

Calgary



City-wide Bikeways

Northmount Drive N.W.
Improvement Project
Spring 2016 Workshops
Summary



Northmount Drive N.W. Bikeway Input Summary (Spring 2016)

PROJECT OVERVIEW

Northmount Drive N.W. is scheduled for re-paving in 2017, which presents an opportunity to cost-effectively improve the current road design so it functions better for everyone. The project will consider ways to improve traffic flow and pedestrian crossings, as well as accommodate bicycle lanes.

ENGAGEMENT PROCESS



STAKEHOLDER MEETING #1

The first stakeholder meeting was held on Tuesday, October 13, 2015 at the Triwood Community Association from 6:30 p.m. – 8:00 p.m. There were 24 attendees, including adjacent residents and representatives from local Community Associations, Bike Calgary, Calgary Board of Education, University of Calgary, area schools and businesses.

Meeting attendees heard a [presentation](#) about why street improvements are proposed in this area, the existing conditions for people who walk, bicycle, take transit and drive and some of the challenges and opportunities for the proposed bikeway. Attendees broke into smaller groups to identify current issues and possible solutions with the project team.

Meeting attendees were asked to complete a feedback form and 16 forms were submitted after the meeting. After the meeting, the presentation and a link to an online feedback form were sent to 161 stakeholders. An additional five forms were completed online for a total of 21.

What we heard:

- Concerns about impacts to parking and school pick-ups/drop-offs
- A need for designated roadway space for people who bicycle to improve cyclist safety along the study area
- Concerns about traffic congestion
- Comments around the poor condition of area sidewalks

OPEN HOUSE AND ONLINE FEEDBACK

An open house was held on Tuesday, February 16, 2016 at the Triwood Community Association from 5 p.m. – 8 p.m. There were 258 attendees and 108 feedback forms collected. The feedback form was available online for one week after the open house and 521 additional forms were collected. The summary report can be seen [here](#).

What we heard:

Existing Conditions

- Congestion and school pick-ups and drop-offs are the top existing issues in the study area.
- Parking removal and safety for all road users are the other primary concerns associated with installing a bikeway.
- The majority of traffic delays occur at 14 Street N.W. and 19 Street N.W.
- The current parking and lack of bicycle facilities are functioning well in the study area.
- The top traffic operations that should be improved were pedestrian safety at crossings, additional turn signals and reducing speed.
- The top issue for people who bike and drive is congestion, for pedestrians is crossing safety and for transit users is the lack of space at bus stops.

School drop-off and pick-up

- Congestion and parking are the top issues for school drop-off/pick-up and having drop-off areas would improve this situation.

Parking

- Some respondents had no preference on which side to remove parking from, while others preferred parking not be removed.
- Most respondents who resided in the study area use street parking for residents and visitors.

Bikeway

- Bicycle facilities, especially a bike lane, would improve cyclist movement along the corridor.
- Implementing dedicated bicycle facilities would not encourage most respondents to start biking in the study area but would encourage people already cycling to do it more.
- Most respondents had concerns about implementing a bike facility; the top concerns were increased congestion and loss of parking.

ADJACENT RESIDENT/BUSINESS AND PUBLIC WORKSHOPS

To better understand the concerns about parking, congestion, pedestrian safety and school pick-up/drop-off zones heard in February 2016, The City held two adjacent resident/business workshops and one public workshop in spring 2016. Attendees were asked to sit at tables for north, central or south sections of the study area.

Event details	Attendee tally
May 24, 2016 at Triwood Community Association (adjacent residents/businesses)	21
May 28, 2016 at Brentwood Sportsplex (adjacent residents/businesses)	14
June 23, 2016 at the Brentwood Sportsplex (public)	82
Total Attendees	117



What we asked

Attendees heard a presentation about the project and what the project team has heard from the community to date. Each table was guided through four rounds of discussion: issue identification (have we missed anything?), parking, school zone and pedestrian safety, and congestion. Each table also had maps with preliminary ideas for improving intersections, pedestrian crossings and possible parking changes. Facilitators took notes on flip charts and everyone was welcome to write on the table maps provided for each discussion.

What we heard

The discussion notes from the flip charts are summarized below. Verbatim comments from the flip charts and maps can be found in a separate document on calgary.ca/bikeprojects.

Parking

- Concerns about the impact that parking removal will have on access to homes (seniors, lawn care, deliveries, people with disabilities), rental properties and high occupancy residences
- Students taking up side-street parking

Pedestrian safety and school pick-up and drop-off

- School bus stops need to be improved or moved as buses block the road, cause congestion and impair the visibility of drivers
- New and improved pedestrian crossings

Bicycle facilities

- Safety for all road users along Northmount Drive N.W. should be improved
- Some supported adding bicycle facilities
- Some prefer the bicycle lanes to be implemented on an alternative street
- Some felt there are not enough cyclists to justify the project
- Interest in bicycle licensing and registration
- Multiple design suggestions were made for bicycle facilities on Northmount Drive N.W.

Other

- Education about rules of the road is needed for drivers, cyclists, schools and students
- Do not want any trees to be removed along Northmount Drive N.W.
- Speeding is a concern and needs to be addressed

Whenever possible, comments from the flip charts were added to the maps. Comments that could not be placed geographically on a map are summarized below. Comments from all three workshops are combined in these results.

Parking

Concerns about parking removal:

- Limits access to homes (seniors, lawn care, deliveries, people with disabilities) (16)
- Generally concerned (8)
- Students already park on side streets and alleys (8)
- Rentals/high occupancy residences use additional parking (6)
- Property value will decrease (6)
- Questions about validity of parking study (5)
- Parking availability for new businesses (2)
- Safety concerns for walking across the street (3)
 - Mid-block crossing/jay-walking to cross
- Community events (2)
- Winter plug ins (2)
- Parking displacement will take place (2)

Ideas for parking:

- Controlled or restricted parking (6)
 - Parking permits (4)
 - Parking meters (2)
- No parking restrictions/permits (2)
- Remove all parking on Northmount Drive N.W. – too narrow (2)
- Keep parking removal consistent on one side of the road (2)
- Seasonal parking restrictions (2)
- Recessed parking bays
- Restricted parking during peak hours
- Laneway restricted parking (2)
- Add parking on side streets
- Weekend parking after University is out
- Do not remove boulevard for additional parking
- Swap the proposed north and south parking restrictions

Safety

- Need to improve safety for people cycling (10)
- Safety is priority (6)
- Curb extensions unsafe for people cycling (5)
- Need proper signage (3)
- Improve lighting (2)
- Concerned about unsafe behavior of student drivers (2)

Education

- Education about rules of the road is needed for drivers, people cycling, schools and students (19)
- Encourage students to ride bikes to school (2)

Tree removal

- Do not remove trees along Northmount Drive N.W. (19)

Cost

- Don't want the project to be a "cheap solution"/supportive of spending money on this project (5)
- Questions about how much project will cost (4)

Alternative streets

- Prefer an alternative street for the bike lanes (either John Laurie Boulevard or Capri Avenue) (28)

Usage

- Not enough cyclists on Northmount Drive N.W. (16)
- Bike lanes are generally not needed (3)
- Suggest data is inaccurate (2)

Licensing/Registration

- Would like to see bicycle licensing/registration (6)

School bus zones

- Buses block the road, causing congestion and restricted visibility for drivers (17)
- Parents dropping off students is a safety concern
- Dangerous for bicycles and buses to use the same lane
- Senator Patrick Burns School students ride bikes on sidewalk
- Ideas
 - Remove school buses from Northmount Drive N.W. (6)
 - Extend school zones/make consistent (5)
 - Indent bus stops (2)

Crosswalks

- Need improved crosswalks (marked crosswalks and signals) (16)
- Jaywalking is a concern (7)
- Dangerous pedestrian behaviors witnessed
- Ideas
 - Pedestrian scrambles by schools to accommodate left turns (2)
 - No pedestrian islands – the road is not wide enough
 - Provide sufficient time to cross the street

Design suggestions

- Multi-use sidewalk/pathway (8)
- Separated bike lanes (6)
- Use the boulevard for bike lanes (4)
- Sidewalks on one side, bike lane on the other (4)
- Controlled intersections for bikes (2)
- Seasonal bike lanes (2)
- No physical separation (2)
- Two-way cycle track (2)
- Painted bike lanes
- One way on each side of the street
- Elevated bikeway
- Bicycle boxes for turning

- Colored asphalt
- Neighbourhood greenway
- Bike lane in the middle of the road
- Berlin walkways
- No bike lanes – not wide enough
- Keep bike lanes along curbs

Transit

- Improvements needed (3)
- Consider transit stops when designing plans

Snow removal

- Questions about snow removal (8)

Speeding

- Speeding is a concern (4)
- Decrease speed limit (4)
- Enforcement is needed (3)
- Need for consistent speeds (2)

Congestion

- Need to reduce congestion (4)
- Bike lanes will increase congestion (3)
- Idea: dedicated turning lanes (2)
- Bike lanes will divert congestion to other streets
- Playground zones contribute to congestion

Short-cutting

- Short-cutting is occurring:
 - Northmount Drive N.W. from Cambria Drive N.W. to get to 14 Street (2)
 - Capri Avenue N.W. (2)
 - Through alleys

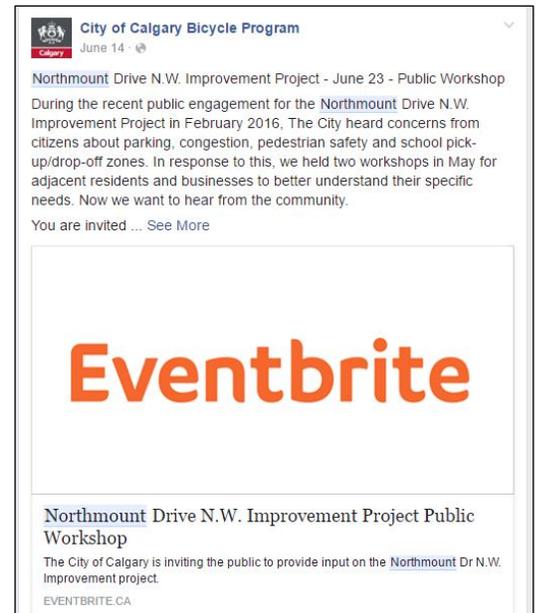
Workshop Advertising

The adjacent resident/business workshops were reserved for property owners, residents and businesses along Northmount Drive N.W. and were not advertised publicly.

- Invitations were mailed to 250 adjacent landowners on May 9, 2016
- Invitations were hand-delivered to 350 adjacent residents and businesses on Northmount Drive N.W. on May 11, 2016

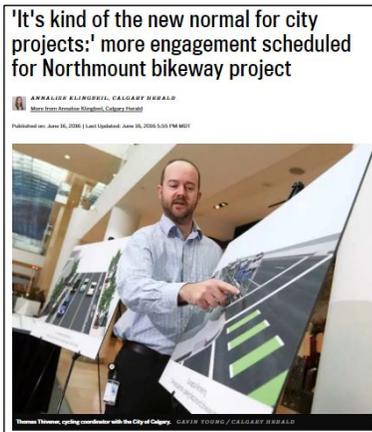
The public workshop was advertised in the following ways:

- Two variable message boards along Northmount Drive N.W. from June 18-24, 2016
- The project webpage
- Email invitations sent to 616 subscribers on June 9, 2016
- The City of Calgary Bicycle Program Facebook page and eight Tweets from @yyctransport



Other media channels also advertised the public workshop including:

- The Calgary Herald
- The Calgary Sun



NEXT STEPS

The feedback will be used to develop preliminary improvement options for Northmount Drive. A public workshop will be held in fall 2016 for participants to give input to help refine the design before implementation.