

Project overview

The City is conducting a Functional Planning Study along 8 Avenue N. (between 2 Street N.W. and McKinnon Drive N.E., as well as sections of the connecting roadways of McKinnon Drive N.E. and Maunsell Close N.E.).

Based on the community's existing and future needs, the Functional Planning Study will identify recommendations to enhance active mode infrastructure connectivity and accessibility, as well as safety for all users of the corridor. The recommendations from this study will help guide future investment in the area to achieve improved connections for active transportation network users.

Based on the analysis of technical data and stakeholder feedback gathered during public engagement, the project team will identify, develop and refine concept design options to improve active modes transportation along the corridor. Once we have a holistic understanding of the area, we can design a comprehensive strategy to support active modes of transportation and increase safety and accessibility of the corridor.

The project team has also been developing designs for low cost, small-scale spot improvements, which will be implemented this year. Improvements include wheelchair ramp and intersection upgrades, sidewalk remediation, and improved pedestrian crossings along 8 Avenue N.E. between Renfrew Drive N.E. and 16A Street N.E. This work is necessary to enhance active transportation options for those who walk, wheel, and drive in the area and will aim to complement any potential future corridor improvements.

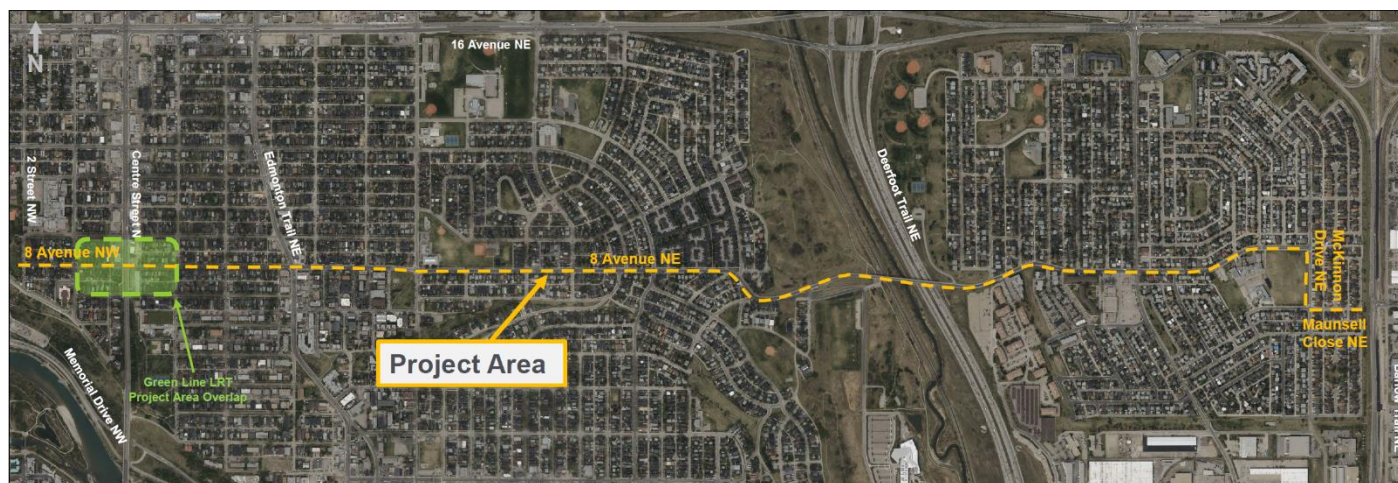


8 Avenue N.E. Mobility Improvements



Overall, this project will provide a plan to improve active transportation infrastructure along the 8 Avenue N. corridor and to increase safety and mobility for all road users in the area. The recommendations arising from the Functional Planning Study will provide a strategic guide for future investment in the area that aligns with the needs of the community.

Project Area



Engagement overview

For the project, an online engagement opportunity was offered from June 6 - 26, 2022 at <https://engage.calgary.ca/UniteTheHeights>. 2,085 participants visited the page during this time and 1,205 contributions of feedback were submitted.

What we asked

Stakeholders were asked the following questions:

Corridor Priorities

What are your priorities for active modes improvements through the study area? Please select the top 3 priorities that are most important to you.

The list of priorities included the following:

- Maintaining boulevard/greenspace
- Improving and increasing intersection crossings for pedestrians and wheelchair users
- Improving accommodation for pedestrians and wheelchair users
- Improving accommodation for wheeling users (people using bikes, scooters, skateboards, etc.)
- Maintaining parking



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- Providing facilities that separate vehicle and cyclist movements
- Improvements for pedestrians and cyclist mobility along Deerfoot Trail bridge
- Traffic calming measures

Stakeholders were also asked to use a mapping tool with which they could leave location specific comments within the study area that related to the following categories:

- Walking & Wheelchairs Use:
 - Where would you like to see improvements to pedestrian facilities and accessibility? This could include sidewalks, pedestrian crossings, wheelchair ramps, curb extensions, accessibility improvements, etc.
- Cycling & Wheeling:
 - Where would you like to see new or improved cycling/wheeling facilities? This could include on-street wheeling lanes, protected/separated wheeling lanes, off-street pathways, bike ramp connections, etc.
- Traffic Calming:
 - Where would you like to see safety measures that reduce speeding or other unsafe motorist behaviours?
- Traffic Operations:
 - While vehicle-related improvements are not a focus of this project scope, do you have any suggestions for improvements related to traffic flow or safety? This could include traffic signal timings, intersection controls, signage/pavement markings, etc.
- Business Considerations:
 - Do you have any suggestions for active modes improvements related to businesses? This could include improved connections/access to businesses, bicycle/e-scooter parking, etc.
- Other Comments:
 - Do you have any other suggestions for improvements that do not fit into the categories above?

Lastly, stakeholders were asked if they had any additional comments about the project.



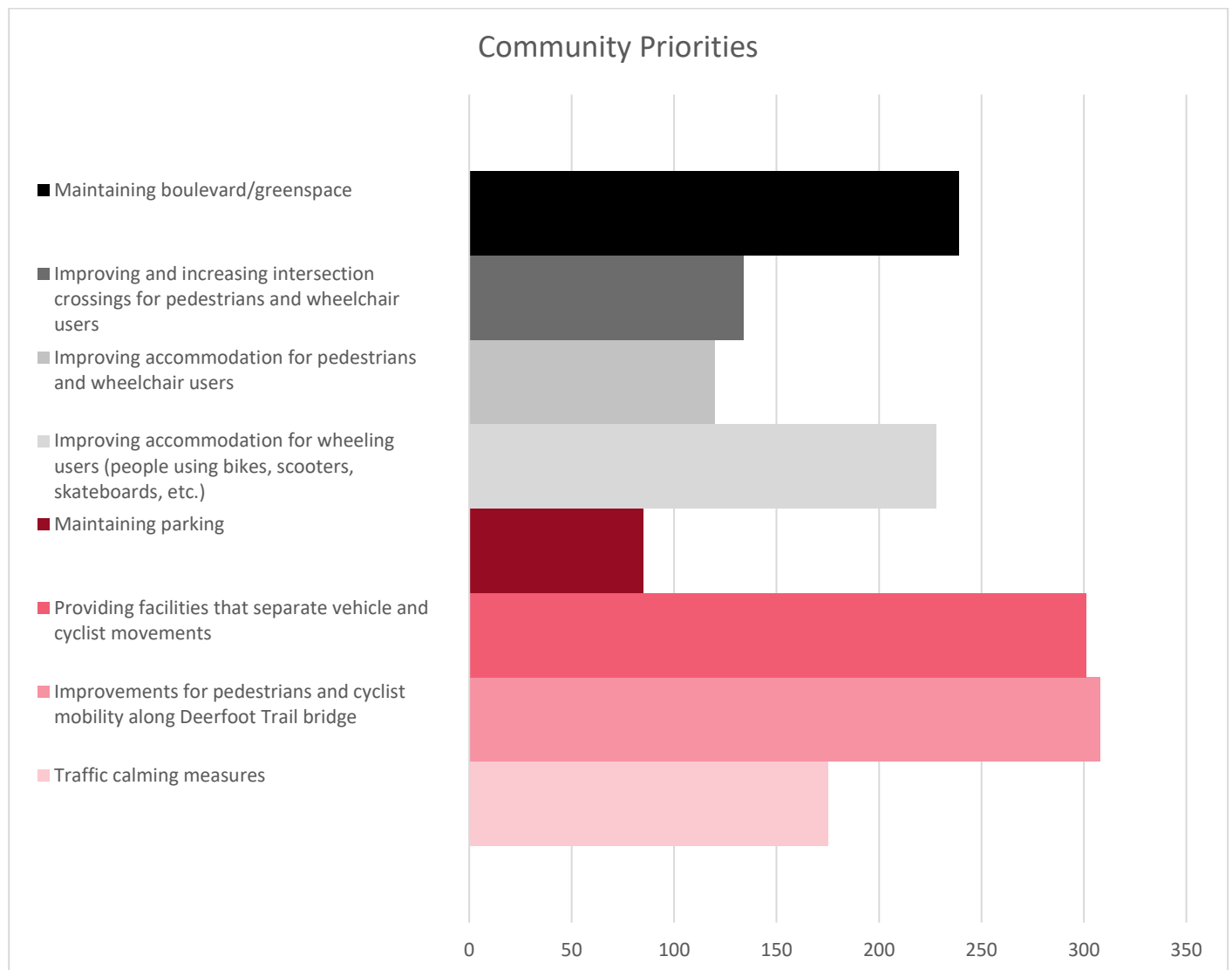
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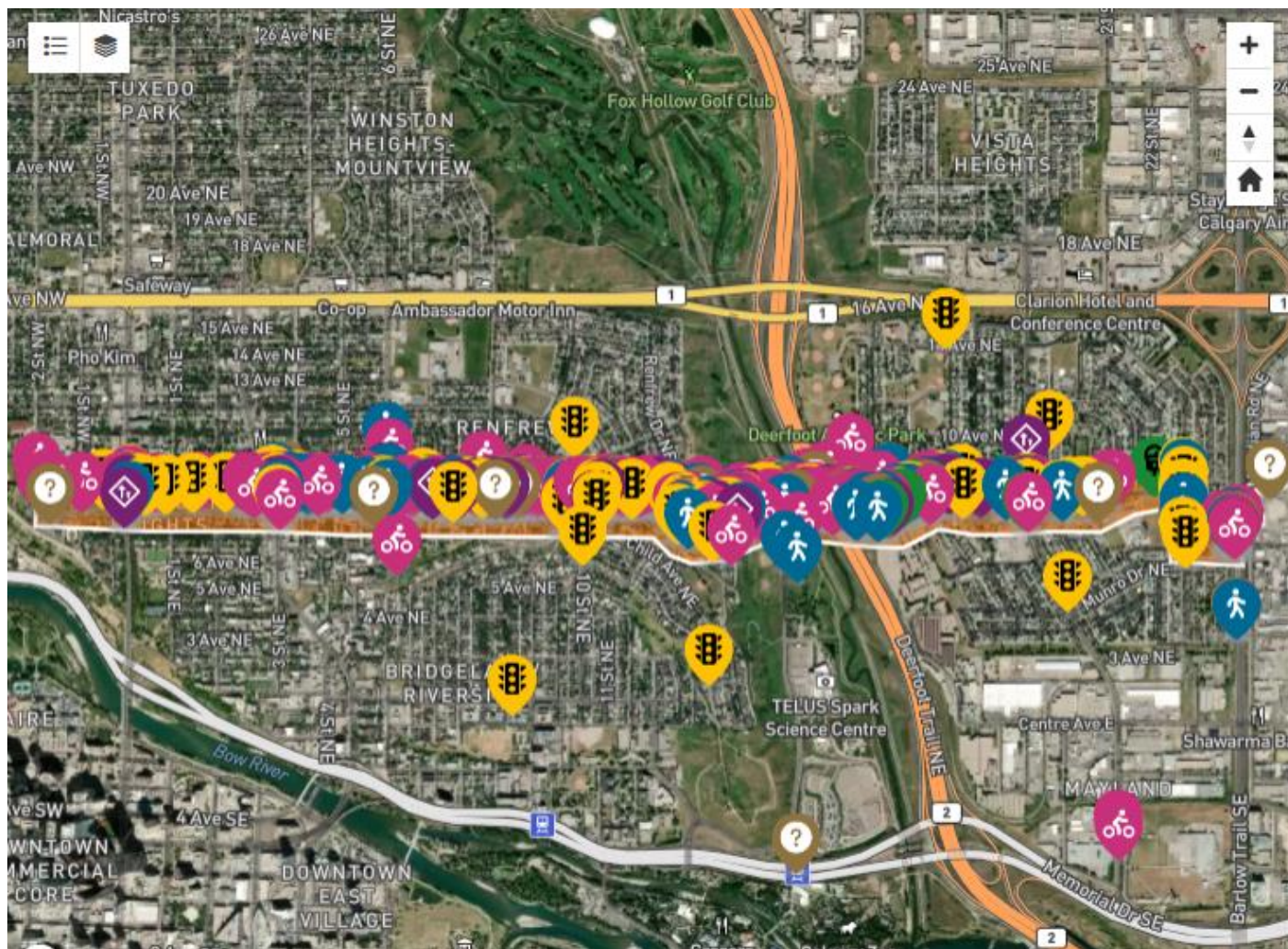
What we heard

Corridor Priorities

What are your priorities for active modes improvements through the study area? Please select the top 3 priorities that are most important to you.



Social Mapping Tool



The above image is a screenshot capturing user submissions on the mapping tool. Individual comments and locations can be viewed on the project webpage at <https://engage.calgary.ca/UniteTheHeights>.

Walking & Wheelchairs Use

Themes	
Safety	Participants identified locations in which safety concerns were identified. These safety concerns were based around themes of poor sightlines, unsafe pedestrian crossing locations, vehicular speeding, and narrow sidewalks and crossings.



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Traffic calming	Stakeholder feedback indicated a desire for a variety of traffic calming measures in the area such as signalized pedestrian crossings, flashing pedestrian crossings, controlled turning lights, and bump-outs.
Support for all modes of transportation	Feedback demonstrated high value in all modes of transportation in the area (vehicular and active modes).
Accessibility	Participants expressed the importance of the corridor being accessible and feedback identified areas that they'd like accessibility improvements to the current infrastructure.
Integrated connections	Integrated connections within this corridor are of high value to stakeholders. Participants identified locations where there are missing links and connections and expressed a desire for these to be addressed within this project.

Cycling & Wheeling

Themes	
Safety	<p>With regards to cycling and wheeling, participants expressed numerous safety concerns including the following:</p> <ul style="list-style-type: none"> • Current safety concerns because of a lack of a physical separation for all modes transportation and a desire for this physical separation. • Safety concerns when crossing 8 Avenue N.E. bridge. • Current narrow lanes for cycling pose safety concerns. • Conflicts between walking, wheeling, and vehicle users. • Desire for safer crossings for all modes of transportation. • Vehicular speeding in the area and a desire for traffic calming.
Support for protected/ separated wheeling lanes and safe wheeling crossings.	Feedback indicated a strong desire to have protected/ separated wheeling lanes along the corridor and safer crossings for all wheeling users.
Integrated connections	Integrated connections within this corridor are of high value to stakeholders. Participants identified locations where there are missing links and connections and expressed a desire for these to be addressed within this project.



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Traffic Calming

Themes	
Traffic calming	Stakeholder feedback indicated a desire for traffic calming measures and included examples such as a reduced speed limit, speed bumps, bump-outs, signalized intersections, review of traffic light timing, enforcement of traffic violations, raised crosswalk, traffic circles and signage.
Safety	Stakeholder feedback indicated several safety concerns including the following: <ul style="list-style-type: none">• Vehicle speeding and a lack of enforcement. Hills in this area seem to contribute to this problem. Specific mention of speeding at playground zones was common within the feedback.• Safety concerns associated with vehicle short-cutting in the area.• Poor visibility and sightlines.• Vehicles making unsafe turns off 8 Avenue N.• Safety concerns when crossing 8 Avenue N.E. bridge.• Current safety concerns because of a lack of a physical separation for all modes transportation and a desire for this physical separation.

Traffic Operations

Themes	
Safety	Stakeholder feedback indicated several safety concerns including poor sightlines and visibility, vehicular speeding, unsafe pedestrian crossings, desire for increased markings and signage, and unsafe bridge crossing conditions for wheeling users and pedestrians.
Traffic calming	Stakeholder feedback indicated a desire for additional traffic calming measures in the area and included examples such as flashing and signalized crosswalks, indented bus stop zones, 4-way stop signs, signalized alternating 1-way traffic configurations, traffic/road signs, traffic circles, and traffic lights.



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Traffic flow	Feedback indicated the importance of maintaining efficient traffic flow along the corridor.
Parking	Portions of the feedback collected indicated the importance of retaining street parking along the corridor.

Business Considerations

Feedback submitted to this topic was quite minimal and therefore no prominent themes emerged. It is recommended that the viewer read the verbatim comments for a full understanding of responses to this question.

Other Comments

Themes	
Parking	Stakeholder feedback collected indicated the importance of retaining street parking along the corridor.
Greenery/ Beautification/ Landscaping	Feedback indicated a high value in the beautification of the area with natural greenery and the importance of regular landscaping to the area.
Proposed crossing connection at Barlow Trail between 7 Avenue N.E. and Maunsell Close N.E.	While out of scope for the project, feedback expressed concerns over this proposed crossing.
Integrated connections	Integrated connections within this corridor are of high value to stakeholders. Participants identified locations where there are missing links and connections and expressed a desire for these to be addressed within this project.

Do you have any additional comments about the project?

Themes	
Safety	Stakeholder feedback indicated several safety concerns including poor sightlines and visibility, vehicular speeding, unsafe



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	pedestrian crossings, unsafe active mode infrastructure, and unsafe bridge crossing conditions.
General lack of support	Feedback received indicated a general lack of support for this project and expressed a desire to maintain the status quo.
Cycling amenities	Stakeholder feedback expressed a desire for this project to provide safe cycling amenities along the corridor. Specific mention was given to protected/separated cycle tracks, addressing safety concerns for cyclists crossing the bridge, and to provide safe cyclist crossings.
Support for all modes of transportation	Feedback indicated support for all modes (vehicular and active) and the desire for safe and efficient travel along this corridor.
Pedestrian crossings	The desire for safe pedestrian crossings were identified within feedback collected.
Traffic flow	Feedback indicated a high value in maintaining efficient traffic flow in the area and concern over congestion and bottleneck points.
Traffic calming	Stakeholder feedback indicated a desire for a variety of traffic calming measures in the area.
Integrated connections	Integrated connections within this corridor are of high value to stakeholders. Participants identified locations where there are missing links and connections and expressed a desire for these to be addressed within this project.

The project team also hosted two virtual engagement sessions for the area community associations, BIA, Bike Calgary and Ward Offices on June 7, 2022. We had a total of 32 individuals register for these engagement sessions, and the discussions largely involved questions from the attendees regarding elements such as:

- Timing of the improvements being constructed
- What improvements might look like along the 8 Avenue N.E. bridge over Deerfoot Trail
- The nature of advertising for public engagement on the project
- Specific improvements that the attendees would like to see along the study area



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Next steps

Following the first round of public engagement this June, we will analyze the themes and priorities identified by the community, as captured in this What We Heard Report. A second round of engagement will take place this fall to gather feedback on proposed designs, followed by another What We Heard Report for the second phase of engagement.

The study is expected to be complete at the end of 2022 and will provide recommendations on a holistic approach to active modes improvements along 8 Avenue N. While funding has been secured to conduct this study, the construction of recommended improvements remains unfunded at this time. The City is actively pursuing potential funding sources that could be used for future implementation efforts.

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.

Walking & Wheelchairs Use:

- *Where would you like to see improvements to pedestrian facilities and accessibility? This could include sidewalks, pedestrian crossings, wheelchair ramps, curb extensions, accessibility improvements, etc.*
- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- This area needs a North sidewalk
- I don't think this is a true crosswalk nor should it be - this is an incredibly blind corner. utilize the one a block to the NE
- This crosswalk is challenging for both drivers and pedestrians. Drivers come around the corner and do not see pedestrians - have almost been hit here a number of times. Pedestrian lights would be a bonus.



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- I like the improvements done to this intersection. I hope they will be expanded.
- The stairway here has almost washed away. If not being replaced or repaired a safer crossing (eg flashing light crosswalk) would be nice since it is not great crossing at the bottom of a hill/roadway to get to other walkway.
- I got robbed here by a homeless man, and there was no lighting.
- This needs a sidewalk. It's a dangerous walk from TELUS Spark to 8th Avenue N because you walk on the same path as the cars
- Could the south side of the bridge be widened to accommodate pedestrian traffic as well!
- Bike path should be extended to allow travel from Mayland over to Barlow Trail. The nearest pedestrian/bike trail crossing point is nearly half a km south.
- A single access point into Mayland isn't sufficient for those needing to cross further north. Travelling an additional 800 meters is not a reasonable option for those on foot or wheelchair. An opening in the wall across from 7th Ave near Maunsell Close is required.
- This is a scary place to cross, from Danloe up to Bantry the cars coming up from the bridge or down from Renfrew are often traveling too fast and cannot be seen until they are close. Traffic calming on the hill section and crossing lights here might be a good idea.
- Please consider adding cross walk signals at this location. Very hard to see pedestrians while travelling westbound.
- Very hostile walking environment
- The pedestrian walkway over the bridge needs to be widened to accommodate pedestrians and wheelers. It's so narrow and not very safe. Accessibility is shameful. The whole bridge needs to be changed to make it safe for cyclists, wheelers and walkers. Far too narrow.
- Ped crossing here would be nice
- Need something here- it's not a safe intersection to cross. Drivers turn off of 19th and have higher speed as they head for the hill. Better markings; traffic calming measure?
- A hole in the wall here and a dedicated pedestrian/cycling crosswalk needed here. The hole can be layered so that sound is deadened (eg look at holes in wall along 16th ave near Banff trail). It can be done.
- A crosswalk here would be beneficial and promote pedestrians and wheelers of all ages.
- A traffic light here would be beneficial for all the pedestrians, create a far safer environment for everyone.
- A paved path is needed from Maunsell Cres to McKinnon Cres with signage to indicate how/where to access Barlow. There is a path worn in the grass beside the sound wall indicating the desire line. Another pathway connecting McHugh Rd to Maunsell Cr would further improve walking/cycling connectivity.
- Crosswalk with lights and stroller accessible
- Add pedestrian crossing lights to help improve safety.
- Better street lighting here. It's a dark zone.



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- There is a crossway with a hole in the wall one minute to the south already existing. Pedestrians and cyclists can use the existing hole in the wall. Not worth the money to put another hole in the wall here to the greater detriment of residents in the area.
- the crosswalk here is blind to drivers coming up the hill around the corner. maybe narrow the street to slow cars down as they come up the hill so they can stop in time
- There used to be a crosswalk here, but the sign was knocked over and never replaced.
- No pleasant option for cyclists to access businesses on Edmonton Trail NE.
- With multiple lanes, often one car will stop, and the next lane over a car will speed across, not seeing the pedestrian and almost killing them. Do not feel safe to cross here with kids.
- More pedestrian crossings needed to cross 8th Ave NE, such as painted cross walks with lights or 4-way stops. It's challenging to cross because cars cannot see pedestrians very well due to parked cars. The only official crossing spots are Edmonton Trail and 6 St NE, which are very far apart.
- Flashing lights or something to signal pedestrians present. Drivers don't follow the 30km speed up the hill and it's a blind corner
- "I am a young walker myself, but there is a huge population of elderly people in this area. Many who have to use walkers/wheelchairs. This is a beautiful, calm area of the city. Making it more accessible for the challenged elderly would do wonders for them."
- Pedestrian crossing.
- Might be worth considering a bump-out or pedestrian crossing here. This pathway to the north is the only access to the Community Centre from the south (field and park is fenced off)
- This crosswalk is only 50% respected by drivers and has an awkward sight line for pedestrians, however its the last crosswalk before the bottom of the hill. More signage and maybe even a light are needed.
- Drivers take this corner quite quickly, again a hazard for pedestrians.
- Some drivers do not respect the 4 way stop which makes it more dangerous for Pedestrians
- Dangerous pedestrian crossing. Not sure of the solution, but needs improvement.
- The existing crosswalk at this corner could be improved
- Pedestrian crossing needs to be lit up.
- The exposed sidewalk on the north side fills with snow and ice making it impassable for much of the winter. Better snow fence would help prevent this.
- We need a better pedestrian crossing here. It's difficult and dangerous to cross center Street.
- Need more space, or a more functional space for walking. It should be separate from bike path
- The sidewalk at each bridge abutment has settled significantly (along with the bridge barriers), and the walking surface has a pretty steep drop. Very rough and narrow - difficult to navigate with a stroller or wheelchair.
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- Safer pedestrian crosswalk needed
- Safer crosswalk
- Need a crosswalk here. Vehicles are coming in fast downhill from the west and entering 13a st NE and turning onto St. Georges Dr at high speeds. Pedestrians crossing here southbound cannot see traffic coming from behind.
- Better crosswalk
- Better traffic control at school.
- The multi use pathway on the north side of the bridge needs to be widened, there isn't enough room for cyclists to safely pass pedestrians.
- How about a overhead Pedestrian lights shows when a person is trying to cross the busy street and please make the crosswalk sign Yellow
- Why does this part of sidewalk ends before the bridge on the left side of 8 Ave NE and would like to see a sidewalk going in to connect to the another side
- The sidewalk along this street is too narrow to support more than one user at a time.
- This hill is a steep climb for many. It would be a good addition to have a bench halfway up the hill to give people an area of respite and plant a tree here too please.
- This bridge is very dangerous on a bike! Please install protected bike lanes!
- Add an large addition for Protected area for pedestrians and wheelchair use that Will accommodate 2 wheelchairs to pass each other on bridge with room for a Service Dog to aid both wheelchairs. Room for just 1 wheelchair is NEVER ENOUGH ROOM to accommodate 1 wheelchair let alone a Service Dog also
- Flashing lights for pedestrian crossing would improve safety for nearby elementary school.
- Attach a pathway structure to the existing road bridge to allow for a multi-use pathway to be extended across the valley, connecting to safe, protected lanes on 8 Avenue NE to the east and west of the crossing.
- Create a multi-use pathway connection from Maunsell Crescent NE through the noise wall to Barlow Trail NE and a safe crosswalk across Barlow Trail NE.
- If a full signal is contemplated at this intersection, could be a good place for a scramble crosswalk.
- This is a popular pedestrian crossing and could use a cross walk. Drivers often accelerate quickly from the busy 4 way stop at 10th st and making it challenging for less to get across 8Ave during busy traffic periods.
- Edmonton Trail is unpleasant to navigate as a pedestrian. Would love to improve walkability of the intersection, and provide some kind of buffer or barrier between cars and people.
- Pedestrian access to businesses on Edmonton Trail is unpleasant because the sidewalk is so close to moving cars. Is there a way to introduce a buffer between traffic and pedestrians? Trees? Planter boxes?
- Really need a pedestrian crossing here for students walking to school and the community centre



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- Very difficult to cross safely here on foot/bike, due to speed, traffic volume, and risk that vehicles won't stop. Assuming future Green Line development, and the need for foot/wheel traffic to move freely and quickly in the area, consider prioritizing their flow.
- Pedestrians on the sidewalks are uncomfortably close to fast moving vehicles at this intersection. Light intervals are long and favour cars moving north and south rather than pedestrians crossing west and east. Would be great to press a button as a pedestrian or cyclist and trigger a light change.
- Build a new crosswalk over 8 Ave NE on the east side of 5th St NE, to provide safe access to the playground and park for children in Renfrew who live west of 5th St NE.
- This intersection is crazy during drop off and pick up hours for the school. How can the traffic be calmed down here?
- No suggestion just this crosswalk is so dangerous!!
- Bridge Cres is the best suited street for connecting pedestrian and wheeled traffic between Renfrew and Bridgeland (gentlest slope + accessibility vs. stairs). Walkway and wheeling infrastructure needs to be improved significantly to reflect this. Critical!
- This crossing needs flashing lights. Cars speed up to get up the hill and cars speed down the hill (gravity).
- Adding flashing lights to the cross walk for added safety for students
- Flashing lights would be helpful to improve safety for student walking due to difficult visibility from buildings and parked cars.
- I like the idea of a/some painted crosswalks where the street corners don't align - which may need to come with some mid-block ramps for wheelchairs/walkers/strollers?
- No good access to Bridgeland that is direct from Mayland Heights, especially when walking.
- "There is no need for a hole in the wall on Maunsell Close. The best access point for crossing Barlow is McKinnon Cr NE / 4 Ave NE. As a person who walks/cycles as my primary modes of transport, I do not see any value in spending tax money on this project."
- The folks who clear the road sidewalks and the folks who clear the bridge sidewalk consistently fail to clear the snow on the stretch between the bridge and the end of the concrete barriers at the west end of the bridge. Please fix this.
- This hill is too steep for wheelchair and often covered in gravel for pedestrians. I try not walk here ever because it is dangerous
- There is heavy left turn traffic from 8th ave onto northbound 19th street. I'm always paranoid about drivers not seeing me. Maybe put in a left turn arrow and only allowing the turn when the arrow is on? Would help shortcutting as well.
- Consider adding steps in part of the sidewalk for the sloped area. Not sure how slippery it can get during winter, but that measure could help.
- Stretch of sidewalk between Rotary Park & 8th Ave is too close to the road, consider widening sidewalk or banning all cars from centre street.
- Four lanes is hard to cross, one car will stop, but you're never sure if the others will. Consider banning all cars on Centre Street, replacing with light rail, and walkable amenities.



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- Not sure what the fix is, but this corner has terrible sight lines for all forms of travel.
- The stairs from 8th Ave to the bike path along Nose Creek are in very poor condition. Hand rails and treads are loose and many of the boards are weak.
- Parked cars on street make this a dangerous corner to cross at. Perhaps even signalled crossing would be beneficial
- pedestrian crossings needed, lights/signs. Traffic calming would also be desirable
- could use some pedestrian crossings to get to the RCA, this is a popular community spot for many
- pedestrian crossing here, this is a popular spot for kids to cross
- no way to cross the street as the corners don't line up, painted pedestrian lines would help show cars this is a crossing

Cycling & Wheeling:

- *Where would you like to see new or improved cycling/wheeling facilities? This could include on-street wheeling lanes, protected/separated wheeling lanes, off-street pathways, bike ramp connections, etc.*
- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- Specific lane separate from traffic for cycling
- Cycling infrastructure is limited (especially when riding West) and it can be dangerous due to lack of space, traffic, and gravel piling up along the sides of the bridge. A separate bike path or expanding the existing pathway might help to alleviate the problems for cyclists.
- Separated bike lane would be beneficial along 8 ave starting by the 8th ave overpass all the way to Edmonton trail. There are so many parked cars that make biking along here challenging.
- Improve signage so cyclists stay off the sidewalk.... they are a danger to pedestrians
- Please add a dedicated cycling lane. Parked cars along bike lane are dangerous to cyclists riding at speed, with doors suddenly opening as cyclists approach.
- Please add a separate bike lane, sharrows currently in place do not well understood by drivers or cyclists, speed is too fast for safe cycling
- Add flashing lights for crossing
- Needs to have priority for bike crossing here - a light is likely better than pedestrian signals that are ignored. More traffic speed enforcement needed as people race up the Centre Street Bridge
- Create a strong bike connection to Renfrew Pool. Make it so that tweens can confidentially peddle on their own to swim lessons
- Create a safe link to bike route along 2nd Street - separated from traffic up to and across 16th Ave
- Separated bike lane the length of 8th Avenue with good infrastructure connections at both ends!
- Love the bike lane through here. Would be great to see it further protected.
- Vehicles rarely respect the single file signs on the road and often pass dangerously close.



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- This is a crucial cycle crossing to access Nose Creek Trail. Making the crossing as safe as possible is appreciated.
- Please make a place for e scooters
- Narrow road to bike with cars passing and narrow sidewalks to walk and bike on sidewalks
- There is no good cycling connection between Bridgeland and Renfrew, which is a real shame! Bridge Cres, and Drury Ave are both de facto cycling routes for those in the know, but are not marked or signed in any way to encourage cycling.
- "The pathway up the 8th Ave hill is simply too. Darn. Steep. Put in some switchbacks through the greenspace, maybe making a connection to Robert Road and then directly back onto 8th Ave and a separated bike lane."
- Why do the road markings suddenly go from a designated bike lane to "sharrows" near here? It's confusing to both cyclists and motorists.
- Put way more bicycle lock-up racks anywhere there is a business along this project.
- "The pedestrian crossing signal here seems to be mostly ignored by motorists. Change it to an actual set of red lights, but make it pedestrian-controlled. Access to the crosswalk button is awkward when on a bicycle. Put the button where a cyclist in the road can reach it."
- If the Green line ever gets built, will it cross this intersection? How will non-car users cross here safely?
- Can the grass boulevard be put to use as a separated cycle lane between 2nd St and Edmonton Trail? The "sharrows" isn't working well.
- 8th Ave West of Edmonton Tr is a lot narrower than East of Edmonton trail. The "sharrows" is ignored by motorists, and leaves cyclists fearing for their safety even though the speed limit is 40. Maybe it needs to be lowered to 30? How can we discourage cars using this as a shortcut?
- Crossing Barlow here on a bike feels unsafe. Once across Barlow heading East it doesn't get any better - this industrial area seems to have zero space for bikes. I'd love to be able to access Pacific Place and Marlborough Mall safely by bike.
- Riding up this hill on a bike can be scary. Buses and other large vehicles crowd into the painted bike lane all the time.
- This hill is too steep to climb, and too steep to descend safely. There needs to be a better alternative - perhaps a switchback utilizing the green space right next to the road?
- "There is no SAFE bicycle connection from 8th Ave to the Nose Creek pathway systems. Money was spent making it worse recently. Please get on a bicycle and try to ride down the hill and safely turn onto the ""improved"" pathway entrance. Riding West across the bridge isn't much better."
- The bridge serves as a critical piece of cycling and pedestrian infrastructure
- There needs to be an on ramp for bikes from the street on to the bike path on the north side of 8th Ave at Danloe St NE.
- Not safe for cyclists, cars travel too fast
- Separated bike lanes or continuous sidewalk
- Continuous sidewalk or separated bike lane



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- Dedicated cycling Lane or continuous sidewalk
- Separated bike lane along 8 Ave
- Separated bike lanes. Advanced bike and pedestrian crossing signal. Cyclist and pedestrian tunnel or overpass.
- Separated bike lanes. Advanced bike and pedestrian crossing signal. Cyclist and pedestrian tunnel or overpass.
- please add a proper bike lane across the bridge
- Add my name to the list of people requesting a total revamp of the existing cycling routes across Deerfoot Tr using the 8 Ave bridge. Westbound is the culprit as it is UNSAFE to use the shoulder forcing cyclists to use the not wide enough sidewalk. Eastbound is much better and safer.
- This pathway needs a connection across or under 16 Ave, also need more cycle/wheelchair ramps across this new strip of bikelane. I think there is only 3-4 along the whole stretch
- 19 St from 8 Ave to Memorial Dr needs an upgrade, May have already started this year?
- If you are cycling west on 8 avenue and making a left hand turn onto Danloe, you are risking your life. Very unsafe for cyclists with cars driving fast up the hill going west and those cars going fast going east as they hit the curve before going down the 8ave hill.
- Worst & most dangerous cycling roadway in the city. I feel like I'm risking my life every time I cross that bridge. There's no protected cycling path going west. If you try to cycle alongside the barrier to let cars pass, I feel like I'm a brain injury waiting to happen. Terrible.
- Unsafe for cyclists. Could there be a protected bike lane (with low rising barriers) be set up as cyclists descend the hill going east along 8th avenue, across the bridge and going up until about 17a Street? Traffic is fast going down and up the hill. Unsafe.
- Car speed picks up as they start going down the hill - how about installing a protected bike lane (with low barriers like they have on the downtown bike lanes) starting here and extending west across the 8th avenue bridge? Very unsafe for cyclists.
- Starting around here and extending across the bridge & up the hill going west, could those low barriers that mark the bike lanes (like the ones downtown) be installed to protect cyclists? It's around this area that cars going down pick up speed going down the hill. A protected bike lane is needed.
- Bike lane markings should be extended past 19 street.
- A dedicated, protected bike lane on each side is very needed
- I would love to cycle across here, but it is too dangerous and I'm not a confident enough cyclist. I would really like to see a divided overpass, with a boulevard or barrier between cars and a cycle path. This would also narrow the road, making cars slow down.
- It is currently quite dangerous to ride a bicycle across this bridge. Motorists tend to speed here and there is frequently oncoming cars. The lanes here are also too narrow now that a single track bike lane was put in. There should be dedicated and physically separate bike lanes going east/west.
- A switch back path should be looked at to aid stroller, bikes, and wheeled travel. High traffic area for kids headed to Riverside school



Unite The Heights – 8 Avenue N. Functional Planning Study

Stakeholder Report Back: What We Heard
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- Better crosswalk needed!
- Bridge Cres NE is used as a cycling route. Better crossing at 9A st and 8th ave NE would be excellent.
- poor sightlines here for cyclists and pedestrians, cars coming out of alleys into bike lane, causes safety issue.
- Add a pathway that connects the north side of the road/pathway with the Nose Creek pathway system. This will remove the need to cross 8th avenue to access the Nose Creek pathway.
- Separated cycling lane
- Bridge crossing needs to be made safer for people walking and wheeling. Separate users by their speed please!
- This would be a great corridor for protected, separated wheeling lanes
- The bike lane ends here abruptly. There needs to be better flow.
- Add barricades on the south side of the bridge, similar to the north side for pedestrians and cyclists.
- "It would be great if this bridge could be widened to separate motor vehicle and cycle traffic. Motor vehicles tend to go average 70kph across this bridge. Better lighting too."
- Hello cyclists here is the hole in the wall crossing.
- The bike lane ends here, at the bottom of the hill. It feels very unsafe to merge into traffic at speed.
- There's lots of bike commuting here, and it never feels safe. The bike lanes are always full of gravel.
- The Centre St. Crossing needs lights with sensors that can detect a bicycle including non steel frames.
- To cross this bridge on a bike is unsafe for cyclists, pedestrians and vehicles. If you use the shared pathway on a bike and you encounter a pedestrian, there is not enough space to comfortably fit both, so someone has to give way. Using the vehicles lanes is terrifying as cars speed
- The bike lane disappears around this point, and it gets super awkward heading east. Let's put some permanent infrastructure in place.
- Would be nice to have a bike lane(s) on all of 8th Ave N. There are several schools and the road is so wide that it can easily accommodate bike lanes and parking. Additionally, the narrow street will serve as traffic calming as well which is also needed.
- This is the only road that a pedestrian or cyclist can move east/west between these communities. It needs to be more accommodating to active modes of transportation and less accommodating to cars which can drive on Memorial & 16th. People and bikes can't take those roads.
- There should be an off-road pathway through this little park starting at this point and heading west that will meet up with the multi-use pathway that is planned for the north side of the bridge. East of this point, there should be a separated bike lane(s) all the way to Barlow.
- Pedestrian and cycling access to this area is important. These businesses are changing and are gearing more and more towards walk-in traffic, and there is now a bike path on the east side of Barlow.
- Create protected cycling lanes going both way while maintaining separated walking paths.



Unite The Heights – 8 Avenue N. Functional Planning Study

Stakeholder Report Back: What We Heard
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- Speed at which cyclists descend this hill makes it difficult to both brake and signal to drivers intention to turn right on to 13A St NE/connect to 7 Ave. NE. Better protected bike infrastructure needed, or traffic calming measures, as vehicles crossing this bridge pick up speed on both sides.
- Poor sight lines for bikes going eastbound/drivers going westbound on 8th Ave. at this hill/intersection, have had close encounters with drivers turning left here on Danloe and not watching for cyclists.
- Protected/separated bike lane needed along 8th Ave, especially west of Edmonton Trail - current painted lanes/sharrow lanes are in the door zone, and many vehicles park in the painted lane when there is ice/snow/gravel near the curb.
- Difficult road to cross as a cyclist or pedestrian with current crossing lights, solution may be intersection lights with a "bike detected" sensor (similar to 12 St. SE/9 Ave. SE)
- it is currently hair-raising to cross this bridge on bike, especially west bound, for some reason it feels like the lane is narrower or the cars drive faster or something.
- As a cyclist you need to get off your bike and become a pedestrian in order to cross. It's dangerous and not child friendly to cross here.
- Protected bike lane
- Dedicated cycling lanes needed.
- Separated bike lane east of Edmonton trail. More people will feel comfortable cycling there once the infrastructure is in place. Now it feels too big and busy.
- Difficult crossing for bikes
- Despite the painted wheeling lane, have often had close calls getting doored as an eastbound cyclist. Curb parking here (patients accessing medical clinic immediately south) should be changed so as to not put cyclists (who've just passed through the intersection) at risk
- A design consideration should be made here for how this corridor connects west to Crescent Rd (nice for cycling, no stops until 10th St NW) as well as McHugh Bluff path (access at Crescent Rd and 6 Ave NW just SE of the LDS Chapel)
- This bridge is a mess. I never use the sidewalk on my bike as it is too narrow for both bike and pedestrian. Drivers go too fast here and pass dangerously close to me. Traffic is not heavy but the way it moves through the bridge is dangerous. Narrower roadway and wider, separated path would help.
- Need a connection to 7th ave for bike and pedestrian traffic.
- Divide bridge so people can walk and bike safely on one side of barrier and cars can travel on the other side.
- Stopping on a bike to turn right onto St George's/ the path here is risky with the fast cars coming down the curved road behind. Also confusing for the drivers because I then don't turn hard right onto road but go across side road and up curb cut onto path.
- Seconding SS's comment. I make this ride weekly and it's a pain: A better transition from the downhill path to the Nose Creek path is needed. So it doesn't require going through the gravel parking lot. Also going to St. Georges Dr. towards Zoo and Spark.



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- Where we lose the painted cycle lane and go to a share row is so frightening on this road, especially as the vehicle traffic seems faster here and, heading east, we enter a curve and gravelly downhill. I often need to turn right onto St George's / bike path connector & slowing down here is scary.
- There are often vehicles encroaching the painted bike lane here. Separate the bike lane the length of 8 Ave.
- Separated bike lane the length of 8Ave
- Separate biking lanes with concrete barriers to increase safety
- On a daily basis, I've driven along 8th Ave NE (from Centre Street N to 19th Street NE). I've done this for over 25 years. I encounter bicycles very rarely (approximately 1 bicycle two times per month). I do not believe having a dedicated bicycle lane for this level of use is necessary.
- The bridge needs to have separated bike lane both ways. Not just a painted line.
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- separated bike lane
- Protected bike lanes between Centre St and Mayland Heights, please!
- Need a pathway connection to 7th Ave.
- West-bound lane does not work as a "single-file" road. Drivers are too impatient and simply zoom by with dangerous close passes. Needs to be separated/protected lane.
- Current painted lane needs to be separated/protected. It fills with snow/gravel/ice and makes it unusable.
- A better transition from the downhill path to the Nose Creek path is needed. So it doesn't require going through the gravel parking lot. Also going to St. Georges Dr. towards Zoo and Spark.
- The transition from the path to the road and/or cycle lane is confusing for all users, especially if a car is turning north from 8th ave. Priority needs to be given to pedestrians/cycles and designed into the intersection.
- Protected and separated bike lane is needed the entire length of 8th Ave. The painted lanes are in the very dangerous door zone. In the winter, the lanes are non-existent because of snow/ice.
- Protected wheeling facility the length of 8 Avenue N through Renfrew and Crescent Heights (from Mayland Heights to 2 Street NW) please!
- Need a proper cycling facility along 8 Ave. Preferably raised cycletracks, and reduce on-street parking.
- Need a pathway connection from Mayland Heights to the 7 Ave intersection.



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- Need a small asphalt ramp here for NB St. George's cyclists to get to the pathway. The random barrier and gravel to the east discourage going into the parking lot, and requires a lower-speed turn.
- Separated bicycle lanes
- Crossing 8th Avenue bridge going west is extremely dangerous. Is there room for a cycling lane if concrete barriers are removed and something of less volume is installed?
- "Not safe to have cycling and walking on existing sidewalk across the bridge. Have a protected/ widen pedestrian and cycling pathway on one side not both. It is scary to ride on the road with cars and yet there is not enough room on the sidewalk for
- Both bikes and walkers."
- I would like to see the south painted bike lane removed and consolidated with the north side pathway, which should be widened and the physical separation should be improved
- A cycle track along the corridor described that crossed Barow Tr safely and continued to Franklin Industrial would improve access to businesses in the area, like Common Crown and Tool Shed Brewing.
- Need protected cycling lanes on both sides of bridge, separated from pedestrians. Current sidewalk on north side is marked for walking and cycling, but far too narrow to accommodate both.
- 8 Ave NE needs a dedicated, protected cycling track. The current lane is too risky for door-collision incidents.
- Expand the protected trail across the bridge so that it is safe and accessible for all users including children and people with mobility needs.
- pathway switchbacks adjacent to the current stair set connecting the upper bridge sidewalk to the lower nose creek path way.
- Needs protected bike lanes all the way along 8 Ave please!!
- this bridge would be more widely used as a pedestrian corridor if there was more space for each mode of transport to travel separately (i.e., bikes, pedestrians, cars). Often cyclists feel unsafe on the road so are on the sidewalk, which interferes with pedestrians.
- Protected bike lanes should be the default for the length of this entire highlighted section, from Franklin to Stanley Jones and beyond. Make the space feel safer for the users you want to use it, and here it looks like kids/students would be an obvious group. Give them space to ride safely.
- Install protected bike lanes down the full length of 8th Avenue. The street is wide enough for it!
- Attach a pathway structure to the existing road bridge to allow for a multi-use pathway to be extended across the valley, connecting to safe, protected lanes on 8 Avenue NE to the east and west of the crossing.
- Convert 8 Avenue NE to signalized alternating one-way operation (with provision for transit priority) and use the additional space to provide safe, separated walking and wheeling facilities. This would be a great volume control measure as well.
- If Bridge Crescent is determined to be the best street for cycle traffic it should be noted that it is not a very safe choice. Speeding traffic and limited street width with cars parking on both sides of the street make it less than ideal. Traffic calming would need to be considered.



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- Extend advance pedestrian signal to bikes as well and make it automatic (no button pushing required). Gets bikes through before cars move. Much safer for bikes heading west especially.
- Westbound cycling over the bridge in the shared lane is pretty unnerving. Preferred option is that there is a protected multi-use path for bikes and pedestrians. Next preferred option is reducing the speed limit over the bridge to 30 km/h and keeping the lanes as is.
- There is always loads of gravel in the bike lane here, even after street cleaning.
- Drivers often pull out here and block the cycle lane. Hard to slow down on this hill!
- The whole 8 ave part between mayland heights and renfrew is dangerous right now for bikes. I'd like to this improved.
- The eastbound painted bike lane becoming sharrows as the road gets more dangerous is a wonderful joke.
- It's always exciting rolling down this hill wondering if the car behind you is going to run you over when you brake to make the turn south onto the path at St. George's Dr, or the motorist at the stop sign is going to pull forward and block the pathway so you go over their hood.
- The curve and the hill are deadly with eastbound motorists trying to overtake cyclists on the curve while busses and other vehicles are coming up the hill so there's no room for error. I've had close calls. The crosswalk is setting pedestrians up as targets for motorists zooming up the hill.
- Why not use Radford Rd/10 Ave for cyclists? With minimal traffic and bigger trees for shade it's a much more pleasant route. Already infrastructure in place for crossing Edmonton Trail and Centre St. Simple signage and some speed bumps could make it an ideal cycle route.
- I find that rather than walking or cycling 8 Ave in Renfrew in Crescent Heights, taking Russet Rd, Radford Rd, and 10 Ave is much more pleasant. There are traffic lights for crossing Edmonton Trail and Centre street, only local vehicle traffic. It goes by the CA, and both schools.
- Bike lane
- There was a plan for a bike park to be built at this location 4 or 5 years ago. I believe it should be considered once again. It would encourage the surrounding communities to gather in a family friendly bike park as well as promote a healthy lifestyle. These communities need a bike park.
- The 8th avenue bridge must be changed to make it safer for cyclists, pedestrians and cars to share the bridge. I liked the idea of moving the cycling lane over to the north side of the bridge along side the pedestrian sidewalk with a concrete barrier to protect cyclists and pedestrians from vehicle
- Keep cycling path on one side of 8 ave. With hills on both side of the bridge cyclists would be safer to stay on one side.
- There isn't enough room for cyclists to safely cross the 8 ave bridge without endangering themselves or pedestrian traffic. Many cyclists use the pedestrian walkway because the cycle path is too narrow, not separated from vehicle traffic, and doesn't allow for both east & west flow safely
- Separated bike lanes along 19 Street to the LRT would help vulnerable populations feel safer biking here.



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- There should be a separate lane for bikes on the full length of 8 Ave that has a concrete barrier to separate the bike lane from the traffic. This would open up the current sidewalk to be used by pedestrians
- A bike lane separate from traffic is much needed, especially for families!
- When you do a loop on the bike paths and you come through the Maxbell train station, it spits you out onto 19th St. where there is no bike path at all and you're now sharing the road with huge trucks. It makes for a stressful end to an otherwise enjoyable bike ride with my young kids.
- My kids (7, 7 & 9) love going for bike rides on the pathways. Unfortunately we have to ride down 8th Ave to get from our house in Mayland to the pathway. 8th Ave from 19th St. should be a completely separate bike path with a divider between it and the road (as should 19th St. from Maxbell Station!).
- Cycling infrastructure on this bridge must be separated from traffic and maintained/cleared to at least bus-route priority, including prompt gravel removal.
- 8th Ave needs separated cycling lanes (raised or stanchioned(?) provided in both directions. (Same side or opposite sides of roadway.)
- This section of the existing bike lane is only a 'door' lane. Separated infrastructure would encourage additional users
- I wish the path was two fold across the bridge one way foot traffic or one walking path one biking path within the concrete barrier path. The existing bike line is too small and it's dangerous crossing the bridge with cars flying past with speeds from the hills."
- I wish the path was two fold across the bridge one way foot traffic or one walking path one biking path within the concrete barrier path. The existing bike line is too small and it's dangerous crossing the bridge with cars flying past with speeds from the hills.
- Bridge is too narrow to have a bike lane. This bridge needs to be expanded to make room on both sides for bikes and pedestrians.
- If we can link a high-quality cycletrack from this improvements through to Marlborough, 36 Street NE and the industrial park to the east of the project area that opens up the opportunity for the first truly good quality walking/wheeling route from NE to rest of city.
- Gravel from alleys pour out of the alleys during large rain/thunderstorms and drains down the bike lane making it unsafe on the steep section of 8th Ave going westbound until it's cleaned up. Could the end of the alleys be paved to prevent this?
- Fully separate bike lane when heading westbound. Cars pass all the time when biking. Feels safer on the sidewalk but the railing feels low if biking and it's windy.
- The 8 Ave bike path abruptly ends before a gravel parking lot to connect with the Nose Creek cycling path. A gravel parking lot is dangerous for commuter bikes with narrow tires. Cars backing out can also be hazardous. A paved bike path to connect the two paths would be ideal.
- As a cyclist, I find this intersection nerve-wracking. Would love to see some protected bike lanes and a priority bike signal here.



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- With the addition of the green line here, this intersection needs to prioritize pedestrians & cyclists over cars. A pedestrian bridge would just be an inconvenience. Slow the car traffic in/out of downtown and encourage walking/cycling instead by giving pedestrians and bikes priority crossing.
- Painted bike lanes are very unsafe. Protected bike lanes would be very valuable here.
- A painted bike lane offers zero safety. Would love to see a protected bike lane here.
- A painted bike lane offers zero safety. Would love to see a protected bike lane here (separate from pedestrians).
- "I do not understand the push for a hole here. I personally do not feel safe walking up or down Barlow. The new bike path is better than nothing, but the traffic noise is loud and there's nothing of value for pedestrians along Barlow trail. I find much more joy cycling west-ward Mayland Heights."
- This path is so steep that only the strongest cyclists can climb it without dismounting. Please consider a path through the park area to the north to reduce the grade.
- Bike lane consistently full of gravel washed out of back alley - very slippery, forces bikes out into car lane.
- It would be really nice to have a real ped/cycling path to connect mchugh, maunsell and mckinnon cr. They are quiet roads that would make a good north/south corridor.
- I won't use the painted bike lane. It feels tremendously unsafe. The protected pedestrian walk is much safer, but is awkward because it is too narrow for 2 way traffic. Move the barrier to double the width of the pedestrian section and get rid of the painted bike lane.
- Just want to say the existing access from 8th ave to the nose creek pathway works fine for me.
- I don't know if it is practical or not, but a bike path through the green space south here, and then east through the park by 3rd ave would allow bikes to be completely separated from traffic and also help improve the terrible access to the C-Train station.
- 8th ave goes up quite steeply into mayland heights. I always cut across onto 8A ave so I don't have to deal with traffic, and have a shallower climb. I'm not sure if it would make sense to officially move the bike path along the less busy roads?
- Improve safety for cyclists at this intersection. For example, could turning lanes for bikes be added for left-hand turns?
- A pedestrian or bike bridge over center street to reduce impact to rush hour traffic coming in and out of the core.
- When heading east during rush hour it's difficult to cross to access the bike lane on the north side of the road. Then difficult again to get back to the bike lane when it switches to the south side of the bridge at the bottom of the hill. A separated bike lane is needed on the eastbound lane.
- A two way bike lane on the same side of the street that is separated from traffic or wide enough to mitigate risk of vehicle/bike collisions.
- The 8 Ave bridge is in dire need of an update. It's very unsafe for cyclists navigate especially in the north side where the bike lane ends and blends with traffic. Traffic is typically moving at a high rate of speed from coming down the hill.
- Cars turning right end up in bike lane.



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- Protected bike lanes for the whole street from centre to deer foot. Bike lanes are non-existent in winter.
- Protected bike lane all the way to centre street
- bridge is a connector for non-motor travelers but yet isn't functioning in a way that encourages non-motor travelers, this urgently needs updating to Unite the Heights!
- bike lane needed
- better cycling infrastructure, paint isn't infrastructure
- this bike lane provides no protection for cyclists, a separated lane is needed.
- this bike route provides no protection for cyclists. This is an very active route for children and youth as it connects the public elementary and the high school for multiple neighbourhoods.
- Cycling along 8th needs protection from cars (including doors), also in the winter this cycle lane is completely useless as cars park in the lane

Traffic Calming:

- *Where would you like to see safety measures that reduce speeding or other unsafe motorist behaviours?*

- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- Please calm traffic in this area. Lanes are too wide for a 30km/hr area and encourage speeding.
- Dangerous crossing on foot or bicycle. Please calm traffic here.
- Cars constantly speed down this road. Bumpouts, planters something needs to be done.
- This could use a bump out to slow traffic. Drivers speed down this hill. It's scary as a cyclist.
- AD
- 4 way stop is very congested during drop off and pick up. Drivers get restless waiting for the long line of kids to cross the crosswalks and pull out dangerously close to kids crossing instead of waiting at stop sign.
- 4th St is often used to avoid Edmonton Tr going north and south. Some restrictions on entering and exiting through this intersection would make this section of 4th St safer for pedestrians, wheelchairs and cyclists.
- This bridge is TERRIFYING TO CROSS. Pedestrians are close to be clipped by cars. Bikes always speed by walkers.
- Something needs to be done about this traffic circle. It's a good location for it and necessary for traffic calming but it needs to be more visible, vertically. Can we plant large shrubs, make the curbs higher? People consistently run over it because it's too low.



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- Dangerous intersection as driver & pedestrian. With walk lights on both sides hard to know which side ped/biker is on. Especially when rush hr traffic has 3 lanes.
- The entire length of 8th Ave should be a 30km/h zone.
- While there is a flashing crosswalk here it is still unsafe as people speed up and down the hill and left hand turns Cranston Rd rush and make unsafe turns. Plus it is used for a lot of u turns which causes confusion.
- Traffic Calming is excellent on this stretch of 8th Ave. Should be the model for the project area.
- Remove the traffic circle and put in a better traffic calming solution.
- cars drive too fast, corner to cross is dangerous
- Traffic is too fast. Cars cut across and speed through playground zone on Child Ave
- Consider making 8 Ave a continuous sidewalk with priority given to cyclists and pedestrians
- this corner is deadly, no view of pedestrians for cars travelling west on 8th ave.
- More traffic calming needed for playground zone
- I know this is outside study area but 10 street south of 8th could really use some traffic calming and upgraded crossings. Cars do not stop for peds and tend to drive fast coming down the hill from 8th
- Drivers from Danloe don't yield properly to go east on 8th Ave. Driving west on 8th and turning left on Danloe is unsafe - blind corner, sharp corner, poor visibility. Cars along 8th Ave drive at higher speeds. Family housing at the top of the hill and it's unsafe for children.
- Here the hill starts to decline and drivers' speed picks up as they go down the hill. Traffic calming needed here to slow things down.
- A brutal intersection. Ads pedestrian, you have to be very vigilant. People make very fast left hand turns. Something needs to be done to slow down drivers. 40 km limit perhaps?
- Driving across the flyover, I am often very aggressively tailgated by other drivers. Traffic calming measures in this area will benefit drivers as well as other users.
- I like the traffic calming measures already in place but don't feel the speed bumps are prominent enough (i.e. height and visibility) to effectively deter speeding traffic in this residential area.
- something to calm traffic, allow for better pedestrian access on both sides of bridge.
- Need a formal crosswalk here.
- Busy intersection, can be challenging when walking and cycling, scooting. This intersection could use better sidewalk ramps, traffic calming, etc,
- I was hit in the north crosswalk & before I recovered, I heard someone else was hit in the same x-walk. Cars don't yield to pedestrians here. Separate green time for the east & west traffic at the signal (split-phase) would improve ped & cyclist safety by removing the left turn/crossing conflict.
- I'd like to see traffic calming in this area especially if the green line directs more Crescent Heights traffic on to 8 Ave
- "Speed bump between Center St and 1st Street NE.
- Decreased speed to 40 km/hr between Center Street and Edmonton Trail."
- Signalize this intersection, prioritizing walking and cyclists. The pedestrian signal isn't enough.



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- Playground zone signs required coming out of this intersection in all directions. It seems many drivers forget they are still in one after stopping here.
- This roundabout is pretty much useless. East/west traffic drives dominates the flow through here. It also appears that the raised area in the middle has been plowed through numerous times. It's probably better off as an all-way stop.
- Many red light runners and speeders through here.
- This corner is so dangerous, cars just whip around it
- Should this turn into a busy traffic road, there need to be traffic calming measures to maintain the playground zone speeds through the green space/school/playground sections
- Guy Fraser traffic on 19th street use Mackid road as a short cut
- There are some suggestions for making this a one-way bridge. I think that's a great idea as its purpose should be for active transportation and people driving from one community to a neighbouring one; not commuters cutting through to shave seconds off their commute. Will also extend life of bridge.
- 19th St. sees 11,000 cars per week which is the same as 1st Ave in Bridgeland. This is primarily cut-through traffic that doesn't stop in our neighbourhood and provides little value to us. We either need to make it less comfortable to cut through or force them to slow down and stop at businesses.
- I think this bridge is too accommodating for vehicles. Given that there is 16th Ave and Memorial very close by, the strategy here should be to slow down cars as much as possible. Best way to do this would be to narrow this bridge by putting a separated MUP on the north side.
- Vehicles coming down this hill and crossing the bridge drive terrifyingly fast if you are a cyclist or a pedestrian trying to be safe.
- Traffic is too fast here to feel comfortable as a pedestrian. I almost saw someone get killed on my way home today when a car ran a red light.
- Cars often drive very fast and run red lights. Not a comfortable crossing with small kids. Not enough buffer between vehicles and pedestrians and/or cyclists. Cars turning right to go north on Edmonton Trail cut-off cyclists.
- Not sure the solution, but this is a difficult road to cross as either pedestrian or cyclist.
- Blind hill.
- Aggressive driving and running on red lights is not unusual anywhere on this section of Edmonton trail. Not sure how to improve it. Perhaps speed cameras and red light cameras would help.
- Echoing other comments - this is an important pedestrian/cycling crossing, but road width and nearby incline contribute to vehicle speeds.
- People drive way too fast on this hill and the sight lines are poor. It needs to have permanent traffic calming measures with pedestrian and bike infrastructure built in.
- I've driven along 8th Ave NE between Centre Street N and 19th St NE on a daily basis for over 25 years. The road has very light traffic. I don't believe it is economically viable to install more traffic lights. However, more traffic law enforcement would help at reducing excessive speed.



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- Corner of 8 Avenue and 10 Street NE - the curb drain is sharp and a danger to vehicle tires. Needs to be replaced.
- Drivers speed through this area, either coming down the hill or coming from the racetrack bridge. Most won't have time to stop for pedestrians, even if they wanted to. How about a raised crosswalk slash speed bump?
- The speed of vehicles across the bridge is scary! It must be reduced given the multiple pedestrian crossings at both ends and the poor sightlines.
- The speed of vehicles through this switchback and then down the hill is always way too fast for the conditions and the sight lines. Needs to be reduced/calmed by design.
- A gateway sign/art for Mayland here would be effective at reducing speeds, especially if it arched over the roadway. Would also be a great opportunity to add art and beautification to the area.
- A gateway sign/art for Renfrew here would be effective at reducing speeds, especially if it arched over the roadway. Would also be a great opportunity to add art and beautification to the area.
- Drivers feel comfortable going fast on the bridge. Narrowing driving lanes to widen the sidewalk to a pathway would be great for moderating speeds.
- The curves creating blind spots on 8th Ave make left turns onto or into the side streets (Regal Park, Richland Rd, Renfrew Dr, Danloe St) very scary. Cars are going too fast and breaks in traffic during morning rush hour can take a while.
- Very busy and can be dangerous. Also hill gets very icy in the winter
- Traffic calming is needed on the east side of the bridge, cars always drive way too fast into the residential area
- Dangerous crossing. Lighted pedestrian signals not clearly visible. Dream intervention would be on-demand traffic light (in BC, light would flash green for N-S traffic until beg button/cycle detection, then change to red).
- A few bumpouts along this road leading up to the school could help calm traffic
- Personally I will not drive or walk (especially disabled) on this bridge as it's too small for traffic speed and lack of physical room for vehicles, bikes and pedestrians to ALL be on bridge safely at any time 24/7
- Cars often speed down this wide road, even though it's a playground zone. Physical traffic calming measures would help.
- While this is a playground zone, cars are often speeding - some physical traffic calming measures would help.
- This being the bottom of a hill means that cars are going fast when they come down and are often speeding across the bridge.
- This whole stretch to the bottom of the hill/beginning of the bridge can be a challenge due in part to the speed of vehicles and the limited visibility. A more welcoming design would consider accessibility and pedestrian needs as well as slowing down vehicle traffic somewhat.
- More robust infrastructure (i.e., speed bumps) would help calm the traffic in this area. The addition of the bump-outs help but it clearly isn't enough.



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- Cars often rip around this corner, going both ways - it's unsafe to cross 8th Avenue here as a pedestrian. Traffic calming would help
- Centre Street at Eighth avenue is a dangerous crossing for pedestrians. It should be improved to an "8-80" standard.
- Bridge Cres is a very busy cut-through from 8th ave flyover to 1st ave NE. Many drivers speed dangerously up & down the hill and are often distracted. Speed humps need to be put in to slow down & deter traffic. It needs to be made safer for all modes of transportation, & especially for children.
- Raised crosswalk with additional signage and flashing lights would improve pedestrian safety at this crossing.
- People race down from the 4 way stop on 1st to Center as it is the only section of 8th ave without speed bumps.
- Drivers are turning off of 8Ave on to 9a st at high speeds. There are large trees on the west corner of the intersection that block the view of east bound drivers turning on to 9a st. This is a high risk for pedestrians and cyclists coming up Bridge avenue. Please install traffic calming bumpers.
- Traffic calming is required between Centre Street and 1st Street NE to reduce cars racing in the summer and speeding delivery drivers.
- Busy intersection especially for pedestrians and cyclists. Vehicles come up 10th St hill quickly and there is poor visibility. Especially difficult for bikes heading south on 10 St and wanting to turn left onto Child Ave.
- 6th street seems like an obvious candidate for narrowing the street, raising some crosswalks near the elementary school, and either widening the sidewalks into multiuse paths or adding a separated bike lane. Narrower roads with raised crosswalks would slow traffic and make it much more people friendly
- Speed bumps are a minimum on McKinnon & 8th Ave passing the school zone. A speed camera would be best. Pictures would only be taken when cars are speeding and not of people walking which I believe is a concern for privacy? Fines are all that would stop speeders, not signs or a couple of speed bumps!
- Speedbumps on McKinnon Dr South of 8th Ave, would be helpful to reduce speed at all times of the day. Currently most driver do not respect the school/playground zone. Parents park on McKinnon to drop off & pick up children, this is a safety issue.
- Traffic calming measures would help improve pedestrian safety in the section of Edmonton Trail. If this part will be a "Main Street" it should not be used to quickly move cars North/South. Introduce slower speed limits, speed bumps. Pedestrian priority at crosswalks instead of long intervals.
- Vehicles often speed down 19th and there are children and elderly people often walking nearby or crossing. Perhaps a small bump at the crosswalk or something that would be an issue if exceeding 60-70km/h. The speed limit is 50. It's not uncommon to see cars going 90km+ especially at night.
- Reduce motorist speed limit to 40 km/h from playground at Stanley Jones school all the way to 19th St NE



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- Desperately need traffic calming measures around this junction--speed/light cameras etc. to make pedestrians and cyclists feel safer.
- Outside study area but I talked to families in this complex and they want a crosswalk here. Kids cross here daily to get to school.
- I think that Danloe street should be a right turn east down 8 th avenue and for the bus. I live on 8 Ave and take this road every day but this intersection is terrible—it has poor visibility and cars are always honking which is loud and completely not needed. Residents can use 10 st or 13 a street.
- The top of this hill can be very icy at times and there is a lot of cars honking at the top as there seems to be confusion getting onto 12A street. Some sort of traffic calming or even allowing only the bus to go that way would improve things greatly
- Let's improve active transportation!
- Some cars coming speeding up the hill from the bridge over deerfoot in an unsafe way.
- This intersection is an accident waiting to happen early school mornings in the winter, the visa it's is very poor. Even though the speeds are low you can't see pedestrians.
- There are two very steep hills along 8th between Renfrew and Mayland Heights. These hills are not well maintained during snow season. No taffic calming measures s/b implemented along this stretch as traversing these hills is bad enough. No stop signs, lights, bumps etc. Driver saftey matters!
- This intersection is getting so dangerous. Cars stopped at the top to turn people crossing speeds . I like the idea of a traffic circle or something to aide in better flow of traffic here.
- Pedestrian bump out. People speed up the hill and there is limited visibility.
- Driver's are often driving too fast approaching from the South. Pedestrians are cut off frequently by drivers entering the intersection from all directions.
- The speed limit has been reduced to 40km on 8th but after the Playground Zone there is no sign to let drivers know the speed they can accelerate up to. Need a speed limit sign here heading West. (people often speed to try to catch the lights at Edmonton Tr.)
- The entire stretch of 8th Avenue from Stanley Jones store to 10th strneeds many more traffic circles and calming measures at every second intersection. Too many speedsters gain speed from the store intersection on; by the time they reach my intersection at Rundle Cres, they are well over speed limit
- Constant speeding and tail gating on 8th ave going into school zone. Traffic calming needed to improve safety and slow down traffic to 30 km/h
- Constant speeding on this straight road during school hours. Speed bumps/round about at school zone entries would improve safety and force cars to slow down to 30 km/h
- Constant speeding on this straight road during school hours
- Cars pick up a lot of speed as they approach this stretch of road and the bridge over Deerfoot going in either direction.
- "I agree with the odd sightlines and geometry. A traffic circle could help. Perhaps traffic calming? 2 Blind corners + 2 Critical Pedestrian Crossings + High Speeds = A Scary Time for Pedestrians and Cyclists Pedestrian Safety is more critical here than the seconds lost by slowing cars down."



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- Don't know how to fix this - westbound cars cross the center line, forcing eastbound cars to encroach on bike lane (sometimes eastbound cars encroach on bike lane "just because" - the line is pretty much worn off)
- I like the idea of converting this to alternating one way traffic. It would reduce shortcutting and allow real pedestrian/cycling improvements.
- This intersection needs lights.
- Corner is quite dangerous as cars turning right off 8th often fail to see pedestrians. Additional calming measures.
- cars go too fast, traffic calming needed on this hill/bridge
- add lights, this area isn't safe for pedestrians or cyclists.
- this spot desperately needs traffic calming but this round-about has caused more issues than it has done good.
- reduce traffic in this area, it is an extremely busy park area with a school. Possibly close one corner to cars similar to what is being done at Connaught school
- no right on red would increase pedestrian safety

Traffic Operations:

- *While vehicle-related improvements are not a focus of this project scope, do you have any suggestions for improvements related to traffic flow or safety? This could include traffic signal timings, intersection controls, signage/pavement markings, etc.*

- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- consider a roundabout here to improve traffic flow. Can be dangerous when vehicles have to stop on the hill
- "Drainage at the SE corner juts out making right hand turns difficult and damages wheels/tires."
- Maintain the traffic circle and add speed humps on 8th Ave to control speed through the intersection.
- 40 km/h speed limit should be applied to 8th Ave throughout the project area. East of 10th St it is 40 km/h.
- "I live in Renfrew and work in Meridian. The 8th avenue flyover is critical to my commute either driving or cycling. For the love of god, please do not put a stop sign at 8th ave and 13a st."
- Not a safe intersection for peds and accessibility is poor
- High traffic - full signal or OH flasher needed here
- OH flasher or RRFB needed here (high traffic volume and park/playground adjacent)
- Could use a full signal here



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- Need a complete traffic signal system put in here. The pedestrian button is not enough to provide safety and comfort for those crossing here on foot, bike, etc.
- Seconding Caitlin comment. Signalized alternating one-way motorized traffic operations here would allow the required dedicated pedestrian/bike infrastructure, and will slow the speeding traffic down the hill and across the bridge. Good idea!!
- While improvements were made to Barlow Tr pedestrian/bike traffic, a more pedestrian/bike friendly crosswalk across Barlow Tr to 7th ave is needed. The length to wait to cross is still too long. Ideally a pedestrian overpass here to get rid of the light, but probably too expensive?
- 19th St is turning into a major N/S thoroughfare and 8th a major E/W thoroughfare and are still only technically a 2 lane roads. Cars going N on 19th are stuck behind a significant amount of left turning traffic and tend to pass on the right without a dedicated lane to do so. This is dangerous.
- Streetlighting on 19 Street is inadequate. The intersections and crossings are not well lit. The light poles are only on one side of the road and they are bracketed by trees that block the light. (We need more lights, not fewer trees!)
- Two-way street networks increase economic activity and livability. To ensure the bridge stays that way, separate the bike/pedestrian path from the road with more barricades on the other side of the bridge (similar to the side with the painted walls).
- Crosswalk required here for school ingress/egress.
- Cut through traffic tends to drive aggressively through here.
- Keep car access between Renfrew and Mayland Heights.
- 8 Avenue needs to be maintained for vehicles to access the grocery store in Mayland Heights from Renfrew but a separated cycle track is needed as people drive too fast for me to feel safe biking on the bridge over Deerfoot. A line of paint doesn't keep a cyclist safe.
- For this crosswalk put flashing light notifications either side but particularly at the top of the hill coming up to warn motorists that someone is crossing.
- Consider a cut thru to Mcgonigal Drive. For Cyclists and drivers or one or another. Would reduce bottlenecks at the lights.
- The signs into and out of Danloe are not clear and quite hidden. At rush hour coming up the hill you can have sun in your eyes too.
- Bad door collision potential here due to on street parking so close to junction. Seen 1 accident already.
- Strengthening of road paint is needed. 8th Ave - east and west doesn't line up. Massive bottlenecks at rush-hour.
- how about a traffic circle here. the intersection is wide and the geometry is weird, which would make it perfect for a traffic circle
- "It's actually down on the centre St bridge just north of the river that could use a pedestrian overpass. It's a waste having a traffic signal right on the bridge that could otherwise be free flowing. The hiking trails on either side the intersection at 8th Ave is fine for now, until it gets busier."



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- The centre lines on 8th Ave east and west of 19th St. are not aligned which makes it awkward if you're in a vehicle and making a left turn. Aligning these and putting in turning lanes would be helpful. Alternatively, narrow 8th Ave and make it a single lane.
- This is a brutal intersection. I've almost been hit twice while crossing on the north side by cars making a left turn. The City says there are more pedestrian incidents at this intersection, but I haven't heard anything in terms of improvements.
- This traffic circle is an eyesore and doesn't slow down traffic. There have been more accidents since it was installed, it is constantly filled with weeds,...why can't it be landscaped properly like the traffic circles in other communities? It should be removed.
- Clearer directions about who can turn here and what direction. Sign currently says buses only?
- Stop or yield sign for traffic coming north off this small side road or some direction here
- Can be difficult to turn left (and right) when turning onto 8 ave from 5 st as visibility is poor around parked vehicles. more so with bike lanes and pedestrians in the mix.
- Renfrew speed of 40 km/hr is far too slow. Bring it back to 50. Tear down 5 houses to connect 8th Ave NE to Barlow Trail NE. This will benefit thousands of commuters
- As a pedestrian trying to cross Barlow Trail, the pedestrian activated crossing signal takes far too long to allow crossing as compared to the weighted vehicle sensor. Could you reduce the timing of the pedestrian walk sign after a user presses it?
- There are already speed bumps located on 8th Ave NE between 2nd Street and Edmonton Tr. I believe no extra traffic calming measures are necessary.
- This pedestrian crossing is dangerous. Cars come down the hill WAY too fast and don't want to stop for the crosswalk.
- Note the difference of 8 Avenue NE on either side of Edmonton Trail. To the east it is a collector route and to the west it is a narrower residential street. Thru traffic from the east should be discouraged. Crescent Heights residents living south of 8 Avenue use the traffic signal to circulate.
- Very busy crossing, scary to use even with overhead flashers. Dedicated signal would be helpful. Not sure if this is possible with future Green Line changes?
- The bridge can be made into a signaled alternating one-way traffic design. This would free up space for a separated/protected mobility lane for cycling and pedestrians.
- This traffic circle is too small and doesn't slow down traffic properly.
- Vehicles need to be forced to slow down. The high vehicle speeds make the bridge a DANGER to enter, exit or even be on the bridge in anyway 24/7
- This intersection can be chaotic to cross for pedestrians. Also, cars continuing on 8th Ave towards McKinnon Drive will go around the cars turning left onto 19th street NE, sometimes leading to a bottleneck if with a car that waited in line. Cars cut through parking lot to avoid lights.
- This intersection of 8th and 7th avenue is dangerous. Vehicles travelling both Eastbound down the hill, and Westbound across the bridge travel too fast.
- Must keep street parking in this area. Many homes can only fit one car on their lot.
- Important to keep street parking in place.



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- Keep street parking here.
- On street parking should be maintained here.
- Maintain street parking. Church operations requires additional parking on the street at peak times.
- Maintain street parking.
- Street parking must be maintained here. Many homes only have single garages.
- Street parking should be maintained here.
- Street parking needs to be maintained.
- Street parking needs to be maintained to support secondary suites and existing residents
- Street parking must be maintained to support business and residents
- Jerry. remove traffic circle and replace with 4 way stop
- Cars move very fast up this hill and bump outs and pedestrians with flashing lights would make things safer
- "Yes to a bike lane and bike light system! Also a light for turning off 19 on to eastbound 8th Ave.
- Dangerous intersection again!"
- When the bus stops here cars try and go around or it gets backed up this is not safe. It needs a bus zone indent or this road needs to be widened!
- Northbound vehicles on 10th St are often speeding uphill and visibility is poor for vehicles turning from Westbound Child Ave. Quite often, vehicles on westbound child Ave don't understand or ignore the "keep right" sign before the median at the intersection and enter the oncoming lane to turn left
- Many students and parents cross here to go to Stanley Jones. We need a flashing crosswalk to get cars to come to complete stop at the crosswalk. I've seen too many near misses.
- I regularly cross this bridge by car, on bike, and on foot. On 24 Ave NW, and Bowness Rd are side-by-side sidewalk and multi-use pathways - is there room to do that on both sides of the bridge? That would feel safer than the painted bike lane - but also help bikes/peds co-exist in a protected space.
- Dangerous and obstructed left hand turn from McNeill Rd on to 8th Avenue west bound. Blind turn. Difficult to see oncoming east bound vehicles.
- There is no westbound cycle lane. Consider allowing passing for westbound cars. This would allow cars to get around cyclists when there is no on-coming traffic.
- Don't break the bridge! I use it for foot, car and bicycle transport. There is no need to turn this into a one-way bridge - what's actually required is motorist education and enforcement.
- The parking lane here is very heavily used, and the apartments obviously don't have enough parking. Should try and preserve parking here if at all possible. Maybe widen sidewalk if better bike access is required?

Business Considerations:



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- *Do you have any suggestions for active modes improvements related to businesses? This could include improved connections/access to businesses, bicycle/e-scooter parking, etc.*

- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- Access to businesses is important for those that travel via bike or walking. Cutting that down by more than 10 minutes would be great. Many in the community support this along with businesses in Franklin Industrial.
- Some kind of welcoming signage for people entering "The Heights"
- There are frequent cyclists from the business car park right out onto the road without care for traffic. Super dangerous. They just go where they want without respecting rules of the road. There is an opportunity to address that at this location.
- There should be a public pathway and access to the businesses here and further south. Currently, cyclists have to use the parking lot and drivers have taken issue with this for some reason.
- The parking here is not well used. With the steep uphill grade, cyclists are going slowly here. Great place to remove parking and change the door zone bike lane to a protected bike lane.
- There are businesses in Franklin industrial that I would like more access too. Plus being that Franklin is an economic centre if I was a business owner I would want this too. Multiuse pathway please!
- Attention needs to be paid to 19 St NE @ memorial. Outside the scope, however; it is one of the most unsafe pedestrian exits of a major bus terminal and the link to the development, that you are addressing, it is block with numerous sidewalk intrusions forcing pedestrians into unsafe areas.
- This comment might be out of scope of this project, but I find this parking lot is mostly empty most of the time. Can we add more green-space in lieu and move away from the 1950's car-centric model?

Other Comments:

- Do you have any other suggestions for improvements that do not fit into the categories above?
- The bathroom at this station needs to be reopened. Crucial for people accessing the heights.
- It would be nice to have some signage or art around here.
- This connection is important to allow for east to west mobility of pedestrians and cyclists.
- Too much crime
- Too much crime here
- Make sure to keep this area kept and not a lot of weeds thanks
- Improvements to playground needed
- This park could use more furnishings and more diverse plantings (a lot of unnecessary turfgrass)



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- The tiny tots playground here opens onto the road with an opening in the fence-needs a gate to stop kids, also 8th ave is so wide it's easy for cars to speed even though this is a playground zone. A separated bike lane would slow traffic down through this area.
- Don't know why I'm forced to answer this question if I don't have ideas
- Given the theme of 'Unit the Heights' - the 8 Ave bridge needs to remain 2-way traffic or it will separate instead of unite. Add pedestrian crossing lights at 13A street and 8 Ave, add barricades on the south side of the bridge to separate cars and pedestrians/cyclists.
- This bridge needs to be maintained for 2 way traffic. The designated Catholic school for Mayland Heights & Vista Heights is in Renfrew and this is main road for kids to get to school and home via bus or driven by parents.
- On Street parking both sides here is quite dangerous when you have buses and bikes. Needs to be pushed back from the intersection for better safety
- "No hole in wall.
- No additional traffic noise to residents.
- Safety for dogs off leash.
- Safety for residents with increased security risk.
- 45 seconds to the south is already hole in wall. Waste of taxpayers money to put one in here."
- Those who want to cross with their Bicycles or pedestrian can do so here.
- There was already neighborhood consultation about a hole in the wall. Was overwhelmingly rejected. There is a gap 200m to the right already. Neighbours don't want the busy traffic noise. Lots of dog walkers here.
- On street parking needs to be maintained here regardless of any traffic calming measures that are implemented.
- On street parking needs to be maintained due to nearby condo developments.
- Street parking is crucial in this area.
- On street parking needs to be maintained in this area.
- Street parking needs to be maintained. There are a number of houses that have legal suites in the area and therefore parking on the street is critical
- Street parking is critical on this corridor and needs to be protected. Bike lanes would be appropriate in other, less busy streets.
- Street parking should not be sacrificed for a dedicated bike lane. The existing bike lane functions well.
- Street parking should not be sacrificed for a bike lane.
- Plant trees on the Mayland side or do some sort of landscaping. The hill in this area looks as bare as it was back in 1975. I want future generations to enjoy the greenery in this area and when trees are planted people will be more inclined to walk and use bikes which is great!
- Could you paint the intersection light posts as part of a beautification effort?
- Do not want a hole in the wall



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- Public engagement needs to be done in person as well as on line. I disagreed that we are in a public emergency because of Covid. Public and city buildings are ALL OPEN. I did NOT get notification in the mail that this happening and neither would a lot of elderly people in this neighbourhood.
- Due proper due diligence to see if the local residents want a hole in the wall.
- Painted crosswalk and associated signage to access the businesses from the neighborhood.
- This area can feel unsafe because of the poor conditions, vandalism, drug/prostitution, etc. The bike path starts and stops abruptly at the parking lot. CP rail has random materials close to tracks. Would be better to have more intentional design like bike park, lighting and signage
- Important to maintain street parking here.
- Critical to maintain street parking here.
- On street parking must be maintained here.
- Concerned about a connection here without any plan for improving connections in adjoining areas. The industrial area is not pedestrian or bike friendly, and there is no plan without massive redevelopment to improve that . Create this connection as mobility choices in the adjoining area are improved.
- Survey was done; residents living on this close overwhelmingly responded that they do not want an opening in the wall here. An opening already exists at 4th Ave. where the bike path already also exists.
- "BUILD THE WALL,
- We have to keep the Mayland Height riff raff out of Renfrew. They use our parks, drive on our roads, unacceptable. Wall or a passport system, something needs to be done!"
- This is a greenspace that could be better utilized with a playground or a bench and trees. This quadrant of Mayland does not have a playground.
- This park needs to be a central part of the bike lane addition. Adding a spray park/Frisbee golf/ any rec activity to encourage residents to use this space.
- Why stop here? It would be great to make a good connection from the bluffs to Riley Park and/or SAIT.
- I am very concerned to see all the requests for separated bike lanes in front of the houses (mostly for people passing through our neighbourhood). I live on 8th ave and need to park in front of my house. Where would we park if there is a separated bike lane?
- We live on this section of 8th ave and would be very against losing our street parking to a separated bike lane or other measure beyond the current bike lane.
- Just want to say I appreciate the art on the traffic signal cabinets. It improves the look of the neighbourhood with minimal cost. Makes me happy every time I see them.
- The parking lot south of the 8 Ave bridge and west of the train tracks is very unsafe. There are multiple potholes upon entry and the lot isn't maintained very well which attracts illegal dumping and crime (graffiti, vehicle prowling, drug use).
- Boogies needs to be open past 9:00pm for late night milkshakes. Peter's is too busy.



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- I agree with comments here that this is a major blind spot for cars and thus unsafe for pedestrians. Yet it is a major connector for those on foot/bike - improve the wheel/walkability of this spot.

Do you have any additional comments about this project?

- More blue-out pedestrian crossings. Large speed humps for mid-block crossings
- Having a distinct destination artery into community nodes (Edm Tr, Bridgeland, Centre, etc.) for save travel, no matter the modes of transport. Define the space with greenery, road breakup, colour, and more
- This does not have force 8th Ave to be about cycling. Feedback options are already limited to almost exclusively bike/disability centered choices - that's disingenuous and provides feedback driven to a foregone answer.
- Need better traffic calming and bike/traffic separation on 8th ave. Speed bumps for cars. Traffic circles, etc. Anything to slow traffic and have better crosswalks for pedestrians, scooters, bikes, strollers, wheelchairs! Thank you for enhancing and improving this area!
- This closed-choice survey forces the feedback it wants to receive. For many years I have used 8 Ave including the bridge very regularly - driving, cycling, and on foot. Modest improvements would be nice, especially for accommodation, but don't fix what ain't broke. I have never seen a problem IRL.
- Roads are fine, Bike lanes are dumb and just congest traffic and are only somewhat used on the weekends if its a nice area. But go ahead and keep screwing up Calgary!
- I'm excited to see the updates to this corridor!
- Please no lights or traffic circles they don't seem to work here
- Since I've moved to Renfrew 20 yrs ago there is much more traffic on 8th Ave. It's used as a thoroughfare and it's very difficult to see to turn out of driveways. Please put some signage to keep vehicles away from corners/entrances for visibility.
- Looks like another unnecessary project for freeloading cyclists.
- No
- We look forward to any improvements to the safety for cyclist and to enhanced green spaces for walkers/rollers/birds.
- It would be nice to see a protected bike lane along the bridge. I take this way home every day and cars go too fast on the bridge to make it safe for cyclists to use regularly.
- Please stay true to the theme of 'Unit the Heights' and promote the 8 Ave bridge to be used by motor vehicles, cyclists, and pedestrians going in both directions. Communities on the east side of Deerfoot sadly have a certain stereotype and the City should not be segregating them further.
- None, I believe the positive and constructive comments already made in the marker map above provide great feedback! Thank you for putting out this engagement survey!
- A line of paint for a bike lane isn't infrastructure. People need to feel safe on the 8th Ave bridge.



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- Seems like another useless study that I have to support by taxes.
- Do not remove Vehicle access!!!!!!!
- Vehicular traffic should continue to be free flowing without the obstructions of traffic circles and calming. I think these measure are more dangerous for example 8 Ave and 8 St NE. A road should be a road. How did we survive growing up in a world without calming and circles.
- My biggest concern is that the road remains a road for vehicular traffic which allows free movement of vehicles without being encumbered by dangerous traffic calming which in many cases causes accidents and frustration. The traffic circle at 8 Ave and 8 St s a prime example. Should be removed
- With the playground, ball diamond and the increase in residential that is proposed through the NorthHill local area plan, parking NEEDS to be maintained along 8 ave. Especially with the reduced parking requirements allotted to new developments (ie. micro suites)
- N/A
- Too many markers. Too many opinions . In person discussion is better .
- Link to the bluffs so that people have a commuting type trail and a leisure/recreational trails that are integrated.
- Yes, the 8th avenue bridge really needs to be reviewed for safety for cyclists, pedestrians and vehicles. Currently all three users are at war / in conflict and it's actually really dangerous. The bridge needs lighting, it is used by many commuters for work as well as during the weekend for fun
- How about - NONE OF THE ABOVE. You rigged the poll, as usual, to ensure you get the result you want. This is a critical piece of roadway for vehicle traffic for residents on both sides of Deerfoot. DO NOT take that away or make it worse in the name of "safety" or the "climate". Leave it alone!
- As someone who lives on 8 Ave ne please just leave it alone!
- We were told by our councilor at our AGM that the solution for the 8th Avenue bridge over Deerfoot would be removing the large barriers on the north side and creating a separated multiuse pathway for cyclists and pedestrians. This was not mentioned at the virtual session, so I am a little confused.
- "1. Maintain/upgrade the stairs at the NW corner of the bridge. Highly used. 2. Create a more protected bike lane so bikes don't need to ride on the narrow sidewalk. 3. Improve sidewalk on north side of bridge to St Georges intersection. 4. More consistent snow removal in theses areas"
- The existing single lane roadway is very useful to connect us Mayland residents w/services in Renfrew and Edmonton Trail area. Also a nice alternative when commuting to the dt. However biking across the bridge can be a challenge in the winter. I usually use the pedestrain walkway but it's narrow.
- really excited for the prospect of enhancing the biking experience/safety across 8 ave bridge. I rode across it for many years and felt lucky to have made it alive, especially west bound where the lane feels narrower or the cars drive faster, I can't put my finger on it.
- This is a great idea. The most uncomfortable and dangerous points for me are crossing Edmonton Trail and Centre Street. I dislike crossing with my kids on those two streets due to fast traffic. Lack of trees (shade) along 8th Ave NE east of Edmonton Trail can be unpleasant for walking in the summer.



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- I would like to see protected bike lane both ways on 8th
- Excited to hear there might be improvements there. Cycling is my main mode of transportation and crossing Deerfoot and coming up the hill into the neighbourhood is one of the more sketchy/dangerous cycling stretches I know of.
- I would use a stronger word such as "traffic speed limiting measures" along the corridor you are considering making changes to. I hope you do not intend increase traffic flow along this road under the guise of these improvements.
- no
- No
- It is fine the way it is, but then again I don't work for a government that seems to think they need to spend spend spend. My taxes have more than doubled since I moved to Renfrew 12 years ago. I currently ride a bike over the bridge.
- Lots of good ideas.
- Residents of all communities and self-propelled transportation should receive priority use ahead of cars.
- Anything will be better. Increasing safety and mobility will be appreciated.
- Should 8th ave west of Edmonton trail prioritize local traffic and bikes? Too narrow for a major route anyway. Perhaps encourage local traffic only and improved bike facilities and an improved crossing for bikes and pedestrians at Centre Street.
- Your questions are geared entirely to reducing the public highway aspect of the corridor. You're engaged in result based decision making. You've decided what you want, and now you're skewing the questions to gather the feedback you require to "prove" your decision is popular.
- The best thing you could do would be to keep the road surface in good condition, especially around the 7th Ave NE turn-off. Other changes are not needed given the low traffic on the road/sidewalk
- I would like to see visual improvements along 8 Avenue. Many of the homes on the east side of Deerfoot have poorly maintained yards. Perhaps some nice trees, some artwork some incentive for those people to improve the scape of their lots.
- It seemed to me the info sent in the mail was very obtuse in the wording, I am still not sure what the overall benefit to the general public
- I live in Renfrew and often shop in Marlborough. Please, whatever you do, do not remove auto traffic on 8th Ave. It's a treat to take this bridge as there is rarely much traffic - thanks
- A separated bike lane needs to be implemented.
- As a designated bike route, the paint on the road doesn't mean anything to cars. The bridge needs a protected bike lane, or a sidewalk expansion into a pathway. The distance of the bridge requires motorists to be behind cyclists longer than their patience allows.
- It would be great if the green space was utilized for snow sledding, etc. The open space is much needed for a congested area. A pathway along Nose Creek in that area is needed as well.
- there should be separated bike lane along all of this active transportation corridor



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- This is annoying dropping markers. Why can't we login once and do the captcha once and then add the markers we want? Separate topic: Have the admin and council tried using this corridor both as cyclists and pedestrians? And in winter/spring? If so, they will know immediately how dangerous it is.
- Some education for the cyclists in the area could go a long way. I never had any issues on this bridge even before the sharrows and bump outs arrived. Other unconfident, uneducated cyclists did.
- no
- Cycling down 8th can feel super unsafe! More separation is needed. There need to be more north-south connectors to get to the river as well.
- I just feel there should be more suitable cycling protection from vehicles throughout the corridor. I find that people have no problem parking over bike lanes, forcing people more onto the roadway. Designated paths and traffic calming would be very advantageous for everyone.
- Stop ruining our roads. This is one of the few ways to move between these communities as a vehicle. Leave the road alone and keep it for vehicles. If you are so determined for other users, build a new bridge and make it for other uses only.
- "<https://youtu.be/d8RRE2rDw4k>
- Please see bicycle and driving infrastructure from the Netherlands. This will improve safety and traffic flow. The YouTube link is above."
- No need for any changes. Would help if you described this in plain English
- The crossing at Centre Street is horrible as a cyclist. Have to dismount and push beg button and walk bike across the street.
- High quality protected cycle lanes throughout the corridor. Better spaces for pedestrians. Less focus on ease of movement for vehicles.
- I live along 8th Ave, and notice that there is lots of speeding through the long playground zone, so I am more interested in traffic calming measures and maintaining parking along the street for myself and my guests at my house.
- I live on this avenue. Traffic calming measures are needed badly. Speeding at night is a huge issue. Maintaining parking for the homes & visitors is also very important.
- Install photo radar on 8 Ave. N.E. from 19 St. N.E. to 1 block east. Cars take off like race track drivers until they hit the playground/school zone.
- A waste of resources both time and money for the half dozen cycle nuts that use this route.
- Keep the pedal Bikes off the road and give the wheelchairs, Walkers, and pedal bikes their own path! Leave the vehicles the space as winter can be a challenge on the hill both directions.
- 8 Ave is the only bike crossing over Deerfoot for quite some distance, and it is very dangerous. Please fix it before someone gets killed! Drivers do very stupid and dangerous things there, so please put in proper infrastructure instead of relying on people to "do the right thing".
- Lights on both sides & only allow vehicles to travel in 1 direction at a time. Large Protected area for walking & room for 2 wheelchairs with Service Dogs to pass each other. Protected Separate Area for Wheeled Activities.



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- Improvements to the 8th avenue bridge to make it more accessible for pedestrians and cyclists is the single most important thing to improving active modes connectivity between these central NE communities. The bridge feels extremely unsafe at this time which hugely discourages its use.
- We need to bridge communities and citizens by other modes of transport other than the car. My hope is that Calgary loses its nickname of CARgary and have multiple modes of transportation including a train.
- Dedicated cycling infrastructure is essential for this location
- Re prioritize winter road maintenance would go a long way to improve safety ,this would include sidewalk clearance of snow and ice.
- Active transportation modes should be prioritized throughout this project. Please make it easier for all ages to cycle and walk along 8th avenue. Make it safer to cross major roads like Centre Street and Edmonton Trail.
- no
- It's critical to have separated and safe active mobility across Deerfoot Trail. I've biked that in all months of the year, and finally gave up because it was so dangerous. This meant long detours to north or south.
- Please, please include another MUP connection up to and across Barlow Tr at 7 Ave NE, to the new Meridian Rd MUP.
- Bike lanes and shared pedestrian/ bike west bound on the bridge need to be marked clearer. I dont feel that walkway is wide enough. Plus the hill going east bound is shared vehicle and bike space. I don't consider that safe
- Traffic calming is the number one priority
- I don't have any comments, just glad to see this corridor get this attention. Please prioritize walking and cycling wherever possible.
- Is elevating the bike lane over the bridge an option? Or perhaps adding some better markings of same? Thanks so much!
- The west bound slope steepness for the 8Ave bike trail is a challenge for most. As a lower grade slope alternative, could an evaluation of a bike path that connects 8Ave mid west hill across the bluff with Robert Rd NE?
- Leave it alone
- no
- So much potential in this corridor to build community.
- This bridge should be used mostly for local communities. And people drive way too slow across this bridge, it's really annoying
- I wish that the plan extended more into Mayland Heights and was not solely focused on improving the quality of infrastructure in Renfrew.
- Mandatory bells law on all scooters and bycles.
- Cycling uphill at either side of the bridge is particularly dangerous, due to the cyclist moving much slower than nearby traffic. These areas would benefit most from traffic separation.



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- Green space is important
- It would be great to see the on street murals redone with proper paint that will last as long as other painted lines!
- Any accommodations for pedestrians and bikes must not interfere with the movement of cars on the Deerfoot bridge or along 8th Avenue. Doing so will create more frustration and further decrease safety for all users.
- Please leave 8 Ave NE alone. The area is perfectly fine the way it is. I do not want to see any upgrades.
- Traffic calming (speed bumps) is required to slow the speed down in this school/play ground zone. it is a daily concern and currently unsafe for residents and children.
- This study is flawed by the fact that you are only interested in everything but vehicular traffic. It appears that the city's goal is to eliminate all vehicles and revert to alternate modes of transportation which are not regulated. Vehicles have registered identification bikes and scooters don't!
- This study is flawed by the fact that you are only interested in everything but vehicular traffic. It you think that the pedestrian and bike traffic will equal the vehicular traffic, you are just as dumb as our mayor.
- This study is flawed by the fact that you are only interested in everything but vehicular traffic. It appears that the city's goal is to eliminate all vehicles and revert to alternate modes of transportation which are not regulated. Vehicles have registered identification bikes and scooters don't!
- Westbound approaching the bridge over Deerfoot, there is a bus stop which is well used. It would be better if this bus stop had a pull out, so that cars and bikes could move past easily whenever a bus is stopped. There is plenty of green space adjacent, and so this would not be difficult.
- We love the 8th age bridge and would love to see safer crossing for pedestrians and riders (bikes scooters etc). Also a light at McNeill road and 8th avenue would be most welcome! In order to make this more walkable the city would benefit from widening the sidewalks and curbs.
- The most important thing to me is slowing speeding cars on 8th ave. We have lots of schools and kids crossing 8th ave.
- "Fix crooked cca Clean crime Clean drugs Get police to do patrolling Fix wood barrier Y a path on a hill with no retail spaces on other side of road How will a wheel chair work on this incline? 90% of residents on maunsell petition is no! Does not know our. Community Parking"
- Put pedestrians to the top of the transportation triangle where they belong
- It is a useful bypass to 16th Avenue to get from Bridgeland to Mayland Heights, so it is well worth keeping the overpass.
- Please designate the section of 8th Avenue NE between Centre Street and Edmonton Trail as residential. There's no need for large commercial trucks to go down 8th Ave when there are other major roadways available (Edmonton Tr, Centre Street, 16 Ave, Memorial Dr).
- I very strongly prefer protected bike lanes to painted lanes or shared lanes. Statistically they are substantially safer- and as a regular cyclist near 8th Ave I find painted/shared lanes in Calgary primarily result in verbal abuse of cyclists and very dangerous driving.



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- We need cars to be able to use 8 Ave!!! We must be able to avoid the high collision roads of 16 Ave & Memorial Drive. Expand if you must, but do NOT DARE close 8 Ave to vehicular traffic!!!! PLEASE!!
- No
- DO NOT EVEN CONSIDER CLOSING DOWN 8TH AVE. BRIDGE TO VEHICLE TRAFFIC.THIS WOULD BE A CATASTROPHE FOR THE NEIGHBOURHOODS.
- This is a critical East-West connector that would substantially improve cycling ability between neighbourhoods and between transit routes. It would be great to see this included in a budget ask!
- Please don't limit the scope of this project to 8th Ave! Community residents have been advocating for a change on 19 Street on the section from Maxbell Station to approx. 3 Ave for years. There is no bike path! There's huge trucks on the road and it's impossible to do a safe loop on the bike paths.
- More traffic playground speed limit signs along the 8th Ave NE playground zone between 5th Street NE and Remington Road (8th St NE), will aid in traffic calming. Currently, 1/3 to 1/2 of vehicles travelling in the playground zone unsafely exceed 30 Km/hour.
- What's the anticipated connection to get cyclists north of 16th ave and connect with the existing ~26th ave pathways east of the deerfoot?
- Stop using small traffic circles as a speed deterrent. I've never been close to being hit at a 4way stop when using a scooter or bicycle. But have almost been crushed several times in those small traffic circles. Wake up and smell the coffee.
- Natural beautification, trees, shrubs, landscaping, at both ends of the bridge would be great! Not another layer of concrete over our greenspace without giving back!!
- I found this survey very cumbersome to use. A one page survey on all topics would be preferred. Is any work in this regard really essential given today's economy or is this a pet project. How much review of actual usage data has occurred? i.e. how many wheelchairs would actually use these hills?
- focus on getting the vehicular traffic moving quickly and not impacting traffic flows during busy times. do not waste taxpayer money.
- Curious about how the questions were formulated. It sure looks like a leading questions. One would think an option like 8th avenue's current mix of transit, bike lanes, and cars works well. Granted this may not be the answer city is looking to promote. Very dissatisfied in this feedback portal.
- The interactive map is an effective engagement tool. I appreciate being able to see other people's comments and how comments are directly tied to specific locations.
- I think the connection of pedestrian and wheeled infrastructure from 8 Ave to 9a St/Bridge Cres is critical. Bridge Cres is one of the best suited connections from Renfrew to Bridgeland but, poor walkways and a lack of wheeling accommodation hampers it significantly.
- We live on 8th ave and are VERY concerned about all the requests (mostly I assume from cyclists who don't live here) for separated bike lanes. We are worried we would lose our street parking which is essential to living here. We are fine with current bike lane.



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- 8th ave over the Deerfoot is not wide enough to accommodate vehicles 2 ways and cyclists. Separating car, cyclist and pedestrian flow may be advantageous
- Traffic calming measures such as speed bumps or traffic circles are needed along 8th avenue and Mckinnon dr, specially school zone. Constant speeding on this road is observed when walking and driving. Added flashing lights at crosswalks would add safety for school kids and bikes using this corridor
- This is a great initiative. To make this safe for bikes/pedestrians and cars this 8th avenue bridge need to be updated to accommodate all these uses. Bridge should be widened to allow safe bike traffic and not interfere with vehicle traffic.
- "Very important to continue to allow car and transit traffic.
- Speed bumps could be used to slow traffic.
- Walkway could be widened to allow for easy passing of bikes and pedestrians when they are on the move at the same time.
- Love the mural that the community painted on the walkway wall."
- Thank you for considering our area of the NE. It is often overlooked since it's small.
- No.
- Maintain East and West vehicle access. We commute regularly between Renfrew and Mayland Heights and much of the year e vehicle is the most reasonable form of transportation. There are also many trips that involve transporting materials and again, the only practical way is vehicle.
- Project seems good, I'm glad it's small scale. Bike lane signage could be increased. For example just before crossing the bridge heading east. a sign "watch for cyclists, or slow to 40 km/hr over bridge" could be implemented. heading west has a bike lane so it's fine.
- We need a pedestrian bridge going over Deerfoot to the bike/walking path like the one at Deerfoot & 32 st. The pedestrian path on the 8th avenue bridge is not wide enough.
- This is an important transportation corridor which I use multiple times a day. The survey is asking the wrong questions. Do not ruin this vital connection for bikes and pedestrians. If anything is to be done new infrastructure which does not impact what is currently available is required.
- Improvements to the very steep hill on either side of the bridge, separating bike and car on the bridge is helpful. Adding a ramp to enter/exit Renfrew off-leash would be very helpful, there is currently only one way to push a stroller in/out and it is not obvious when entering the park
- Thank you for soliciting feedback. I particularly would like to see a protected bike lane in the bridge connecting Renfrew and Mayland Heights.
- Additional street cleaning along 8 Avenue, especially around the bridge over Deerfoot and the hills on either side. Gravel becomes a hazard for cyclists and pedestrians since there is little separation between the sidewalk/bike lane and the road. They get flung behind vehicles as they drive by.
- In general 8th ave needs less cars, and more bike infrastructure. Parked cars make it hard to cross, and turning cars make it unsafe to walk or bike at times.



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- the stretch of 8th Avenue between the four way on 10th Street and the 8th Street traffic circle is a popular speeding spot, cars, trucks and motorcycles love to go as fast as they can on this part of 8th Avenue....not good for pedestrians, animals, anything really....
- Its a secondary road at best. Close it off to cars and make it a walkable space. Rezone nearby areas for mixed use. Maybe create a people corridor through the whole city by closing down less used secondary roads. Could become a tourist attraction
- Stop wasting tax dollars.
- Bridge should feel more safe while riding a bike
- There needs to be separation of cyclists from the vehicles, when heading westbound you have either a) walk bike on sidewalk b) Ride bike on sidewalk and tick off pedestrians c) risk your life biking on road because cars don't give you room d) use south bike lane and ride on the wrong side of the road.
- Another war on cars project. Waste of money. Not enough cyclists to warrant this. The City already knows what they want to do with this road. It's a done deal so why bother asking for input. There is never a 'do nothing' option. To call this a public engagement process is a cruel joke.
- No
- In selecting from the previous list I wondered if there couldn't have been a universal design choice that could apply equally to all forms of human powered mobility. If there was I'd pick that.
- consider improvements to keep busses out of traffic when stopped... this applies to all stops east of Danloe through to 19th St
- No
- Please don't split Crescent Heights community up anymore or creat more cut through for vehicle traffic between Edmonton Trail and Centre Street.
- Please look at connections into destinations onto this route and ensuring safe passage. Would love for my tween kids to be able to bike to pool but not currently safe so end up driving them. Other 'destinations' are the crescent, parks, schools, and Spark and Zoo
- Leave it alone. Stop spending tax dollars on unnecessary changes. End the "war on cars". Stop soliciting stakeholder engagement that is later ignored.
- no
- I really thought this is the last location I would see a survey like this. It really is fine as it is.
- Looks good
- We are the operators of the Evergreen Community SPACES located at 1709 8th Ave NE. We cannot afford to lose any of the existing street parking or access to transit. These are both very important to our operation and our clients.
- The west end of 8th Ave NE from 10th St. to Edmonton Trail is relatively safe and a 'paint only bike lane is all that is required. The bridge needs additionala ccomodation for peds and bikes. Calm the traffic a bit over the bridge and it's all good. There's WAY bigger issues: downtown underpasses
- 8th is brutal to bike on. There are so many close-conflicts with speeding cars. Traffic calming and safe wheeling lanes are a priority here, quickly before someone gets hurt!



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- "The proposal is poorly written, the choices clearly biased, a make work project. I have lived in Crescent heights since 1986, on 2nd, 4th, 8th and 10th avenues between Centre Street and Edmonton Trail .There is no need for any of the proposed changes, 8th Ave is just fine the way it is. ."
- More sidewalk crossings. Some areas on this road doesn't connect corner to corner, so you have to "jaywalk" in a sense, unless you walk a block further
- Winer maintenance is important so vehicle don't get stuck going up the hill.
- Please separate bikes from traffic
- Please don't alter this greatly. I live here and it works well already
- Consideration for walkability and wheeled personal conveyances (bicycles etc) are paramount throughout corridor IMO. No increase in ability for vehicles to transit neighborhood is needed. The limitation on vehicle access to transit through Mayland Heights is part of what makes it special.
- Please don't forget to think about North/South connections to this critical road for pedestrians and cyclists! No one is going to be riding from Crescent Heights over to the 7-11 in Mayland Heights, but a lot of people need to head South to Bridgeland or North to Winston Heights along this route.
- Don't reduce vehicle access to this vital route.
- just leave 8th Av as is except for some improvements for pedestrian and wheelchair access
- Path should continue down McKinnon drive to McKinnon crescent instead of Maunsell close. Adding more openings into a sound barrier wall is not accommodating for the residents.
- Please do something to slow the cars down on 8th ave in Renfrew, either by making the street more narrow, adding separated bike lanes, planting trees... The traffic circle does not work on 8th ave and 7th street NE
- Please, please learn how to save money and quit spending on make-work projects. Please provide the rationale and the number of affected people by these "improvements". It is ok to leave things as is if the majority of people are happy. Please add that to your list of rankings.
- Crossing major routes like centre St and Edmonton Trail are treacherous. Those intersections must be improved. I'd like to see a small tunnel or overpass so people and cars won't need to stop. This stretch would also make for a wonderful continuous sidewalk.
- some sort of bike protection is needed to make me feel safe riding my bike with my child across the bridge.
- no