

Welcome

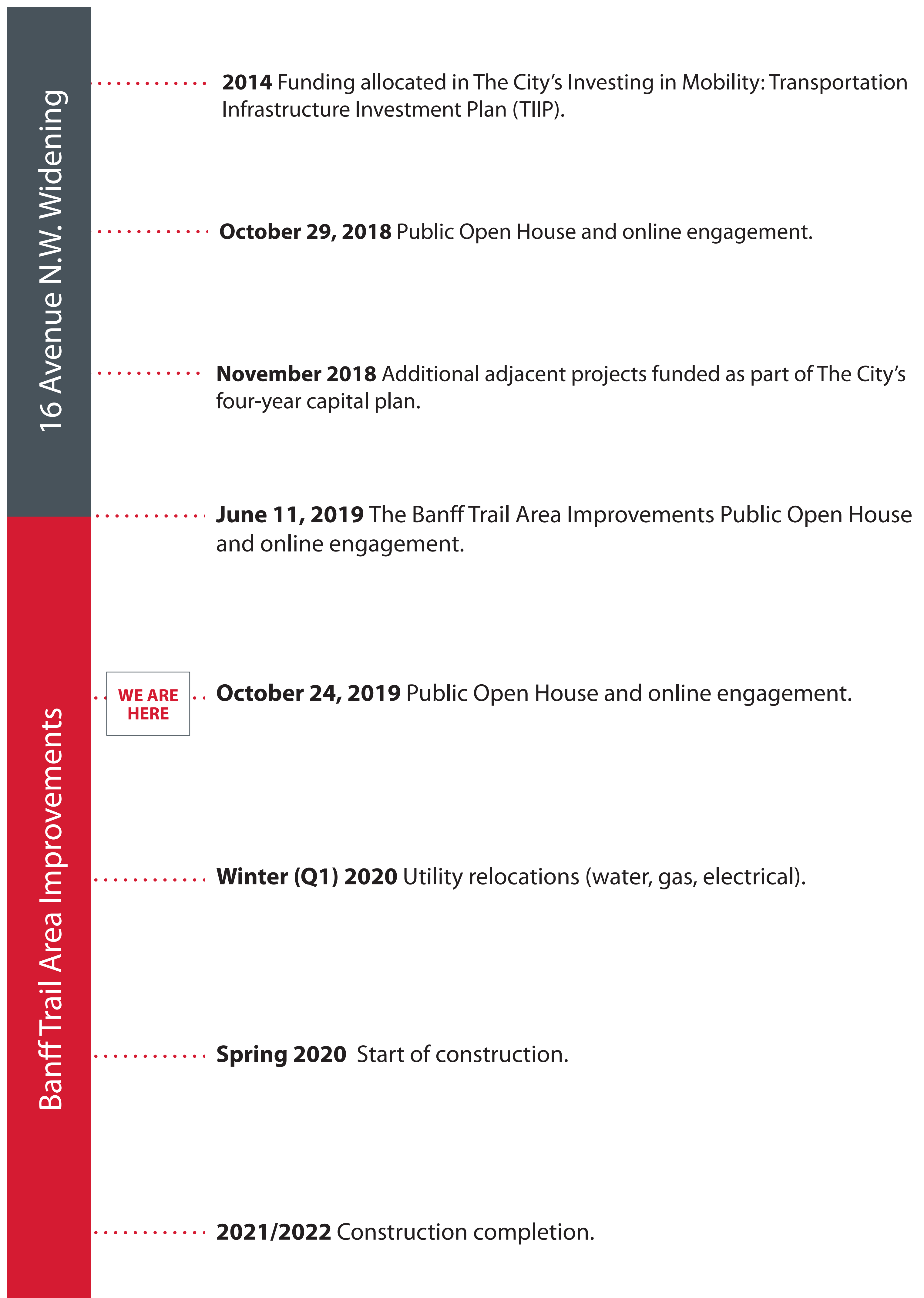
Banff Trail Area Improvements October 24, 2019: Open House

During this session, you will:

- Learn further details about this project
- Ask questions to the project team
- Review our plans for construction
- Provide input on 24 Avenue N.W.
- Get an idea of next steps



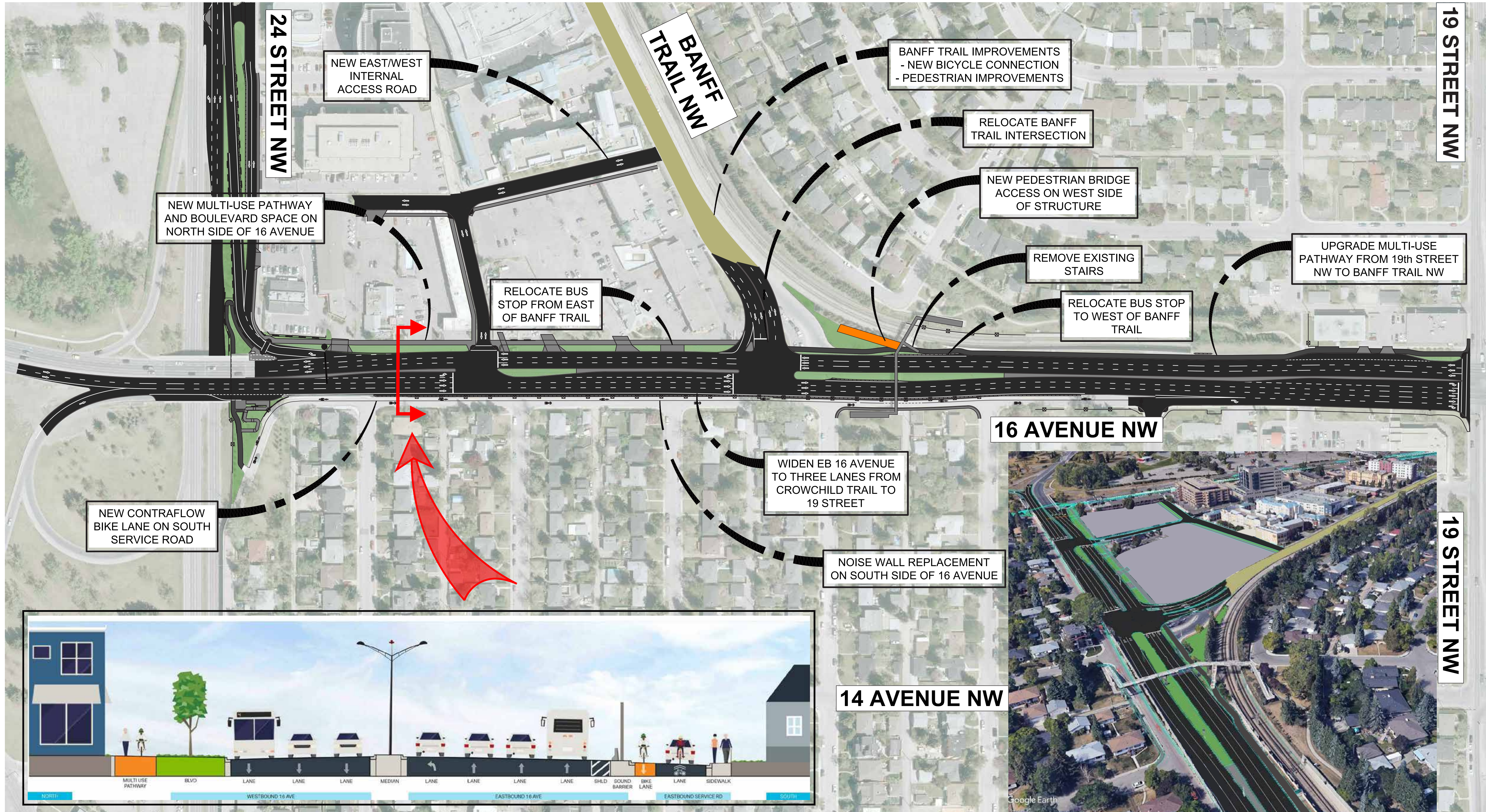
Timeline



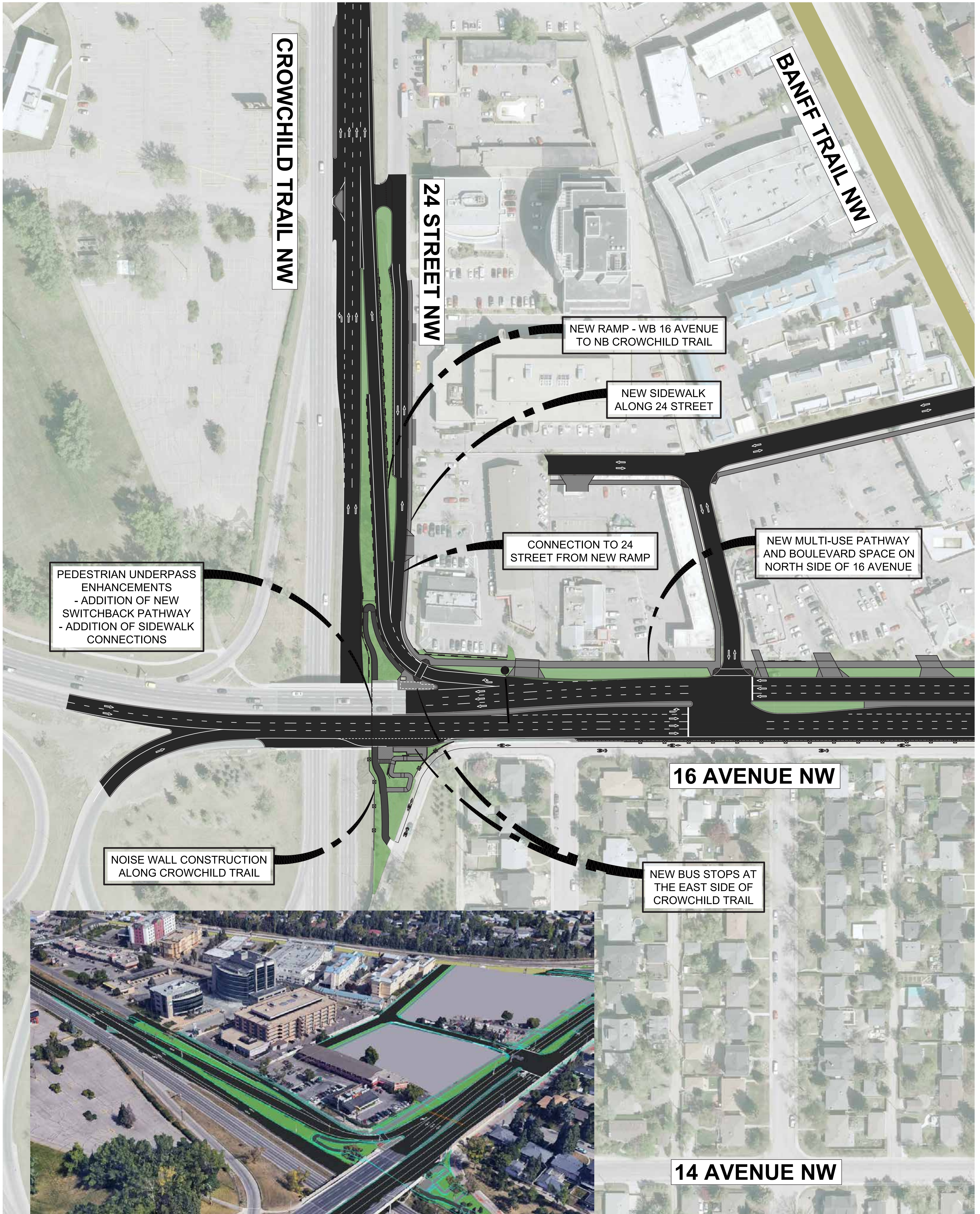
The scope



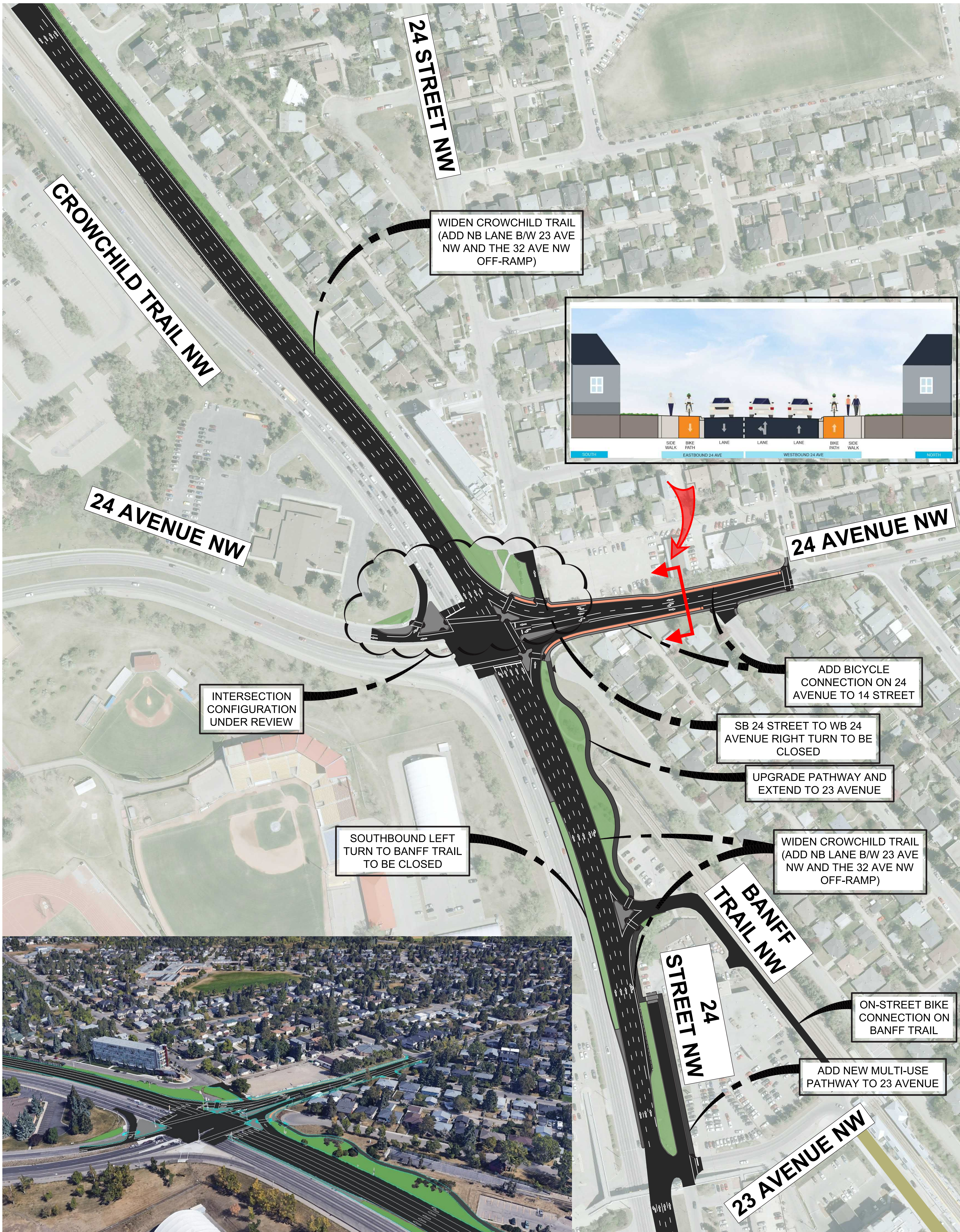
16 Avenue N.W. Lane Widening from Crowchild Trail N.W. to 20A Street N.W.



Westbound 16 Avenue N.W. Off-ramp to Northbound Crowchild Trail N.W.



Intersection Improvements at Crowchild Trail N.W. and 24th Avenue N.W.



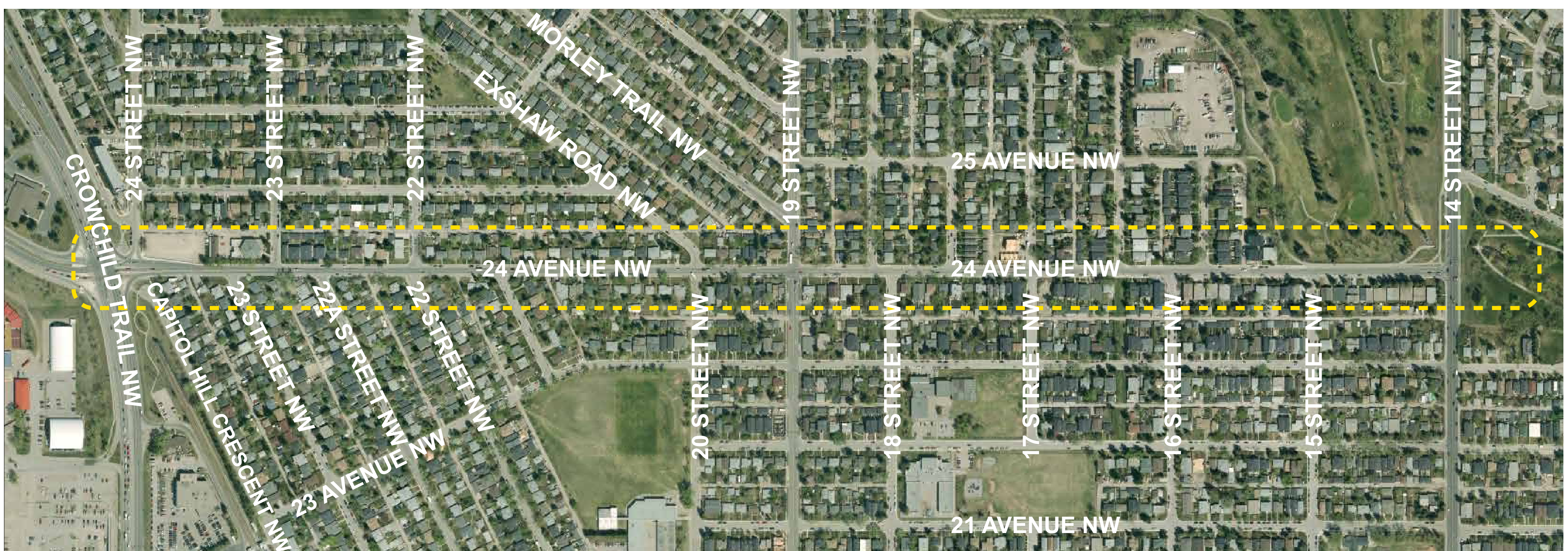
Why are we improving 24th Avenue N.W.?

Intent of the project:

- 24 Ave. N.W. was identified for asphalt resurfacing and sidewalk repairs due to the current condition of the roadway.
- Opportunity to coordinate cycling, pedestrian and safety improvements at same time as paving.
- Opportunity to coordinate work with adjacent redevelopments.

Why is cycling infrastructure needed on 24th Avenue N.W.?

- 24 Ave N.W. is an important east-west connection for people cycling in Calgary's inner northwest communities.
- 24 Ave N.W. ties into existing pathways and on-street bikeways that connect areas further north with the Bow River Pathway Network.
- 24 Ave N.W. provides a direct connection to The University of Calgary, Confederation Park, The Children's Hospital and the Foothills Medical Center.
- Based on the Complete Streets Guide, a collector street carrying more than 3,000 vehicles per day shall include dedicated bike lanes.
- Feedback from the public regarding traffic speeds, pedestrian crossings and safety along the corridor.



The “5A” Cycling Network

- **The 5A Network is: Always Available for All Ages and Abilities.** This means that connections on this network (which include both on-street bikeways and off-street pathways) are safe and comfortable for all users, regardless of their age or skill level, at all times of day and in all seasons.
- The 5A Network is the evolution of the Primary Cycling Network which was identified in 2009 by the Calgary Transportation Plan and the Municipal Development Plan.
- This network facilitates travel by people who walk and cycle, as well as wheelchairs, in-line skates, skateboards, scooters, etc.
- By focusing on design solutions that work for all ages and abilities, The City is supporting safe mobility options by providing socially equitable transportation which facilitates access to employment, education, community amenities, and social participation within and across communities.

24th Avenue N.W. Feedback from June 2019 Open House

The following themes relating to 24 Ave N.W. emerged from the feedback we received at our June open house.

Please note: A copy of the full 'What We Heard Report' is available online at: calgary.ca/BanffTrailAreaImprovements

What we heard	What we did
<p>Pedestrian crossings</p> <p>Pedestrian crossing safety was identified as the top theme of the comments received.</p> <p>Citizens indicated that there are numerous locations along the 24 Ave N.W. that are unsafe to cross and suggested ideas and locations at which they could be improved.</p> <p>Another sub-theme that was identified was the desire for the corridor to be more walkable and accessible.</p>	<p>Pedestrian crossing safety features that are currently being considered include:</p> <ul style="list-style-type: none"> • Curb extensions at various locations along the corridor to shorten the crossing distance across intersections. • Curb extensions provide motorists with improved visibility of pedestrians. • Additional pedestrian crossing safety enhancements such as Rectangular Rapid Flashing Beacons (RRFBs) and/or other traffic controls at 22 Street N.W. and 15 Street N.W. • Wider sidewalks for people who walk and wheel (people who cycle, use scooters, use in-line skates, use skateboards, use wheelchairs, push strollers, etc.). • More space and distance between people and vehicular traffic. • Improvements to intersections and crosswalks, such as curb extensions, signals, and lighting improvements will make it easier for people to park on one side of 24 Avenue and cross to their destination on the other side of the street.
<p>Traffic issues</p> <p>Feedback collected on traffic issues fell into the subthemes of:</p> <p>1) Traffic flow and volume:</p> <ul style="list-style-type: none"> • Concerns with the traffic flow and volume of vehicles along the corridor. • There being numerous locations along the corridor that experience high volume of traffic and both congestion and speeding. • Concerns around motorists using the corridor as a 'cut-through' and the need for reduced speed limits and increased enforcement in the area. <p>2) Access & egress to 24th Avenue N.W.:</p> <ul style="list-style-type: none"> • Feedback indicated that this is a significant challenge in the area and identified key locations. 	<ul style="list-style-type: none"> • Left turn bays at 19 Street N.W. will improve the view of oncoming traffic for the opposing left turn vehicles and allow turning vehicles to adequately judge gaps, this enhances the overall safety of the intersection for all modes and can also help to reduce vehicular delay at 19 Street N.W. • Changes to the width of 24 Ave N.W., including narrowing travel lanes to reduce vehicle speeds. • Curb extensions will maintain a single lane at intersections, eliminate driving in the parking lane and help to reduce speeds by narrowing the roadway.

24th Avenue N.W. Feedback from June 2019 Open House - continued

What we heard	What we did
<p>Cycling facilities</p> <p>Feedback indicated that citizens are both for and against the installation of cycling facilities along 24 Ave N.W.</p> <p>In support of cycling facilities:</p> <p>Feedback based around increased safety, increased ridership, and increased connectivity to local destinations.</p> <p>Against cycling facilities:</p> <p>Feedback based around parking impacts, suggestion of using other corridors instead (i.e. 23 Ave), low ridership (not worth it), and general lack of support.</p>	<ul style="list-style-type: none"> • More physical space and distance between vehicular traffic, and pedestrians/wheeled users. • Clear markings and designations for vehicles turning across the cycling amenities. • Improved visibility for people who walk, wheel and drive.
<p>Parking</p> <p>Feedback highlighted parking concerns with McMahon Stadium overflow, student parking, residential parking permits, and parking loss due to the installation of cycling facilities.</p>	<ul style="list-style-type: none"> • To improve 24 Ave N.W. for all modes of transportation while minimizing the impacts to property, additional space is required which means the consolidation of parking on one side of the road. • We know parking is important to you and that said, we are collecting feedback on parking management (i.e. Unrestricted, time-restricted, residential parking permit) to ensure that an adequate supply of parking is available for residents, visitors and anyone else needing to use the area (i.e. Delivery trucks, taxis, etc.) • There are different options available to manage parking spaces such as: timed parking zones (2-hour parking during the day, etc.), permit parking, or unrestricted zones so that anyone can park there, at any time of the day. • We will continue to work with residents and communities after the project is constructed to manage the parking supply along 24 Ave and the associated side streets to ensure community needs are being met. <p>Parking will be removed at the following locations:</p> <ul style="list-style-type: none"> • From 23 St. N.W. to Exshaw Rd./20 St. N.W. Removed on the south side of 24 Ave N.W. and consolidated on the north side. • From 18 St. N.W. to 14 St. N.W. Removed on the north side of 24 Ave N.W. and consolidated on the south side.



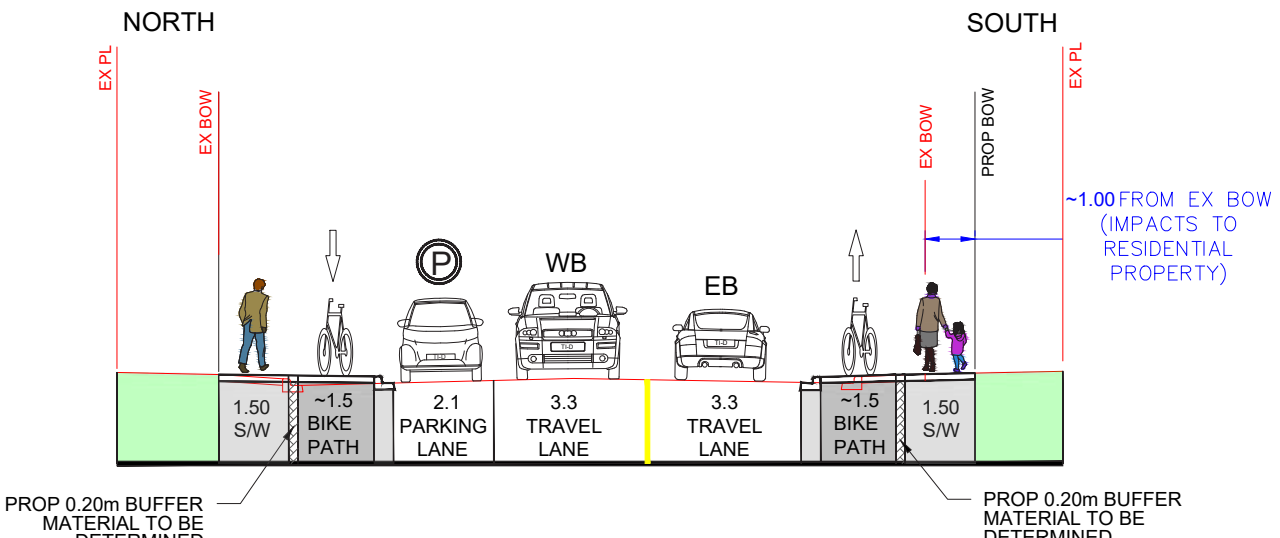
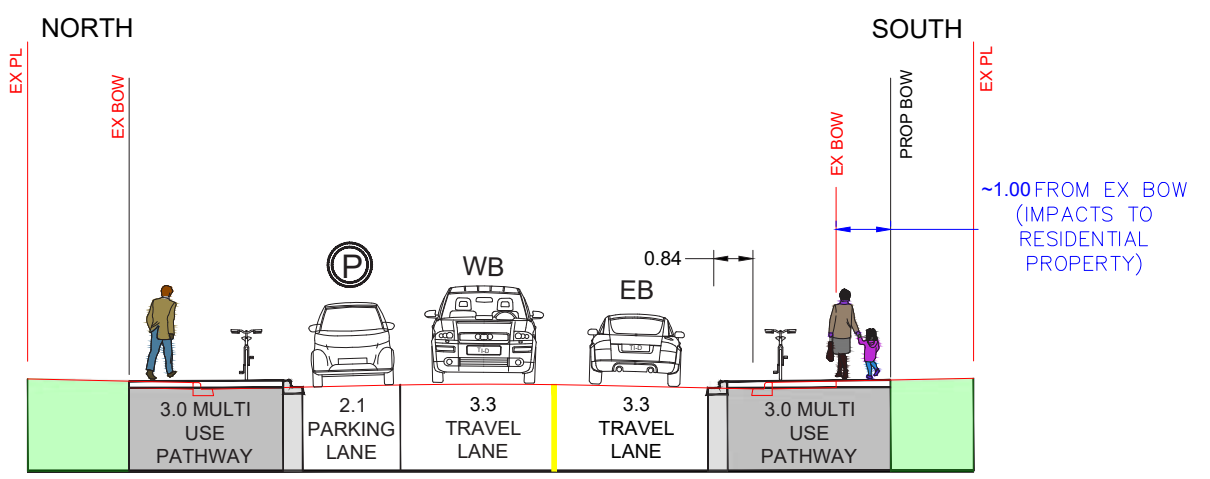
Design options and considerations at a glance

<p>Legend:</p> <p>Existing </p> <p>Proposed </p> <p>Asphalt </p> <p>Concrete </p>	<p>Option #1</p>	<p>Option #2</p>	<p>Design consideration #3</p>	<p>Design consideration #4</p>	<p>Design consideration #5</p>	<p>Design consideration #6</p>
<p>Design description</p> <p>Category</p>	<ul style="list-style-type: none"> • New sidewalks next to bike paths (with a buffer between the sidewalk and the bike path) • Parking on one side 	<ul style="list-style-type: none"> • New multi-use pathway on both sides • Parking on one side 	<ul style="list-style-type: none"> • Keep existing sidewalks and curbs • On-street bike lanes • Parking on one side 	<ul style="list-style-type: none"> • Keep existing sidewalks and curbs • On-street cycle tracks • No on-street parking 	<ul style="list-style-type: none"> • Roadway resurfacing and concrete sidewalk repairs (basic maintenance) 	<ul style="list-style-type: none"> • New multi-use pathway on the north side • New sidewalk on the south side • Parking on one side
Improvements for people walking	★★★★★	★★★★★	★	★	★	★★★★
Improvements for people cycling (All Ages and Abilities)	★★★★★	★★★★★	★	★★★★★	★	★★★★
Safety improvement	★★★★★	★★★★★	★★	★★★	★	★★★★
Accessibility improvement	★★★★★	★★★★★	★★	★★★	★	★★★★
Minimizing traffic impacts	★★★★★	★★★★★	★★★	★★★	★★★★★	★★★★★
Minimizing parking impacts	★★★	★★★★	★★★	★	★★★★★	★★★★
Minimizing property impacts	★★★	★★★★	★★★★★	★★★★★	★★★★★	★★★★★
Streetscape improvement	★★★★★	★★★★★	★★	★★	★★★	★★★★
Winter maintenance	★★★★★	★★★★★	★	★★★★	★★★	★★★★★
Cost (Higher ★s is higher cost)	★★★★★	★★★★★	★★★	★★★	★★	★★★★

Legend:

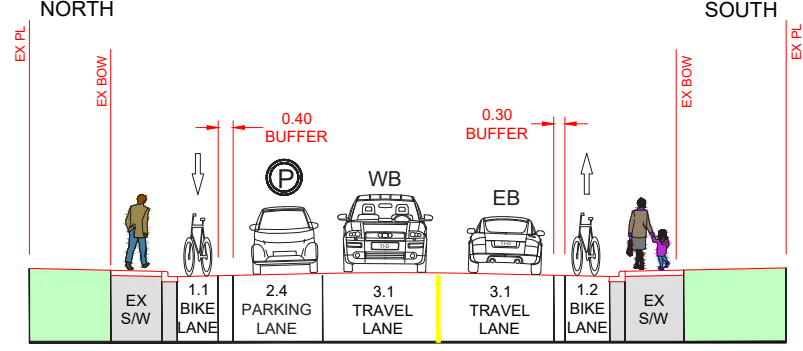
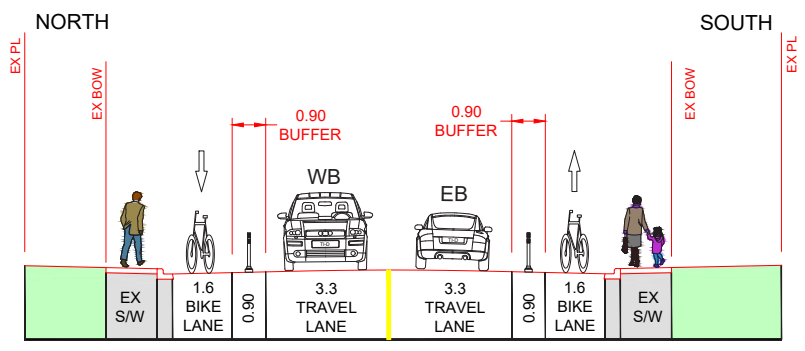
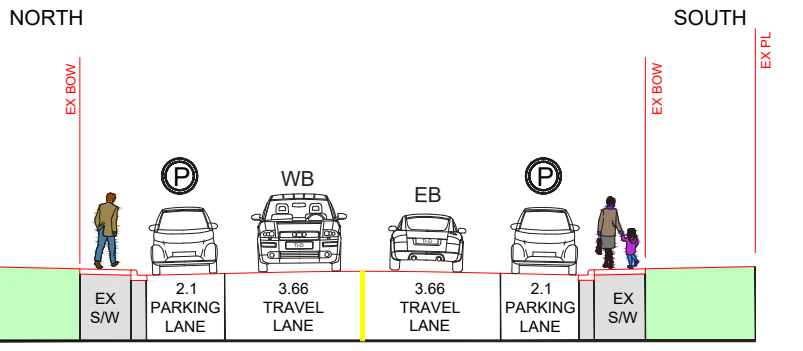
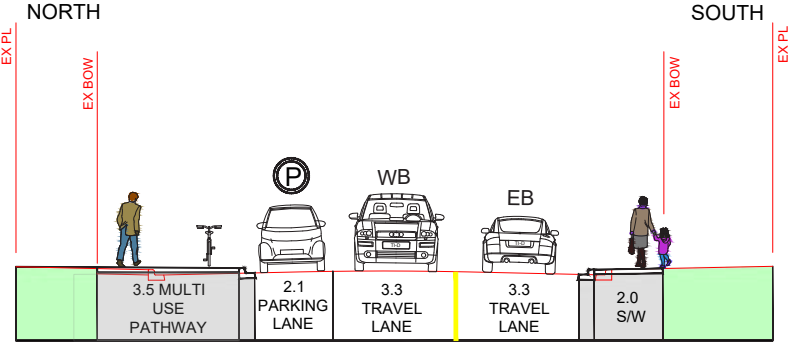
Fully meets criteria	Partially meets criteria	Does not meet criteria
★★★★★	★★★★★ ★★★★ ★★★	★

24 Avenue N.W. - Preferred design options

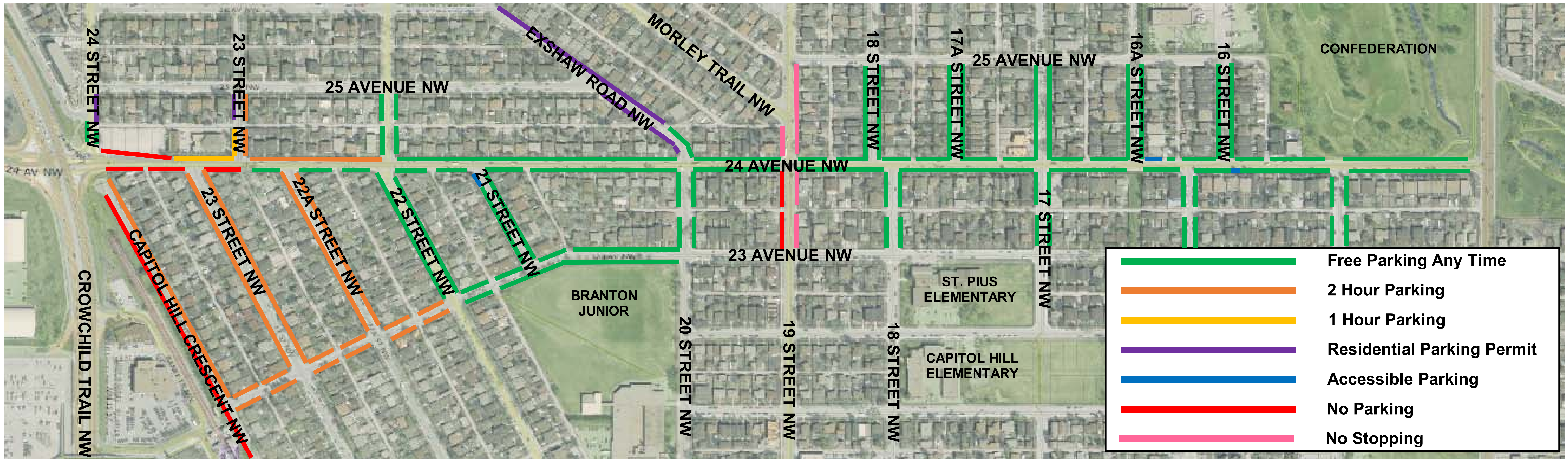
<p>Legend:</p> <p>Existing —</p> <p>Proposed —</p> <p>Asphalt </p> <p>Concrete </p>	<p>Option #1</p> 	<p>Option #2</p> 
<p>Design description</p>	<ul style="list-style-type: none"> New sidewalks next to bike paths (with a buffer between the sidewalk and the bike path) Parking on one side 	<ul style="list-style-type: none"> New multi-use pathway on both sides Parking on one side
<p>Safety</p>	<ul style="list-style-type: none"> Wider sidewalks Curb extensions and bike paths shorten crossing distance Improved pavement markings, signs and signals make it easier and safer for people to cross 24 Ave Dedicated space for people who walk and wheel (people who cycle, use scooters, use skateboards, use in-line skates) Greater separation between the sidewalk and the traffic lane 	<ul style="list-style-type: none"> People who walk and wheel are separated from traffic Curb extensions shorten crossing distance Bi-directional pathways mean people who wheel may be moving in an unexpected direction for motorists, with an increased risk of right or left-hook collisions Risk of collision on multi-use pathway between users travelling in opposite directions, or between people who walk and wheel
<p>Ease of travel</p>	<ul style="list-style-type: none"> Dedicated space for people who walk, wheel and drive Number of travel lanes does not change; roadway operates as it currently do for people driving 	<ul style="list-style-type: none"> People walking and wheeling have a shared space away from motor-vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave Number of travel lanes does not change - the roadway operates as it currently does for people driving People walking and wheeling have a shared space away from motor vehicle traffic, with bi-directional, multi-modal travel permitted on both sides of 24 Ave Number of travel lanes does not change - the roadway operates as it currently does for people driving
<p>Parking</p>	<ul style="list-style-type: none"> Parking consolidated on one side of the road with a priority on maintaining parking for houses that front onto 24 Ave, and also maximizing the number of remaining parking spots Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets 	<ul style="list-style-type: none"> Parking consolidated on one side of the road, with a priority on maintaining parking for houses that front onto 24 Ave Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets
<p>Streetscape</p>	<ul style="list-style-type: none"> Width of roadway will be narrower - more space available for people walking and wheeling Combined width of the sidewalk and bike path is more than 3.0m - makes for a more pleasant walking and wheeling environment As development occurs, it will be possible to add street furniture and make other improvements to the streetscape 	<ul style="list-style-type: none"> Opportunities exist for the addition of street furniture and other streetscape improvements adjacent to development Multi-use pathways increase the space allocated to non-vehicular users on one side of the road
<p>Trees</p>	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Some impacts to trees at different locations 	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Trees can be included at development sites
<p>Property impacts</p>	<ul style="list-style-type: none"> All work will be done on public road right-of-way ~ 1m of additional space will be required on one side of the street Some retaining walls, driveways and stairs will need to be reconstructed, and some landscaping will need to be redone 	<ul style="list-style-type: none"> All work will be done on public road right-of-way ~ 1m of additional space will be required on one side of the street Some retaining walls will need to be rebuilt, some driveways and stairs will need to be reconstructed, and some landscaping will need to be redone
<p>Winter maintenance</p>	<ul style="list-style-type: none"> Residents will be responsible for clearing the sidewalk next to their property, just as it is now The City will be responsible for clearing the bike path Additional space for snow storage will be available next to the bike path Road will be narrower - means less snow will accumulate and be pushed into windrows With parking on only one side, it will be easier for City crews to keep the roadway clear of snow Where there is no on-street parking, larger City equipment may be able to clear the bike path from the travel lane 	<ul style="list-style-type: none"> Residents will be responsible for clearing half of the multi-use pathway The City will be responsible for clearing the remainder of the pathway Additional space for snow storage will be available at the edge of the pathway The road will be narrower - meaning less snow will accumulate and be pushed into windrows
<p>Cost/Scope</p>	<ul style="list-style-type: none"> Medium-High (\$\$\$) Requires construction on both sides of the roadway (in addition to roadway resurfacing) 	<ul style="list-style-type: none"> Medium-High (\$\$\$) Requires construction on both sides of the roadway (in addition to roadway resurfacing)
<p>Accessibility</p>	<ul style="list-style-type: none"> Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks Wheelchair ramps and crosswalks will make it easier for people who walk to cross 24 Ave 	<ul style="list-style-type: none"> Asphalt surface of the multi-use pathway does not have dedicated space for pedestrians and may be more difficult to decipher for persons with visual disabilities Wheelchair ramps and crosswalks will make it easier for people walking to cross 24 Ave
<p>Multi-modal impacts</p>	<ul style="list-style-type: none"> Dedicated space for people walking and wheeling Sidewalks wide enough for people to walk side-by-side Bike paths will present a smoother and easier surface for wheeled users to travel upon (instead of sidewalks) Bike paths will provide a safe, smooth and direct way to travel along 24 Ave without encroaching on the sidewalks or roadway Wheelchair ramps will be reconstructed to new standards Drainage issues would be repaired, reducing water ponding at crosswalks 	<ul style="list-style-type: none"> Multi-use pathways shared between people who walk and wheel Pathways will provide more space and a smooth surface for users with mobility challenges Wheelchair ramps will be reconstructed to new standards Drainage issues would be repaired, reducing water ponding at crosswalks
<p>All ages and abilities</p>	<ul style="list-style-type: none"> All modes have dedicated infrastructure Suitable for all ages and abilities 	<ul style="list-style-type: none"> Multi-use pathways on both sides would be shared Could be considered as an all ages and abilities facility if volumes of people walking and wheeling are low



24 Avenue N.W. - Design considerations

<p>Legend:</p> <p>Existing —</p> <p>Proposed —</p> <p>Asphalt </p> <p>Concrete </p>	<p>Design consideration #3</p> 	<p>Design consideration #4</p> 	<p>Design consideration #5</p> 	<p>Design consideration #6</p> 
<p>Design description</p>	<ul style="list-style-type: none"> Keep existing sidewalks and curbs On-street bike lanes Parking on one side 	<ul style="list-style-type: none"> Keep existing sidewalks and curbs Cycle tracks No on-street parking 	<ul style="list-style-type: none"> Roadway resurfacing and concrete sidewalk repairs (basic maintenance) 	<ul style="list-style-type: none"> New multi-use pathway on the north side New sidewalk on the south side Parking on one side
<p>Safety</p>	<ul style="list-style-type: none"> No physical separation from vehicles People who wheel run the risk of getting hit with car doors while travelling in the bike path Narrow travel lanes increase the risk of side-swipe collisions with people who walk and wheel, or with parked vehicles Sidewalks are of sub-standard width, increasing the risk of collision between people who walk and wheel 	<ul style="list-style-type: none"> Bike paths separated from motor vehicles by a buffer with flexible posts Sidewalks are sub-standard width - increased collision risk between people walking and people wheeling Risk of people parking in the buffered bike path 	<ul style="list-style-type: none"> Sidewalks are sub-standard width, increasing collision risk between people who walk and wheel Alternative route for cyclists still required (23 Ave would be an option, but not provide a dedicated connection) Signals would be required on 23 Ave @ 19 ST and 14 ST to safely cross those roads People cycling on 24 Ave would have no dedicated infrastructure 	<ul style="list-style-type: none"> Sidewalk widening on south side - will increase space for people walking but poses collision risk with people wheeling People cycling may still choose to ride in the travel lanes as they do today Bi-directional nature of pathways means that people wheeling would be moving in an unexpected direction for motorists, with an increased risk of right or left-hook collisions Curb extensions shorten pedestrian crossing distance
<p>Ease of travel</p>	<ul style="list-style-type: none"> No physical separation from vehicles People who wheel run the risk of getting hit with car doors while travelling in the bike paths Narrow travel lanes increase the risk of side-swipe collisions with people who walk and wheel, or with parked vehicles Sidewalks are of sub-standard width, increasing the risk of collision between people who walk and wheel 	<ul style="list-style-type: none"> People who walk and wheel can use the bike paths, travelling in the same direction as motor vehicles Some wheeled users will continue to use the sidewalks (as is currently permitted) Number of travel lanes does not change - the roadway operates as it did for people driving People who walk and wheel can use the bike paths, travelling in the same direction as motor vehicles 	<ul style="list-style-type: none"> Configuration of roadway and sidewalks remains exactly as it currently is - roadway operations remain unchanged People walking and wheeling use existing sidewalks People cycling travel in the vehicle lane with people driving Configuration of roadway and sidewalks remains exactly as it currently is - roadway operations remain unchanged 	<ul style="list-style-type: none"> Number of travel lanes does not change, so the roadway operates as it does for people driving People who walk and wheel travel in both directions on a multi-use pathway on the north side of 24 Ave People walking and wheeling travel in both directions on the south sidewalk
<p>Parking</p>	<ul style="list-style-type: none"> Parking consolidated on one side of the road with a priority on maintaining parking for houses that front onto 24 Ave, and also maximizing the number of remaining parking spots Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets 	<ul style="list-style-type: none"> Parking will be removed from both sides Significant impacts to homeowners, visitors, and people parking and walking to local destinations Significant impacts to people sending and receiving deliveries 	<ul style="list-style-type: none"> No parking impacts 	<ul style="list-style-type: none"> Parking consolidated on one side of the road with a priority on maintaining parking for houses that front onto 24 Ave, and also maximizing the number of remaining parking spots Parking restrictions and other parking management strategies can be applied to balance the needs of residents and visitors parking on 24 Ave and on side streets
<p>Streetscape</p>	<ul style="list-style-type: none"> Opportunity for street furniture and other streetscape is limited 	<ul style="list-style-type: none"> No change to public realm space People walking would be separated from motor-vehicle traffic by the bike paths 	<ul style="list-style-type: none"> No change to public realm 	<ul style="list-style-type: none"> Opportunity to widen one sidewalk, increasing public realm space for pedestrians Multi-use pathway increases space for people who walk and wheel
<p>Trees</p>	<ul style="list-style-type: none"> Low potential impact to existing trees Trees may be planted adjacent to new development 	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Trees may be planted adjacent to new developments 	<ul style="list-style-type: none"> Design minimizes impacts to mature trees (only related to concrete repair of existing sidewalks) 	<ul style="list-style-type: none"> Design minimizes impacts to mature trees Trees may be planted adjacent to new developments
<p>Property impacts</p>	<ul style="list-style-type: none"> No impacts to private property Some impacts to public right-of-way may be required to facilitate curb-extensions 	<ul style="list-style-type: none"> Potential for minor impacts to right-of-way with construction of curb-extensions 	<ul style="list-style-type: none"> No property or right-of-way impacts 	<ul style="list-style-type: none"> No property or right-of-way impacts; only construction impacts relating to rebuilding the sidewalk/pathway.
<p>Winter maintenance</p>	<ul style="list-style-type: none"> Less space available for snow storage with narrower lanes and bike paths Specialized equipment required to clear the bike path next to parked cars Maintenance of bike paths in the winter will require more frequent passes by snow clearing equipment and more snow removal, increasing the cost of maintenance 	<ul style="list-style-type: none"> Buffer space between the bike paths and the travel lane can be used for snow storage Specialized equipment required to remove windrows in the buffer space Snow from sidewalks will be pushed into the bike path, requiring more frequent passes by snow clearing equipment 	<ul style="list-style-type: none"> No change to snow and ice control as no changes being made to the configuration of the road 	<ul style="list-style-type: none"> Residents responsible for clearing half of the multi-use pathway The City will be responsible for clearing the remainder of the pathway Road will be narrower - means less snow will accumulate and be pushed into windrows
<p>Cost/Scope</p>	<ul style="list-style-type: none"> Low-Medium (\$\$) Concrete sidewalk repair and roadway resurfacing 	<ul style="list-style-type: none"> Low-Medium (\$\$) Concrete sidewalk repair and roadway resurfacing 	<ul style="list-style-type: none"> Low(\$) Concrete sidewalk repair and roadway resurfacing still required 	<ul style="list-style-type: none"> Medium-High (\$\$\$) Require construction on both sides of the roadway (in addition to roadway resurfacing)
<p>Accessibility</p>	<ul style="list-style-type: none"> Existing sidewalks are below current standards and do not permit two wheelchairs to pass one another easily Existing wheelchair ramps would not be upgraded 	<ul style="list-style-type: none"> Existing sidewalks are below current standards and do not permit two wheelchairs to pass one another easily Existing wheelchair ramps would not be upgraded Bike paths would reduce the amount of road space for cars, making it easier to cross the street for those with vision impairment 	<ul style="list-style-type: none"> Existing sidewalks are below current standards and do not permit two to pass one another easily Existing wheelchair ramps would not be upgraded Damaged concrete sidewalks would be repaired, creating a smoother surface for people who walk and wheel 	<ul style="list-style-type: none"> Multi-use pathway will provide more space for people who walk and wheel Sidewalk widening would improve accessibility for wheelchair users Asphalt surface of the multi-use pathway does not have dedicated space for pedestrians and may be more difficult to decipher for persons with visual disabilities Upgraded wheelchair ramps and crosswalks will make it easier for all users
<p>Multi-modal impacts</p>	<ul style="list-style-type: none"> Existing sidewalks are narrow - no improvements made to increase space for people with mobility challenges Drainage issues would be repaired, reducing water ponding at crosswalks 	<ul style="list-style-type: none"> Existing sidewalks are narrow - no improvements made to increase space for people with mobility challenges Removal of parking would increase visibility of pedestrians at crossing locations, making it easier to cross the street for those with vision impairment Drainage issues would be repaired, reducing water ponding at crosswalks 	<ul style="list-style-type: none"> Drainage issues would be repaired, reducing water ponding at crosswalks 	<ul style="list-style-type: none"> Multi-use pathway and wider sidewalk would provide more space for people who use wheelchairs Curb extensions and crossing improvements would make it easier to cross 24 Ave Wheelchair ramps will be reconstructed to new standards Drainage issues would be repaired, reducing water ponding at crosswalks
<p>All ages and abilities</p>	<ul style="list-style-type: none"> Narrow bike paths and lack of protection from vehicles Not suitable for all ages and abilities 	<ul style="list-style-type: none"> Sidewalks remain narrow and sub-standard - less than ideal for pedestrians and wheeled users Bike paths suitable for all ages and abilities (if protected by barriers or delineators) 	<ul style="list-style-type: none"> No dedicated facilities for people who walk and wheel Not suitable for all ages and abilities as they would be sharing the road with people driving, as it is today 	<ul style="list-style-type: none"> People would be in a shared-use facility, with high volumes of people who walk and wheel Additional crossings of 24 Ave may be required to access the pathway on one side of the road Not suitable for all ages and abilities

24 Avenue N.W. - Existing parking restrictions



How to provide feedback on 24th Avenue N.W.

We want to hear from you

We're collecting feedback on the two proposed design options to 24th Avenue N.W.

Please review the informational boards around the room, ask questions and take the time you need to consider your views or speak with others.

To give your input today:

Pick up a worksheet and fill it out.

Once you are done please leave it in the drop-box or with a City employee.

Want to provide your feedback later?

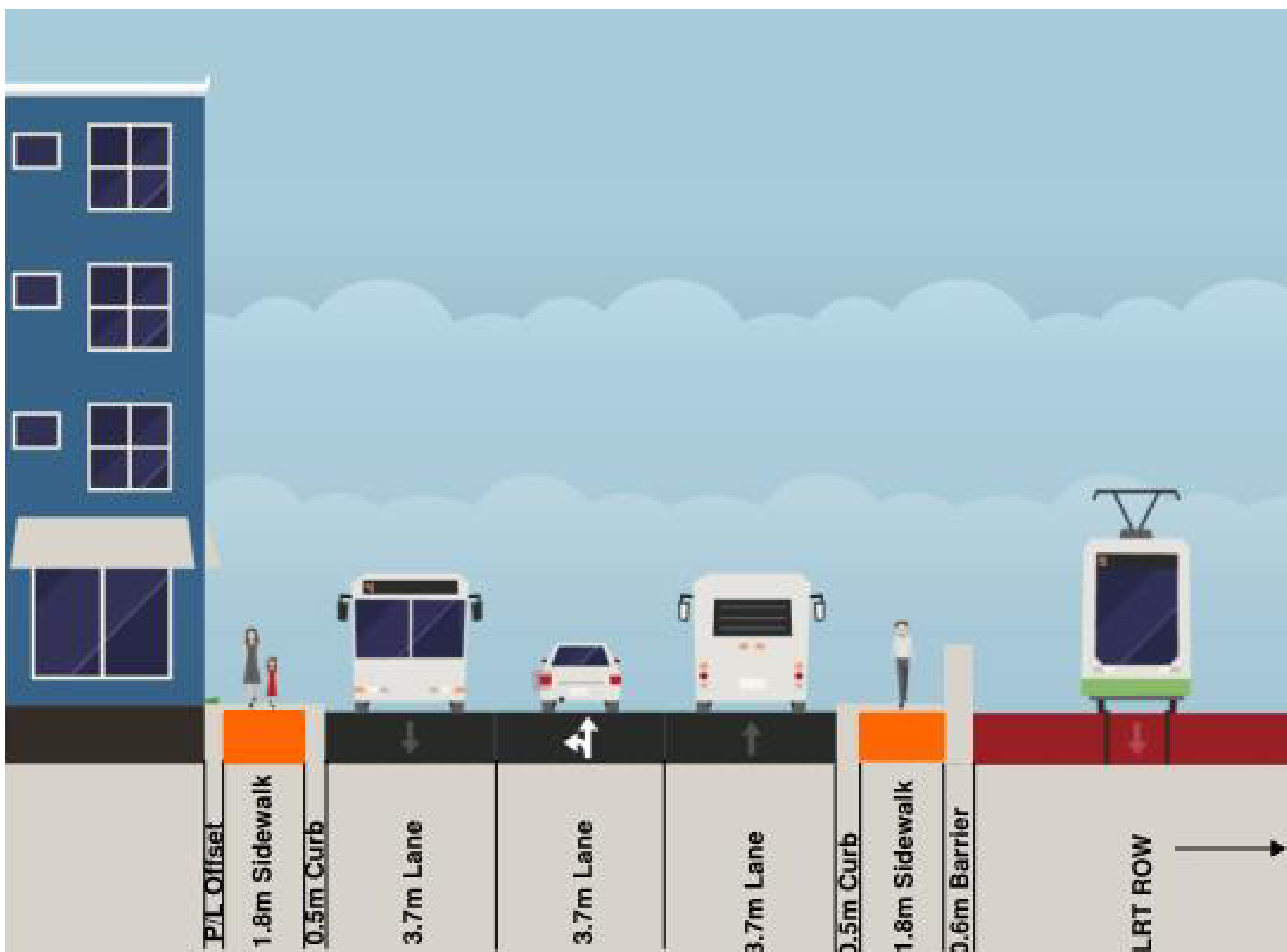
If you need some time to collect your thoughts, feel free to provide your feedback online anytime between **Thursday, October 24 and Friday, November 8, 2019**. You'll find the same questions online as those that are presented in today's worksheet.

To do so, visit calgary.ca/BanffTrailAreaImprovements and click on the 'provide your feedback online' link.

Banff Trail N.W. cross-section

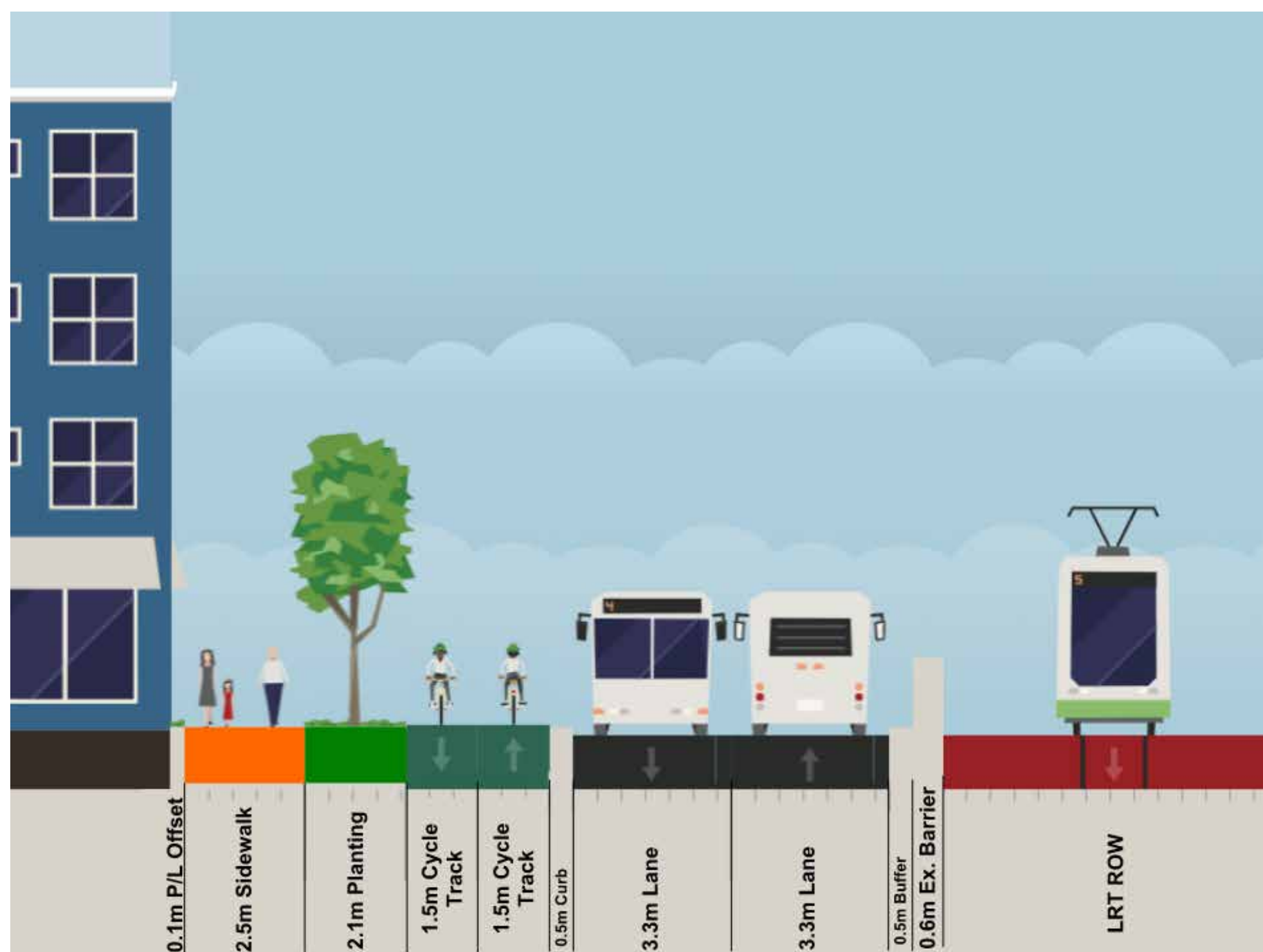
The work we are doing along the Banff Trail N.W. corridor is in alignment with the Banff Trail Area Redevelopment Plan.

Existing Banff Trail cross-section:



Option 2 (selected option)

Cycle track on west side of road



Question: What do you **like** about this option?

- Groups like modes of transportation together
- Support cycle tracks together vs. separated
- General support for planting area
- The bike paths are not segregated from businesses
- Accessible for all modes of transportation
- Very pedestrian-friendly and safe

Question: What do you **not like** about this option?

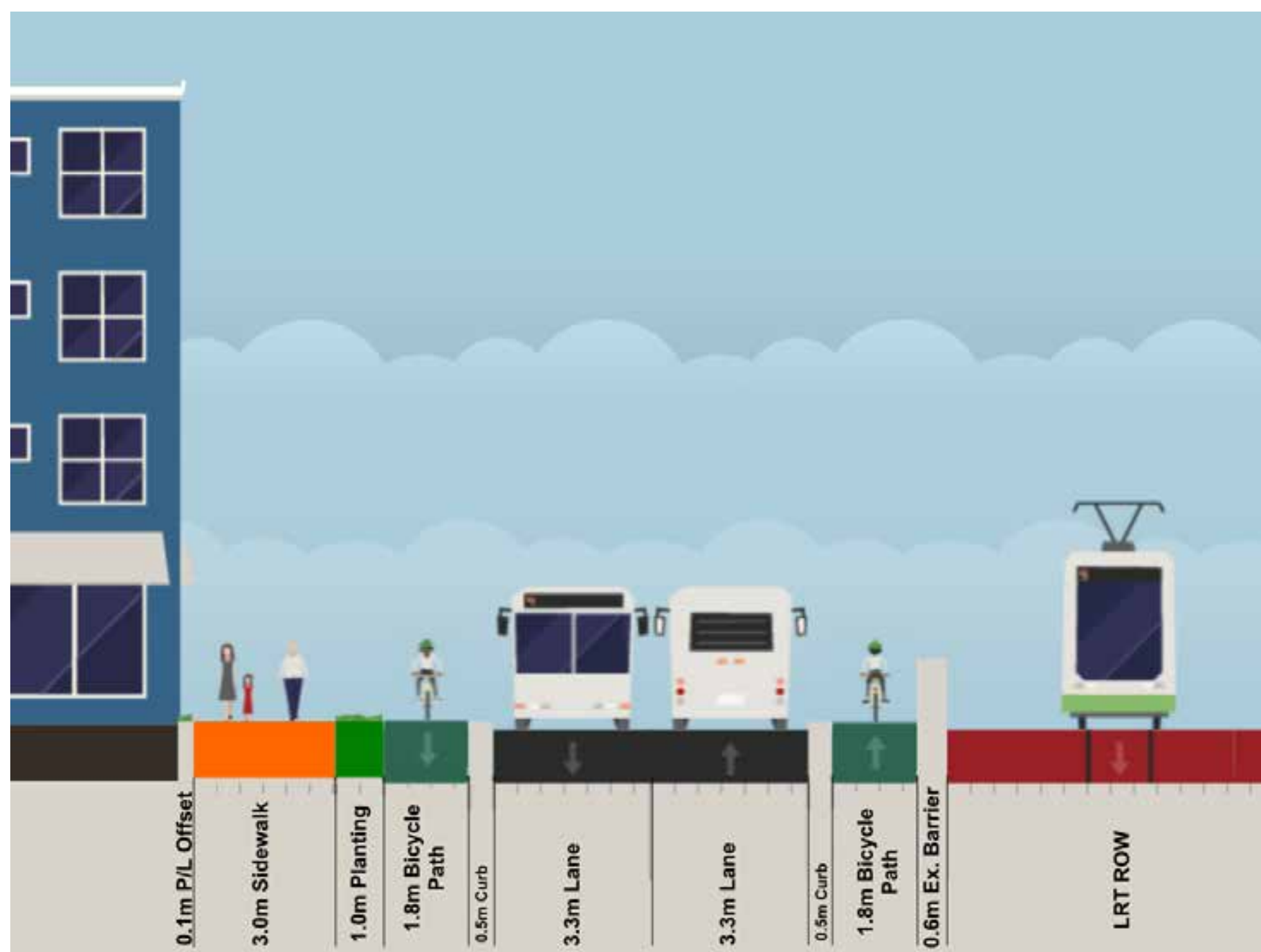
- Safety concerns with multiple vehicle entrances across bike paths
- Bike paths adjacent to vehicle lanes present a safety issue
- Width of sidewalk too small

We **ARE** proceeding with this option because...

- It improves access to businesses on the west side of Banff Trail N.W. (A wider sidewalk and cycle tracks are on the west side).
- It creates a continuous active transportation connection between 16 Ave N.W. and 24 Ave N.W. (along Banff Trail N.W. and 24 St. N.W.) with safe crossings provided at intersections.
- It creates a connection to the new multi-use pathway on the north side of 16 Ave N.W. (between Crowchild Trail and 19 St. N.W.)
- This configuration is intuitive and easy to navigate for residents, commuters, and visitors.
- It provides added space, away from vehicular traffic, for people who walk and wheel, with opportunities for landscaping and trees.
- No conflict with people exiting the Banff Trail LRT station.
- Wider cycle tracks are easier to maintain in winter because larger equipment can be used and there is more space for snow storage.
- This option provides continuity for the cycle network to the new pathway on 24 St. N.W. and the pedestrian bridge across Crowchild Trail.

Option 1 (not selected)

Bike paths on both sides of road



Question: What do you like about this option?

- Separation between all modes of transportation
- General support for bike path
- Support for the proposed width of the sidewalk
- Increased safety that will be provided for cyclists
- Separation of the bike path and sidewalk in the form of planting area

Question: What do you not like about this option?

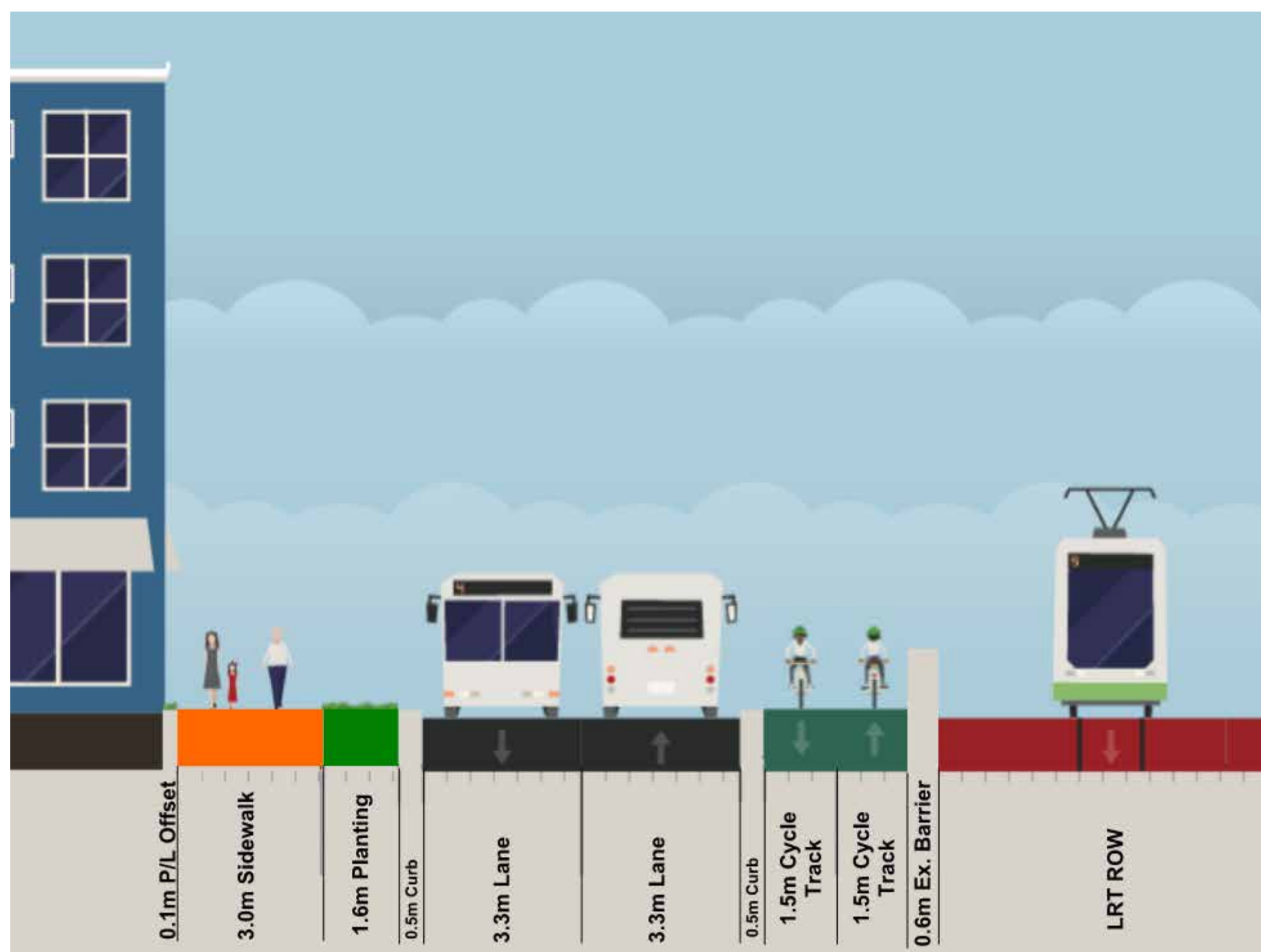
- General preference for bi-directional bike path versus the option 1 proposal of the physical directional separation of the bike path
- General safety concerns for cyclists
- Criticism for bike path being located between vehicular traffic and C-Train
- Planting area not large enough for trees

We are NOT proceeding with this option because...

- It is not as easy for people who wheel to access the businesses along Banff Trail N.W., as they have to cross mid-block (outside of marked crosswalks).
- People who are wheeling northbound can travel the wrong way in the southbound bike path or ride on the sidewalk which increases the risk of collisions.
- There is little separation between the sidewalk and the travel lane.
- There are fewer opportunities for streetscape improvements due to the extra space required for two one-way bike paths.
- People exiting the Banff Trail LRT station will likely walk into the bike path, which increases the risk of collisions.
- People may not feel safe riding between the LRT tracks and travel lane.
- The cycle connection at the north end will require people who wheel to transition to the west side of the road with a mid-block crossing near the LRT station.

Option 3 (not selected)

Cycle track on east side of road



Question: What do you like about this option?

- Physical separation of people who walk and wheel
- Wide pedestrian sidewalk
- Vehicles do not cross over cycle track
- Safety for cyclists
- Separation of all modes
- Safety for pedestrians
- Good connection to pedestrian bridge/ east side

Question: What do you not like about this option?

- Safety concerns for cyclists being 'pinned' and the proximity to cars
- People who wheel must cross over vehicle lanes to get to businesses
- Lack of trees
- Snow clearing issues for cycle track
- Smaller planting area than option 2
- Landscaping and maintenance concerns

We are NOT proceeding with this option because...

- With the cycle track on the east side of the road, people who cycle need to cross Banff Trail N.W. outside of signalized and/or stop-controlled intersections to access the businesses.
- This configuration does not provide enough separation between vehicular traffic and people who are walking in the area.
- The wide sidewalk on the west side of Banff Trail N.W. will likely be used by people who cycle as it is more direct, which could increase the risk of collisions.
- People exiting the Banff Trail LRT station will likely walk onto the cycle track if it is on the east side of Banff Trail N.W., which increases the risk of collisions.
- The cycle track is separated from the pedestrian area and may feel less safe due to the barrier of the LRT tracks.
- The cycle connection at the north end will require people who cycle to transition to the west side of the road with a mid-block crossing near the LRT station.

Next steps

1. Online feedback being collected from October 24 - November 8.
2. We'll report back to you in Q1 2020.
3. Visit calgary.ca/BanffTrailAreaImprovements for ongoing updates.

