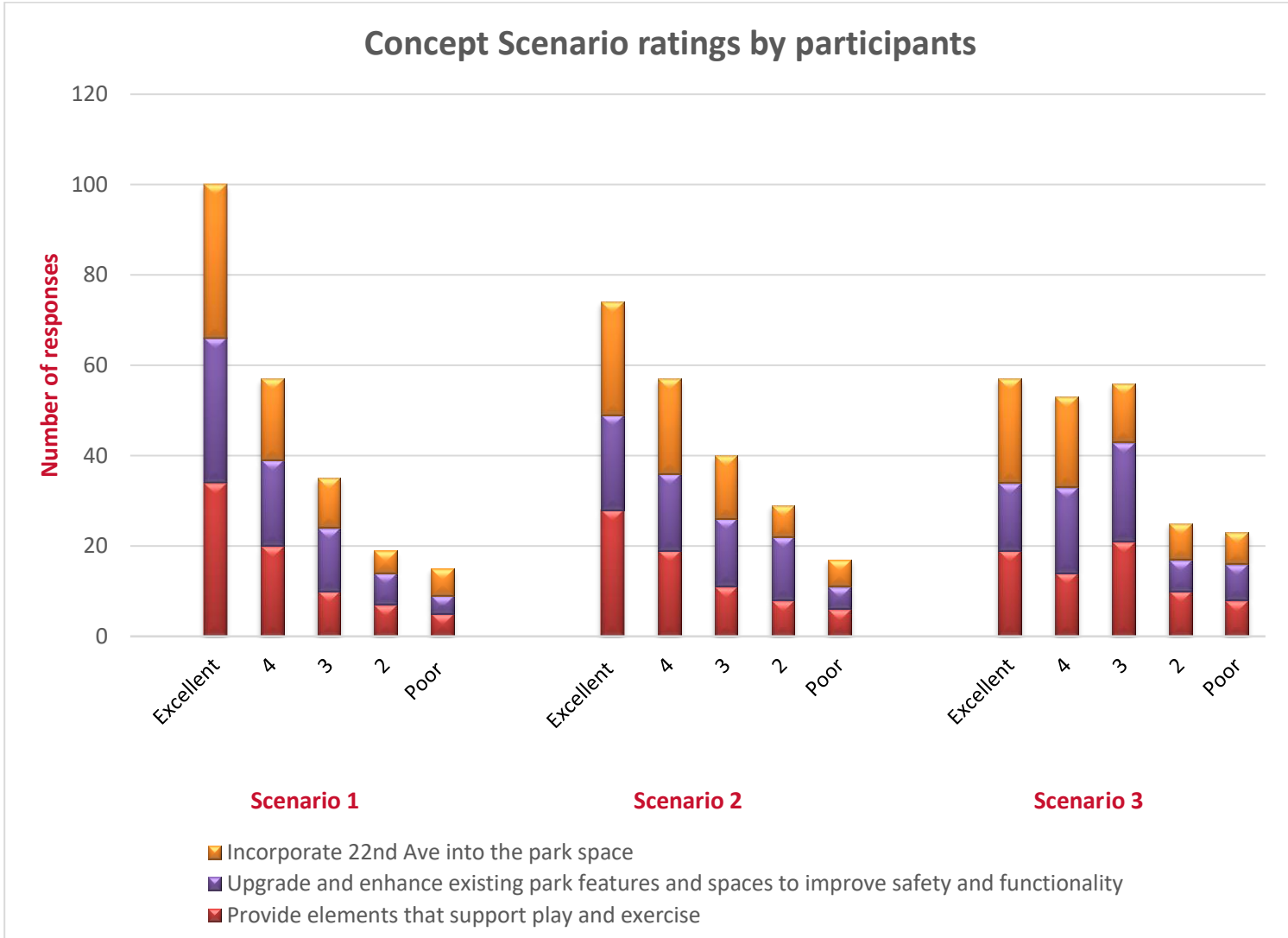
Concept 2



Concept 3



The following graphic shows how each of the above concepts were viewed as incorporating park improvements the best. This reflects the views of the participants who responded to the survey.



The second component of the Buckmaster Park engagement focused around the infrastructure to get to, from and through the park and the surrounding community. Sidewalk replacements, additions, and intersection concerns were looked at.

Survey Question 1

Is there something you would like to see included in the plan?

General Theme	Example from verbatim comments
Additional park amenities	<ul style="list-style-type: none"> • Please improve lighting in the park. Please keep the west hill in grass as many people sit here during the summer and families sled here in the winter. Do not duplicate the excellent children playground equipment that is currently in the Bankview Community Centre, only a few blocks away. • Ability to still toboggan on the hill without additional obstacles. Linked paths for kids to bike circles in the park • The basketball courts get a ton of use currently, so any plan needs to take this into account. A powered amphitheatre placed where you could view live entertainment from the hill would be a better stage area than right where play is happening.
Infrastructure improvements inside the park	<ul style="list-style-type: none"> • I like the overall concept. I have some concerns that adding too much in terms of improvements will reduce the quiet and natural feel of the park. Additional lighting along the path would be welcomed. • More shade or shade providing shelters. Activities, swings, opportunities for those in wheelchairs to use. Think of the design of a picnic table; making sure the support bars are in the middle so wheel chair users can pull up on the side and have it on paved flat ground.
Landscaping	<ul style="list-style-type: none"> • "Generally the park has been a victim of lack of maintenance for many years. Each year the park facilities become more run-down. Each year the trees and landscape in the park deteriorate. The park really needs a refresh and regular maintenance. Ensure that there are sufficient funds to maintain" • Keep the library and fire pits! And as many trees as possible.
Infrastructure improvements outside the park	<ul style="list-style-type: none"> • Safe pedestrian crossing or traffic calming is essential. This is 100 percent a public safety issue and due to narrow roadway and often speeding vehicles dangerous for children. Should be calling similar to a Colbourne Cres. • "Kids playground built on the closed off street. Have Buckmaster park made an official playground zone with street signs on 21st Ave from 16A Street right to Street, as well as avenue."

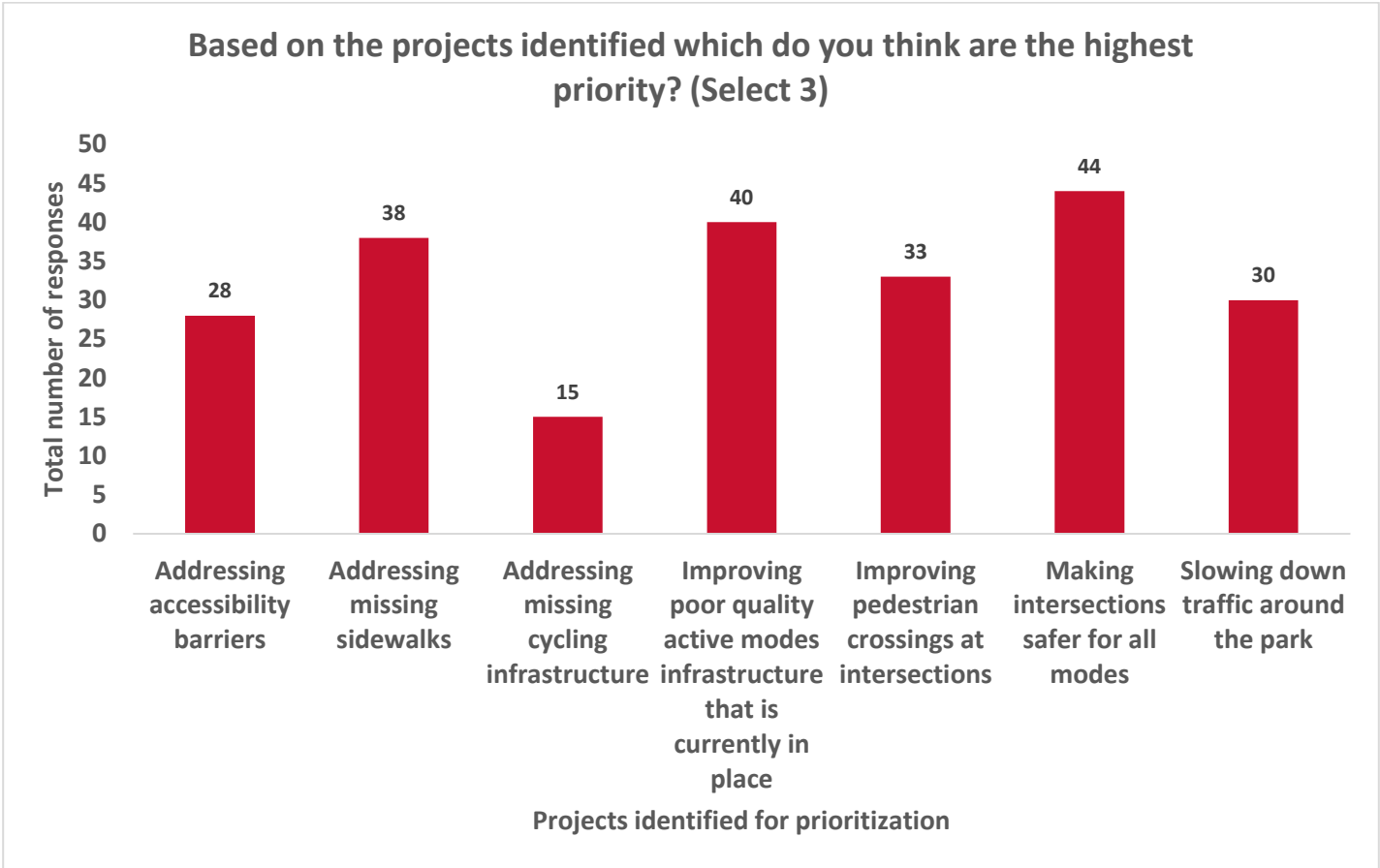


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For infrastructure components in the area near Buckmaster Park, we asked for public input on prioritizing a number of issues that had been raised in the community. Here is a summary of the total responses:



Recreation Space Activations

General Theme	Example from verbatim comments
Participant comments and suggestions for Buckmaster Park	<ul style="list-style-type: none"> • basketball nets (various sizes), hockey nets and soccer nets suggested for 22nd Ave • Painted murals on the ground to encourage play and physical activity • more picnic tables or a covered seating area/gathering spot • hill is used a lot for tobogganing • Painted murals on the ground to encourage play and physical activity

Movie night in the park





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Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible, no other edits to the feedback have been made and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

26th Avenue S.W.

Location #1 comments

What about this intersection is challenging for you?

- School right there, lots of bike traffic on Richmond rd and 26 Ave
- Speeding cars don't see the crosswalk. Bus shack has a poor platform around it and is not maintained in winter
- The extended curbs and traffic calming make it difficult to travel east-west by bike. You are forced to swerve left or right as the bike lane is forced around this impediments
- Driving to and from cSPACE turning west onto 26 Avenue, and turning on to 17th street from east bound 26th Avenue. Visibility past parked trucks on 26th Avenue close to the intersection makes left turns from 17th street onto 26th dangerous.
- Very poor sight lines will be a serious hazard with the increased traffic from the approved MC-2 development at the corner.
- Cars do not consistently obey the school zone maximum speed. As a driver, you have to pull onto the crosswalk in order to see oncoming traffic when turning.
- Missing sidewalks along green space & Kelwood Drive. When biking it can take a while in the morning for a break in traffic to turn left on to 26 Ave bike lane. As density increases in the area, this will become a bigger issue. Road condition from Kelwood to 37 St on 26th is pot holed in bike lane.
- from 18th street sw through 14th street sw on 26th ave there is NO BIKE track , It is very risky as pedestrians just jump out behind cars and bikers also drive / ride on same road . its more to do with pedestrians clashing with bikers or pedestrians jumping on road behind cars suddenly .
- traffic and hard to see
- bike lane needs to be removed. Bikes make crossing 26 street extremely dangerous (they don't stop or yield for pedestrians).

- This is a terrible intersection and at least a few times a week a car tries to turn left onto 26 from the south or north side of 15 st and almost hits a car coming down 26. People have to pull out very far into 26 ave to try and see cars coming from the other direction when they turn left.
- Difficult site lines, crosswalk is crowded due to north side parking
- Absolutely nothing! Have lived on 26 St for the past 35 years. Use this intersection daily and it works just fine. traffic flows easily in all 4 directions at all times of the day. Only suggestion would be is to install a push button crosswalk light. Do Not narrow the intersection.
- funny angles and fact roads don't line up at intersection coupled with changing the speed limit due to school
- When biking eastbound on 26th ave and turning northbound on 26th st, high traffic volumes make the turn a bit dangerous
- Nothing!!! Please don't change anything but make the basketball court better!!!
- It is an awkward intersection with angled roads, a school zone, and very slow traffic.
- There's no parking in lots of the 17-18 Ave block. Its a safety concern. Instead of making the crosswalk at 17A more visible it just encourages cars to use the curb lane to pass when cars stopped for the crosswalk. If we just add a curb extension instead its way safer and also adds bunch of parking!
- The steep grade and proximity of parked cars on the close side of the street don't allow for visibility of traffic on 26th to safely turn.
- Turning north onto Richmond Road from eastbound 26th Ave
- "The sight lines to the east when crossing from the southside of the street are not good.
- You missed the mark, lets look at 26 ave and 51 street, this has many more issues that this intersection."
- Crossing 26th at this end is dangerous due to blind corners, parked cars, and fast vehicles. My children need to be able to cross 26th safely.
- High volume at this intersection during peak morning and afternoon hours coincide with beginning and end of school hours. Many drivers well exceed speed limits in the area creating a safety risk for children. Speed reduction and traffic easement could be improved on Richmond road.
- I've noticed while walking that a lot of drivers speed around the corner onto Richmond road from 26 ave. The school zone along Richmond Road should be extended to the 22 st SW crosswalk as this is a corridor used by many local children going to and from school.
- The majority of vehicles travelling in this section of road do not obey the playground zone speed limit. This makes merging difficult and creates a danger zone in front of Richmond school. Not one police or radar vehicle was observed during the entire school year.
- I'd like to speak in general about the inadequate bicycle safety on 26th avenue. I'm a very confident rider but over the past while have been minimizing travel on 26 ave SW between 14th street SW and 26 Street SW. The avenue prior to the bike land starting is extremely dangerous for cyclists.
- The access point is steep into Optimist arena and sports fields
- Parents picking up kids from school on their vehicles, with vehicles blocking roadway and kids running across the streets in all directions without any order.

- It is challenging to turn from richmond road or 22 street on to 26 ave. There are a number of children
- No sidewalks - lots of park space on east and west side of Kelwood at 26th Ave SW which is never used due to high traffic flow on 26th. Opportunity to utilize this green space with proper planning and safety measurements.
- I cycle this route twice daily on my commute and often on the weekends. Over Crowchild Trail traffic speed is very high and dangerous. To the east, the cycle lane ends and is very dangerous (high traffic volume and speed, vehicles parked on street) Would like to see protected cycle infrastructure.
- The road is full of holes and bumps. People often park improperly so it is hard to see around them.
- The bus shelter at the bus stop on 26 Ave and 26 Street SW should be removed (just the shelter part). It is in a nice neighbourhood with infants and children, but for the past year there is constantly homeless people doing drugs, unconscious, or just hanging out in the bus shelter. It feels unsafe.
- I live on 18th Street, would it be possible to close this section. When turning from the bottom of 18th street is it blind looking toward 17th street. A lot of people use 18th street to walk their dogs to off leash park at the top of the street.
- Needs new paving
- there are no crosswalk lines or signage and cars often don't stop when I am crossing.
- Where the bus stop is interferes with the traffic light
- Cars that are parked too close to the intersection on 26th .. Boardwalk Apt Cars and Trucks are always parked too close so one can not see cars coming and going Cross walk or not .. it is very hard for those of us in Wheel Chairs. ..Calgary Christian Elementary .. NO RAMPS one on one side??
SNOW Rem
- Awkward angles for entrance and exit from 22 Street SW and Richmond Rd, and speed of traffic make crossing 26 Ave SW at this location feel dangerous, even with the pedestrian lights.
- Timid drivers who can't time vehicles and spend all day at a stop sign to get onto 26 avenue SW, but please, don't put up unsynchronized or poorly timed traffic lights. If you can time the lights properly and I can make my way down 26 avenue SW, then fine, but if you can't, don't bother.
- When the athletic facilities are open there is a great deal of traffic entering and exiting 26 Avenue
- This area is where Richmond School is located and is not designed well to deal with through traffic on 26th (which needs to be slowed), and unsafe crossing conditions at the cross walk in front of the school on 22nd St and the cross walk that crosses 26th Ave.
- Would like to see a light there rather than a 4 way
- There are a lot of blind spots on this intersection. The cars are parked too close to the curb on both sides, and sometimes it's difficult to see oncoming traffic.
- "Current positive: the existing playground zone ensures traffic is going slow through this area.
- There are a lot of cars that use Richmond Rd to access Crowchild Tr, especially now that 33rd Ave is such an absolute traffic disaster."
- No ramps at some intersections
- Not enough marked crosswalks. Need more visibility for drivers to spot pedestrians about to cross.

- its not too bad because of the slower speed at this point but there are multiple roads a different areas i.e. richmond and 22 don't align like a typical 4 way intersection. this makes watching for cars more difficult especially with all the children in the area
- Cycling through traffic safely is a challenge also it's a long intersection to walk and feels dangerous. Lots of cars parked on 26th that makes it challenging for drivers to see pedestrians and cyclists.
- "People driving too fast, well above posted speed limit. hard to see with parked cars and need traffic light.
- Drivers swerving around left hand turning cars in a rage and putting bikers and others at risk."
- At 21st westbound, there has been construction on the south side of the road for months. On the north side of the intersection there are two craters in the road. A wheel could easily bend in these.
- This intersection is challenging when travelling on a bike from eastbound 26 Avenue to Richmond Road - left turn.
- Heading east there is a hill that slows down cyclists and can frustrate motorists wanting to climb faster. The hill is blind and drivers trying to pass cannot see oncoming traffic but they pull out to pass anyway setting up a dangerous situation. No passing signs and put in a protected bike lane.
- This is all unnecessary. Like every other street you've torn up without consent of the people, this will hinder traffic as intended, be an excuse to run your cables through the sidewalk for the illegal SMART city agenda, and ruin another piece of what was Calgary.
- The offset traffic and inconsistent adherence to the speed limit makes turns difficult.
- High traffic, school zone and pedestrian crossing. Lots going on. Cars coming eastbound on 26 often going faster than posted
- when coming from the pathway over sarcee, it is difficult to get onto the south side of 26th to head eastward. Car drivers often seem confused about what to do when cyclists emerge from the trail head at the north of the intersection.
- Cars travel fast on the wide road and ignore the crosswalk, which needs better markings/signage.
- With all the infills going in, the developer never paves the road properly, leaving huge bumps, sinkholes, and patchwork pavement that makes moving on this road very difficult.
- The intersection at Richmond Rd. and 26th Ave is a very long crosswalk to cross on the one side. I generally avoid it with kids, but not everyone can.
- When constructing bump outs, take cyclists into consideration, as they can force cyclists into traffic. The bike lane abruptly ends from here to 20th Street and should be connected. Consider a path through Richmond CA grounds to allow kids to avoid 26th Ave traffic and enhance transit connection.
- 17 street has been fine since streetcars turned around there - it's 17A where the screeching tires keep us residents up all night. Please, please - curb extensions for eastbound traffic at the pedestrian lights.
- Reduced visibility due to parked cars on 26 ave and the inclines of the roads.
- As a pedestrian it is difficult to see cars coming west because of the hill
- Poor sidewalk conditions (spalling etc), parked cars make bike travel difficult, Left hand turns from side streets difficult from adjacent Hills

- Too little visibility because cars park too close to the corner. No way to safely cross 26th. Would be good to have flashing lights for pedestrians
- Bikes and cars are mixed, it would be good to extend the separate bike lanes from 37 st SW
- It is difficult to navigate with a stroller. On the north-western side of the road there are grade challenges to exit over fully. Driving wise, it is difficult to head north onto Richard road as well as to head east on 26th avenue- often waiting for traffic for a long time. cont. in 3
- "Walking along the 26 ave is not pleasant, due to large volume of cars, wide roads and no shade.
- It would be great if the street parking along 26 ave sw between 37th st and richmond st would be replaced with trees similar to what is being done on 37th st sw"
- It is hard to see when making a left handed turn
- "Drivers often refuse to stop at the pedestrian crosswalk located at this corner.
- Despite being a 30 km/hr zone drivers routinely speed through this intersection and continue speeding northbound through Richmond Road"
- Consider relocating the north-south on-street bikeway to 25A Street SW and making that intersection a protected intersection.
- The greatest concern is drivers speeding through the playground zone combined with two T- intersections in close proximity with a significant number of vehicles turning to/from 26 Ave and Richmond Road. There is much traffic to/from Richmond School, usually with distracted and impatient drivers.
- poor visibility for crossing on a bike
- The road surface is terrible with utility cuts, potholes, and cracks. Also scary riding west when you have to climb the hill between 15 to 17 ST as it's tight with parked cars and you're riding at a slower speed.
- No separated bike infrastructure
- It is extremely difficult to see traffic when pulling out onto 26th ave from 15 st in either direction. I have witnessed many near-misses as cars can park too close to the intersection obscuring the view of oncoming traffic.
- it's hard for cars to see you as cars park right up to the cross walk, the cars going by are always speeding.
- The pedestrian crossing at Richmond RD is wider than necessary. There is a lot of unnecessary asphalt that could be used to accommodate curb extensions or pedestrian refuges.
- All the cars that decide to turn into 26st sw from 26ave sw to go north. They all decide to speed through this street because it does not have stop signs. Most of the cars do not respect the bicycles and usually speed at that turn. I think you should consider making it a no turn for cars here in AM.
- Poor visibility of traffic due proximity of parked cars to intersection.
- Nothing is challenging here. It is very visible, well marked, within a school zone (speeds are already reduced to unnecessary slow speeds), and perfectly safe as is.
- Vehicles traveling along 26th Ave are going quite fast and rarely stop for pedestrians trying to cross. Due to how dangerous it is to cross at this intersection I usually detour to a nearby crossing even though following 26th St is most direct for me.

- The road is so wide here and cars go too fast, a few times I have seen cars go around those turning left, meanwhile a pedestrian is crossing.
- "No traffic calming
- No dedicated cycling infrastructure - sharrows are not bike infrastructure"
- There is a crosswalk but it's uncontrolled.
- Limited visibility due to on-street parking on all sides of the intersection. It's very difficult to see around the cars to check for traffic.
- There needs to be a ramp to Crowchild Tr.
- The sight lines to turn west or east on to 26 ave is difficult. It's also a little dangerous to cross 26ave on foot as there are no clear crosswalk markings or lights.
- Mostly crossing 26th on the east side of 49th, the slight drop makes it difficult to confirm that cars see me. This is also a challenging intersection to drive through for the same reason, I usually avoid it and use 45st to 30 ave
- "** No marked crossing
- Even though the intersection is signed and shared cycle traffic is not treated equally by road users
- Road surface has quality issues
- 26 ave is loud due to vehicle rolling noise"

Why do you use this intersection?

- Driving, walking, biking
- I catch the bus when visiting friends and have to cross from North to South
- I travel frequently east to west all along 26 Ave by foot, bike and car. Both taking my kids to and from school, to from work for myself and for personal reasons.
- To make connections via the 26th Ave SW Bikeway.
- Driving to and from cSPACE from 26 Avenue. I volunteer at cSPACE, as well as taking classes 3 to 4 days a week. I live in Killarney.
- Access to the community from the SW.
- "Driving to from work
- Walking"
- To get to and from home on foot, bike and car.
- i am a pedestrian, biker as well as a car driver . and see challenges from all perspective
- to walk around the hood
- Kids crossing to use public transit to go to school.
- I live next to it and park by and walk by it.
- either going to Little Green Mart on 17 street from Bankview or sometimes driving through. Drive through on 26 ave frequently. Rationale for linking community centre to cspace is weak though - who would make this trip?
- main access route for each day when we leave our house. It works absolutely fine. Do Not narrow this intersection

- neighbourhood walking as well as throughfare driving on 26th St mainly but periodically turn onto Richmond Road and/or 24 St SW
- Biking to work
- No one using
- I am using it more because of the changes made on 33rd Ave (traffic calming) which have resulted in rush-hour congestion between Crowchild and 20th St.
- I cross the street here every day.
- Live two blocks south of this intersection and travelling north on 15th street and turning left is a route we choose to never use due to how unsafe it is.
- To get to and from home and the commercial area at Sarcee and Richmond Road
- access point from sarcee trail pathway. Greenway is a stupid name and as it references nothing remotely to Calgary other than some company advertising their name. The make crappy houses
- My kids cross 26th regularly to get to the library and friend's houses.
- This is a primary route from me to get from my home to shopping in Westhills.
- Walk, commute, bike
- It is my route to my child's school. Also, I live very close to this intersection so it is common access during my travels.
- Cycling commuting or cycling access.
- Sports field and arena access, us of parking lot for driving practice
- It is the obvious route to Richmond and West Hills areas for residents of the area
- driving or walking
- To exit Glendale
- For my commute and to access many areas of the city by bike.
- Live right on 26th Avenue.
- We live in this beautiful, family friendly neighbourhood that is turning unsafe.
- Because I live there.
- Everyday
- i walk to/from library and don't like walking on 14th st so sometimes I walk 15th st.
- constantly for most errands and coming/going from home
- I take my dog for a walk 3 times a day, also to go to my Doctors, Shopping and more. This intersection is dangerous when you are not standing CARS just do not see you because of Cars parked all along the School Side and the snow removal is a problem.
- We live on 20 St SW north of 26 Ave; we use this crossing to get to Richmond School and the facilities at Richmond Knob Hill Community Association.
- To catch the bus, to access Marda Loop from the back or 14 street SW, to access 33 avenue SW/Crowchild Trail, to access 17 avenue SW/Bow Trail/Crowchild Trail.
- Mostly to get to Richmond Square shopping
- "Getting my kids to and from school by foot or bike.

- This is a good opportunity to not only address the challenged directly on 26th Ave (at the 22nd St intersection), but to also provide bump outs at the crosswalk by the school on 22nd St."
- Driving to amenities
- To merge onto 26th Ave to get onto 14th street.
- Right now, my kids are going to camp at Richmond Knob Hill CA.
- resident
- It's close to my home.
- walk and cycling with my children to get to greenspace and parks at the school
- To get to work downtown
- Live on 26 Ave and 25A street
- To get from River pathways to Coach Hill
- Richmond Road is a more convenient route for me to take to/from 26 Ave into Bankview without climbing the hill towards 20 Street SW.
- I use their route to travel to my mother in laws lodge amd run errands.
- Because the road is fine and has existed as such for decades.
- I live 1 block away and use it multiple times a day leaving and returning to my home.
- Live on Richmond
- cycling from 26th to the pathway over sarcee or the playground and basketball court
- Family walks, dog walks, get kids to/from school and neighbourhood sports.
- For everything - I live in this area! Going to work, the gym, groceries, errands. This is an irrelevant and silly question.
- My kids attend Richmond School. If walking we stick to the other side of 26 Ave, but when biking we cross at the school crossing light, and then immediately have to get across this enormous crosswalk where drivers are sometimes watching for other drivers but not pedestirans.
- Mainly for biking but also for walking and driving
- To get to the bus stop.
- Live nearby
- I like on 17A and cross here as a pedestrian daily and drive through this intersection daily
- Crossing between bankview and south Calgary commuting
- I live on 15 St
- Bike travel for recreation, and car travel to reach West Hills shopping are
- Driving, walking, and biking.
- walking in the neighborhood
- To go down 26 ave mainly for household shopping
- This intersection is a key pedestrian walking route to the commercial area in Marda Loop on 33rd Ave and to access the facilities, community hall and park located on the south side of 33rd ave SW
- Nearby resident, so its use is necessary to get to and from home. However, at rush times, we avoid the intersection as it can be less safe/less functional than alternative routes. Then we are loading neighbouring streets instead, so just moving the problem.

- biking and driving
- I drive/bike through this intersection as I live on 2100 block of 28 AV. Please do not add any more road closures like you did at 21 St from 33rd. It is horrible and has added much traffic congestion to 33rd.
- Commuting
- I live in close vicinity to the intersection, and 26 ave is one of the main corridors we use to access other part of the city by car and bike.
- i live on 17street, and i use it to cross.
- Walk to work or walk my dog. Also drive through daily as commute to work.
- Biking and driving. Difficult to cross with either a car or a bike if you want to turn east on 26 ave sw when heading south on 26th St SW.
- Live nearby
- I live west of 22st on 28 Ave. Have for almost 20 years and there has never been an incident there. Not even one! Not a problem intersection at all.
- Walking to/from Shaganappi Point Station, walking to/from 17th Ave, driving along 26th Ave.
- To walk our kids to Glendale school. The school isn't visible so people don't know to be aware during pick up and drop off times. It gets busy with people arriving by car and with pedestrians.
- Travel to Marda Loop or CSpace from Bankview
- My son will walk to school along this route and it would be safer if it were a controlled crosswalk (either with a traffic light or a lit up crosswalk signal).
- I frequently walk between Marda Loop Bankview, and this intersection is the most direct way to connect to my home on 21st Ave.
- I live on 15th street and use it to travel on 26ave
- I live on 49th street so I go though it often. I walk to the train station through this intersection every work day (in the before-times). I also go though here often to get to the overpass over Sarcee.
- "** When walking my dog
- when traveling east on the cycle lanes
- when heading south walking(heading to Marda loop usually)"

Location #2 comments

What about this intersection is challenging for you?

- People drive fast coming from the bridge down the hill. Also hard to hear hazards due to crowchild traffic noise.
- Extreme noise from Crowchild Trail
- 26 Ave west of 37th St is not fit for use by any users other than car drivers. The sidewalk jogs and follows off 26 Ave. The bike lane is no longer defined leading to vehicles squeezing against cyclists
- During rush hours Driving south on 26th street, trying to make a left turn onto 26th Avenue going east. Seem to have to wait for long periods of time, in order to make safe left turn into traffic. Not so bad during COVID times. Seems worse in winter.

- Difficult to make a safe left by bike from 26th Ave. I prefer to use an intersection with traffic lights and then snake through the neighbourhood. And who in the heck thought it was a good idea to post 50km/hr on a narrow shared bike street?!?
- bike lane present. bikes do not follow same rules as cars.
- There is a crosswalk here and it is very hard to cross because cars come down 26 ave quickly and they can't see you because cars are parked close to the intersection and block the visibility of pedestrians
- Nothing !! it works fine!! We have been in this neighborhood for 35 years and it works. Having the turn lane is great and having a walk light for pedestrians completely serves the needs for pedestrians and cyclists
- Nothing! Make the basketball court better!!!
- nothing
- walkability and bike-ability are low in this area. My children's bus stop is here and drivers speed between the playground zones.
- Difficult to see cars trying to turn onto 26 ave.
- Coming up the stairs to cross. I find it's hard to see both direction prior to crossing and cars do not see me especially when crossing N to S.
- Pedestrian traffic
- visibility of pedestrians, very narrow for bikes or larger cars.
- As a pedestrian, this area is super dangerous because the road is way too wide - which encourages vehicles to travel faster.
- Similar to 17th Street answer.
- Keep right hand turns off of 26th going West please. More traffic control is awesome
- Needs new paving
- while the crosswalk is marked, cars still don't always stop. Flashing light? might help.
- Very hard to see pedestrians as you enter onto 26 ave because of parked cars and the hill that you are trying to come up, you need to be IN the intersection to see out
- ALL of these intersections SNOW REMOVAL .. ALL of these areas are older .. thus the problem for people in wheel chairs . are just getting to these intersections . tell me HOW MANY RAMPS are needed in all of these areas?? So many we can not count .. you put one in on a 4 way? Budget? Right . Flames
- Slow timid drivers.
- The lack of protected bike lanes
- I am a cyclist who lives in Marda Loop and there are no safe ways to transition from the South Calgary community to Mount Royal. Dealing with the lack of a safe bike lane is a must (not paint). It is far too tight for cyclists in this area, but cycling infrastructure needs to be improved along 26th
- General set up can be confusing
- Same issue as above - there are a lot of blind spots because of street parking too close to the curb which makes it difficult to see oncoming traffic.

- "Poor sight lines for pedestrians and cyclists. Motor vehicles often speed through this stretch of road between 14 St and 17A St (which peaks on a hill). 26 Ave is also quite narrow in this area.
- Restrict moto vehicle use on steeper, narrower streets in the SE corner of Bankview."
- Needs to be lit up to spot pedestrians crossing
- as a cyclist it is very dangerous and i'm not sure why it is a designated cycling route. There is consistently parked cars on the road forcing cyclist to ride with traffic. The hills also make for reduced visibility and slower speeds for cyclist
- Very narrow when driving, especially when there are cyclists and cars parked. Also the road is very bumpy and uneven. Hard to see pedestrians when they need to cross.
- When going north on the pathway beside Crowchild Trail and turn to get up to 26 ave. There is no easy way to get off the sidewalk onto the road
- This intersection is challenging when travelling on a bike from eastbound 26 Avenue to northbound 15 Street to connect across 14 Street.
- There is a slight downhill in this section and cyclists can get going fast but car drivers still feel like they have to pass. Lots of parked cars make me worry about getting doored.
- This intersection is fine. Everyone uses the designated crosswalk 10 feet West or has the wherewithal to look before crossing. We are not a city of babies.
- I will not let me children cross here. As a driver in the neighbourhood, it can be challenging to see pedestrians and cyclists. The road is too wide and the cycling and pedestrian spaces not clearly marked.
- Too many cars parked on the road here and long lines of traffic that make two lanes in a single lane to turn right and left (with no turning signal light) on 37th street. making it difficult to see pedestrians.
- There is a patchwork of pavement here that has left the road bumpy and hard to navigate. From 14th to Richmond Road, the road is bumpy, with sinkholes and huge divots that are hard to drive through.
- Please incorporate biking considerations. Based on anecdotal evidence, bike traffic along 25A St appears to be quite high and may be related to 26th St having some sections that are not well designed for cyclists (traffic, lack of dedicated lanes, particularly around Alexander Fergusson).
- It's really wide and cars are always gaining speed from going downhill in either direction.
- Reduced visibility
- Poor sidewalk conditions (spalling etc), parked cars make bike travel difficult, Left hand turns from side streets difficult from adjacent Hills
- Bike and car traffic is mixed, it would be good to extend the separate bike lanes from 37 st sw
- Lots of pedestrians due to two daycares in the area. It is a high-risk intersection with small children crossing and poor visibility especially with all the vehicles parking close to the intersections.
- "Walking along the 26 ave is not pleasant, due to large volume of cars, wide roads and no shade.
- It would be great if the street parking along 26 ave sw between 37th st and richmond st would be replaced with trees similar to what is being done on 37th st sw"
- Visibility
- There is a long walk to the closest controlled intersection at the top of the hill by 20 street SW

- EB left turn for cycling is challenging due to lack of space and traffic volumes. Provide a safe and convenient way (signalized, protected) for people wheeling to make the EB left turn so that they can avoid 14 Street SW.
- this is a continuation of the first location... Calming is needed at this location, there are too many lanes available. There is sufficient space for a small traffic circle and lots of room for curb extensions. And why does the east-bound bike lane stop at 22 Street? Should go all the way to 14St
- Wye intersection, crossing from bike lane on south shoulder (eastbound) to proceed onto Richmond road north is a challenging turn with nearby pedestrian crossing, and playground zone complicating this
- Until 10 months ago, I used to live on 1800 block of 27 AV and used this intersection a lot. Agreed, blind spot for vehicles turning left/right onto 26 AV. As well, blind spot for pedestrian crossing from wood stairs.
- No separated bike infrastructure
- Very similar to the 15th street intersection, the sightlines are very poor and dangerous due to vehicles parking very close to the intersection and the elevation changes.
- it's hard for cars to see you as cars park right up to the cross walk, the cars going by are always speeding
- Asphalt is in poor condition. The stretch between 14 ST to Richmond RD could benefit from cycling facilities. Curb extensions and parking bans would be beneficial to improve sight lines. It's difficult for vehicles turning from side streets to see oncoming vehicles.
- Nothing is challenging. Well marked crosswalk with a crossing light. Perfectly fine as is. Busses have absolutely no problems turning. Safe as is.
- I have had a number of near-misses when cycling or walking across the North side of the 26th Ave / Richmond Rd intersection. Due to the width of the Richmond Rd crossing, drivers turning on/off of Richmond Rd regularly cut you off or do not notice you until mid-way through their turn.
- "Stairs are challenging in the winter sometimes
- I avoid this intersection because it is not fun carrying a bike up / down those stairs"
- Vehicle traffic is continuous and because it's a straight stretch it's usually traveling above the speed limit. It always feels risky to get across, especially because parked cars impact how visible I am to traffic.
- Mostly the high amount of turning traffic onto Richmond along with the speeding up of cars due to the hill down from the overpass
- "* Painted bike lane randomly ends with no clear or convenient paths
- Richmond road intersection is extremely wide
- Richmond road intersection poor visibility, drivers are often in the intersection
- N/S Pedestrian crosswalk is not super convenient, wish it was further west
- 26 ave is loud"

Why do you use this intersection?

- Driving biking walking
- I go for walks there
- I travel this a few times a week to get groceries or other items from shops.
- I live in Killarney, volunteer at cSPACE, so drive many times during the week.
- Bike route to downtown from Glendale.
- I walk through the neighbourhood a lot and use this intersection to cross because there is a nice set of stairs on the other side to get into Bankview.
- it is a daily travel route to Crowchild Trail and or 17 Ave SW
- Nothing leave the fields alone please I play frisbee in them!!! Dont remove the grass PLEASE
- It's my neighborhood! I refuse to drive to Marda Loop due to the insane traffic so my family and I walk.
- Commute
- Access from South Calgary to Bankview and 17 Ave SW.
- Travel to and from daily activities, my kids use this intersection to get to and from school
- walking and driving
- I frequently walk in this area with my family, but 26 Ave is a barrier and sometimes does not feel safe to cross.
- Live in the area.
- I turn here to go to my house
- Everyday I use it
- It is easiest way south from my home.
- to get to and from various activities
- To access 14 street SW.
- Generally to go east on 26 Avenue
- Cycling and driving.
- Commuting
- To merge onto 26th Ave to get onto 14th street.
- I often get petrol at the gas station on 14 St nearby. I will often turn south on 14 St, then west on 26th Ave, to connect back to 20th St to head north again.
- It's close to my home.
- cycling through the intersection on 26th ave.
- Driving or cycling to work
- To avoid the hill on 20st.
- To cross 14 Street into Mount Royal, or to cross 26 Ave when heading north south from Bankview through South Calgary
- It's in my route for errands to the east.
- To get to the other side.

- Most often drive or cycle through. If it was a safe place my children would cross there to go to their friends' houses. As it is, they cross 26th at 41st instead.
- Work, get kids to activities, walking, cycling
- Again, stupid question. I live in this area. It doesn't matter WHY I use this intersection, I am telling you that this area is abysmal to drive in.
- I regularly use this intersection for dog walks, running, and biking. I agree that upgrades would be useful but consideration should be given to how curb bump outs would affect bikers and not force them out into traffic.
- To get to work.
- Live nearby
- Crossing between bankview and south Calgary commuting
- Live in neighbourhood so use this intersection to access 26 Ave and connect to major roads. Also bicycle recreationally in area
- Driving through; biking by.
- walking in the neighborhood
- Key route to the redeveloped King Edward school "C" space market.
- Again, nearby resident.
- Biking and driving
- Used to be the way I would enter/exit my house onto 26 AV.
- School drippoff
- Live nearby and use the intersection to access 26 ave by bike and car
- it's in our neighborhood.
- Commute to work. Walk and drive.
- Live nearby and use to proceed to/from 14st.
- Cycling and walking along 26th Ave, usually to access the Marda Loop area.
- Travel north south from Bankview to Marda Loop
- I use this intersection when I'm walking south to River Park or Marda Loop. It's quieter and shadier than traveling 14th St, and I can cut across the lawn at the community association on 30th Ave.
- Drive through it regularly, mostly turning onto Richmond. Walk through it often as it is a major connector after crossing Crowchild.
- "* When walking my dog
- when traveling east on the cycle lanes
- when heading south walking(heading to Marda loop usually)"

Location #3 comments

What about this intersection is challenging for you?

- Tight turns, congested area in mall and Husky with lots of parked cars. Overall it's pretty good
- Hard to see oncoming traffic because of the hills



26th Avenue S.W. and Buckmaster Park

Stakeholder Report Back: What we Heard

October 29, 2021

- No lights and lots of traffic. Challenging to navigate by bike. Difficult left hand turns in any direction by car or bike.
- Make the basketball court better!!!! Please leave the grassy areas alone!!! It's the only place I can play frisbee
- nothing
- Difficult to see cars turning onto 26 ave.
- Traffic from 26 to 26 avenue is sometimes excessive for no lights
- I frequently cycle in this direction along 26 Ave. The road is much too wide - which encourages vehicles to travel faster. I would prefer a narrower road and protected cycle infrastructure. Vehicles entering 26 Ave from side streets usually roll stop signs because those intersections are too wide
- The road has been in bed rough shape for a very long time.
- Needs new paving
- It's too close to the parking lot/gas station entrances and all the turning and vehicles make it difficult to safely navigate
- Sidewalks need to be like Richmond BC .. they understand what it is to be handicapped. Calgary does not. Take an example .. ALL sidewalks need to be larger so a wheel chair and a person can walk side by side .. RAMPS in older areas so we can get to the intersections without going on the road.
- Slow timid drivers.
- Lack of protected bike lane
- 14th is next. Long wait at lights has people Turing off on side streets
- "Poor sight lines, high speeds of motor vehicles along 26 Ave between 14 St and 17A St. Would strongly encourage removing parking on north side of 26 Ave SW in favor of dedicated bike lane and wider pedestrian sidewalk.
- Should have flashing crosswalk at this intersection and 15 St SW."
- as a cyclist it is very dangerous and i'm not sure why it is a designated cycling route. There is consistently parked cars on the road forcing cyclist to ride with traffic. The hills also make for reduced visibility and slower speeds for cyclist
- Sidewalks could be wider
- Actually all the way from 20st to 14 at, I don't feel safe on so I never use it!
- This zone of the avenue could use more protection for cyclists due to the nearby schools and increased traffic there
- This is a playground some and then a Len uphill heading east. Lots of drivers want to accelerate after the playground and want to pass cyclists on the hill but with cars parked on both sides there is not sufficient space to safely pass. It should be a no passing zone
- This is the best intersection on the list. A perfectly sized T-intersection with high visibility and ample crossing space. Good luck "improving" this one. I'm sure so long as you get an excuse to rip up the sidewalk for more unsolicited cables for the unwanted "phone" network, you will proceed.

- There is too much going on here. Needs to be more clearly defined spaces for cars, cycles, pedestrians and busses. We live on the west side of 37th and would frequent the businesses on the east side of 37th much more frequently if it was easier/safer to walk and cycle there.
- The strip of 26th Ave from Crowchild to 37th Street is ridiculous. Yet another infill went in, and now there is a massive sinkhole on the corner of 26th Ave and 32nd Street. The City tried to fill it in, but now there is a big valve stuck out. It's so dangerous on this strip.
- Busy intersection in the middle of a school zone. Difficult to turn onto 26 ave from richmond road during busy times
- Sight line turning left onto 26th ave heading east is also challenging requiring a drastic degree of creeping forward over the pedestrian walk lines. It is also difficult from a biking perspective to head north onto Richard
- No problem, cars go slow next to the school
- Sight lines when crossing the street
- Blind spots turning onto 26 AV. Cars park too close to the curb. I have had numerous close calls with vehicles that enter 26 AV without seeing me. I anticipate it and stop ahead of time. As a cyclist I have to lean out far into the road to clearly see. Area would benefit from bump outs.
- No separated bike infrastructure
- This intersection is generally safe, my main issue is that the bike lane ends here. The bike lane needs to extend all the way to 14st. There is a gap between 14th street and Crowchild where there is no bike lane connection whatsoever. Unfortunately "share the road" signs don't cut it
- "Not clear traffic signals
- Cars move faster in this stretch and it can be intimidating for cyclists"
- Mostly because 26st can be a connector to 17th ave and Bow Trail. Too many people use 26st as a way through, not to, the community.
- "** poor road surface
- 26 ave is loud due to vehicle rolling noise"

Why do you use this intersection?

- Driving biking
- I walk towards the Beltline from there
- This would be my preferred winter route downtown by bike through Scarborough if it had a bike lane. 20th St an option to then turn north but stretch from school to 20th St on bike is NOT safe. Cars exceed speed limit and do not respect distance from bikes. Impossible in the winter.
- Please please don't take any grass away. My 4 person house loves it. We play many games. There. Basketball court only please!!! This park has been amazing to my whole house. No removing grass!!!
- Commute
- Friend lives on 26 th street
- Cycle and walking in my neighborhood.

- Driving to get to Westhills.
- Everyday I use this
- gas usually, or turning off of 14th going through
- To access 14 street SW.
- I'm usually trying to go north
- Commuting
- cycling through the intersection on 26th ave.
- Driving or cycling to work.
- To connect to the paved pathway across Sarcee Trail
- Errands and to access the elbow river bike system.
- Lots of people do with ease daily.
- driving and cycling along 26th
- Dumb question. This is my neighbourhood, and I should be able to use the streets in my neighbourhood without veering to miss huge holes in the road, popped valves, sinkholes, patchy pavement, and massive divots. This stretch of road is embarrassing and ridiculous.
- Live nearby
- Walking in the neighborhood or driving through to access Marda Loop or Crowchild
- Walking downtown
- I use this intersection to turn from SB 15 ST onto WB 26 AV while riding my bike heading home from DT. I drive through this intersection along 26 Ave to and from 14 ST.
- Commuting
- I use this intersection on bike and car to access the outer areas of the city.
- Travel west to Killarney from Bankview
- mostly when travelling down 26th ave, not turning, when driving
- "* When walking my dog
- when traveling east on the cycle lanes"

Have we missed any key locations along 26 Avenue S.W. for improving mobility? Please let us know where and what about this location is challenging for you.

- With so many parked cars in Bankvoew, and speeders, it's hard to see cars coming out of side streets. Please make peninsulas on the sidewalks so that cars can see 26 Ave traffic before pulling out in their vehiclesZ
- Crossing 26 Ave at 20 St has a poorly placed crosswalk button
- The lights along 26th Ave still require crossing improvements in terms of alignment of bike boxes to right turning lanes, as well as left turning movements across through bike movements.
- No
- Ideally separated 2-way bike lane on north side of 26th Ave.

- I feel that this survey is a bit vague as it does not suggest what you are thinking at the areas where improvements are noted. But my impression is that 26 avenue is mainly challenging as a user (pedestrian, cyclist, and driver) due to the density of parking on both sides which blocks line of sight.
- whole 26th ave sw has lots of pot holes right from SarceeT through 14th street . curb is broken on various location s .
- The crosswalk at 16st SW is quite bad. Cars will rarely stop for you there as a pedestrian.
- 16 Street - visibility turning from 16 st NB to 26 Ave is challenging due to grades. Would curb extensions on 26 av help? 17A ST - busy with pedestrians because of bus. Also more of a central 'entry' to Bankview, perhaps coordinate with redevelopment at corner to create sense of place?
- Please please don't take any grass away. My 4 person house loves it. We play many games there. Basketball court only please!!! This park has been amazing to my whole house. No removing grass!!!
- Turning left while traveling west from 26 Ave SW to 25th Street SW
- 51 street and 26 avenue. access to the baseball park, playground area at the school, seniors housing along 51 street.
- 18th st is also very tricky to cross 26th Ave. I realize we can walk up to the pedestrian crossing, or over to 20th, but It would be nice to have an option at the bottom of the hill. Also - a dedicated bike lane the length of 26th!!
- No
- Again, to reiterate, the stretch of 26 Ave from 14 ST SW to Crowchild needs safety improvements for cyclists. Someone will be seriously injured or die. Especially if heading West as the hill slows cyclists and lots of parked vehicles.
- I don't like to walk along 26th avenue due to speed of traffic
- The intersection of 26 ave. and 45 ST is unsafe. A lot of vehicles shortcut through 26 av/45 st to access 17 av and Bow trail. traffic calming curbs should exist at this 4-way intersection and measures to discourage the shortcut enabled.
- 20 st and 26 ave, pedestrian light should be automatic on a green light, currently you have to press the button to get a walk signal. Make the light longer or have a turn lights.
- Entire 26 Ave needs to be narrower and have improved cycle infrastructure. As a cyclist (who does not own a vehicle) it is very dangerous to use this road but sometimes it is the only realistic option, such as crossing Crowchild Trail where there are limited amount of crossings.
- use the alley parallel to 26th ave as a walkway heading up to the park and let the cars use 26th ave. if you constrict traffic on 26th it will cause issues. Use the alleys for foot traffic, they are empty anyway.
- With additional traffic calming measures, we can expect even more cut through traffic on 28 Street (people turning left off of westbound 26th ave). Left turn restrictions should be considered.
- The entire road needs to be paved. It's one of the most travelled and worst maintained roads in calgary
- 20th st and 26th ave should have automatic walk lights rather than having to push button to get them.

- Stop putting in signs on the sidewalk which get in the way of wheel chairs .. PUT IN RAMPS in the areas around these areas ... There are too many to list
- The intersection at 26 Ave SW and 20 St SW - the park here is highly used and although a playground zone is located here, traffic on 20 St SW in both directions is way too fast beside the playground. We live on 20 St SW and notice traffic speed up to "make" the light.
- The spots where there are poorly timed traffic lights.
- 37 street. This is a high traffic area that needs protected lanes for cyclists
- Building on my previous comment, there needs to be a safe bike route for cyclist to transition to and from South Calgary to Mount Royal. Currently 26th St is not a safe place for cyclists.
- 14th street sw
- All of 26th ave between 14th street and 22nd street should be made safer for cyclist if this is going to continue to be a designated cycling route
- Yes the bridge over crowchild. Very narrow and uncomfortable to bike or walk across
- "25 street and 26 Avenue.
- Multiple daily near miss collisions. Multiple daily near miss pedestrian incidents at cross walk.
- City buses driving way too fast through intersection.
- Addition of high density housing structure adjacent to viscount Bennett and will need traffic light added."
- 20 St SW at 26 Ave could benefit from bicycle detection and a protected intersection for people transitioning on and off the 20 St bikeway.
- I use the 26 Ave bike lanes to get across town. It is too narrow really and car drivers don't understand the rules of 1 m spacing and how to safely pass. More education and enforcement. I think that all new drivers should have to ride a bike along this section while someone harasses them in a car.
- The location challenging rampant, hyper-development in our neighbourhoods is downtown on MacLeod
- crosswalks at minor intersections (e.g. 41st and 42nd streets) need to be more clearly signed and marked.
- This street needs improved bike lanes that are raised and separated from the road. Perhaps a double bike lane on one side of the road and parking only on the other side. Several crosswalks on this stretch need to be updated with increased visibility to make cars stop and make it safe for kids.
- The entire strip of 26th Ave from 14th Street to Sarcee is a mess. Stop letting developers rip up the road and slapping down some shoddy pavement. Make developers restore the road to the same or better quality they found it. We don't deserve roads this bad.
- A pedestrian/bike pathway from Richmond School to the existing pedestrian infrastructure along the east side of Crowchild Tr through the Richmond CA grounds would connect residents to the CA grounds, enhance Max connectivity, and encourage kids to walk to school by avoiding busy streets.
- 17A St
- Multiple crosswalks along 26 ave need to be repainted as they are not visible anymore.

- 37th St intersection is challenging as a cyisy because there is not a fully designated lane and not a safe place to wait for the light and it is a busy intersection
- 16 Street/16A Street - extremely poor sidewalk conditions on south side of road, pedestrian crossing provided but without lights or signal and traffic doesn't easily see pedestrians or cyclists due to severe hills on either side combined with parked cars
- All corners on 26th between crowchild and 14st should have a way to keep cars a bit away so people can see to turn
- "Walking along the 26 ave is not pleasant, due to large volume of cars, wide roads and no shade.
- It would be great if the street parking along 26 ave sw between 37th st and richmond st would be replaced with trees similar to what is being done on 37th st sw"
- The entire stretch of 26 Ave needs to be redesigned to make it safer for wheeling (biking, scootering, etc.). Spot improvements are insufficient. It is currently unsafe to bike to any of the schools along the route, and the proposed improvements will not help much.
- Due to the multiple elevation changes along 26 ave drivers are often both unwilling or unable to stop when pedestrians are crossing.
- The intersection with 37 Street SW is a challenging location due to conflicting vehicle turning movements and the absence of a protected wheeling facility that is not encroached upon by turning drivers. Out of scope/private property: upgrade the public realm at the parking lot at 33 and 34 Avenues!
- Yes: 20 Street SW. Also in a playground zone this is another favourite for speeders (check the CPS stats). Needs engineered calming instead of ineffective (except to generate \$\$s) ticketing. Drivers FORGET they are in a playground zone when they stop at the traffic light.
- Protect the bike lanes, separate them from car traffic, Paint is not infrastructure
- Thank you for reviewing this critical avenue. I may be biased b/c I live in Richmond, however, 26 AV west of Crowchild is of greater priority to that east. I ride multiple times per week from Crow to Sarcee and the part I feel most unsafe is 14 to Crow: more traffic, narrow, and worst road surfaces
- You missed the separated bike infrastructure
- The route to Glendale school also includes 41 St SW to Glencastle St. I have seen cars attempting to pass left turners here also, meanwhile a pedestrian is trying to cross. Drivers can't see the school so don't know to be aware. Please put a traffic calming device here.
- 26th Ave. and 18th St. Because this is directly behind the off-leash park on 23rd Ave., it's a more convenient corridor to the park. It's also in between a 'beg button' crossing on 17a St. and a controlled intersection on 20th St., and for this reason drivers are always careless and less aware.
- Ramp to Crowchild Tr
- 19th street is an awkward intersection for visibility as its at the top of a hill
- The four way stop at 45st and 26 ave. Curb bump outs to only allow one lane through or turning would be very nice, some corners have limited visibility and anything that can be done to slow turning traffic down would be beneficial.
- 26 ave heading west and 37st has a bike lane but it's often blocked b/c drivers pull into that lane to turn right (north). Can this be improved?

- 27st, 26A street, no marked crossings to South park

Do you have any other additional feedback you would like to share on how we can improve comfort and safety for people walking, wheeling, taking transit and driving along 26 Avenue S.W.?

- Please make sidewalks extensions out to 26 Ave in high pedestrian zones. Also increase the paving frequency, with all the traffic and infill construction leading to utility digs, it's a bumpy ride all the way from 14 St to 37 St. Add a garbage at 28 st and 26 Ave at the park. Lots of 7-11 garbage
- It would be a huge miss to not ensure there was protected or separated facilities along this major corridor in the community. We need a protected route to ensure safety and comfort of all ages and abilities. Not just those brave and fearless. I want to be able to get around my community safely.
- More opportunities to safely cross 26th Ave for pedestrians.
- For Location 6, we use this (drive, cycle) all the time and agreed that with the hill going west it is very hard to see oncoming traffic. But we feel that the presence of the pedestrian flashing light is awesome (please do not remove) and reduced parking near the intersection would likely help.
- bike tracks may be thought about for more safety
- A certain improvement would be to relocate the bike lane to another avenue. Bikes don't respect stop signs so you can't say that would be an issue. Keeping bikes off 26 ave would make it much safer for pedestrians.
- Remove the bike lane. You really screwed up an extremely safe and efficient travel corridor by adding it. Been using it for 40+ years (bike+bus+car+walk). As Red would say ... dumb ass.
- I don't cycle down 26 ave between 14st and crowchild because it is very nervewracking. Cars are constantly pulling far out in intersections, paralell parking or going very fast.
- I think it's better as is. Most if not all drivers along here are very respectful of pedestrians, cyclists, other drivers etc. If you start changing everything you'll disrupt the smooth flow of traffic through here. Please leave it alone.
- Sidewalks on 26 ave in very poor condition in some places and need replaced. Lack of sense of place on 26 Ave, mediocre pedestrian environment.
- Do Not narrow the road. Do Not narrow the intersections. jutting curves out into the intersections makes it extremely difficult for any vehicle towing a trailer or a larger vehicle , it forces the vehicle into the opposite lane endangering oncoming traffic and driving onto the curve
- Would be nice to have dedicated bike lanes / cycle tracks to separate bikes from vehicles. I find it's challenging / unsafe to use 26th ave for biking in the winter months.
- More guidance to drivers on how to use the areas of the road designated at bike lanes at intersections. Cyclist and drivers end up in conflict using bike lane space at intersections when drivers want to turn right or when trying to pass a vehicle in the left lane waiting to turn left.
- Dedicated, separate bike lanes. Lighted pedestrian crossings.
- Install flashing speed beacons near the Richmond School to remind drivers that it is a school zone.

- I think its great but I think more budget needs to be invested in the core infrastructure ie water , power. It's old and there are lots of issues . I think this should be addressed first before you worry about the other improvements
- Enforce the playground zone speed limits
- Take out a lane for parking on 26 Ave SW
- remove parking on one side of 26 ave for bike lane, it was also help with visibility for pedestrian crossings
- I enjoy the local businesses scattered along 26 Ave (Lukes coffee, Howies pizza, Canelo's Ice Cream, etc) but it is a very inhospitable street for pedestrians and cyclists. I would like to see traffic speed lowered through the street design.
- Please repave the road.
- The constant stream of homeless people hanging out in the bus shelter on 26 Ave and 26 St SW is making it unsafe and uncomfortable for families and professionals walking, biking, driving and taking transit in the area.
- A pedestrian light should be added on 26th at Glencastle or Kelwood Dr for sure. Lots of kids cross at these. I would say more at Glencastle then Kelwood from what I can see but I do live on Glencastle St.
- Should block off 18th street and turn it into a walkway. A lot of people already use it for walking. you could also provide another walkway using the alley to the North of 26th to let people walk and bike that and let the cars use 26th. There are a lot of cars of 26th during rush hour.
- Bike lanes should be physically separated, not just painted lines. People drive in the bike lanes to overtake.
- Repave 26 Ave especially the section from 29 St to 37 St. Heavy trucks have damaged the asphalt over the past few years. There is a deep gouge running down the middle of the westbound lane, recessed manholes going east along the entire stretch of 26 Ave, etc
- I would like to see the whole road paved
- making parking close to intersection harder would help.
- You need a few people that are in wheelchairs on your board. People just do not think until its to late. Calgary must open their eyes . sit in a wheel chair ... now go to these intersections .. Cars parked to close to these .. being short we can not see above these trucks and cars. WE NEED RAMPS
- Not of these changes improve the flow of traffic , in fact they make it worse and we want this project stopped until there is a updated plan addressing this blantant over site
- Please extend curbs for pedestrians and enhance street lights at intersections between 18th st and 14th street. This section of 26th Ave is very dark, the sight lines are really bad for cars to see pedestrians before the step off the curb.
- Additional traffic calming measures on 20 St SW leading to 26 Ave SW intersection to reduce traffic speed. Only one speed cushion adjacent to the park on 20 St SW fails to adequately slow traffic through the playground zone. Consider a traffic circle at 25 Ave SW and 20 St SW or more speed bumps.

- Improve the synchronization of the traffic lights.
- Protected bike lanes for the entire length would be a big step. Also reduce the speed limit to 40 or even 30 mph good the entire length at all times of day.
- Project should prioritize safety around the schools and build infrastructure that is conducive to sustainable commutes to the school (like walking and biking)
- I'm not a fan of traffic calming measures that slow down access to main routes. It's the slowness on the main routes that has people turning to secondary routes.
- 26 Ave and 51 Street SW, too many conflicts between traffic, transit, school buses, students, aged home residents and pedestrians. Need changes for safety for all.
- Light up crosswalks. This would assist drivers that people want to cross. Many people park on the street and it's hard to see.
- Add bicycle lanes distinctly separated from drivers such as a concrete barrier or posts similar to downtown.
- Decrease speed limit, add lights/traffic circles. Add more light flashing pedestrian crosswalks.
- I appreciate the focus on intersections to improve safety. As someone who most often cycles on this avenue, I am worried about my own and my family's safety on this important corridor. If curb extensions are added, they should be done in a way that allows cyclists to travel straight through.
- It should be a 40 kph or 30kph zone from end to end. This might discourage drivers who want to go fast to select another route.
- Calgarians are quite comfortable with our quaint streets, thank you. Stop creating work for the sake of it, among other reasons.
- Connecting the playground zones between 20st and 22st on 26th Ave SW may result in more consistent speeds. Also, opening up 21st street and 33rd Ave to traffic again will reduce the amount of detours people are taking up to 17th Ave and back across 26th Ave to access homes south of 26th.
- From Crowchild to Sarcee should have a dedicated multi-use path. The existing bike lanes do not feel safe with children. It should be modelled after the changes to 37 ST, as 26th west of Crowchild is wide enough for this. This would benefit drivers as well by increasing visibility.
- Parking should only be allowed on 1 side of the street. The (ideally raised/separated) bike lane should be next to the sidewalk and the parking on the other side. To be safe for biking, especially with children, weaving in and out of parked cars should be at a minimum.
- Re-pave the whole strip. The City has created an unsafe mess. Cars have to veer to miss broken infrastructure, which then causes danger for people on bikes. God help the people with walkers and wheelchairs! This road is a disaster. Be better.
- The abrupt ending of the bike lane between Richmond School to 20th Street and further east needs to be considered, as this is currently not a safe route for cyclists, even though it's designated as a cycling route. Most important would be connecting the bike lanes between Richmond Sc. & 20 St.
- East of Richmond Rd is a narrow right of way. 40 km/h is really warranted.

- No parking near stop signs/side roads off of 26 ave so that visibility is better. It is impossible to see past parked cars from 15st and 17 st south of 26 ave when trying to turn onto 26 ave. Proper snow removal in the winter would also be helpful
- Traffic calming curbs make bike commuting difficult, 26th Ave is a very tight road as is. A bike lane or reduced parking would be ideal and create a safe place for cyclists. Cars parked on both sides of 26th make it difficult to see pedestrians Crossing, even at designated crosswalks.
- Better de-icing in winter
- Extend bike lanes from 38 at SW to the west along 26 Ave sw
- The intersection at 37th avenue is very risky from both a biking and driving perspective. There are many people that are waiting a long time turning left (hard to see if vehicles behind them going straight through) and many vehicles going straight through will swing wide and around.
- "Walking along the 26 ave is not pleasant, due to large volume of cars, wide roads and no shade.
- It would be great if the street parking along 26 ave sw between 37th st and richmond st would be replaced with trees similar to what is being done on 37th st sw"
- None of the proposed improvements will help improve the comfort or safety of people biking along 26 Ave. If you build proper bike infrastructure, more people will bike AND the road will be safer overall - as demonstrated time and again. This is especially crucial close to so many schools.
- Larger side walks, crossing lights, 4 way stops
- Wider sidewalks along 26 ave would be a major improvement as well as painted crosswalk lines.
- Please provide a consistent and continuous protected facility for wheeling that aligns with the 5A commitment made in the CTP. 26 Avenue is an important wheeling route and sees enough vehicle traffic that protection should be considered. Would you let your kids ride there with just paint?
- The bike lanes should be on both sides of 26 Ave from 14 Street westwards. There is no need for parking on both sides of the avenue. And fixing the pavement from 14St to Crowchild Trl would be nice. There are dangerous potholes and more developing. On the other hand, all those bumps slow vehicles.
- The bike lane near the 7-11 and 29 Street is unsafe. Cars turning southbound onto 29th, buses pulling into the bus stop at the 7-11, and cars pulling into and out of the 7-11 parking lot. These cause many near miss situations during rush hour. :(
- Traffic calming curbs endanger cyclists - forcing them into the lane of traffic, I am against these.
- 26 AV from 14 to Crow desperately needs a dedicated bike lane. I am a very confident rider and I'm always nervous on this part. Friends agree, and many end up taking longer routes on other roads to avoid this section. So if confident riders are scared that tells you it needs to be improved.
- I have concerns about potential traffic calming along 26th ave. I am concerned that traffic calming along 26th ave will increase congestion on 26th ave resulting in increased traffic through Richmond/Knobhill/Bankview. My son will be walking or biking through Bankview to Mt. Royal Jr. High.
- Painted lines on the street for cycling infrastructure are an embarrassment and disrespectful of the lives of Calgarians. Separated infrastructure must be installed the de facto option on projects of this scale.

- The bike lane which ends at Crowchild needs to be extended to 14th St. It is frankly a bit ridiculous that it suddenly ends and people are forced to bike along 26th with cars. Cars are not respectful to cyclists on this route, and you are forced to ride in the "door zone".
- The whole stretch between 14th - Richmond Rd is not appealing to the eye. Wider sidewalks and landscaping improvements could be beneficial.
- Please extend the painted lane east and west to include 14th St. and through to the pedestrian bridge over Sarcee Tr. The area, particularly to the west of the existing painted lane is unsafe due to high vehicle speeds and lack of space for cyclists on the road.
- Bike lane separate from Traffic
- Nothing is unsafe. No incidents in 20 years along 26 Ave. Not one, so how can it be unsafe?
- The 26 Ave cycle lanes need to continue east to at least 20th St. Expecting eastbound cyclists to mix with traffic while traveling uphill is dangerous and absurd.
- A bike path would be great.
- "A separated cycle track along all of 26th would be excellent."
- Traffic calming at curbs would also be great"
- On the east side of Crowchild Trail, it's a very barren and ugly stretch of road with hardly any trees or shade, and it's choked with parked cars and rapid traffic, making visibility worse. Some work on making it less depressing would also help.
- Ramp to Crowchild Tr
- A separated "AAA" bike lane should be installed all the way along 26 Ave from Sarcee to 14th St. The current painted lines beside parked cars is dangerous and not even worth the paint you need.
- 26 Ave is awful, the vehicles are extremely close, the road is full of imperfections, potholes and numerous dig sites that were never finished properly that have raised and become uneven. From 26 Ave from 14th - 20th St is also not a very appealing to walk down, feels a bit dirty and uninviting.
- Extending the protected bike lanes west of 37th St would be great. Even if it was only done for a couple of blocks to get past the turns.
- I'd like 26th Ave to feel more like walking on a park road than a major thoroughway. Can more trees be planted to help that feel? Particularly where there are shops.
- "Curb separated bike lane, cars currently park or travel in the painted bike lanes"
- Reduce speed limit to reduce rolling noise (suggest 30km/h full length)
- No street trees, not much shelter or shade"

Buckmaster Park

Is there something that you would like to see included in plan?

- I don't know if I see fitness activities being used well re: park gyms. Love street games, flex space. I hope a lot of the trees can stay, or new ones get planted, but I know this needs to be done carefully because they can also work against public safety. Would like to see more green space.

- Hill to lookout is heavily used for sliding in winter. Runout must be safe and free of obstructions. Favour Concept 2, with addition of water play in Concept 1.
- More grass spaces that are dedicated just for grass.
- I am concerned about adding impervious area (concrete) to the park that will add to surface runoff. Please use pervious materials as much as possible (e.g. permeable pavement). The key part of this plan is the enhanced road crossing on 21 ave (I drive/walk this everyday and people go way too fast!!)
- THIS PARK IS SURROUNDED by apartments , the people who use this park are immigrants young families . they need to know IT IS THEIR Responsibility to KEEP THE park clean , so similar placard or poster should be mentioned around the park . put some light bulbs around more .
- "The hills are popular for tobogganing -- thinking about winter usage is important.
- Something for younger kids would be ideal
- Thinking about trees and long-term landscaping plans -- keeping / enhancing the park's natural beauty."
- more lights!
- It needs to be kept in mind that the majority of residents are young adults and there are few children. The basketball court is used frequently. Places to hang out and visit friends, read, sun, etc should be kept in mind.
- Would like to get an idea of what winter as well as summer activities can be incorporated? For example, can the basketball court become an ice rink in the winter?
- updated main pedestrian corridor
- Gathering spot at North end is a VERY BAD IDEA. That spaced is used for group yoga and fitness on a very regular basis. Water play is also not wanted. Please just improve pathways and basketball court for activities. Don't add more!
- Calisthenics Park !!!
- Enclosed off leash dog park like the one in Currie.
- Safe pedestrian crossing or traffic calming is essential. This is 100 percent a public safety issue and due to narrow roadway and often speeding vehicles dangerous for children. Should be calling similar to a Colbourne Cres.
- I would rather keep the green space we have for activities like group yoga and fitness-things that already occur regularly-rather than add in "flexible activities" or "fitness activities". The green space is already being used as such! Don't take it away by adding unnecessary and unwanted structure!
- Shade for the seating area. The park can get very hot in the summer
- Maybe some other amenities for winter activities, a shelter of some kind with a camp stove or firepit?
- "Kids playground built on the closed off street.
- Have Buckmaster park made an official playground zone with street signs on 21st Ave from 16A Street right to Street, as well as avenue."
- Please improve lighting in the park. Please keep the west hill in grass as many people sit here during the summer and families sled here in the winter. Do not duplicate the excellent children playground equipment that is currently in the Bankview Community Centre, only a few blocks away.

- Dog park!
- "Generally the park has been a victim of lack of maintenance for many years. Each year the park facilities become more run-down. Each year the trees and landscape in the park deteriorate. The park really needs a refresh and regular maintenance.
- Ensure that there are sufficient funds to maintain"
- I like the overall concept. I have some concerns that adding too much in terms of improvements will reduce the quiet and natural feel of the park. Additional lighting along the path would be welcomed.
- Neighbours use the park annually for a music festival, it would be nice to consider a concert amenable setting in the design. Please do not remove the trees as they provide welcome shade. Neighbours also release ladybugs annually, it would be wonderful to see a ladybug or two in the design.
- There is a longboarding group that uses this park every Wednesday night when it is warm. They use the pathways for downhill skating. Would like to see the pathways maintained or enhanced for this groups. Maybe worth reaching out to them for input as they are a consistent user.
- incorporate water play/feature area, picnic tables, fire pit and/or BBQ areas
- "Hedge or barrier to 26th Ave to prevent kids, pets and toys from running into street.
- Would be a good spot for a city view climbing tower, 3 or 4 story Wooden deck type structure with stairs would serve as exercise option and great view from top."
- This park is heavily used and LONG OVERDUE for some upgrades and more functional equipment and space creation. Glad it's happening. The concept images will all add value and increase use of the space for Bankview residents of all ages.
- adult exercise stations (fitness activities). Benches with seats on both sides to take advantage of sun/shade at different times of day. Basket ball hoops at various heights, or adjustable. I see no reason to invest much in entrance signs.
- I'd like to see a concrete ping pong table to expand activities for youth and adults. These are popular in Zurich and other cities; the U of A successfully tested it in our climate. I'd also like to see the ecological strength of the green spaced increased through some natural/pollinator planting.
- More natural. Stop with the pink and yellow. Not so busy. People need a place to relax and have a picnic. More benches, chairs and fire pits. Don't ruin the park with more speeding cyclists.
- A slide that fits in with the hill like the Seward Street slides in SF
- More trees & greenery. Off leash space as in Currie Bark Park.
- More shade or shade providing shelters. Activities, swings, opportunities for those in wheelchairs to use. Think of the design of a picnic table; making sure the support bars are in the middle so wheel chair users can pull up on the side and have it on paved flat ground.
- Resurfacing of 26th Avenue between 14th Street and Richmond Road. Currently heavy vehicles and buses causes the homes to shake as the go over the bumps and potholes.
- A guarantee that none of the existing trees will be disturbed. They are what makes Buckmaster so unique and popular
- Remove parking and add an adaptive or permanent sidewalk on the north side of 21 Ave going up the hill.

- This park needs no enhancement whatsoever. Go spend our money elsewhere. You are just removing green space and adding concrete under the guise of accessibility and "gathering spaces". The grass gathers nice enough and everyone enjoys it. No more traffic is needed, it has the proper amount. Stop
- There is not much wrong with the Park as it is, except the community garden plots are a little unsightly. Some more landscaping at the top of the hill is needed. Consider a natural performance amphitheatre using the natural slopes.
- I would love to see more lighting in the park for nighttime, especially along the main pathway! I think it would make the park safer
- 21st Ave traffic safety - too many cars speeding down the hill leads to danger for park accessibility on the north end. Speed bumps/traffic calming measures spanning 21st ave can really help improve accessibility to the park (alongside the proposed crosswalk)
- Ability to still toboggan on the hill without additional obstacles. Linked paths for kids to bike circles in the park
- " - There are lots of dog owners in the neighborhood so a fenced off leash dog park.
 - The basketball court is used daily and needs to be upgraded.
 - Better/enlarged seating/gathering area.
 - A central fountain.
 - A stage/podium at the end of the north hill where musicians can play."
- Splash park
- This park currently gets used for basketball skateboarding and tobogganing - all three should factor into the plans prominently! I notice that skateboarding and tobogganning are not featured in any of the concepts. Street games are cute and fun but skateboarding infrastructure would actually be used.
- Lights on the paths for night safety
- I like the existing switchback paths there and the longboarding activities and community that exist there now. I also like that it is one of the only parks in the area that is not primarily for young children. There are so many play structures already in the area.
- A little stage for live music and/or performance would be a nice addition to the gathering space plaza area.
- The basketball courts get a ton of use currently, so any plan needs to take this into account. A powered amphitheatre placed where you could view live entertainment from the hill would be a better stage area than right where play is happening.
- A switch-back paved strip on hill in Buckmaster for longboarding! Buckmaster park is very near and dear to Calgary's longboard community which is an inclusive all-ages group. Kamloops has an officially sanctioned longboard feature in a park.
- A public restroom and place for public access to running water (drinking fountain). Be sure to keep the basketball court. It was always being used in the summertime. Power outlet for live music events in the park.
- More space in the community garden for residents



26th Avenue S.W. and Buckmaster Park

Stakeholder Report Back: What we Heard

October 29, 2021

- More trees planted. The City of Calgary and developers seem to remain trees with reckless abandon. If we're lucky they plant some small, immature trees in their place. More trees in the park would provide more shade and a cooling effect - perfect given the gathering vision and climate change impacts.
- permanent fire pit gathering area and as much use as possible out of 22nd Ave.
- I think what is important about this park is recognize that the local demographics of the neighbourhood are primarily aged 25 to 40 years of age with a small population of children. Bankview is unique from most of Calgary in this way and the infrastructure should be built for the population.
- better pedestrian connections to west on 21 Ave from park (ie.. a sidewalk). Also better design for bikes traversing the park.
- Monitored security cameras.
- Continue to include picnic and fire pit opportunities. It would be great to have evening lighting activations in the community to add colour but also for safety at night. Maybe a cool led light canopy or fun light areas throughout the park.
- "Bike locking areas
- Public Art
- Unique lighting"
- A fitness circuit for all ages.
- Keep the library and fire pits! And as many trees as possible.
- I'd like to see some kind of integration of the central hill. It's popular in winter for sledding, and in summer it's a place to lay down a blanket and have a picnic or read a book, but it's also uncomfortable with the direct sunlight, when the grass dies. Some seating would be nice.
- Looking at all three concepts I think they are great, however
- "large rocks or such obstacles to prevent people from parking in the grass patch that is up by the compass (Hill Top Plaza area).
- Work with the condo building at 2220 16a street SW to close/off prevent access to their parkade that overhangs into the park and allows transient camping & drug use."
- Have sidewalks throughout the entire neighbourhood. There are large sections of Bankview w/o sidewalks. Woolley said he was going to do something about it but never did. Parking is a big issue w/ new condos. Don't let them charge extra for residents to use parking. Makes more street parking for this
- We live in a very dense area and Hope you'll remember that many, many locals use this amazing park for a peaceful, quiet retreat from cramped living spaces. Please don't make it too crazy busy!



26th Avenue S.W. and Buckmaster Park

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October 29, 2021

Recreation Activations summary comments

- A climbing wall/climbing structure where the existing basketball court is located
- basketball nets (various sizes), hockey nets and soccer nets
- Painted murals on the ground to encourage play and physical activity
- expansion of the community garden area on top of the hill
- they love the view of downtown from the top of the hill; maybe more seating up there?
- hill is used a lot for tobogganing
- more picnic tables or a covered seating area/gathering spot (possibly where the current basketball court is)?
- they love the flat pathway through the lower area of the park and 22nd Ave for young kids to bike – although most people agree that 22nd Ave needs to be repaved for a smoother surface
- youth art show/art competition in the park
- they liked that we were doing traffic calming and agreed that people speed way too much on 21st Ave!
- Trim the bushes around the court area
- Events once a month (people really like movies in the park)
- Winter ice sculpture contest
- Family playground
- Large boardgames
- Love the greenspace/grass and area with trees for gathering, playing, meeting up
- Lots of people walking their dogs in the park
- More bike racks in the park (maybe on the perimeter of 22nd Ave)
- Skateboard/wheeling/biking elements on 22nd Ave