



NEIGHBOURHOOD STREETS PANORAMA HILLS

What We Heard + What We Are Doing

March 2022



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Project Overview

About the Project

The City of Calgary is testing a Neighbourhood Streets pilot policy with the goal of creating local streets where neighbours can connect and choose travel options, no matter their age or ability. As part of the Neighbourhood Streets Program, The City is working with the community to improve streets in Panorama Hills for everyone to travel around the community.

This project includes:

- Public engagement to listen and learn where changes are needed to make walking and wheeling more comfortable.
- Implementing temporary materials in 2021 to transform streets in ways that make walking and wheeling (biking, skateboarding, using e-scooters or in-line skating) feel safer and more fun.
- Public engagement to evaluate temporary changes to streets.
- Installing permanent improvements (i.e. pedestrian crossing improvements and traffic calming measures) based on prioritization and resources.

Mobility includes:

- Walking
- Getting to and from transit
- Wheeling: A general term for people who use a wheelchair, scooter, bike, skateboard and inline skates to get around.

This project had three phases of engagement:

- Phase 1: Identification – Oct 19 – Nov 8, 2020
 - In phase 1 we wanted to hear from Panorama Hills about how they moved around Panorama Hills and to learn what improvements could allow them to travel around the community in a new way. To view the [What We Heard \(phase 1\) click here](#).
- Phase 2: Prioritization - Dec 8 - 27, 2020
 - Based on opportunities identified in Phase 1 and those previously identified through initiatives such as [Creating Coventry](#), we asked the community to prioritize improvements to be made in 2021. To view the [What We Heard \(phase 2\) click here](#).
- Phase 3 Part A: Testing and Activation – June 14 - 28, 2021- [Panorama Street Lab](#)
This phase of engagement took place while a variety of different temporary measures were installed throughout the community for a one-week period. We evaluated their effectiveness and impacts to determine if any modifications need to be made before permanent installation could start in 2022 based on available resources. This included collecting feedback from residents, businesses, and other stakeholders.



- Phase 3 Part B: Evaluation and Design – January 17 to 30, 2022
 - This phase of engagement examines locations for traffic calming improvements. These improvements may be permanent or temporary. Feedback gathered through this engagement will help the project team refine the recommended improvements as detailed designs are developed.

Project Timeline

Fall/Winter 2020

- Phase 1 & 2 Public Engagement

June 2021

- Phase 3 Public Engagement & Street Lab

Winter 2021

- Identify locations for improvements

* Winter/Spring 2022

- Concept development and detailed design of improvements for construction in 2022

Summer/Fall 2022

- Installation of improvements, as resources allow

Engagement Overview

At The City of Calgary, decisions are made daily that impact more than one million people. Input from Calgarians and other stakeholders, helps The City better understand the perspectives, opinions, and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations, and long-range plans/goals) before decisions are made.

"Engagement" at The City of Calgary is defined as: *"Purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making."*

Engagement by The City of Calgary is designed to be:

- **Citizen-centric** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens.
- **Accountable** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement.
- **Inclusive** making best efforts to reach, involve and hear from those who are impacted directly or indirectly.



- **Committed** allocating sufficient time and resources for effective engagement of citizens and stakeholders.
- **Responsive** acknowledging citizen and stakeholder concerns; and
- **Transparent** providing clear and complete information around decision processes, procedures and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the [Engage Policy \(CS009\)](#).

Engagement Activities

Through inclusion, diversity, equity, and empathy the engagement objectives for this project were to:

1. Inform community about the proposed locations for traffic calming measures.
2. Learn from the community if there are other locations of concern that are not already included in the proposed plan.
3. Understand any concerns the community have about any of the proposed locations.
4. Inform the community of future construction/ installation timelines.

Tactic #1- Online Engagement Page

- Open from Jan 17- Feb 1, 2022

Tactic #2- MS Teams Live information session and Q and A

- January 25, 2022, from 6:30-7:30 pm

Outreach and Promotion

This engagement opportunity was promoted through social media ads on Facebook and NextDoor targeted to the community of Panorama Hills, Ward 3 Office, an e-newsletter, the Northern Hills Community Association, the Northstar Residents Association, and six road-side bold signs throughout the community. The social media campaign resulted in 30,188 impressions and 702 total link clicks. General comments from the posts were slightly negative, with many comments expressing frustration related to traffic flow and hazardous roads, and opposition was expressed towards the traffic-calming measures.

Decisions Influenced by Engagement

This round of engagement will help the project team to understand what the residents of Panorama Hills like and dislike about the suggested design and provide an opportunity to hear what improvements residents suggest to the design. This information will help the project team to decide which traffic measures will be made permanent in the summer/fall of 2022.



What We Asked

Questions

The residents of Panorama Hills were shown four maps that highlight the locations and proposed traffic calming designs. They were then asked one key question:

1. Do you have any concerns with the locations and improvements shown above? Please provide the location (number or description) in your comment below.

We received 74 contributions from 67 contributors in the community.

To view the online engagement page, including additional images, please visit [Panorama Hills | Engage \(calgary.ca\)](https://panorama.hills.calgary.ca).

What We Heard

The following section is divided into general comments illustrating support and lack of support for these interventions. The next sections include what respondent's shared about each of the map locations, including concerns residents have about the locations and suggestions for improving the design.

Due to a relatively low volume of comments from the community, all verbatim statements are included in this report and distributed by location and theme.

General Comments

This section includes general comments about the designs that were not connected to a specific location.

General Support

Panorama Hills residents shared some comments illustrating general support for the proposed traffic calming solutions. These comments include:

- *Considering that these interventions are in response to direct requests from the community of Panorama Hills and first-hand observations during the Street Lab initiative, I'd say they are spot on. I love to see so many interventions around the schools! Investing in safety measures such as these shows Panorama Hills residents that the City of Calgary takes active mobility and its 5A Network seriously. Thank you!*
- *Great ideas, looking forward to keeping pedestrians safe*

- *I don't have any concerns. In fact I would commend the City for the well run project and community engagement. These changes will make our community safer and encourage residents to walk and cycle more often. Great job!*
- *The areas identified are good and the solutions appear appropriate. I look forward to seeing how they work out. Additionally **I think we should consider reduction in speed in many of these areas.** The 40km speed is too fast in most of the residential areas. The wide street design encourages faster speeds to easily. There are hundreds of child pedestrians daily on these streets and the speeds are incompatible with the pedestrian traffic and limited visibility. When traffic is travelling at 40km corners are approached too fast and cars are not slowing appropriately to identify pedestrians or cyclists. This is a widespread issue in the area. I've most often seen close calls coming off Panamount Street into Panamount Vilas.*
- *No (concerns)*
- *No conerns.*

General Suggestions of Other Solutions:

The following statements share sentiments that acknowledge there is a problem while sharing lack of support for proposed solutions. This group of comments share suggestions of other ways that The City should and could be looking at addressing the issues. Suggestions include crosswalks and flashing pedestrian lighting, adding stop lights, police presence, traffic circles and education for both drivers and pedestrians,

- *How about the number of calming areas is a little excessive!?! How about putting in **more visual crosswalks...and re-educating people how to drive.** Spend \$ on some recreational facilities in the community and north of cou try hills. Panorama DOES not need thatany calming measure. Look at adding a **right turn only lane** at beddington and hidden Creek Intersection...that would be more useful to the community!!*
- *Your proposed tools to slow the traffic don't work as intended. You will be creating another area where extreme road rage will become the norm, as is in Country Hills. I live on Panorama Hills Dr below your proposed area. The corner I live on has had at least 4 significant accidents, why because there are **no stop signs** on the cross roads only. We **need police ticketing people regularly** and **posted speed limits.** Your plan will create more accidents and not solve the speed issue.*
- *Hello. Thanks for thinking of us but none of these traffic slowing changes are needed. Please save the money and instead **teach people (pedestrians) how to safely cross roads.** We need to think of how we can improve traffic flow and allow people to get around more effectively and efficiently. For future planning in new areas - please consider **more traffic circles** for these reasons. Thank you.*
- *I have huge concerns with these "temporary curbs". They stick out so far into the road and they aren't slanted. I have seen **cars run into them** multiple times and **children hurt themselves with their bikes.** If you're going to install a curb **just do the permanent ones with the slant** so people*

stop getting hurt. Overall though I think these changes are a huge waste of money and have very minimal positive impact. I'm sure there are better ways to spend this money then on added concrete.

- *4, 6,7,10- Lots of Parked Cars. The curbs wont be the biggest deterrent to speeders. **Flashing lights** needed to indicate pedestrian crossing*
- *Could we also consider **crosswalk lights** at these intersections?*
- *The locations aren't a concern as much as the **form of calming being used**. If you're making more permanent calming, especially in front of a school, why not make **raised crosswalks/intersections** to really force vehicles to slow down? Just having permanent curb bumps seems like a waste of time and money when you can do better*

General Lack of Support

Panorama Hills residents shared some comments illustrating a complete lack of support for these measures. These residents refer to concerns about cost, being dangerous for drivers and others who do not see any benefit. Multiple sentiments of concern are sometimes represented in individual comments.

Cost:

- *What is the cost to tax payers in my opinion this is a waste of money*
- *yes, what a waste of money*

Bad for drivers and traffic:

- *These things are the worst! I have seen many cars hit them at night and wreck their vehicles, they block turning traffic, some are so far out in the street that they push you into a pot hole by the median. Please get rid of these things!*
- *The biggest issue with these is it make driver impatient and then they get more aggressive before or after the improvements and the biggest issue the areas around the school as no one ever follows the signs as one child as already been hit by a car and made if the police made face once in awhile and gave out tickets it would be much more helpful*
- *Traffic calming does the opposite of calm traffic. Placing these obstacles in traffic impedes normal traffic flow. Obstacles like these have been destroyed a hundred times since install on country hills at harvest hills. Please stop wasting taxpayer money on this*
- *All traffic calming needs to be removed. All it does is cause traffic chaos and does not provide any safety*

Lack of Benefit:

- *As a resident the street lab was useless. I have no idea how you can determine improvements for things that were not even on community roads. How about focusing on what is currently being widely used in the community, such as the actual roadways, and pathways.*
- *The city of Calgary needs to fire everyone that makes traffic recommendations and hire new people. There have been numerous terrible ideas implemented over the last decade that haven't worked.*

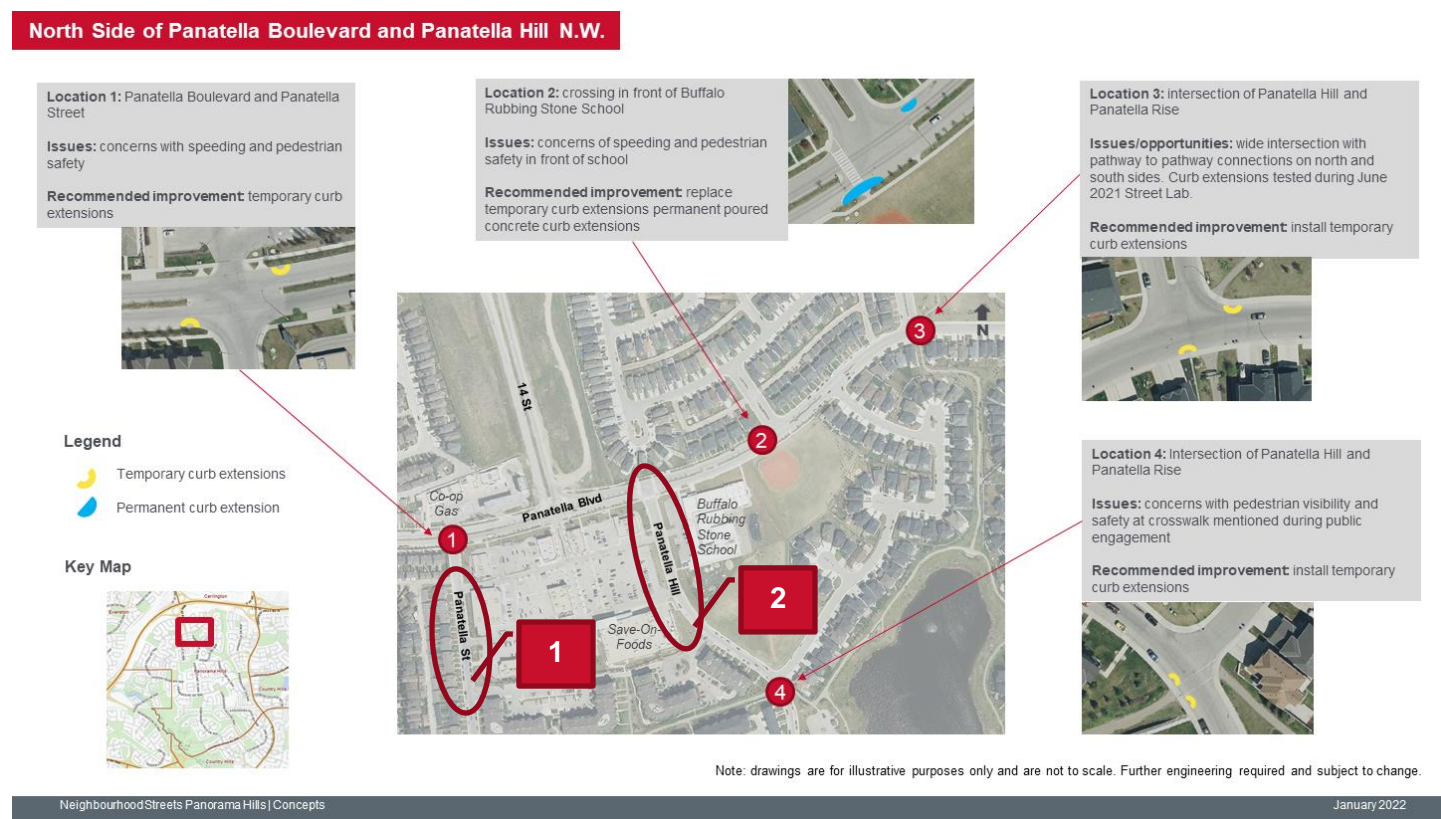
Some examples are: Converting as many traffic areas to playground zones when after school hours there are hardly any children. The confusing implementation of the 40 km/hr in areas that aren't the main road. Bike lanes don't have enough traffic to justify their existence and take away lanes that are better reserved for motor vehicles. Better planning and ideas would help fix many of the traffic problems. That is why they should start fresh with the think tank and get proven professionals working for the city instead.

- *Stop slowing traffic for no reason. These do nothing to improve safety other than being a huge hindrance to everyone's lives*
- *These curb extensions serve no purpose. They do not slow people down nor protect Pedestrians as you want to do. These cannot be seen in winter and are dangerous to drivers. Put some crossing lights in these much needed areas and help the problem. This another short cut by the city to not solve a problem.*
- *Please do not install any traffic calming measures in Panorama. I do not see any benefit. Speed limit been lowered to 40km is suffice.*
- *this is severely unnecessary, panatella roads are already narrow which slows down traffic. The areas around school zones do not need them as well as traffic is already slow there.*
- *Don't add any traffic calming measures. They ruin a neighbourhood. If I wanted to live in a Wal-Mart parking lot, I would live in a Wal-Mart parking lot.*
- *Literally read the Facebook comments no one wants this*

Comments by Location

Most comments received in this engagement process provided valuable feedback about the locations presented to the community, as well as comments about other areas that could benefit from traffic calming measures. Comments and themes by location are outlined in the following sections.

North Side of Panatella Boulevard





Circled areas marked with a number on the map indicate additional locations that respondents mentioned in their feedback. These areas are explained below.

Quotes:

- 1 - **Curbs are dangerous** as people turn into the gas station located on the north. Pedestrian safety would improved if there was a **cross walk with signs and flashing lights**.
- North side of Panatella and Panatella Hill NW. #1. Feel like the **curb extensions won't be enough** to make cars look out for pedestrians. A **crosswalk** or something may get them to look more so.

Location #2:

Themes of issues for this location include:

- Pedestrian/ children safety
- Sidewalk/ pathway gap

Other proposed solutions for this location are:

- Crosswalk with flashing lights
- Signage- U-turn

Quotes:

- For North Side of Panatella Blvd and Panatella Hill N.W. Along Panatella Blvd (including Site 2), there are too many people who are performing **U-Turns**. This causes sudden stoppage in traffic which can lead to an accident. My suggestion is to add **more No U-Turn signs**.
- Great ideas for Panatella Blvd/Panatella Hill. This is also **a big pathway gap**, the lake pathway is the safest way to move through the community but stops before Buffalo Rubbing Stone school and does not connect to 14th street pathway or shopping centre. **Locations 2, 3, and 4 would be candidates for continuous sidewalk/raised pathway crossings**.

Location #3:

Themes of issues for this location include:

- Pedestrian/ children safety
- Visibility
- Dangerous for Drivers

Other proposed solutions for this location are:

- Crosswalk with flashing lights
- Signage



Quotes:

- 3- **Curbs are dangerous** as the road is already pretty windy. Pedestrian safety would improved if there was a **cross walk with signs and flashing lights**. Winter driving through the road with curbs will reduce road width and increase odds of collision
- North side Panatella Blvd and Panatella Hill, location 3 as per the above maps (incorrect street name for the record) This intersection is dangerous ... a lot of **busses drop kids off** at this location and they cross the street while some cars drive through it quite fast, because of the curve in the **street visibility** is lowered especially at times of sunrise and sunset. Adding a **pedestrian crossing** would be ideal. Thank you

Location #4:

There were no comments specific to this location.

Additional Locations Mentioned (red circles with corresponding number on map):

1. Panatella Street:

Themes of issues for this location include:

- Speeding
- Parking

Other proposed solutions for this location are:

- Education for drivers

Quotes:

- *In summer time there seem to be a lot of racers along Panatella st. I estimate they get **up to 120 km/hr.***
- *60 Panatella Street - please do not restrict parking or create a one way traffic flow as has been suggested on Panatella Street. Yes it is a tight road in the winter, but **common courtesy** and taking care and consideration work just as well as any permanent measures would. There is **not enough parking for all of the buildings as it stands** and to restrict this further will just cause more difficulty for any residents along this stretch.*

2. Panatella Hill:

Themes of issues for this location include:

- Pedestrian/ children safety
- Visibility



- Dangerous for Drivers
- Congestion/ parking
- Winter maintenance

Other proposed solutions for this location are:

- Parking enforcement/ restrictions
- Crosswalk with flashing lights
- Traffic light
- Signage

Quotes:

- *Nothing in the above to address Panatella Hill. It is a playground zone, with a very narrow road and blind spots. It either **needs to be made wider, controlled parking, or better enforcement of parking**. I do 20KM and hour and still feel like I am either going to hit a car, or a person if they pop out from between cars.*
- *So there's nothing proposed to try to improve the very narrow road that is Panatella Hill NW? It's a **terribly designed narrow road with vehicles parked on both sides**.*
- *Panatella Hill is **overcrowded with vehicles parking on both sides**. When there is an accumulation of snow and ice, the conditions become very dangerous. **Better maintenance is needed with regard to snow removal**. Morning drop off and afternoon pick up along all the routes with schools are extremely dangerous. Parents stop their vehicles haphazardly in the middle of roadways, parents and/or children are running into the street from between parked cars. A **traffic light is desperately needed** at the North intersection of Panatella Hill and Panatella Blvd, by Buffalo Rubbing Stone Elementary. Most **drivers disobey the posted speed of 30km** along Panatella Hill and speed excessively, especially rounding the bend at the opening of the pond park. There needs to be **a monitoring of this street** before there's a fatality. I have personally witnessed several people, especially children, nearly struck by speeding vehicles. **Limit street parking** to east side of Panatella Hill, easing congestion/blindspots. Also Along Panatella Hill and Panatella Blvd near Buffalo Rubbing Stone, many people are jaywalking when picking/dropping off kids and this has led to many instances where there have been **near misses and accidents barely avoided**. To reduce this risk, along Panatella Hill there should be another **crosswalk (between the plaza parking lot and Panatella Blvd) with flashing lights** to help reduce the likelihood of a pedestrian getting hit.*

South Side of Panatella Boulevard

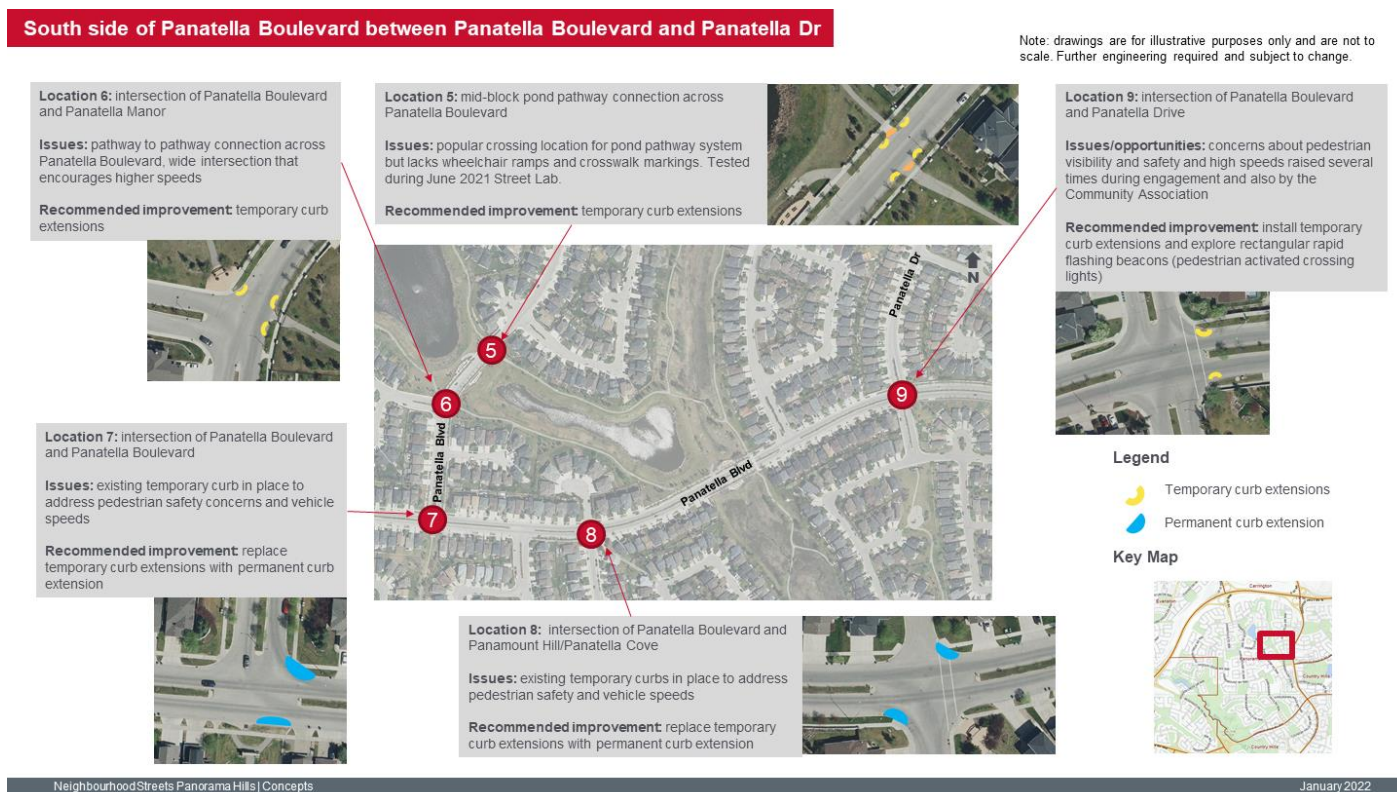


Figure 2- Map of Locations 5-9

Circled areas marked with a number on the map indicate additional locations that respondents mentioned in their feedback. These areas are explained below.

Location #5/6:

Themes of issues for this location include:

- Dangerous for Drivers
- Speeding
- Pedestrian/ children safety

Other proposed solutions for this location are:

- Reduce speed
- Enforcement
- Permanent solution
- Crosswalk with flashing lights

- Traffic circle
- Signage

Quotes:

- #5. Temporary curb extensions here would create a **dangerous situation for vehicles** travelling northbound. Once the cars clear the narrowing of the road, they **speed up even faster** than before. This is heading into a section of the road with **more people (especially young children)**. Please install something more permanent such as **speed humps**, or roundabouts. In the mean time, **40 km/h signs** and **speed enforcement** are desperately needed.
- I have a concern with #5 proposed improvement. During the summer when the street lab was set up, temporary curb extensions were put in. This caused vehicles to slow down at that point but once they cleared it, the vehicles sped up even faster than they were going before (going into more dense residential area). This is more dangerous. It would be great if a **traffic circle or roundabout** at that intersection of Panatella BV NW and Panatella GD NW. I know other neighbours have suggested traffic circles as a great way to make this area safer.
- For South side of Panatella Blvd between Locations 5 and 6, it would be more advisable to **install a flashing crosswalk in addition to the temporary curbs**. The flashing crosswalk would be more effective in **reducing vehicle speeds** when pedestrians want to cross the street as it is more visible.
- Hello, Did the study recommend any signage improvements? Pedestrian crossing signage would be useful on Panatella Blvd between the two storm water ponds (where you are installed temporary curbs). Drivers usually pick up speed driving down the hill towards this location and it would make sense to also have some **signs to warn drivers of pedestrians crossing**.

Location #6/7:

Themes of issues for this location include:

- Speeding
- Pedestrian/ children safety
- Pathway access
- Difficult for drivers

Other proposed solutions for this location are:

- Crosswalk
- Three way stop
- Four way stop
- Traffic light
- Remove street parking

Quotes:

- Existing temporary curbing on Panatella Boulevard west bound at the intersection of Panatella Boulevard north (site 6) is both ineffective and poorly conceived. The "traffic calming" measures in place appear to be **more irritant than effective** at any perceived issues, and fail to address the more significant and real concerns. The **primary issue of pedestrian safety** is not at all addressed, nor is concern with **access for traffic** trying to turn east and west onto Panatella Boulevard from the north. **Crosswalks are desperately needed** at this intersection which is the primary **access to the pathway** on the south side of the Boulevard. Installing a **three way stop** should readily address all of the problems including; public safety, speeding and reasonable traffic access. The temporary curbing ought to have shown that "traffic calming is ineffective when the proposed solution ignores the real problem. Temporary curbing has no apparent affect on speeding east and west on the Boulevard.
- Great ideas, would still like to see additional **painted cross walk** at #6 and #9
- **Remove street parking** between locations 6 and 7. Massive line ups at stop signs in peak traffic made worse by increased traffic from New 14th bridge. No parking would enable the free lane to turn right and reduce line up.
- Traffic calming 6 and 7. It is imposible to leave my house at certain peak hours when I need to drop my kids at school, with how long the traffic is here, a **traffic light or 4 way** stop will work better

Location #7:

Themes of issues for this location include:

- Visibility
- Cars going around stopped cars at crossing
- Pedestrian/ children safety

Other proposed solutions for this location are:

- Measures on both sides of road
- Crosswalk
- Three way stop
- Signage

Quotes:

- Location 7. Picture indicates that there are calming measures on both east and west lanes. Currently **only on westbound lanes**. Certainly **needed in both directions**. Very recently have had **cars try and go around stopped cars** (going east) when crossing with my children on way home from school. This location has **needed a cross walk for years**.

- *Hi At location 7 still have concerns. Improvement at traffics going west. Calming measures **needed also in lane for traffic going east**. Same problem where **cars go around other cars** stopped to let pedestrians pass. This location is **desperate for a cross walk**. It is common crossing for children walking to school. Near daily see near-misses.*
- *Panatella Blvd and panatella Blvd intersection continues to be treacherous. Calming has been put for cars heading west but **not for cars heading east**. I have **close calls** there daily while walking kids to school. **Cars continue to try and go around cars** that have stopped for pedestrians. Perhaps assuming the stop car is trying to turn. Additionally **traffic is getting way backed up** at stop sign from panatella Blvd coming from North. This needs to be a **three way stop**.*
- *the intersection of Panatella Blvd NW & Panatella Blvd NW could have a **cross walk with signage** to help crossing when coming out of the walking path*
<https://www.google.ca/maps/place/253+Panatella+Blvd+NW,+Calgary,+AB+T3K+0T8/@51.1632015,-114.0831476,99m/data=!3m1!1e3!4m5!3m4!1s0x537166f9c85eef8d:0xc2faa2e94cf14acf!8m2!3d51.1629544!4d-114.083231>

Location #8:

Themes of issues for this location include:

- Pedestrian/ children safety
- Visibility
- Speeding

Other proposed solutions for this location are:

- Crosswalk with flashing lights
- Permanent measures

Quotes:

- *Re: South side of Panatella Blvd between Panatella Blvd and Panatella Drive **Pedestrian safety** remains a major concern at this location. The temporary curb extensions currently in place have not improved pedestrian **visibility** in this location. Drivers continue to speed through this intersection without slowing down to look for pedestrians. Pedestrian **activated crossing lights**, in addition to **permanent curb extensions**, are essential at this intersection to improve pedestrian visibility and safety. Pedestrians (often children) commonly use this crossing to access school and Calgary transit bus stops as well as local businesses down the street (Circle K, Little Cesars). Pedestrian safety needs to be improved at this location.*



Location #9:

Themes of issues for this location include:

- Pedestrian/ children safety
- Visibility
- Congestion/parking
- Traffic back ups/flow

Other proposed solutions for this location are:

- Adjust location of measures
- Crosswalk with flashing lights

Quotes:

- #9. Perhaps the **temporary curb extensions should be placed in the correct locations** if you are trying to prevent vehicles from swerving around the cars that are turning left. If a car is turning left from panatella Blvd onto Panatella drive **vehicles go around but are not able to see if someone is in the crosswalk**. It would make sense if there was a **curb extension on the southwest corner**, rather than on the southeast corner. Or fix the entire issue of having an unsafe crosswalk by putting in **pedestrian crossing lights**.
- The traffic calming form at the corner of Panatella Blvd and Panatella Dr is an extreme safety issue as a result of numerous **school buses stopping to drop off children**. There is an endless amount of **traffic created by the school bus drop off** due to the large number of **parked cars of parents and guardians** waiting to pick up their children. Some of the cars of parents are parked behind the calming form and then must try to merge into the single lane of traffic causing endless honking and near miss accidents, and at the same time, dodging parents and children crossing the road - and dealing with rush hour level of traffic.

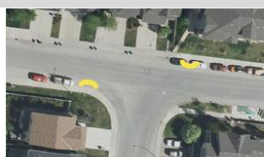
Panatella Boulevard by School

Panatella Boulevard in area around Captain Nichola Goddard School

Location 11: intersection of Panatella Boulevard and Panamont Way

Issues: concerns for pedestrian safety and visibility

Recommended improvement: temporary curb extensions



Location 10: intersection of Panamont Boulevard and Panamont Way

Issues: improve visibility and comfort of those using the pathway to pathway connection

Recommended improvement: temporary curb extension



Location 12: intersection of Panatella Boulevard and Panatella Street

Issues: pathway connection, school crossing, concerns around pedestrian safety and visibility

Recommended improvement: replace temporary curb extensions with permanent curb extensions



Location 13: intersection of Panatella Boulevard and Panamont Street

Issues: concerns for pedestrian safety and visibility school crossing location

Recommended improvement: temporary curb extensions





Location 14: park space along Panatella Boulevard and Panatella Hill

Issues/opportunities: activation of park space tested during June 2021 Street Lab

Recommended improvement: investigate seasonal activation or permanent landscaping solutions



Legend

-  Temporary curb extensions
-  Permanent curb extension

Key Map



Note: drawings are for illustrative purposes only and are not to scale. Further engineering required and subject to change.

Figure 3- Map of Locations 10-14

Circled areas marked with a number on the map indicate additional locations that respondents mentioned in their feedback. These areas are explained below.

Location #10:

There were no specific comments for this location

Location #11:

There were no specific comments for this location.



Location #12:

Themes of issues for this location include:

- Traffic back ups/flow

Other proposed solutions for this location are:

- n/a

Quotes:

- *Where you have #12, it is nearly **impossible to turn left** onto Panatella Blvd from Panatella Street. The **traffic during the pick up time** to dinner time makes it nearly impossible.*

Location #13:

Themes of issues for this location include:

- Traffic back ups/flow
- Visibility
- Speeding

Other proposed solutions for this location are:

- Crosswalk with flashing lights

Quotes:

- *Improvements around Captain Nichola Goddard school are good - **high traffic volumes** at pickup times might make **crossing flashers** worthwhile?*
- *I think that traffic calming is a good improvement, however there is also the issue of schools running overcapacity and a **lack of visible** consequence for **drivers speeding** through crosswalks or traffic lights in the morning school rush.*

Location #14:

There were no specific comments about this location.



Additional Locations Mentioned (red circles with corresponding number on map):

1. Panamount Street:

Themes of issues for this location include:

- Speeding
- Pedestrian/ children safety
- Jaywalking
- Traffic back ups/flow
- Street parking limited

Other proposed solutions for this location are:

- Crosswalk with flashing lights

Quotes:

- *There should be traffic calming device on Panamount St. This roadway directly links Panorama School and CNG School with **lot's of foot traffic on both sides of the road**. Speedsters are very common on Panamount St - an accident waiting to happen.*
- *Hi. Great session tonight. I asked the Q about Panamount Street between the 2 schools. We get a lot of **speeding between the two blvds at the end of the street**. Right in the middle of Panamount St is an **entrance to a path** that heads east. This is a school bus stop, so several times a day there are **kids and parents jaywalking**. Additionally, we get heavy foot traffic between the schools at opening and closing times. Finally, and again at school opening and closing, **traffic will back up sometimes for two blocks** at each end of Panamount Street because school foot traffic at each end of the street has basically closed the street— is it possible to have **lights that come alive at peak times** at these problem corners to control the traffic flow at these intersections better? We basically try to avoid leaving our house on Panamount Street when the schools are getting out— it **can take forever to turn out of the street**. Everything else you're suggesting makes perfect sense. Good job.*
- *Too many **Residents car park** on the street near schools , parents who drop off kids has hard time to find a parking*

Panamount Boulevard and Panamount Hill

Panamount Boulevard and Panorama Hills Boulevard

Location 16: Intersection of Panamount Boulevard and Panorama Hills Drive

Issues: school connectivity, concerns for pedestrian safety

Recommended improvement: explore painted crosswalk



Location 17: Intersection of Panamount Boulevard and Panamount Hill

Issues: concerns for pedestrian safety and visibility brought up several times during engagement

Recommended improvement: temporary curb extensions and exploration for rectangular rapid flashing beacon (pedestrian flashing lights)





Location 15: Intersection of Panamount Boulevard and Panamount Way

Issues: pathway to pathway connection

Recommended improvement: temporary curb extensions



Legend

-  Temporary curb extensions
-  Permanent curb extension

Key Map



Note: drawings are for illustrative purposes only and are not to scale. Further engineering required and subject to change.

NeighbourhoodStreets Panorama Hills Concepts

January 2022

Figure 4- Map of Locations 15-17

Circled areas marked with a number on the map indicate additional locations that respondents mentioned in their feedback. These areas are explained below.

Location #15:

Themes of issues for this location include:

- Pedestrian/ children safety

Other proposed solutions for this location are:

- Continuous pathway
- More permanent measures

Quotes:

- *Location 15 and other crossings on that pathway would be great locations for **continuous sidewalk style raised crossings**.*



- *Location 15 would be better as permanent. In general, I would like to see **more of the permanent curb extensions** installed throughout the city. Curb extensions are good investment and should be aggressively expanded.*
- *Improvement area 15/16 around the Panorama Hills School. **Further SAFETY improvements** need to be made at the crosswalks to the school. I am seeing more and more incidents and near misses of our young children crossing to school*

Location #16:

Themes of issues for this location include:

- Pedestrian/ children safety
- Traffic back up/ flow
- Speeding

Other proposed solutions for this location are:

- Traffic lights
- Three way stop
- Permanent measures

Quotes:

- *#16 a **set of lights is what is needed** at that intersection as trying to turn left off of panorama hills drive is very difficult especially when school is starting or ending the amount of **traffic is a lot** and the **danger to pedestrians** is incredible*
- *I think for location 16, you do not go far enough. This is a **very dangerous area** as the compliance with the 30km/h limit is very very poor. There **should be a 3way stop** sadly, because people can't be trusted to do the right thing. At the very least, the **curb extensions should be installed. Painting the crosswalk will not be nearly** enough. Just go there and observe, especially in the 2:30 to 5:30pm window.*
- *the intersection of Panamount Blvd NW & Panaroma hills Blvd NW be converted to a **3 way stop***

Location #17:

Themes of issues for this location include:

- Pedestrian/ children safety
- Poor street lighting
- Visibility
- Speeding when exiting school zone
- Traffic back up/ flow

Other proposed solutions for this location are:

- Rapid flashing beacons
- Extend the school zone
- Permanent measures
- Parking Enforcement
- Police presence

Quotes:

- *Hi there, Location 17:*
 - *good recommendation of curb extension, but **rapid flashing beacons** must be a permanent fixture especially with the **pedestrian traffic in and out of the community centre**.*
 - *what is more important is fixing the **poor street lighting** at the intersection - the placement of the street lights was bad in design from the start when the neighborhood was being built.*
 - *also **speed control measures besides curb extensions** are needed especially coming down the hill from St. Jerome school where irresponsible **drivers speed up after passing the school zone**. Too many close incidents with pedestrians have happened over the years.*
- *Location 17 - Panamont Blvd and Panorama Hills BLvd. Very **dangerous pedestrian crossing on all sides** including for children. Primary bus stop for FFCA with 14 schools kids at the CTS stop - 7:50 am and again at 4:15 pm to name just one group, have a hard time crossing both Panamont Hill NW and the main BLvd as this is **poorly lit** and **drivers are speeding coming down hill exiting the school zone**. Drivers coming up the Blvd also **do not see small kids** when they have to turn left on to Panamont Hill and kids have to look out for traffic coming down, sideways and also worry about cars behind their backs turning left. Please also **consider extending the 30 km speed zone (school up the hill as well)**. Aside from the frequent crashes that occur at this intersection, I am fearful that a young child will be hit at this intersection on any of the four crossings. Please do actively **consider quickly putting in place permanent calming measures**. Thank you for the opportunity to provide feedback.*
- *Location 17, forever **flashlight**, please ! (reasons - we **can't crossing safely at all** - **cars speeding up** or down - if we don't stop in the middle of our crossing walks - we may get kills for few times - cars have never stop for us and people don't have 9 lives) thanks*
- *No, I think that these are all great. I would like to see the **flashing lights** go in on section 17 of the improvement locations. I **do not feel safe** walking my young child across this intersection.*
- *St Jerome on Panamont Blvd and Panamont Hill doesn't need a traffic calming **needs parents not to be allow to park on the street or allowed to turn left** to drop kid in the school when there is only one lane available to drive. It needs a **police officer** to get traffic moving. You can be stuck here for about 10 min. In between the **school patrols stopping traffic** for every pedestrian, **drivers trying to turn** in Panamont Blvd, parents **parking on the one lane**, parents **turning into the school, U-turns** and parents trying to get out of the neighborhood to take their kids to other schools or go to work. Please come and visit, just stand my the park or school and take a look PLEASE*



Additional Locations Mentioned (red circles with corresponding number on map):

1. Panorama Hills Drive:

Themes of issues for this location include:

- Speeding

Other proposed solutions for this location are:

- Permanent measures

Quotes:

- *Would be **ideal to have traffic calming** at Panorama Hills Blvd and Panorama Hills Drive as well. There **is high speed** along Panorama Hills Drive.*
- *Panorama Hills Drive NW **people Drive like crazy fast...***

2. Panamount Hill:

Themes of issues for this location include:

- Speeding

Other proposed solutions for this location are:

- Reduce speed

Quotes:

- *No concerns with these changes. But the speed on Panamount Hill between Panamount BLVD and Panatella BLVD. Posted speed is 50KM which is crazy. **Needs to be lowered to 40KM** and then **CPS needs to enforce** the speed limit. Saturdays and Sundays this is a RACE TRACK as idiots speed. There is a **path way that enters mid point, no signage or crosswalk** and there are close calls everyday with speeders. It is only a matter of time until someone gets killed.*
- *Please **reduce the speed to 40 on panamout Hill**. It is currently 50 and everyone races at 70 or 80. The road is not a blvd and the speed should be 40. Ask our last city concilour and she did nothing. All other measures are good.*

3. Panamount Blvd:

Themes of issues for this location include:

- Speeding
- Pedestrian/children safety

Other proposed solutions for this location are:



- Permanent measures
- Traffic light
- Crosswalk
- U-turn signs

Quotes:

- *Panamount Blvd between Panamount Hill to Panorama Hills blvd often **chaos during school drop off** and pickup times. People **speed too much** and forget to signal so often dangerous at intersections.*
- *Panamount Blvd and Panorama Hills Blvd- painting the cross walk is crazy. I have witnessed **pedestrians almost hit by cars** three times this week as **no one does 30km**. There needs to be a **light or curb extension** in that area.*
- *How about traffic calming measures along Panamount Blvd? No **U-turns signs** east and west along Panamount Blvd & Panamount Street **crosswalk in a school zone!!!***

4. Panorama Hills Blvd:

Themes of issues for this location include:

- Visibility

Other proposed solutions for this location are:


- Permanent measures

Quotes:

- *There is a lot of speeding along Panorama Hills Blvd from the intersection at Country Hills Blvd. The **curves in the road limit sight lines** making speeding very dangerous. Traffic calming measures are required in the area. Thank you.*

What We Are Doing

The following summarizes the range of input we received, grouping feedback into thematic areas, and how the project team is or is not incorporating the feedback into the design of the permanent measures.

Comment Theme	Comment Examples	What We Are Doing
Requests for marked crossings and pedestrian activated lights such as rectangular rapid flashing beacons or overhead flashing pedestrian lights	<p><i>"The curbs wont be the biggest deterrent to speeders. Flashing lights needed to indicate pedestrian crossing"</i></p> <p><i>"Could we also consider crosswalk lights at these intersections?"</i></p> <p><i>"These curb extensions serve no purpose...These cannot be seen in winter and are dangerous to drivers. Put some crossing lights in these much needed areas and help the problem."</i></p> <p><i>"... Or fix the entire issue of having an unsafe crosswalk by putting in pedestrian crossing lights."</i></p> <p><i>"Great ideas, would still like to see additional painted cross walk at #6 and #9"</i></p>	<p>We will be installing two RRFBs along Panatella Boulevard at Panton Gate and Panatella Hill near Buffalo Rubbing Stone School.</p> <p>The project team will also be requesting painted crosswalks and rectangular rapid flashing beacons (RRFBs) at many other key locations; however, they may or may not be warranted based on a review and analysis of each location. Project budget at this time also does not allow for the installation of RRFBs at every location, so their installation will be prioritized to select locations.</p>  <p><i>Figure 5. Example of an RRFB</i></p>
Concerns with the traffic calming tools being used and recommendations to use other tools such as traffic circles or raised crossings	<p><i>"I have huge concerns with these "temporary curbs". They stick out so far into the road and they aren't slanted. I have seen cars run into them multiple times and children hurt themselves with their bikes."</i></p> <p><i>"The locations aren't a concern as much as the form of calming being used. If you're making more permanent calming, especially in front of a school, why not make</i></p>	<p>Traffic calming curbs (yellow temporary curbs) are used in hundreds of locations throughout the City for traffic calming. Each curb has a vertical element such as a signpost or delineator to make them visible to motorists, especially in winter conditions.</p> <p>The lane widths that remain even after the installation of a traffic calming curbs are enough to accommodate a large vehicle, such as a fire truck, so there is enough space for a smaller personal vehicle to travel through without hitting one. To report a pothole please refer to this</p>



Comment Theme	Comment Examples	What We Are Doing
	<p><i>raised crosswalks/ intersections to really force vehicles to slow down?"</i></p> <p><i>"...Feel like the curb extensions won't be enough to make cars look out for pedestrians."</i></p> <p><i>"It would be great if a traffic circle or roundabout at that intersection of Panatella BV NW and Panatella GD NW. I know other neighbours have suggested traffic circles as a great way to make this area safer."</i></p>	<p>website: https://www.calgary.ca/transportation/roads/road-maintenance/pothole-repair.html</p> <p>Raised crossings are an ideal traffic calming tool and an excellent suggestion. At many locations where we are recommending temporary curb extensions at this time, may be made permanent in the future with raised crossings if resources allow and there are no conflicts with drainage or transit service.</p> <p>Traffic circles are commonly used as a form of traffic calming; however, recent research shows they pose a higher injury risk to cyclists than intersections with stop sign control. At this time, traffic circles will not be explored as a traffic calming tool.</p>
Concerns about speeding	<p><i>"In summer time there seem to be a lot of racers along Panatella st. I estimate they get up to 120 km/hr"</i></p> <p><i>"Re: South side of Panatella Blvd between Panatella Blvd and Panatella Drive... Drivers continue to speed through this intersection without slowing down to look for pedestrians."</i></p> <p><i>"Hi. Great session tonight. I asked the Q about Panamount Street between the 2 schools. We get a lot of speeding between the two blvds at the end of the street."</i></p> <p><i>"...In the mean time, 40 km/h signs and speed enforcement are desperately needed."</i></p>	<p>The project team is exploring speed humps on the northern portion of Panatella Street near Panatella Boulevard that is less parked than the southern portion.</p> <p>In May 2021, the speed limit on residential roads was reduced to 40 km/hr. To determine if it is appropriate for a collector road to have a 40 km/h speed limit there were a number of factors considered such as, how long the road is (including playground zones), if traffic calming has been installed on the road (e.g. speed humps, or cushions) if the average speed (measured by a speed study) is consistently below the current speed limit, whether the road has low traffic volume, and whether the road is a bus route.</p> <p>Enforcement is one way to address motorist behaviour. Enforcement by Calgary Police Service can be requested by the community here.</p>
Additional traffic calming along Panamount Boulevard at	<p><i>"the intersection of Panamount Blvd NW & Panaroma hills Blvd NW be converted to a 3 way stop"</i></p>	<p>The project team is exploring additional traffic calming at the intersection of Panamount Boulevard and Panorama Hills Boulevard. This is likely a series of curb extensions to reduce the pedestrian crossing distance and make</p>

Comment Theme	Comment Examples	What We Are Doing
Panorama Hills Boulevard	<p><i>"Panamount Blvd and Panorama Hills BLvd. Very dangerous pedestrian crossing on all sides including for children."</i></p> <p><i>"Panamount Blvd and Panorama Hills Blvd- painting the cross walk is crazy. I have witnessed pedestrians almost hit by cars three times this week as no one does 30km. There needs to be a light or curb extension in that area."</i></p>	pedestrians more visible. Curb extensions will also help narrow the roadway through the intersection to manage speeding.

Next Steps

Based on the feedback provided, our team is refining detailed designs of improvements with installation of the various traffic calming measures anticipated later in 2022, as resources allow.

To learn more about the project or give feedback, please contact 311 or contact the project team at NeighbourhoodStreets@calgary.ca. You can also [sign up for Panorama Hills project email updates here](#).

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 the remainder of the submissions remains. 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.