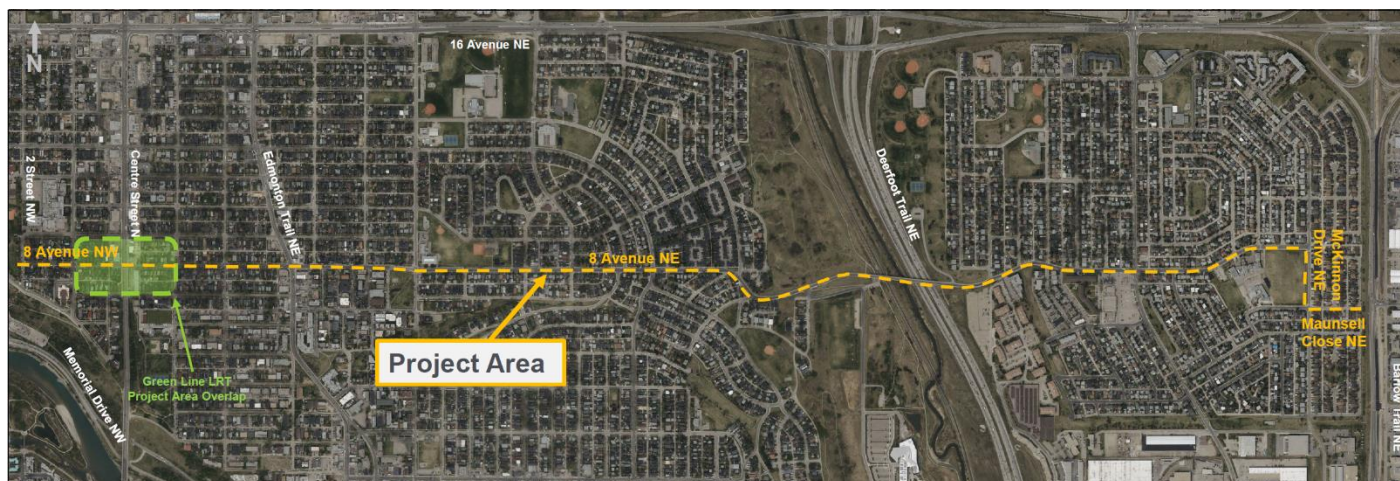


Project overview

The 8 Avenue N. corridor provides a key transportation connection across barriers that divide the region, such as Deerfoot Trail, Nose Creek, and the Canadian Pacific Railway tracks. Based on the community's existing and future needs, the Unite the Heights – 8 Avenue N. Functional Planning Study will identify improvements to walking and wheeling connections 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., so that people have better and safer access to destinations within the surrounding communities. The recommendations arising from this study will provide a strategic plan to guide future investment in the area that aligns with the needs of the community.

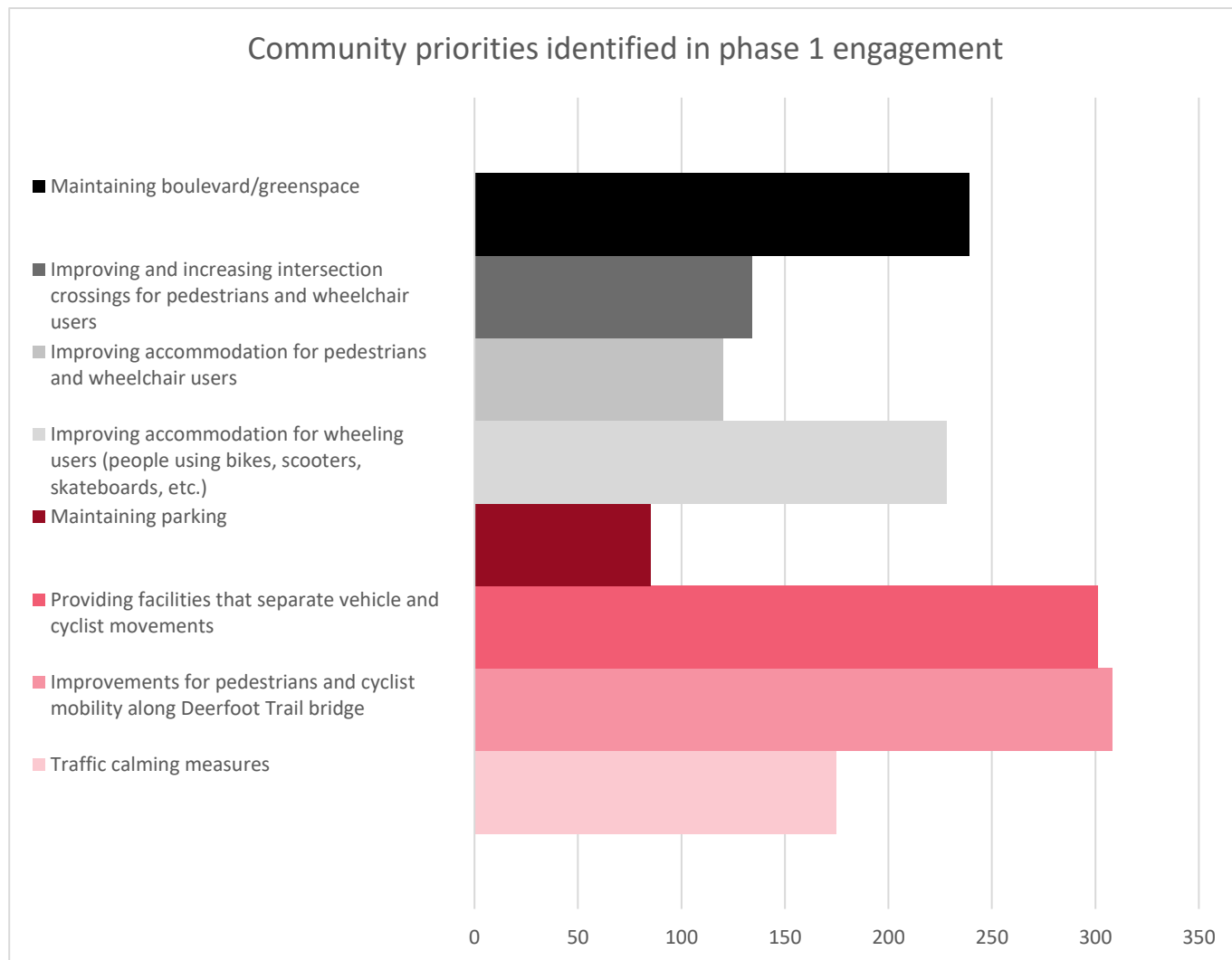
Project Area



Priorities Identified in Phase 1 Engagement

Based on the feedback received in the previous round of engagement, the top three priorities identified for the project were:

- Improvements for pedestrian and cyclist mobility along the 8 Avenue N.E. bridge over Deerfoot Trail
- Providing facilities that separate vehicle and cyclist movements
- Maintaining boulevard and greenspace



Engagement overview

For the project, an online engagement opportunity was offered from September 19 – October 9, 2022 at <https://engage.calgary.ca/UniteTheHeights>. 2,664 participants visited the page during this time and 526 contributions of feedback were submitted. Additionally, two virtual open houses took place on September 19 and October 4. During this engagement phase the project team also hosted meetings with the impacted Community Associations, BIA, and Ward Offices.

What we asked

The study area was divided up into 6 segments to solicit unique feedback on each segment. Maps and cross sections of each proposed segment concept were presented (which can be viewed below under the 'what we heard' section) and participants were asked the following:

- As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept? (Segments 2-6)
- As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept? (Segments 2-6)
- How satisfied are you with the amount of parking maintained in this concept? (Segments 2-6)
- How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement? (All segments)
- How satisfied are you with the streetscape look and feel in this concept? (Segment 5 only)
- Do you have any additional comments for this concept? (All segments)

What we heard

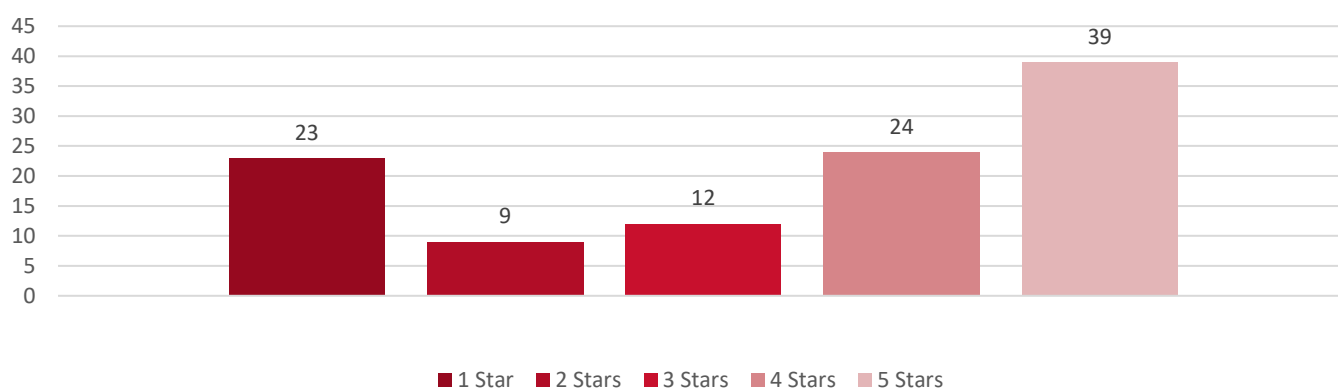
Below are the findings from the engagement on the concepts presented for each segment. Please note that the themes are presented from most frequent to least frequent.

Segment 1 - 2 Street N.W. to Edmonton Trail N.E.

Concept: Existing Conditions with Additional Traffic Calming Measures



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



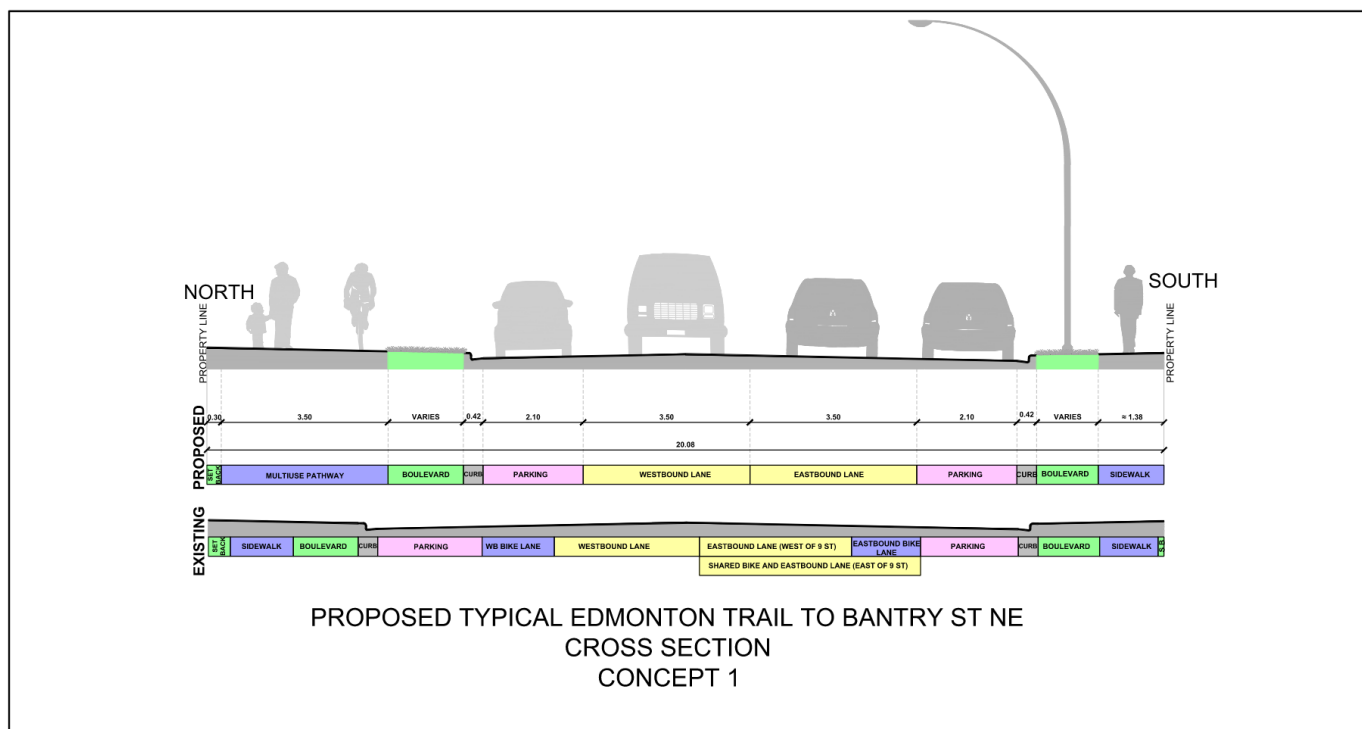
Do you have any additional comments for this concept?

Themes	
Safety	Participants identified safety as a top priority. Some feedback indicated that this concept does not do enough to uphold safety in terms of the traffic calming measures and a desire for physical separation of wheeling users and vehicles. Other feedback indicated this concept does increase the safety for users of the corridor.
Traffic calming	<p>Community feedback indicated the need for traffic calming in the area. Some feedback indicated the proposed improvements provide effective traffic calming, while other feedback was critical that what is being proposed is not enough and provided specific feedback as to which type of traffic calming measures they would like to see on the corridor.</p> <p>Additionally, some feedback indicated that the current traffic calming measures are sufficient and to remain status quo.</p> <p>Feedback was mixed regarding the potential traffic signal at Centre Street N. and new traffic button at 1 Street N.W.</p>

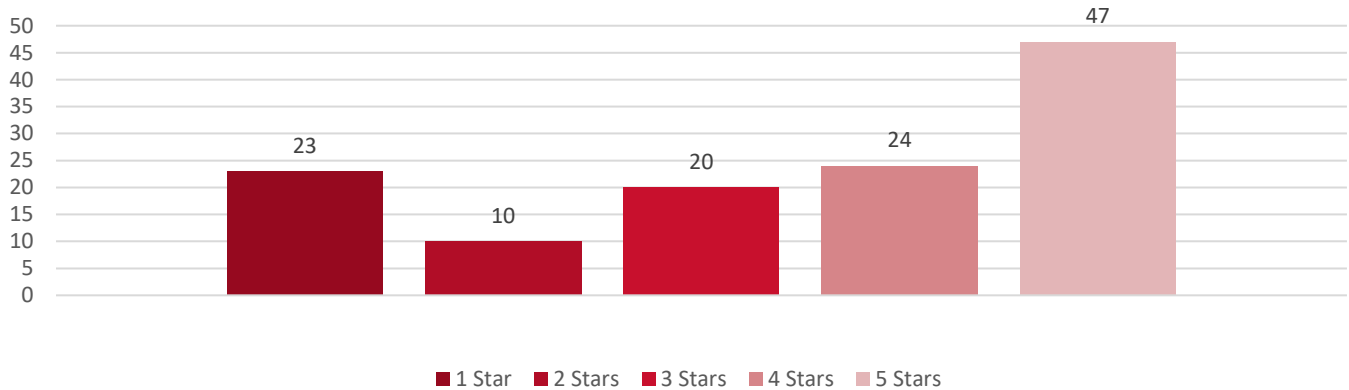
Physical separation for vehicles and active modes	Feedback demonstrated high value in the physical separation of modes and indicated sharing the road with cars and wheeling users is a safety concern.
Support & Opposition	Participant feedback was mixed over the need for these improvements and project in general. Some appreciated these proposed improvements and the project, while others felt it is not necessary and tax dollars should be spent elsewhere.

Segment 2 - Edmonton Trail N.E. to Bantry Street N.E.

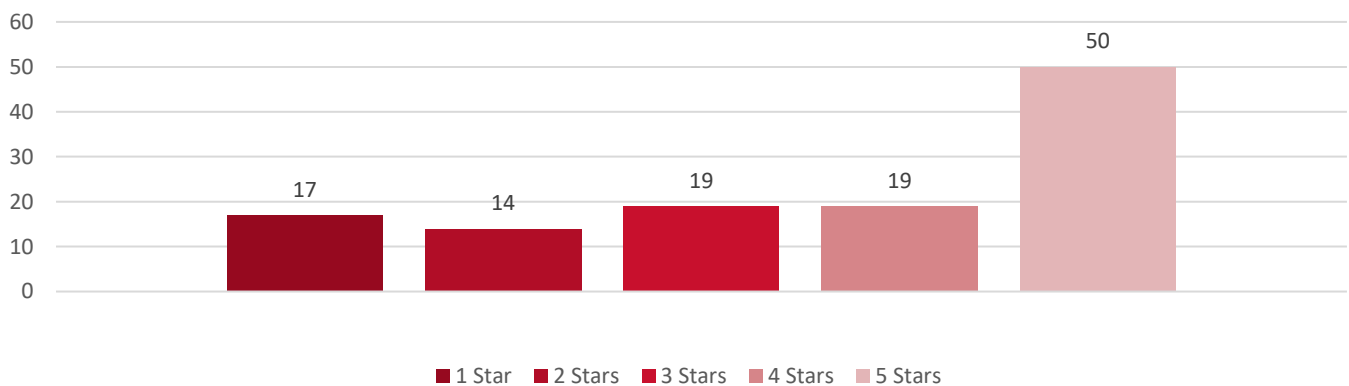
Concept 1: Multi-Use Pathway on North Side



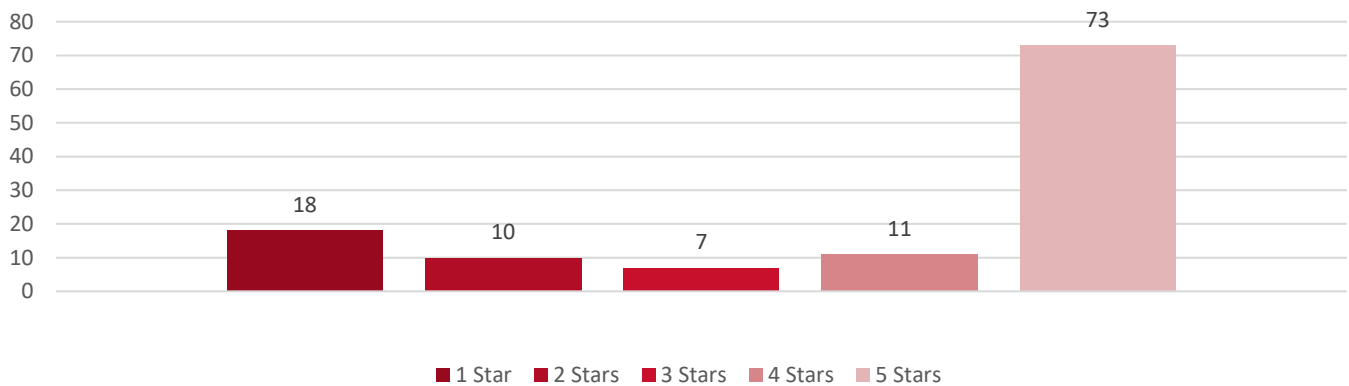
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



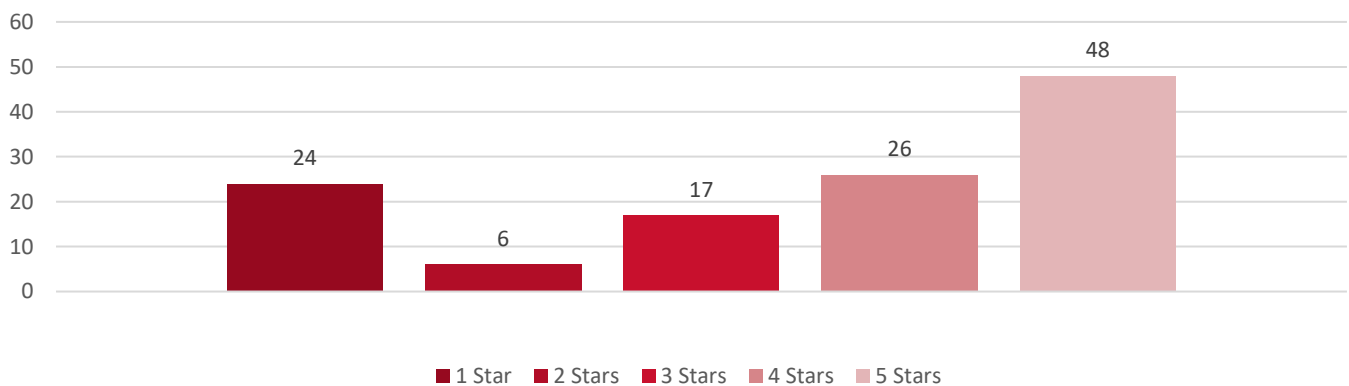
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?





Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

Do you have any additional comments for this concept?

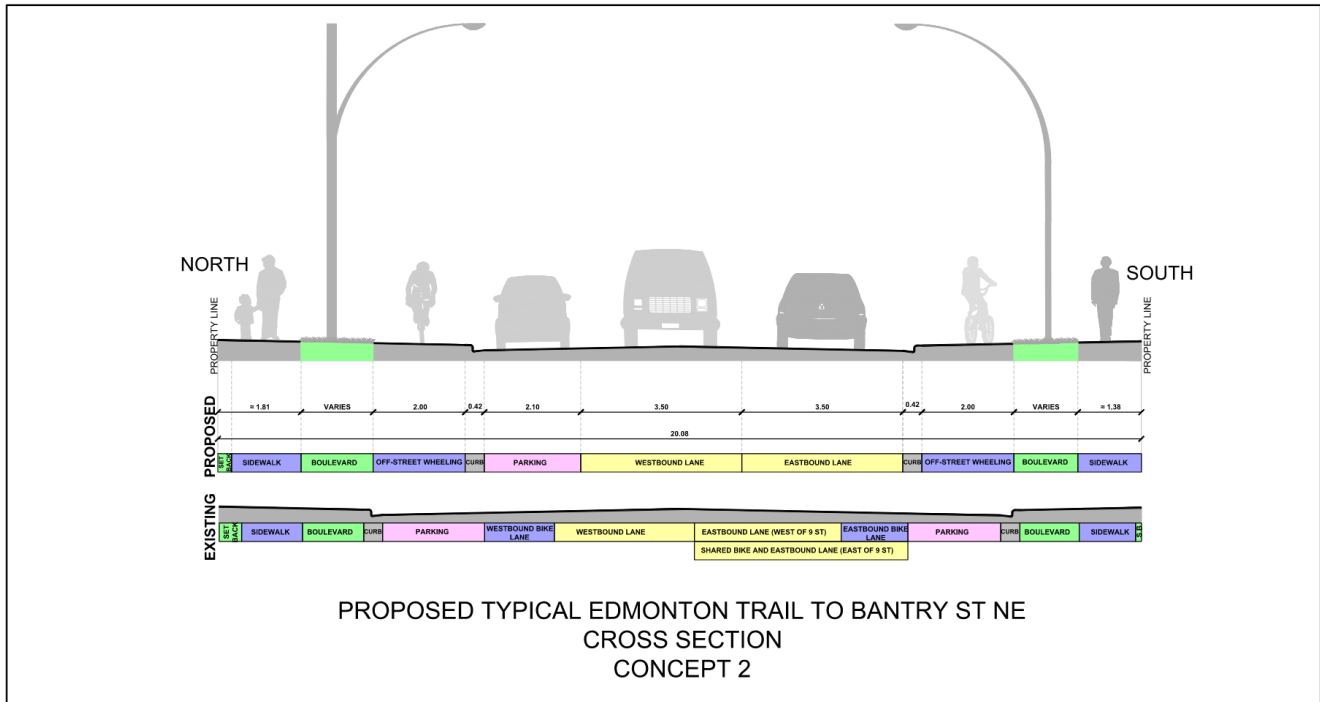
Themes	
Parking	Participants identified parking as a top priority along the corridor. While some feedback indicated that more parking could be removed, most of the feedback was opposed to parking loss.
Safety	Participants identified safety as a high priority. Feedback indicated the concept of a multi-use path presents a risk of conflicts between pedestrians and wheeling users.
Physical separation for pedestrian and wheeling users	Feedback demonstrated high value in the physical separation of modes and expressed concern over the increased risk of wheeling user and pedestrian conflicts on the North side of the path.
Greenery	A desire for trees and greenery was present within the feedback collected.
Intersection crossing	Feedback revealed questions and concerns over how the concept will integrate to the intersection crossings and expressed a desire for efficiency and consistency.
Integrated connections	Participants expressed the importance of integrated connections to adjacent corridors.
Snow clearing	Participants appreciated this concept allows for easy snow removal.

Concept 2: Raised One-Way Wheeling Paths

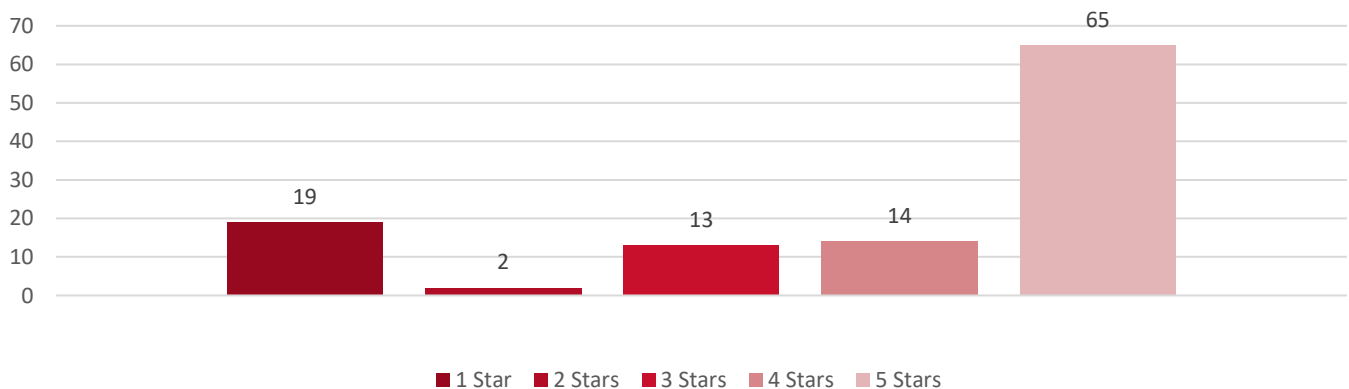
Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

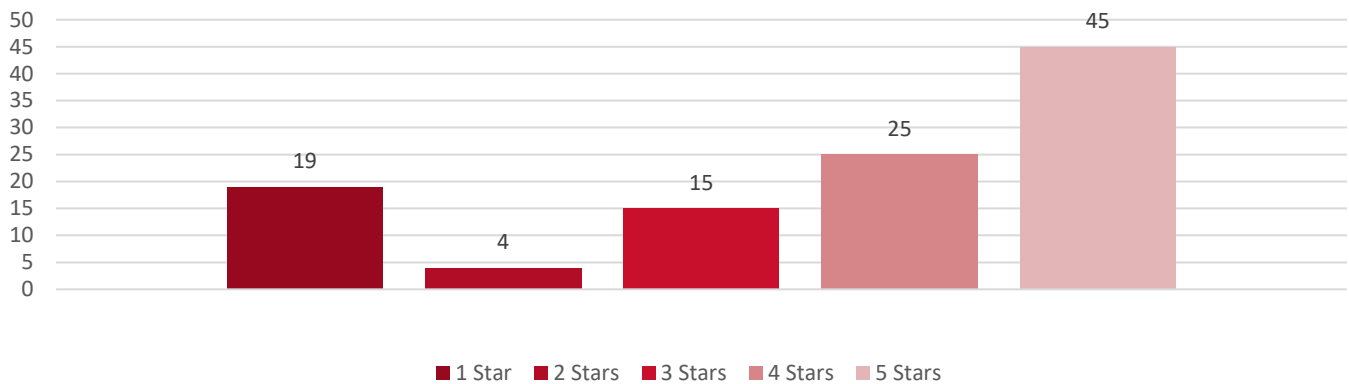
October 2022



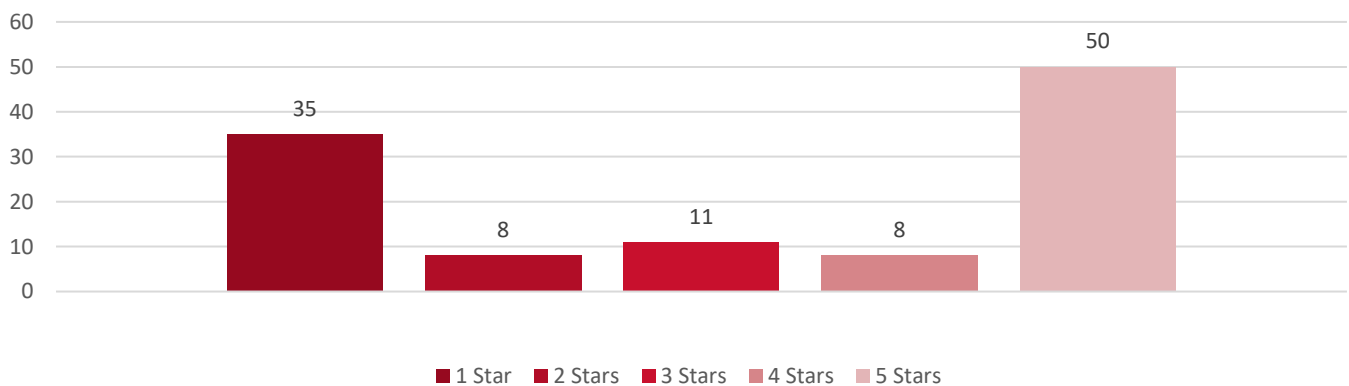
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



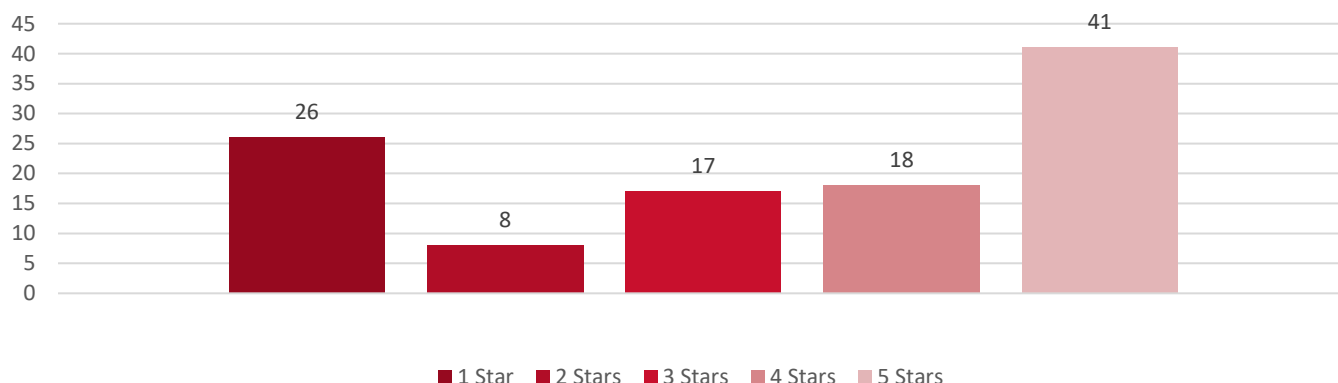
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



Do you have any additional comments for this concept?

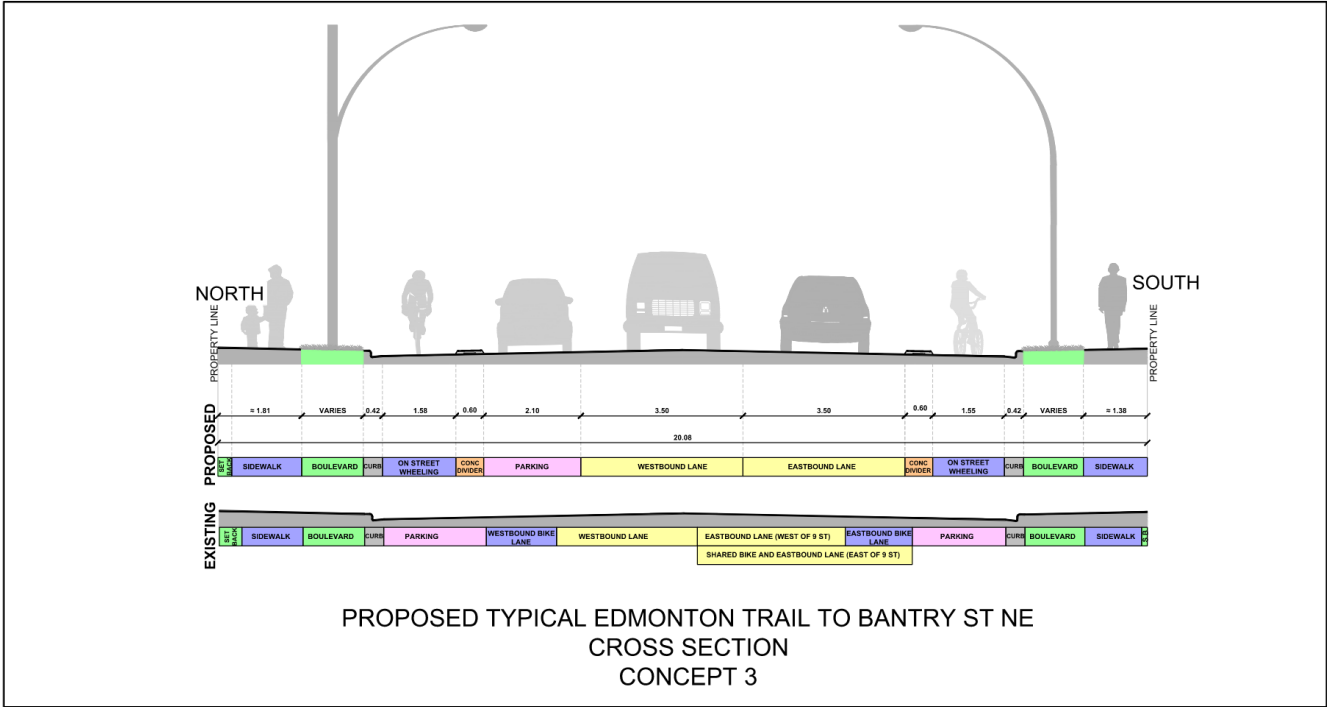
Themes	
Parking	Participants identified parking as a high priority along the corridor and most of the feedback was opposed to parking loss.
Support & Opposition	Participant feedback was mixed over the need for this concept and project in general. Some appreciated these proposed improvements, concept, and the project, while others questioned the wheeling utilization rate and do not support the concept and project.
Safety	Participants identified safety as a top priority. Feedback indicated this concept reduces the risk of conflicts between all modes of transportation.
Cost	Feedback indicated a concern over the high cost of this concept.

Concept 3: Two On-Street One-Way Wheeling Lanes on North and South Sides with Concrete Curbs as Buffers

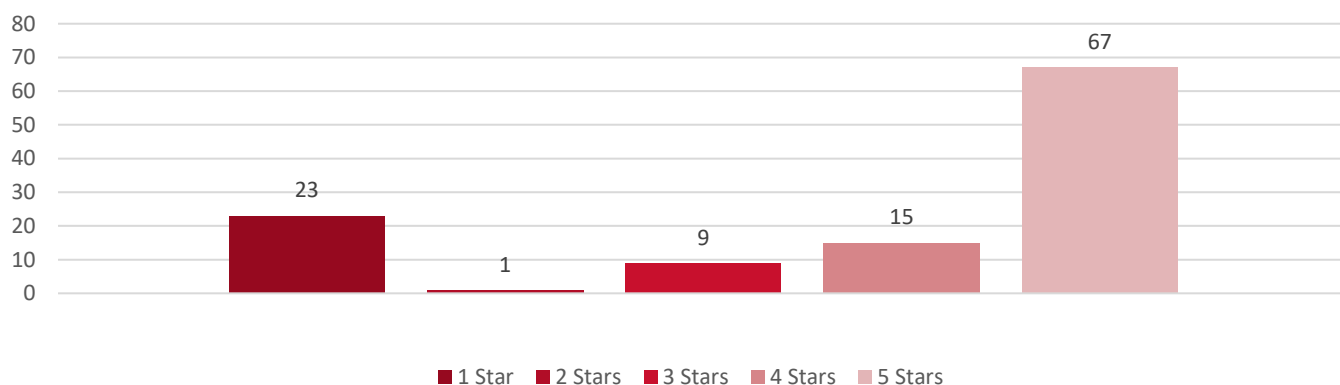


Unite The Heights – 8 Avenue N. Functional Planning Study

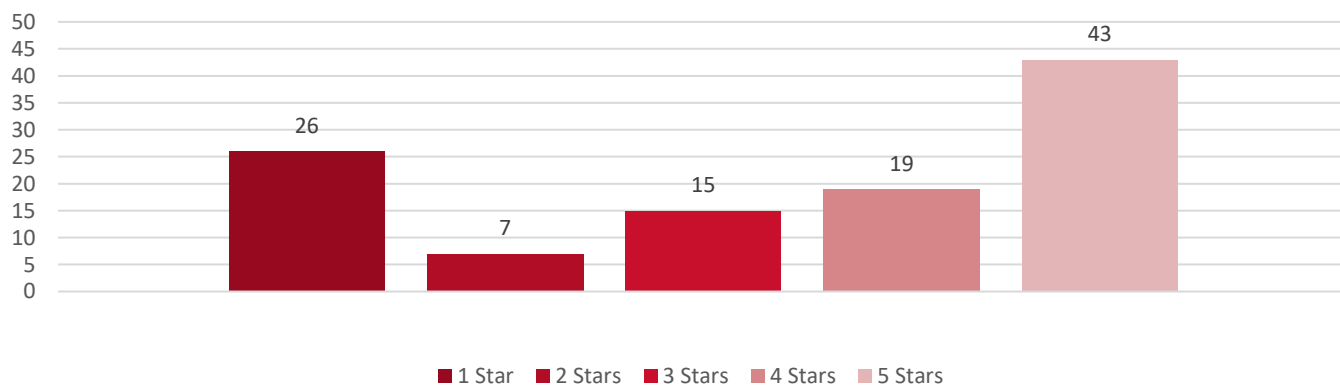
Community Report Back: What We Heard
October 2022



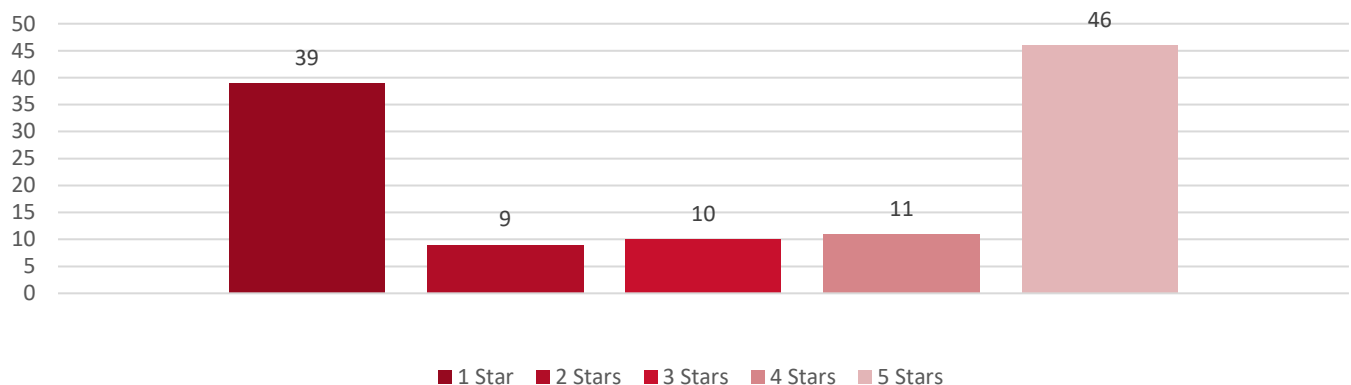
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



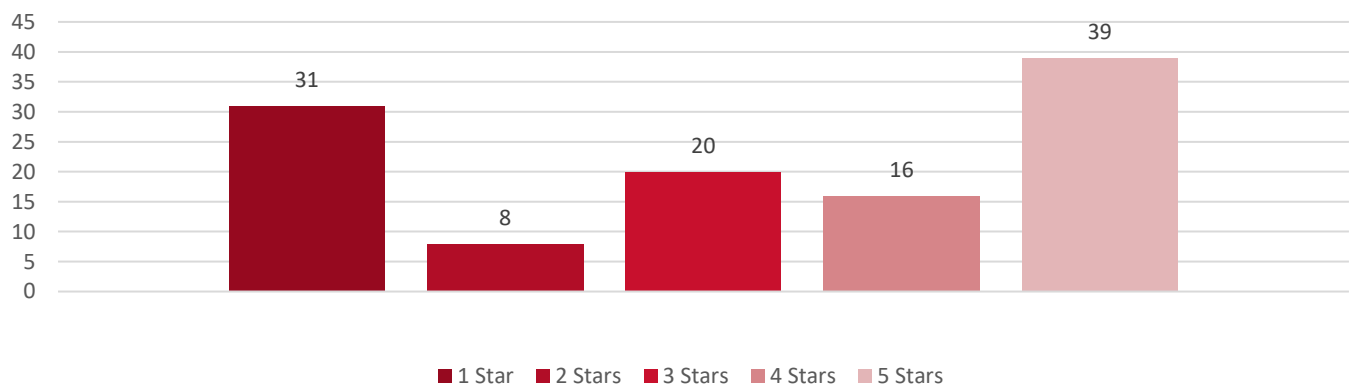
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



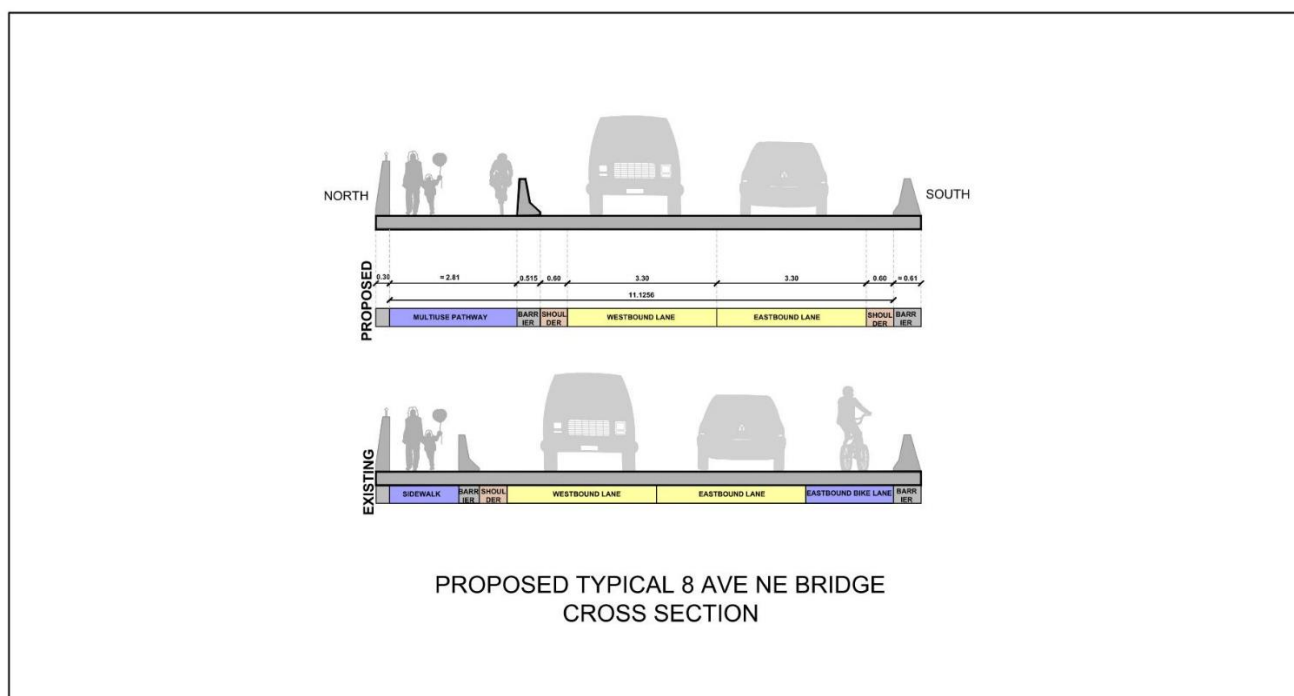
How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



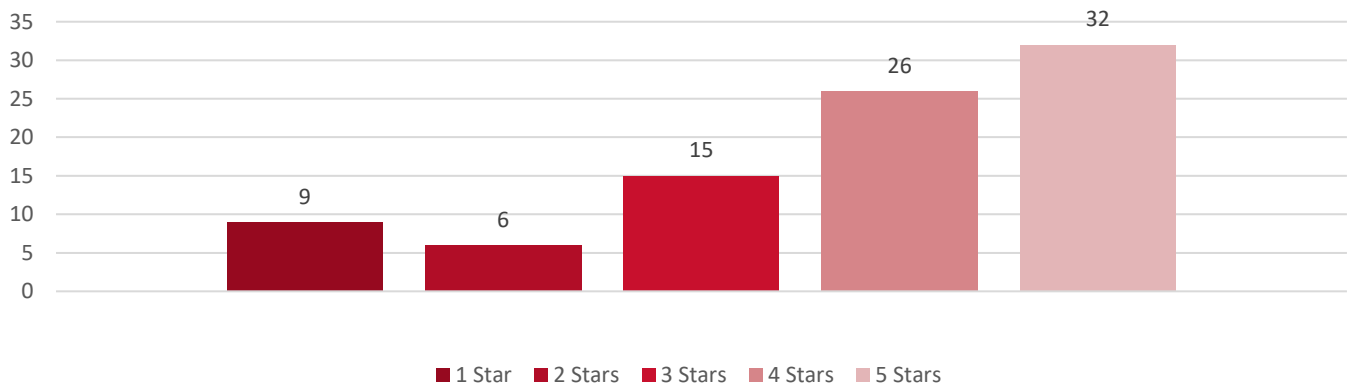
We would like to note that due to an error the open-ended question for Segment 2 Concept 3 was omitted from the online engagement. However, in addition to the feedback noted above in relation to this segment we also received comments in other open-ended questions pertaining to this concept that will be considered within the decision-making process. This feedback can be viewed within the verbatim section of the report.

Segment 3 – This segment has been split up into two sections: Bridge section & 16a Street N.E. to 19 Street N.E.

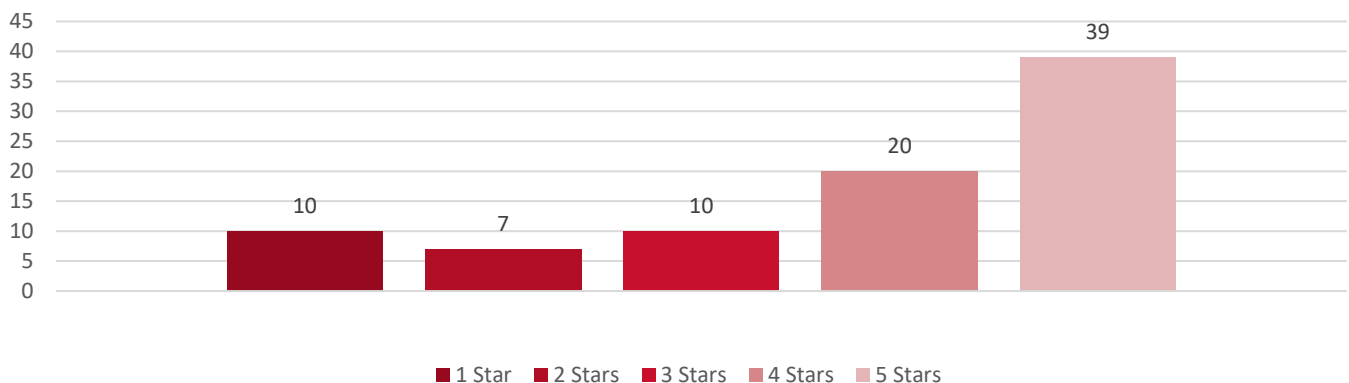
Bridge section Concept: Multi-Use Pathway on North Side



As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?

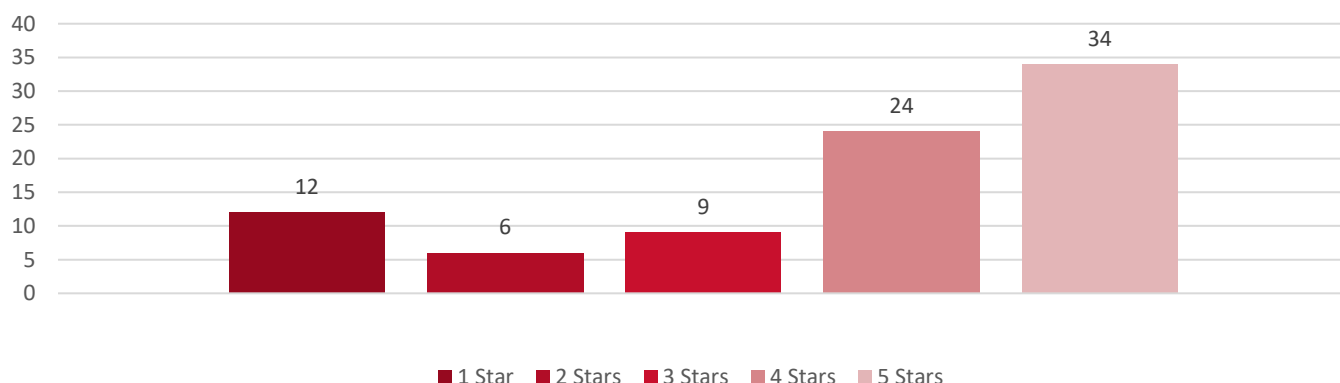




Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

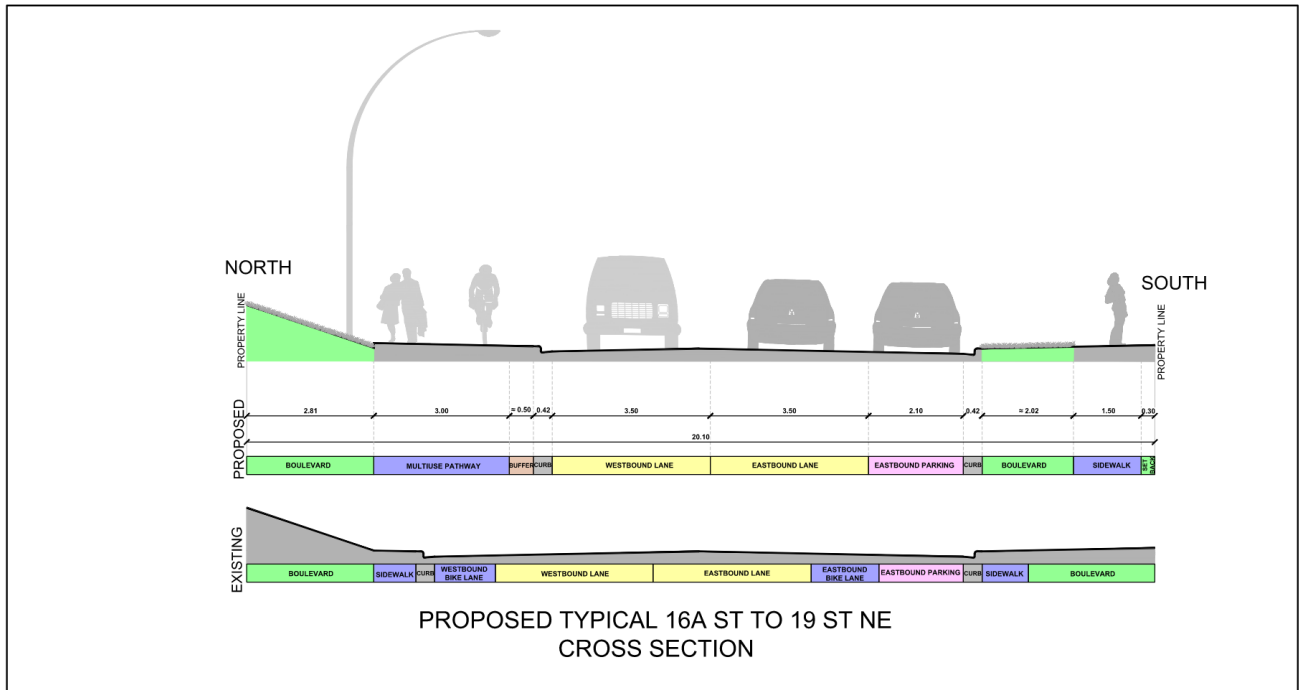
How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



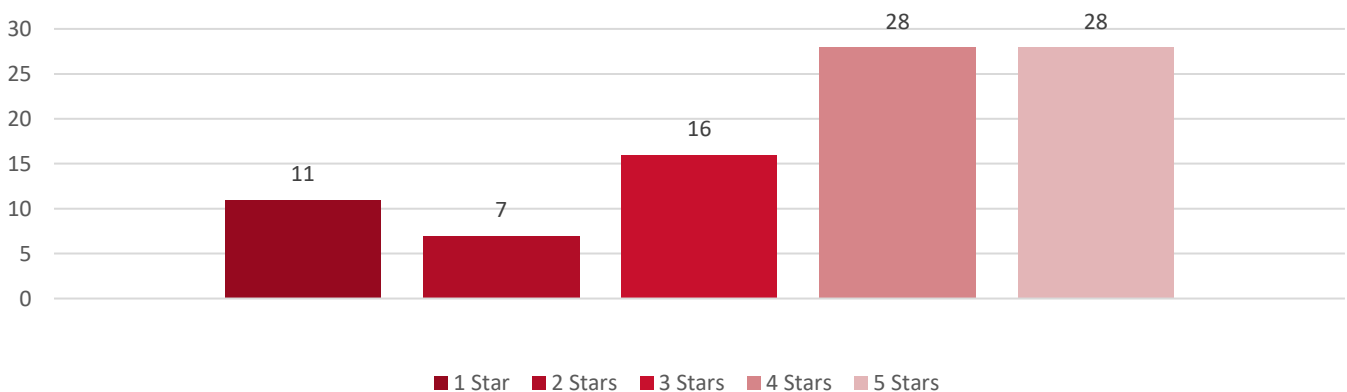
Do you have any additional comments for this concept?

Themes	
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and pedestrians.
General support	Feedback indicated general support for this concept and felt it was a great improvement compared to the current state.
Multi-use Pathway Width	Comments submitted indicate a desire for the multi-use pathway to be wider. Some portions of the feedback felt this extra width could be taken from the driving lanes.
Continuous treatment, transitions, and criss-crossing	Participant feedback expressed a concern of how each segment treatment would transition from one to the other and expressed concern over criss-crossing. A desire for continuous, efficient, and safe movement across the corridor was expressed.
Integrated connections	Participants expressed the importance of integrated connections to adjacent corridors.

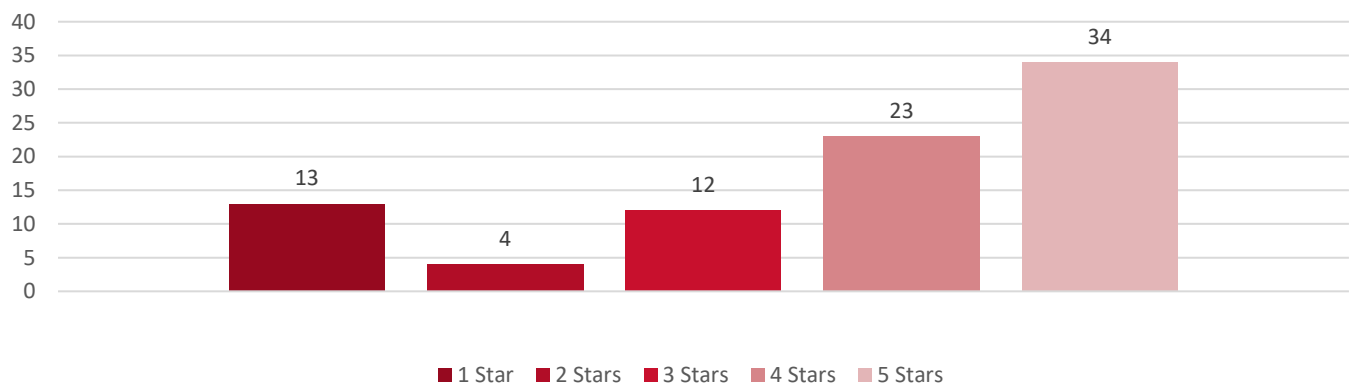
16a Street N.E. to 19 Street N.E. Cross Section concept



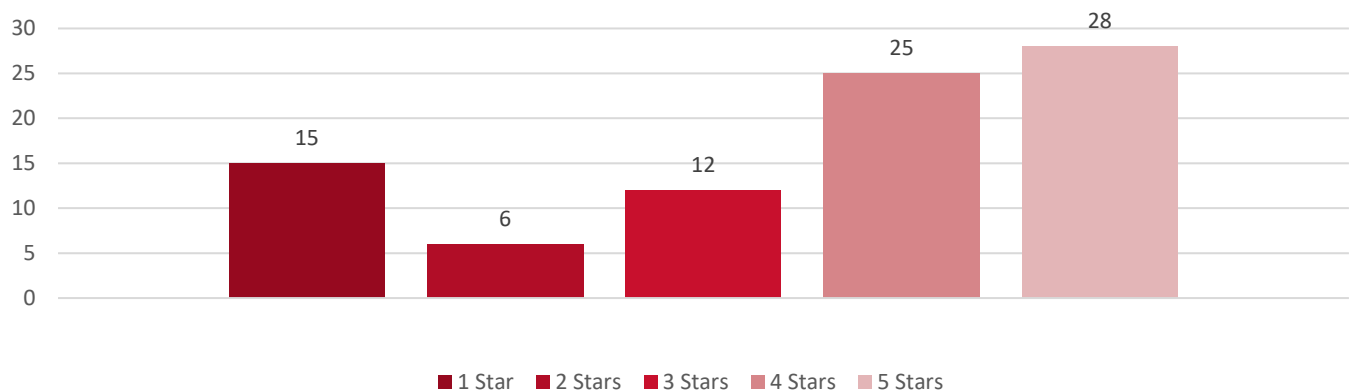
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?





Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

Do you have any additional comments for this concept?

Themes	
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and pedestrians within this concept. Additionally, comments felt that cyclists should not be travelling in opposing directions on the same multi-use pathway as that poses the risk of conflict.
Continuous treatment, transitions, and criss-crossing	Participant feedback expressed a concern of how each segment treatment would transition from one to the other and expressed concern over criss-crossing. A desire for continuous, efficient, and safe movement across the corridor was expressed.
Multi-use Pathway Width	Comments submitted indicate a desire for the multi-use pathway to be wider. Some portions of the feedback felt this extra width could be taken from the driving lanes.
General support	Feedback indicated general support for this concept and felt it was a great improvement compared to the current state.

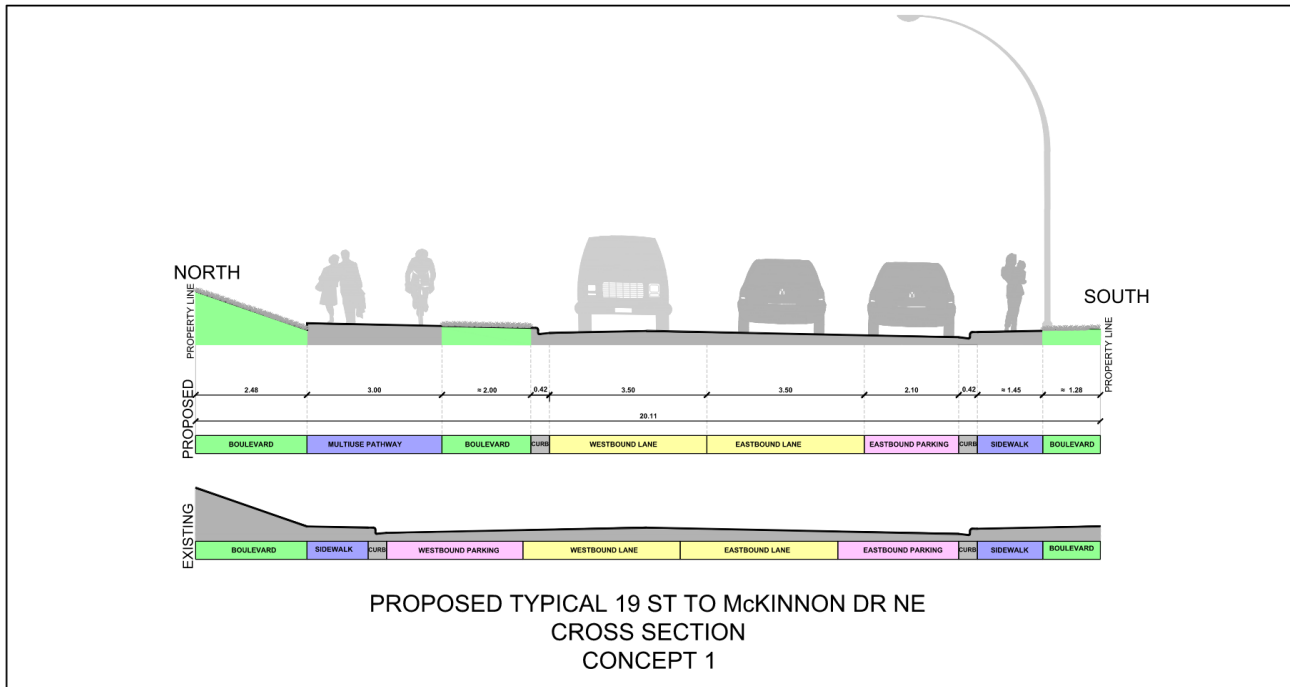
Segment 4 – 19 Street N.E. to McKinnon Drive N.E.

Concept 1: Multi-Use Pathway on North Side

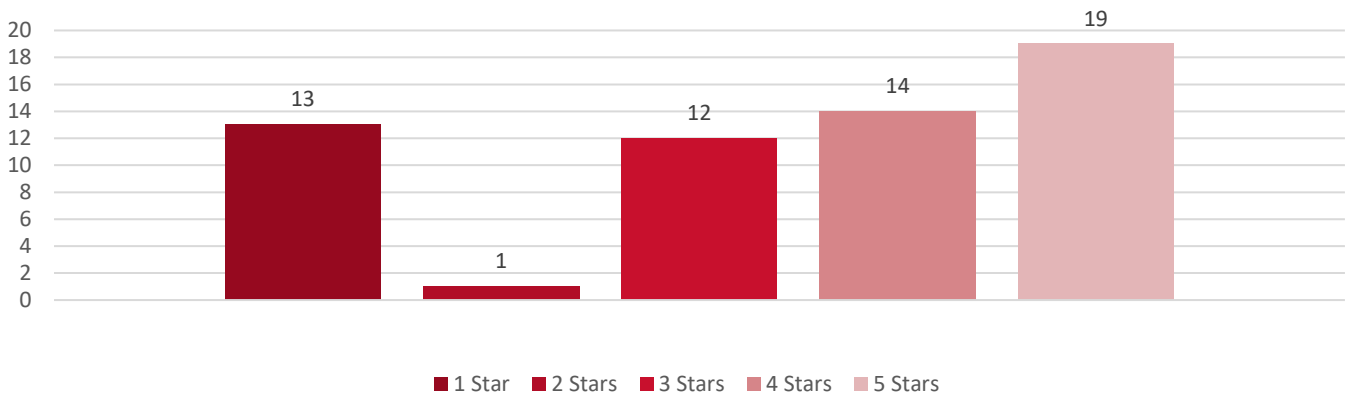
Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

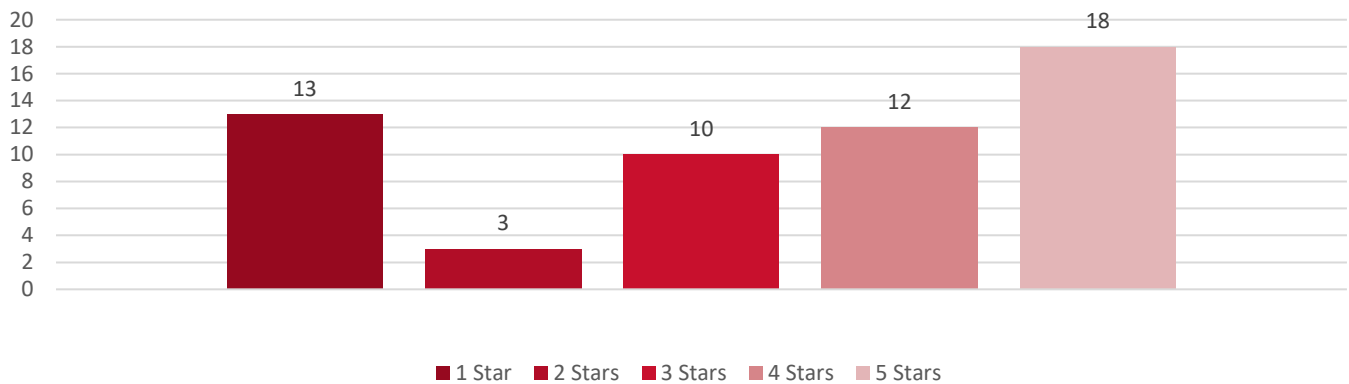
October 2022



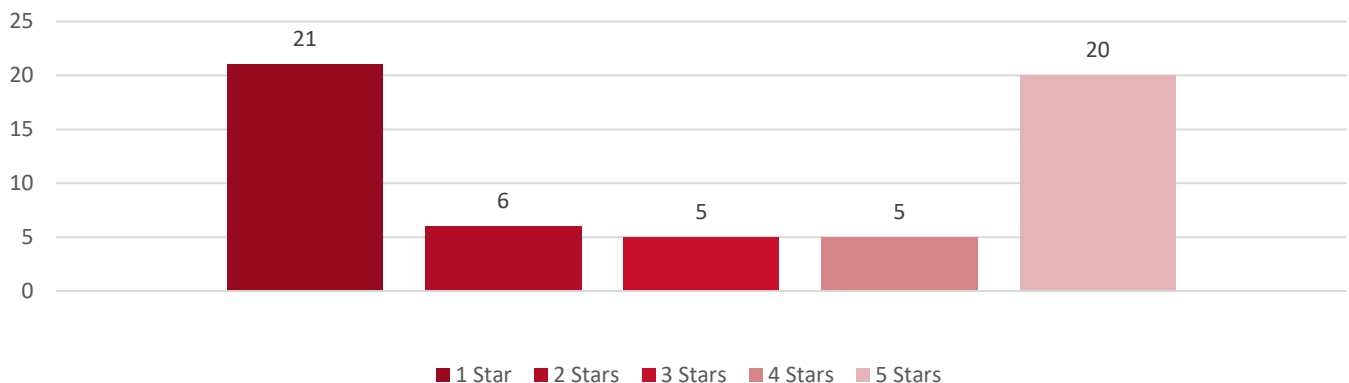
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



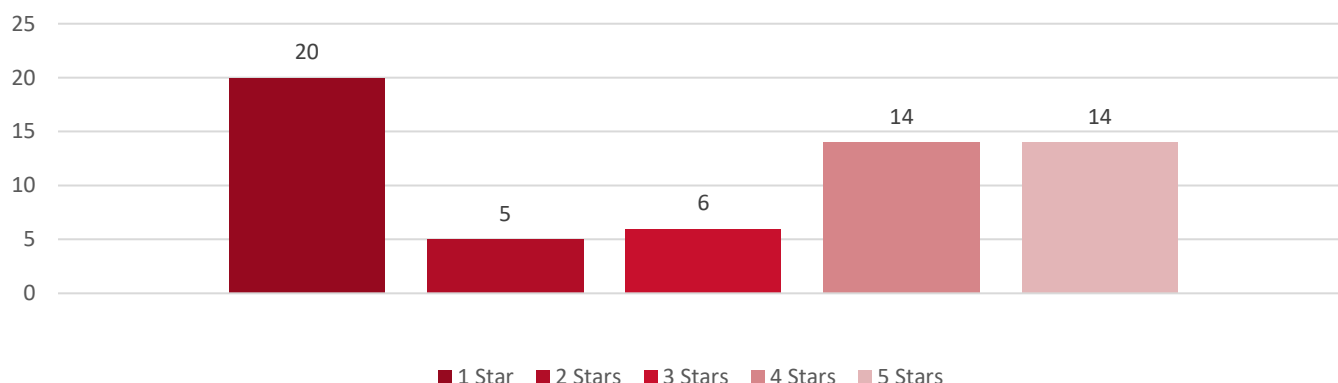


Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



Do you have any additional comments for this concept?

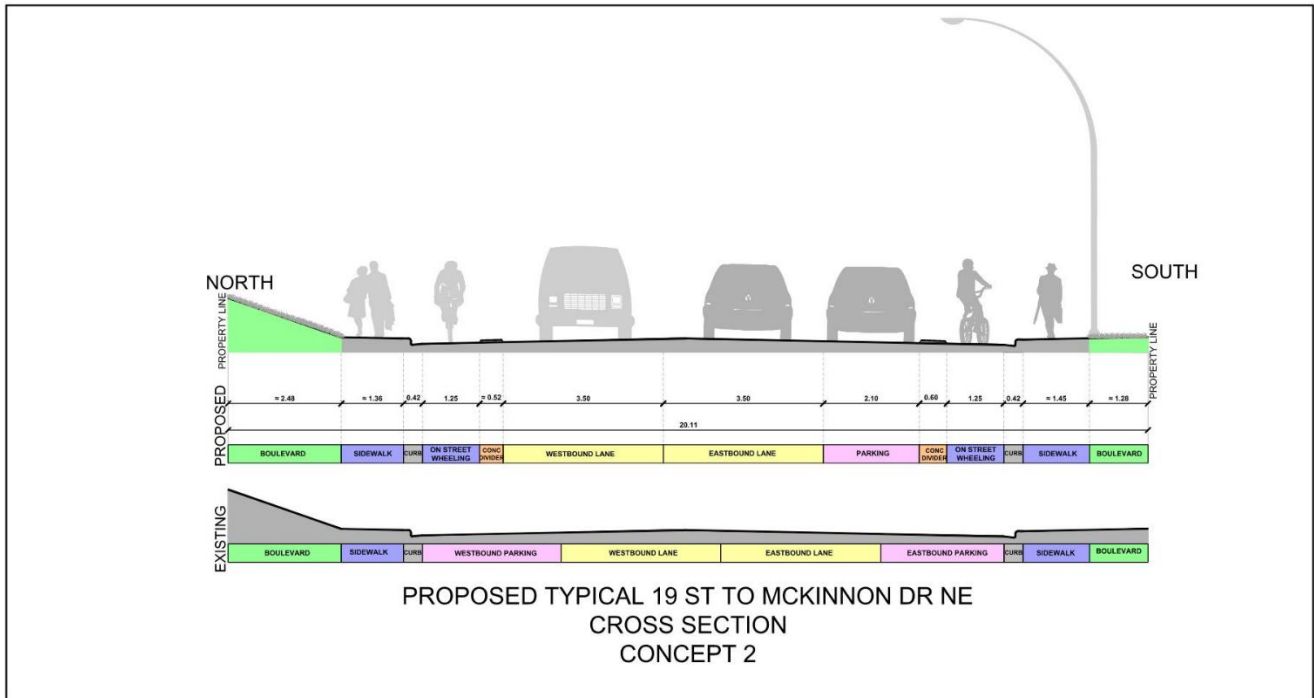
Themes	
Parking	Participants identified parking as a high priority along the corridor and most of the feedback was opposed to parking loss.
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and pedestrians on the North side.
Lack of support	Feedback indicated a lack of support for the concept and the project. Comments received questioned the future need and current utilization rate of active modes along the corridor.
Continuous treatment, transitions, and criss-crossing	Participant feedback expressed a concern of how each segment treatment would transition from one to the other and expressed concern over criss-crossing. A desire for continuous, efficient, and safe movement across the corridor was expressed.
Multi-use pathway location	Comments submitted indicate a desire for relocating the multi-use pathway from the North to the South side of the corridor.
Integrated connections	Participants expressed the importance of integrated connections to adjacent corridors.

Concept 2: Two On-Street One-Way Wheeling Lanes on North and South Sides with Concrete Curbs as Buffers

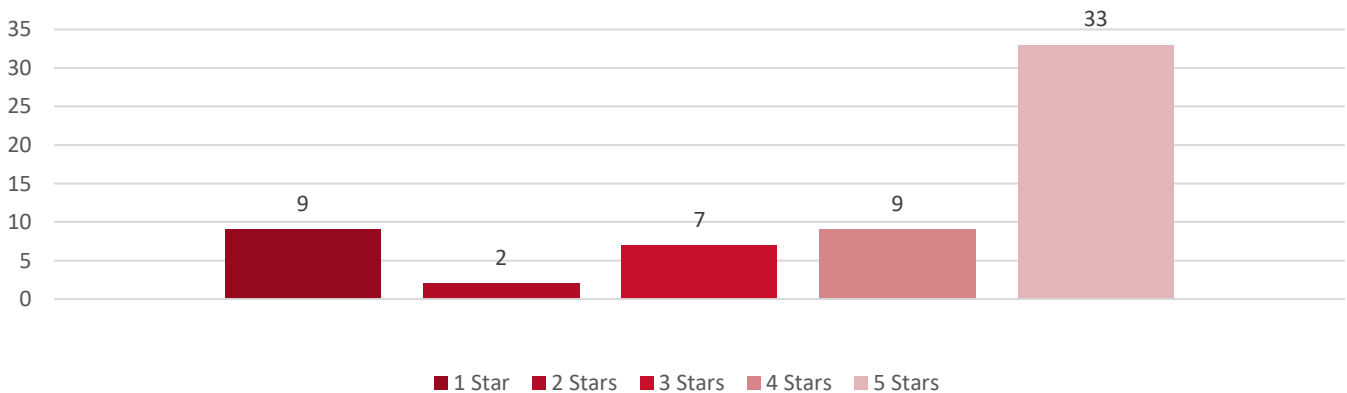
Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

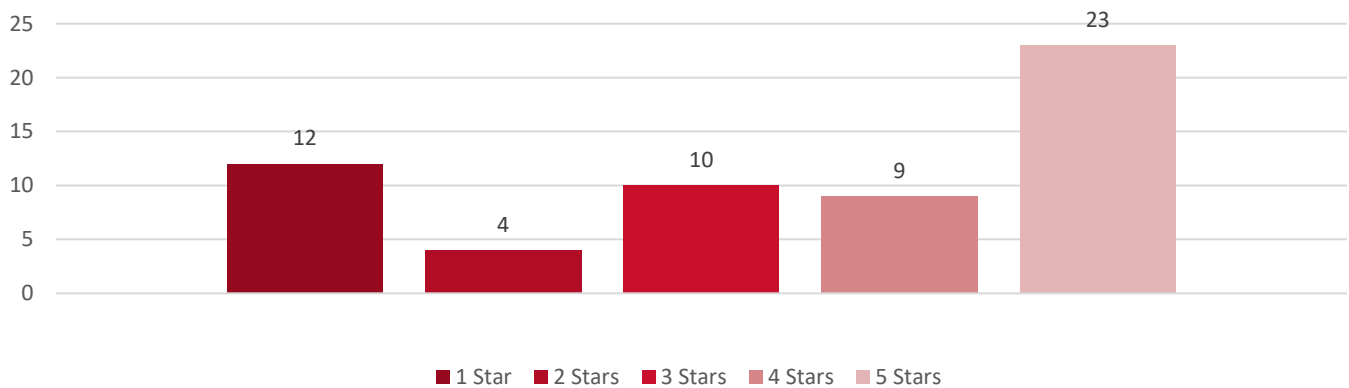
October 2022



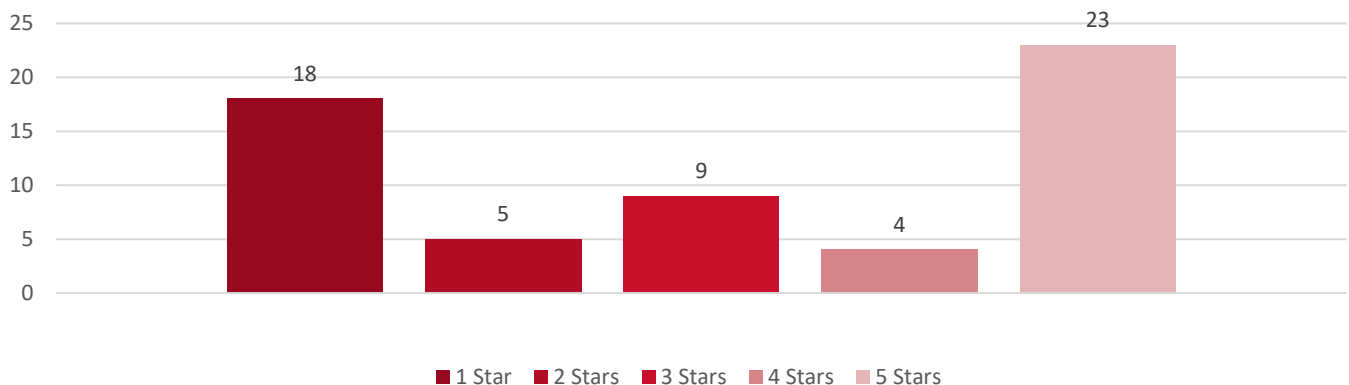
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



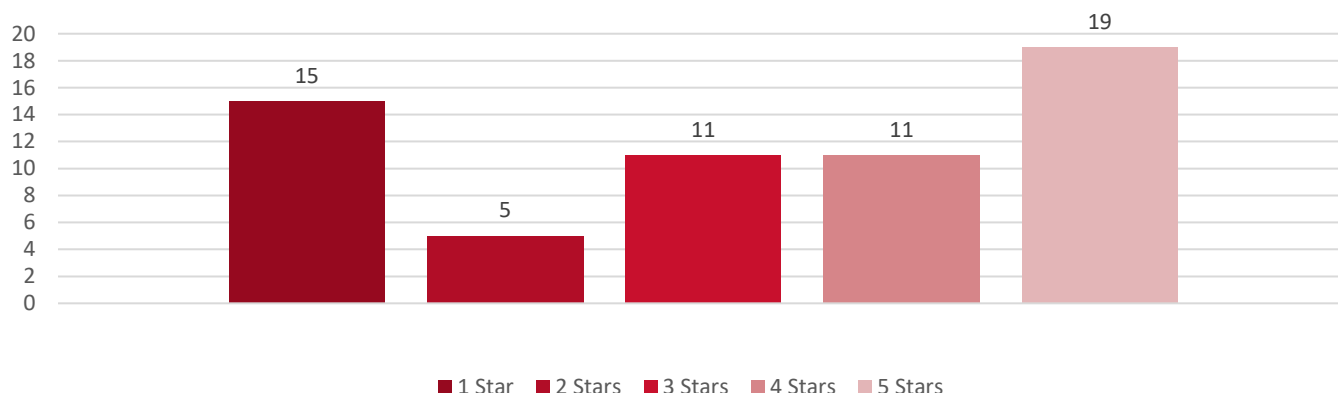
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



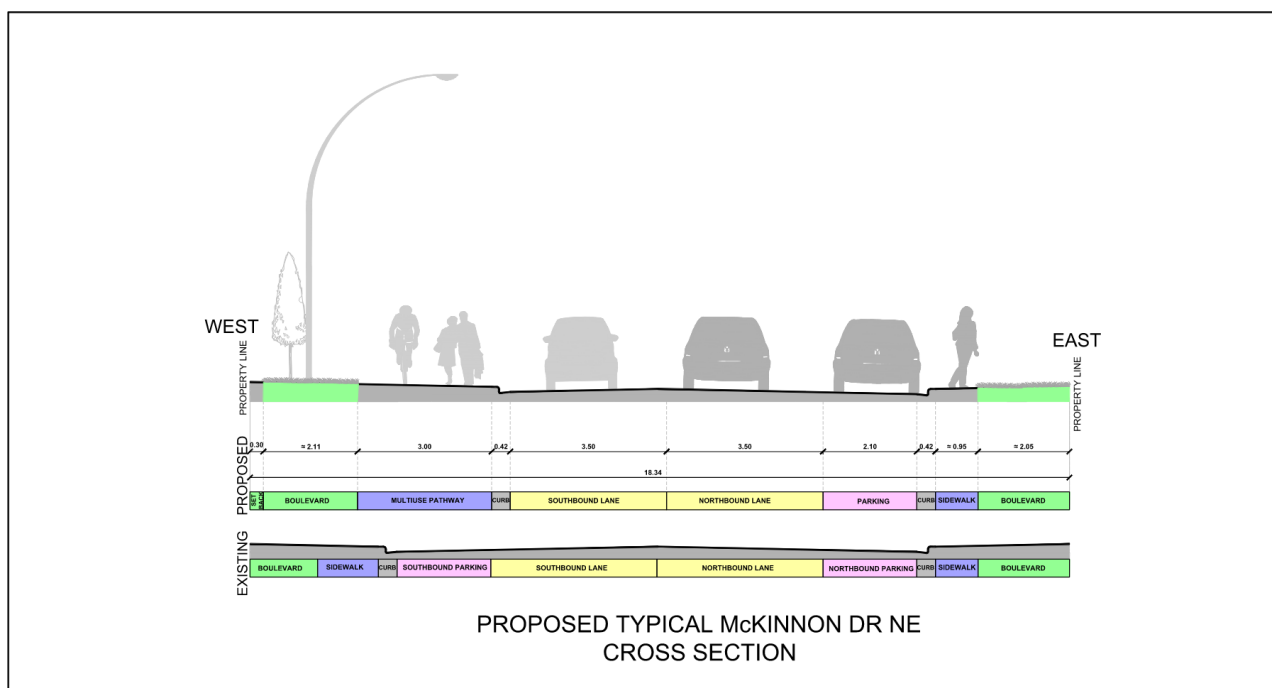
Do you have any additional comments for this concept?

Themes	
Parking	Participants identified parking as a high priority along the corridor and most of the feedback was opposed to parking loss.
Lack of support	Feedback indicated a lack of support for the concept and the project. Comments received questioned the future need and current utilization rate of active modes along the corridor. These comments expressed a desire for the status quo.
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts at intersections between wheeling users and pedestrians. Comments acknowledged the concept's proximity to nearby schools and how this project needs to ensure safe integration into their infrastructure by keeping in mind student pick up/drop off and students cycling to school.
Wheeling lane width	Comments submitted indicate a desire for the wheeling lane to be wider.

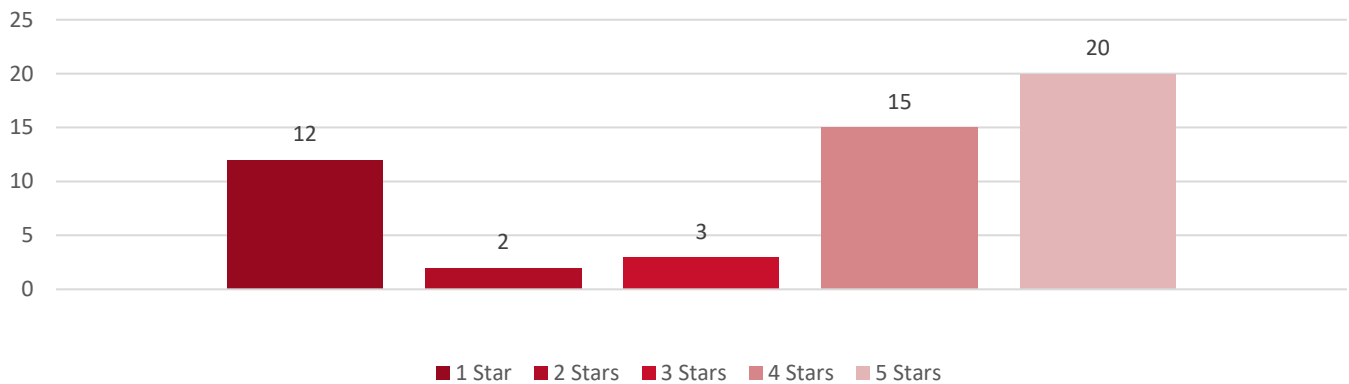
Snow removal	Concerns were express with snow removal as it relates to this concept.
--------------	--

Segment 5 – McKinnon Drive N.E.

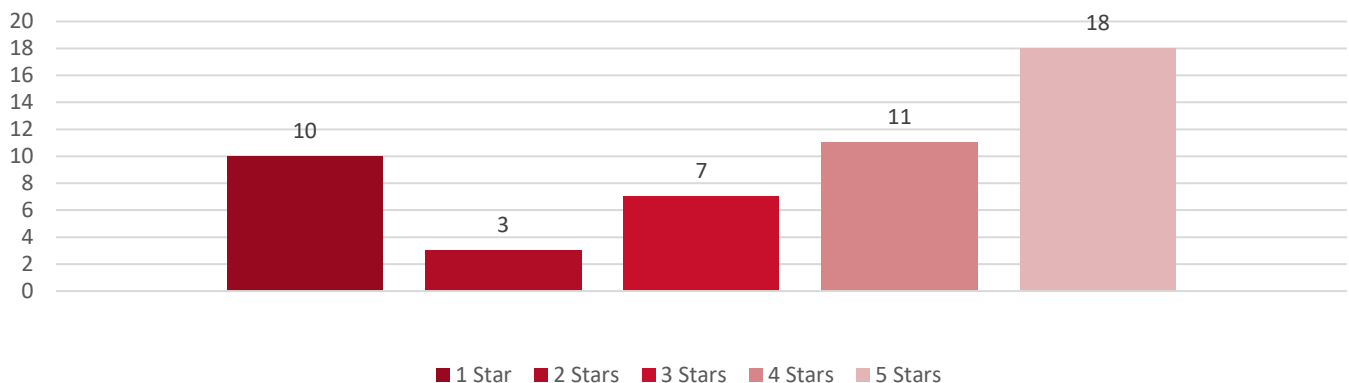
Concept: Multi-Use Pathway on West Side



As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



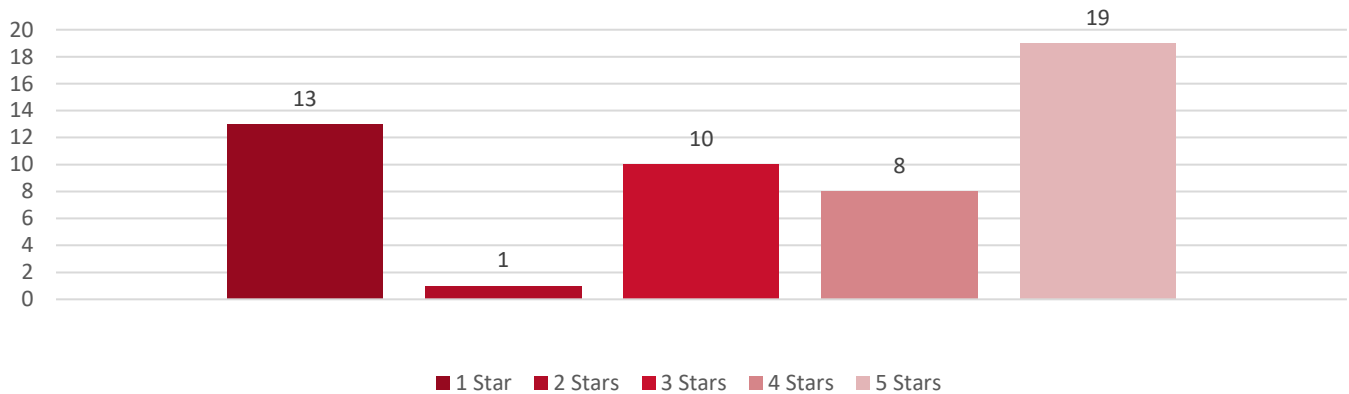


Unite The Heights – 8 Avenue N. Functional Planning Study

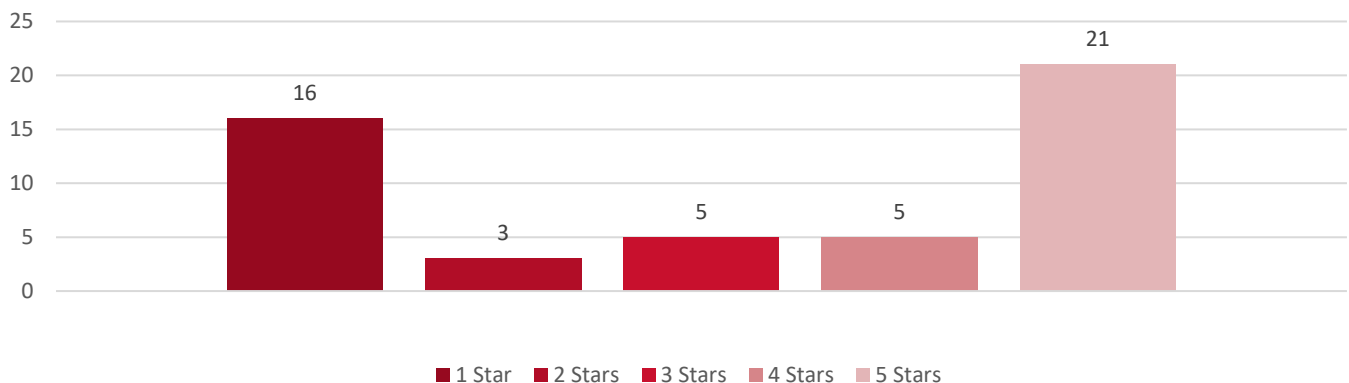
Community Report Back: What We Heard

October 2022

How satisfied are you with the streetscape look and feel in this concept?



How satisfied are you with the amount of parking maintained in this concept?



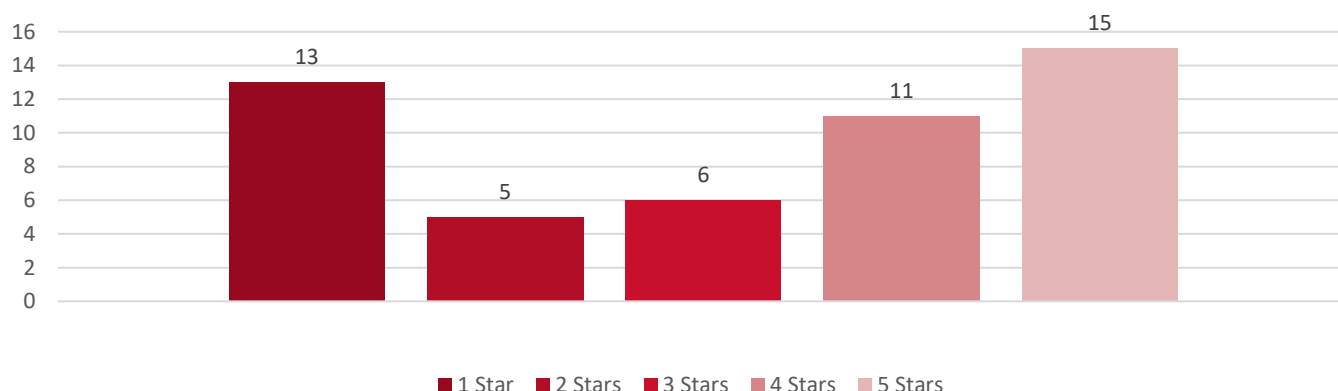


Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?

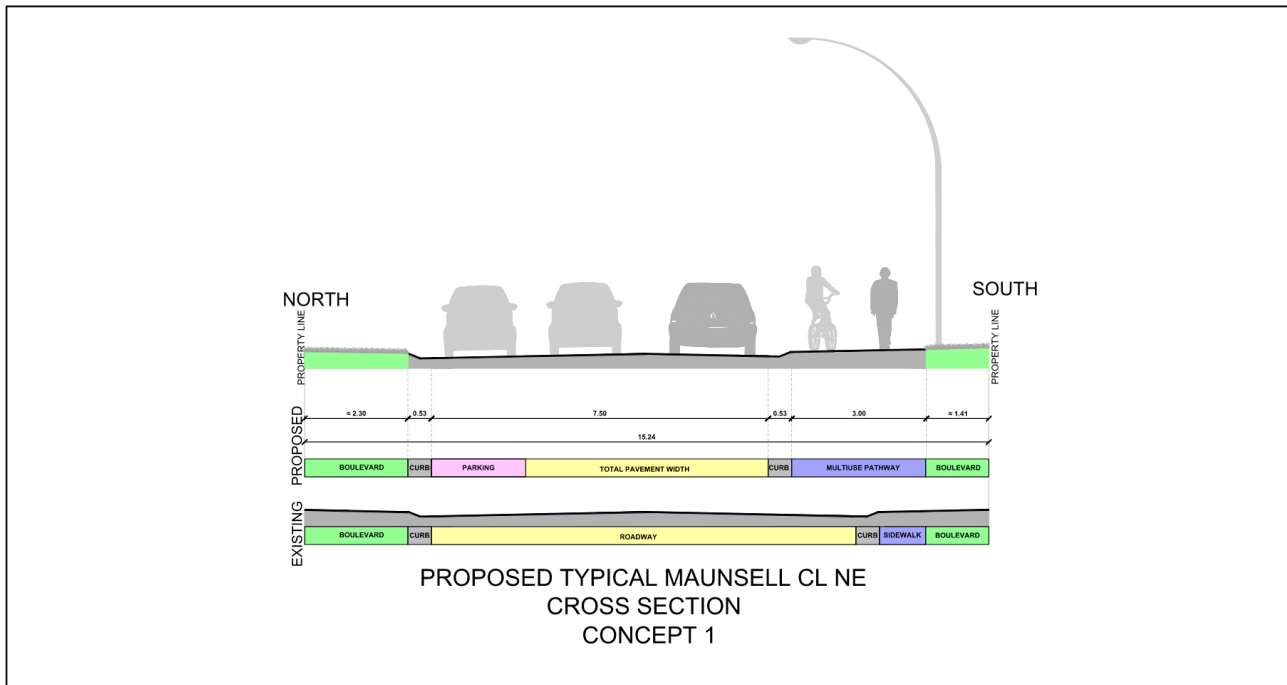


Do you have any additional comments for this concept?

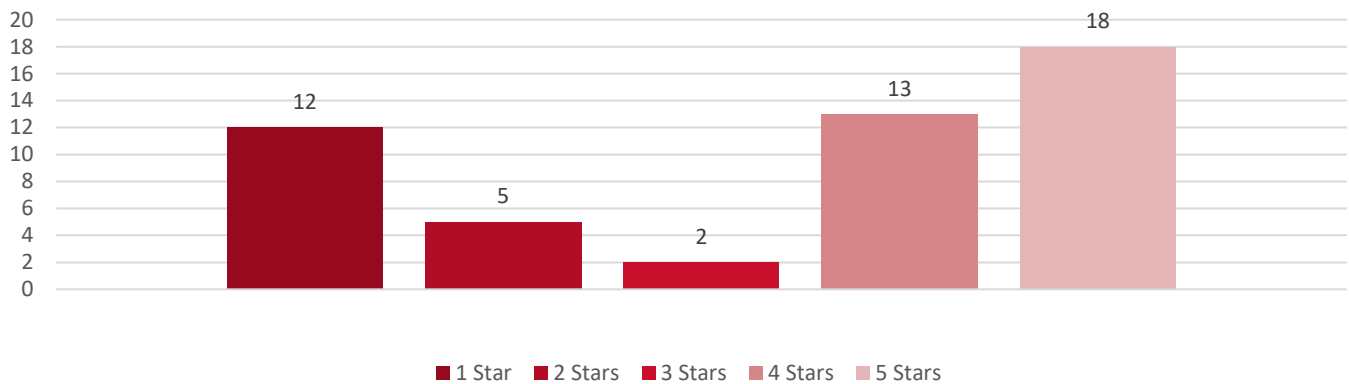
Themes	
Lack of support	Feedback indicated a lack of support for the concept and the project. Comments received questioned the future need and current utilization rate of active modes along the corridor.
Parking	Participants identified parking as a high priority along the corridor and most of the feedback was opposed to parking loss.
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and pedestrians on the multi-use pathway.

Segment 6 – Maunsell Close N.E.

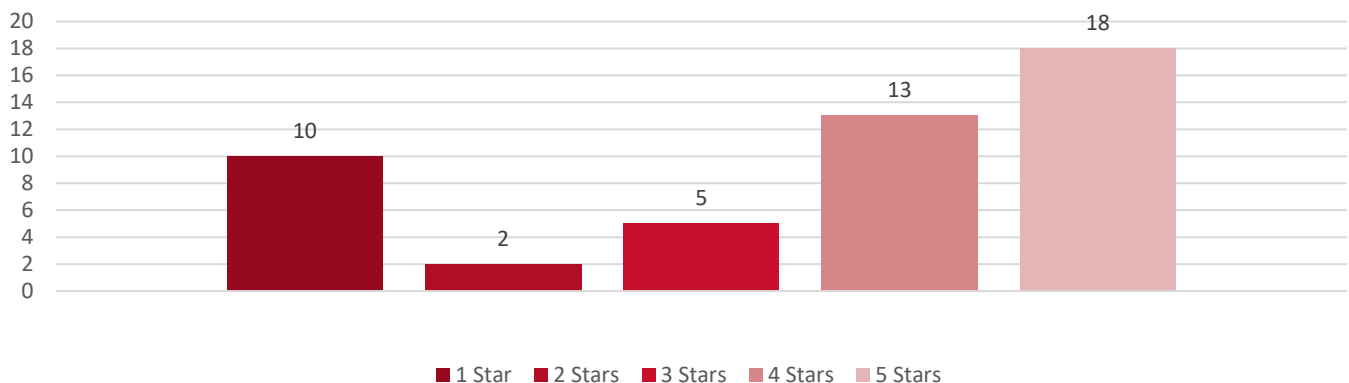
Concept 1: Multi-Use Pathway on South Side



As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



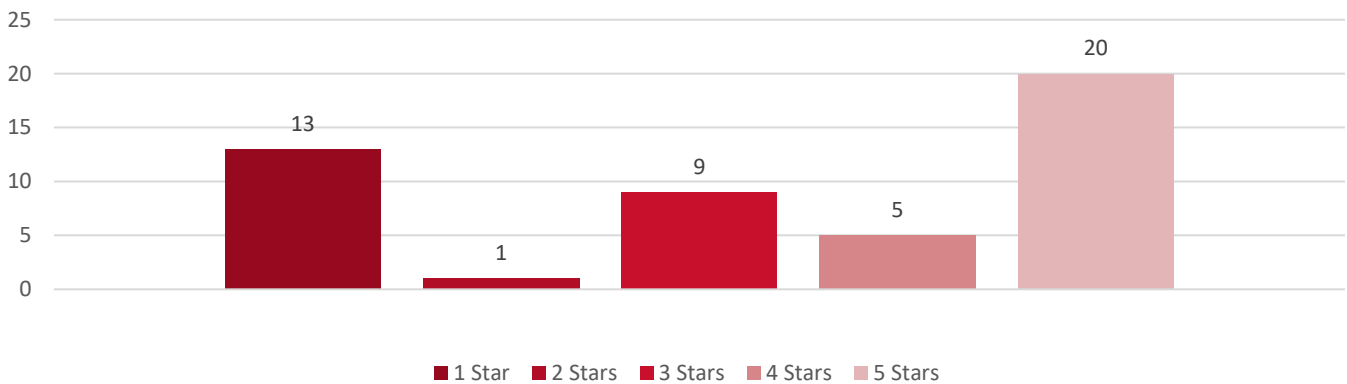


Unite The Heights – 8 Avenue N. Functional Planning Study

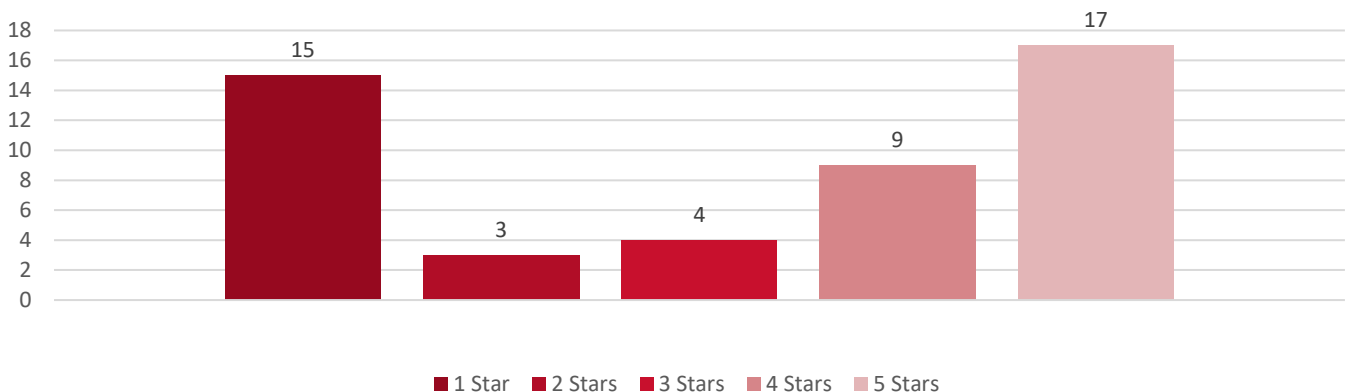
Community Report Back: What We Heard

October 2022

How satisfied are you with the amount of parking maintained in this concept?



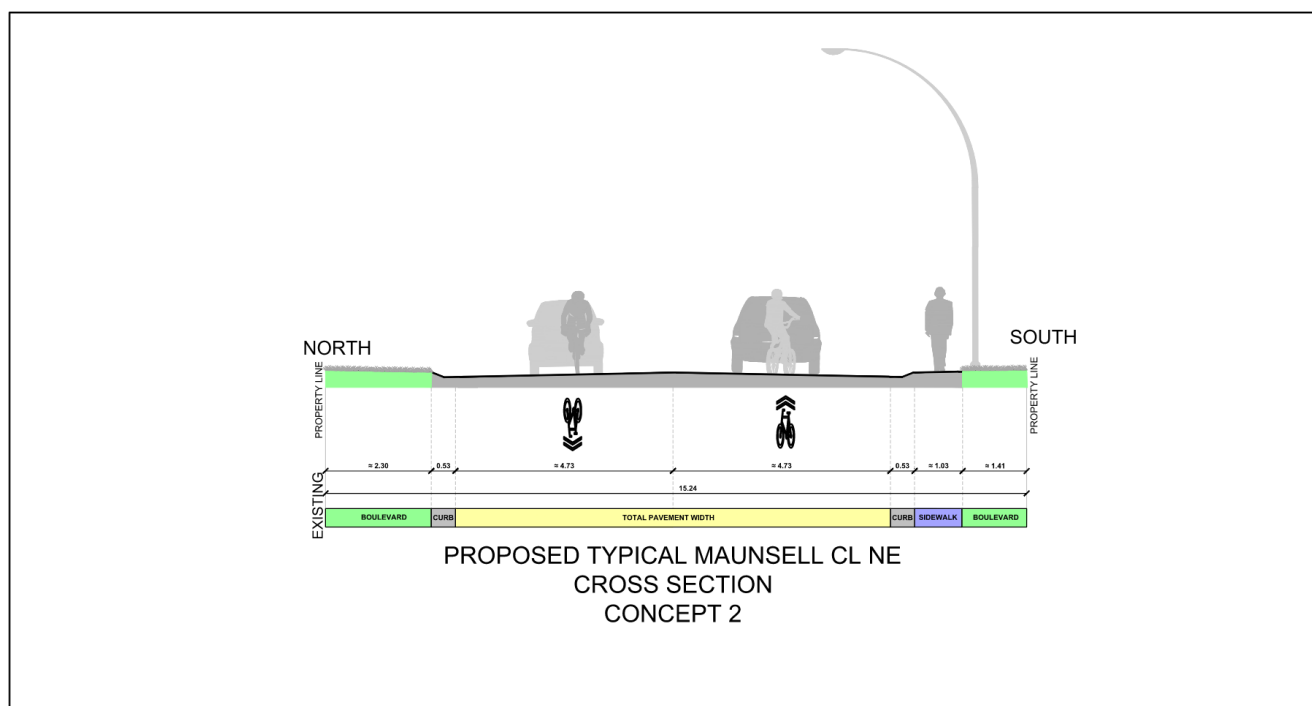
How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?



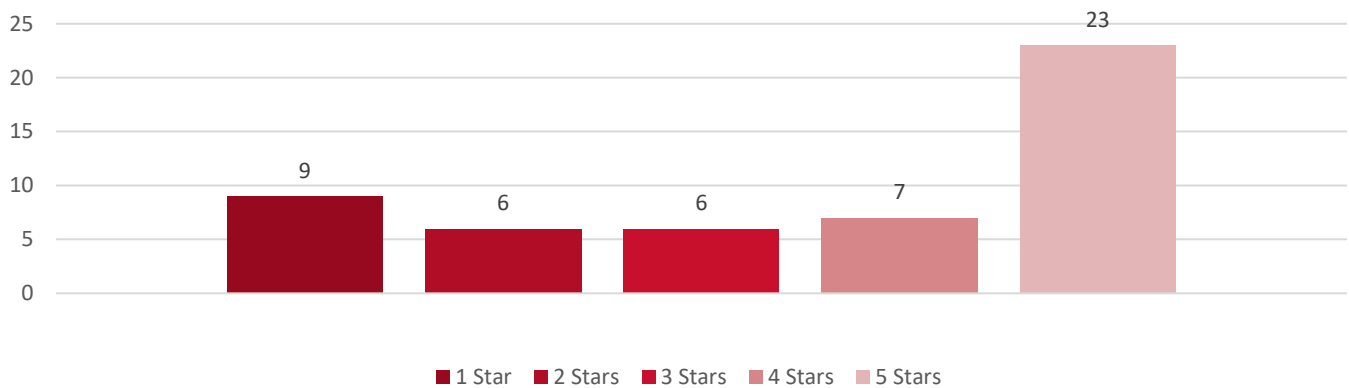
Do you have any additional comments for this concept?

Themes	
Lack of support	Feedback indicated a lack of support for the concept and the project.
Parking	Participants identified parking as a high priority along the corridor and most of the feedback was opposed to parking loss.
Multi-use pathway location	Feedback suggested a movement of the multi-use pathway from the South to the North side.
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and pedestrians on the multi-use pathway.
Integrated connections	Participants expressed the importance of integrated connections to adjacent corridors.
Support	Feedback indicated support for the concept and the project.

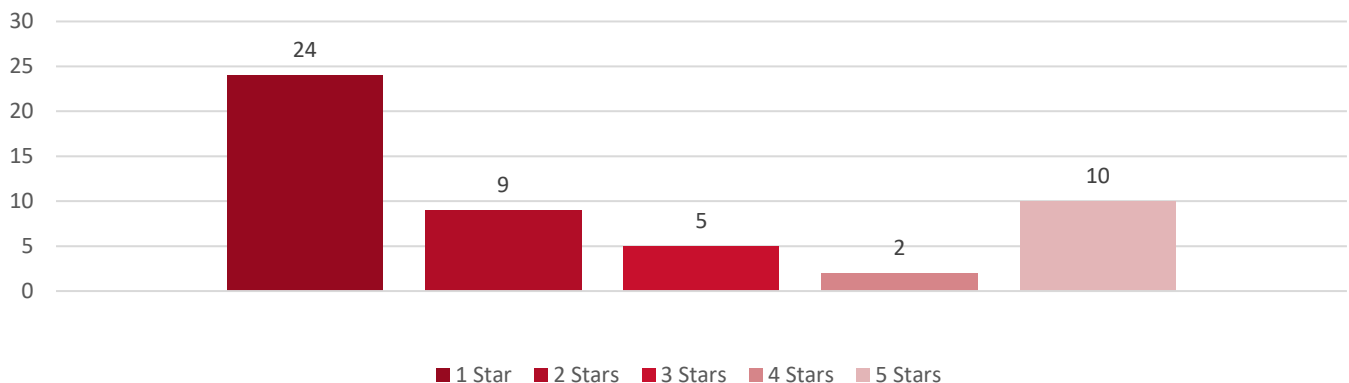
Concept 2: Shared On-Street Wheeling Route



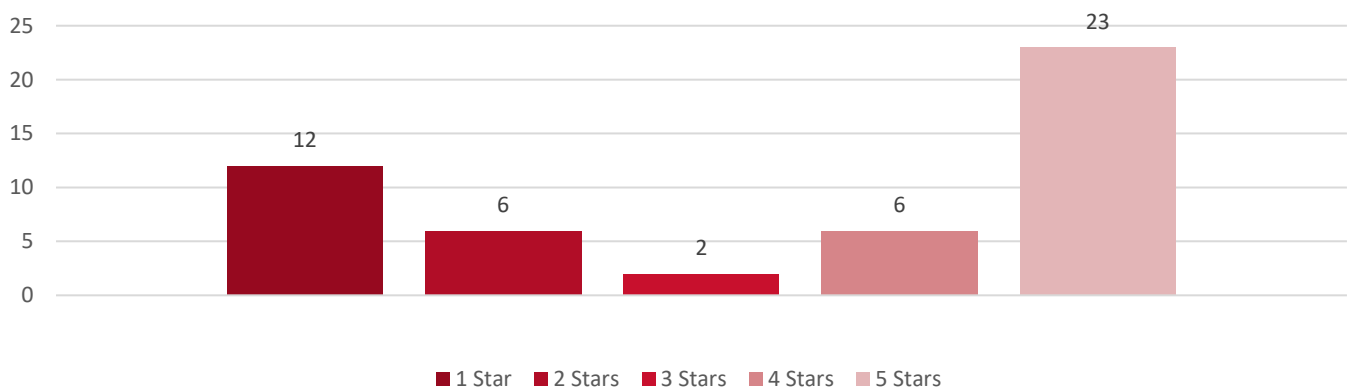
As a pedestrian, how comfortable would you be travelling on this corridor as shown in this concept?



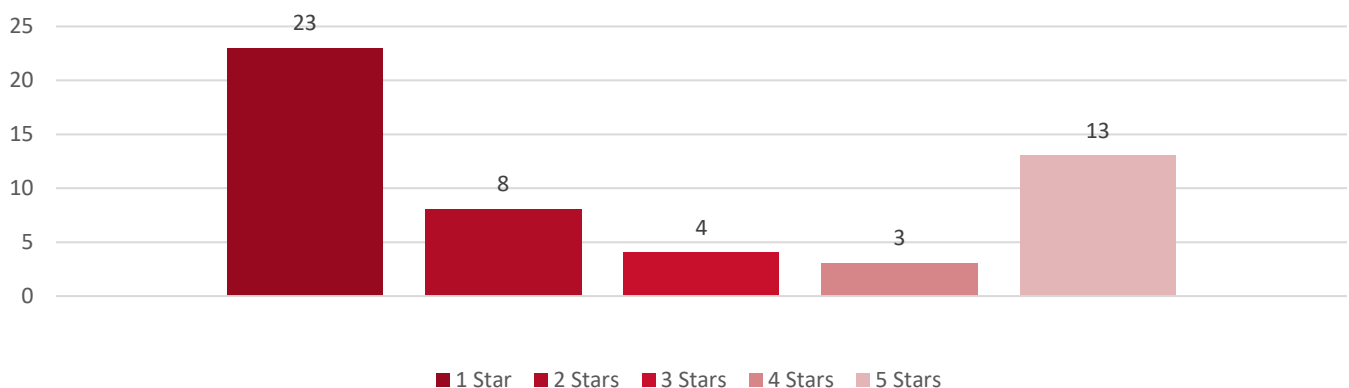
As a wheeling user, how comfortable would you be travelling on this corridor as shown in this concept?



How satisfied are you with the amount of parking maintained in this concept?



How well do you feel this concept meets the project objectives and the priorities that were identified during the previous round of engagement?





Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

Do you have any additional comments for this concept?

Themes	
Lack of support	Feedback indicated a lack of support for the concept and the project.
Safety	Participants identified safety as a top priority. Feedback indicated this concept presents the risk of conflicts between wheeling users and vehicles.
Lack of significant improvement	Participants didn't feel this concept is a significant improvement from the status quo.

Next steps

This feedback, combined with technical analysis, will help inform the concept evaluation and design refinement stages. We will reach out to the public to share more details and report back in the coming months.

The study is expected to be complete in early 2023 and will provide recommendations on a holistic approach to active modes improvements along 8 Avenue N. and key connecting roadways.

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.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

Segment 1

Concept: Existing Conditions with Additional Traffic Calming Measures

Do you have any additional comments for this concept?

- No additional traffic calming measures needed
- Most stretches of 8 Avenue east of Edmonton Trail would benefit from narrowing the driving lanes and widening pedestrian/cyclist experience so that street trees can be introduced in this cross-section. Some stretches are SO bleak with traffic wizzing by on much-too wide driving lanes.
- Traffic calming???? Why are we trying to impede the commuters even more??? Give the cyclists and pedestrians their own path and let the traffic do what it has to do - move people around efficiently! There are huge hills on both sides of the 8Ave bridge - provide a level path for wheelchairs! Sheesh!
- Strongly support the traffic calming measures as well as the installation of a traffic signal at 8th and centre street.
- "I don't think this intersection needs a traffic light - the LRT will only allow for out access only I think Speeding it still an issue on 8th Ave NE. The speed bumps are too low"
- No more beg buttons please. Also, instead of / in addition to humps, can we have raised crosswalks
- Please do not make it easier to allow more access for thefts, car prowling's, settlement camping in our ravines and green spaces, break and enters, grass fires being set in our green spaces, etc. We have had enough of crimes with very little - no police involvement and no charges being laid.
- Vehicle Traffic diverters to keep volumes low
- I'll never be fully comfortable crossing any busy street even with lights! If they're detection activated, they should have a bike specific button. Getting to the crosswalk button currently sucks on a bike. Lights would make it safer.
- I don't think it need more speed bumps
- Another light on centre makes this route more accessible, may counteract the new traffic calming measures in terms of overall volume.
- How about open markets and restaurants with patios by the 8th avenue bridge?
- The traffic signal would be a big improvement for crossing Centre Street. I support the speed humps to slow down drivers.
- This is ludicrous
- A new traffic light would be useful - it's hard to get across Centre Street on bike in that area currently. Traffic reduction is a good start, but it would be nice to see more bike-specific infrastructure.
- Where is the Lrt access relative to centre street and 8ave intersection.
- You are going to be challenged on Centre with the LRT line. I think a light at this location will likely contribute to a traffic backup in rush hours that will be detrimental to the network. We have a crosswalk here and at 7th. We don't need another light.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- "• Traffic light good BUT no L turn on to 8 Ave. N.W. from Centre St. north bound. • Need to slow traffic coming from down town and increase visualization of crosswalk if no stop light installed • Addition of simple speed bumps along 8 Ave. N.W. to 2 St. to slow speeding/racing activity!"
- It would be nice to have some way of having motorized vehicles not passing cyclists. There are currently yellow single file signs in this stretch that are not effective. There is inadequate room for vehicles to pass and give safe space to cyclists.
- Very little concern has been shown for the homeowners on 8th ave who this would drastically effect, not only for construction but the lack of parking to follow. Densification in this neighbourhood has already made parking very limited. Additionally, this makes this area more unsafe. DO NOT APPROVE
- The school uses the parking on the North side of 8th. Improvements made to bike routes should be focussed on the Memorial bridge route. This is a yet another clear example of the city doing whatever they want and pretending to listen. All the homeowners on 8th AVE are outraged! We need our parking.
- Why no traffic button proposed at 1 Street/8 Ave NE? I am guessing because that is a non-standard/off-set intersection, but that, in face, doesn't matter. I am not a fan of this oxymoron: "...least impact to the existing roadway while providing the greatest overall benefit to safety and mobility."
- "Any improvement to make this corridor more useable for traffic, cyclists, and beautify the space is greatly appreciated and needed. I find this feedback form VERY hard to use, between segments 1 through 6 and any other feedback. Please consider using a different format."
- The light crossings at Centre St and Edmonton Trail need to be triggered by pedestrians. The current wait time to cross Edmonton Trail is unacceptable for pedestrians.
- Absolute waste of tax payer's dollars. Calgarian's are struggling financially/emotionally and yet this is how our Council is helping Calgarian's wasting more money on bike paths??? Give your heads a HARD shake. It's time we limit how long Council sits in office, as there is obvious corruption.
- Our parking that is current please leave it as it is a lot of us have two vehicles, one a work vehicle, from 7th street east there is not adequate parking in back lane, i am responding from 803 8 ave ne, i feel the South side of 8th avenue needs to stay the same.
- Since traffic signals for cars tend to noticeably increase the time pedestrians stand waiting at the corner, I do not agree. In particular, lights where pedestrians must push a button for a walk signal create a barrier for walking, because a button pushed a moment too late means waiting even longer.
- There's already too many traffic lights. Put up pedestrian overpasses.
- This concept does NOT offer any traffic calming improvement measures. I have elderly parents who have medical personal come to their home 3 times a week including their disable Grandson. You are disrespecting the elderly and the disabled Calgarians who rely on that parking in front of their homes.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- No signal required at center street. I live in crescent heights. I use the non controlled intersections all the time. They work well as is. What do the traffic studies say when the green line goes through though? Please provide more information on how this interesction changes with GL LRT.
- I live at 229 8 Av NW. We petitioned against traffic button on 1St NW. Reason-cars turning left at 1St will not proceed to Crescent Rd but will drive straight down 8 Ave creating MORE TRAFFIC for our residential street. 4-WAY STOP MUST REMAIN AS IS!
- Have turn/access restrictions for 8 Ave traffic been considered, turning it into more of a bike thoroughfare and reducing through vehicle traffic? That would be a lower-cost intervention that would provide a lot of value for cyclists.
- Traffic button is good, but speed humps seem like a bandaid solution that don't really add value for cyclists. Raised crosswalks would perform a similar traffic calming function while providing a more inviting environment for pedestrians.
- This is not in Mayland heights
- there's little traffic due to massive speed bumps - seems fine.
- Probably fine, but this area isn't too bad for biking as there are already traffic calming measures in place which reduce traffic. I actually cross Centre street at 7th Ave, because it's usually faster, and I can use the pedestrian signal, if necessary, to walk my bike across.
- I would be interested to know the volume of traffic needing the light. I agree with the speed reduction strategies but am not in full agreement of a traffic light. I am not convinced their is the volume of traffic traveling East West to fully support this.
- 8 Av&1st St W-city proposed button but petitioned against. 4-way stop MUST REMAIN AS IS. Buttons-unsightly, ineffective at this inters. Currently NO SAFETY issue. NO signal light at 8. To avoid signal on 12, cars turn left at 8, right on1 to 12 Av. Bumps need tone higher than the city standard.
- This seems like a contradiction in policy. I believe in the bike/walking path ideas (I bike a lot) but with the changing of density and multiplex construction it limits street parking, as the new units do not have to have parking included. It will be a mess, we kinda see it already.
- Do not want a traffic signal at 8 Avenue / Centre St N.
- This won't be safe at all. We need isolated bike lanes. Paint isn't infrastructure and you would never consider slapping down a "cars share with pedestrians" sign and calling it a day
- Proritize pedestrian safety over traffic flow and speed. Design roads force traffic to slow down. Using traffic calming, narrow roads, speed bumps, full protected intersections and bike lanes.
- What is a traffic button? It feels like everything West of Edmonton Trail is a second thought. With cars travelling at 40km/h sharing the exact same space as cyclists travelling much slower, this doesn't see like any improvement at all.
- No traffic light at 8 Ave and Centre Street. This will greatly increase short cut traffic on 8 Ave NE. Paint a green bike crosswalk at Centre Street? Traffic buttons do not slow traffic. Bulbs on 1 Street NW at 7th and 8th Aves might be better



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- It's very hard from this image to understand what changes are being made. What is a "traffic button" of not something to push to cross the street? Traffic moving in this area at 40km/h is still way faster than any cyclist trying to use the same roadways. The changes here don't align with the rest.
- Why not do something more substantial like swales to calm traffic? It's not like we don't have the technical knowledge to do so. More a lack of willingness. Also, seems like a light at Edmonton Trail is essential for safely and conveniently crossing as a cyclist. Just go for it.
- Does little to calm traffic. Will encourage more cars down narrow road because they can easily turn left at centre Street with new signals. Already high risk area for cyclists.
- Placing a traffic light on Center and 8th will introduce more traffic through Crescent Heights between Center and Edmonton Trail. At this point, this is the most dangerous strip of 8th ave for cycling as motorists "shortcut" through Crescent Heights. Add traffic calming measured but don't add light
- 8 AVE N is absolutely loaded with cars at all times of the day. Traffing calming seems to be inadequate for pedestrian and cycling safety.
- Traffic signal on Center Street could just be a pedestrian crosswalk signal. Unsure of what 'new traffic button' means on an intersection with no light signal.
- Adding a signal at 8th street and centre would be incredible for our family. It's dangerous and unusable for kids right now when traffic is heavy. I would also consider adding one at 9th.
- The intersections along 8th ave are unsafe. Thank you for any improvements!
- Only improvement required is signal at centre street. Any additional buttons or humps are overkill
- The only intersection that requires a signal is at Centre Street. The rest of the corridor performs well as is. The stop sign and 1st SW functions better than a new traffic button would.
- Why isn't there a multi-use pathway or bike lane in this section? Yes, signalize the crossing at Edmonton Tr. Do we still use speed humps? What about bulbouts? Why did you choose the design with "the least impact to the existing roadway" - you are not going to fix/make anything better that way!
- Already has a cross walk button for pedestrians on centre street but the traffic lights will be better as it can be used for transportation attempting to cross from crescent heights to Renfrew, especially during the school year with all the busses.
- Have bike signal incorporated in the new lights. The specific signal that is triggered by bikes.
- "If a signal is added to 8th please consider removing the one on 10th. Both are not needed. Rest of the improvements are welcome."
- need proper physical separation of bike lanes from traffic. All other measures are significantly weakened by the lack of this component
- Absolutely need some kind of signal (or flasher or something) to get across Centre Street N.
- I fully support better sidewalks. I live on 8th Avenue NE between 1 and 2 streets and our sidewalks are in atrocious shape.
- Crossing Centre Street at 7th, 8th, and 9th avenue intersections as a pedestrian is dangerous. Any safety enhancements are welcomed



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

- Filtered permeability would be more effective as traffic calming and for a more comfortable cycling route.
- This looks great. Excited to see these changes!
- This improvement vastly benefits vehicles over pedestrian traffic and is a regression from the current signals to stop traffic. Pedestrians should be prioritized by making centre st EASIER and enjoyable to cross. This further exacerbates the east/west divide by slowing mobility across centre street.
- The current button is nice because it gives priority to pedestrians crossing centre street. A traffic light wouldn't do that, so I would prefer the current system but augmented to allow cyclists to use the pedestrian signal.
- Though signals are a great expense, but I think this is a great spot for it. When I pressed the crosswalk button to get my bike across, a car slammed on their breaks and they got rear-ended. Makes me not want to press the button anymore! Esp risk when 3 lanes in 1 direction.
- I believe that the traffic calming measures will be too much for the area. This takes away parking and that directly impacts those that live there and the businesses and how they can conduct their business.

Segment 2 - Edmonton Trail NE to Bantry Street NE

Concept 1: Multi-Use Pathway on North Side

Do you have any additional comments for this concept?

- "3.5 pathway for pedestrian and bikes is very narrow. Please add more tree."
- This is great as still leaves space for parking and there is not that much bicycle traffic, therefore the cyclists can share with the people walking or running. I live on 8th ave and work from home, I have a view of the street from my home office and can see how few cyclists there are.
- The south sidewalk remains pretty narrow, otherwise a pretty decent cross section. Key is how ramps and pathway crossings are handled at intersections.
- Where are the trees in the cross section? Why are the driving aisles not narrower and fewer? Is this exercise run by traffic engineers by any chance? Looks like it.
- I think you should narrow up the street and add more trees. The wide street feels too open and people like to speed along this road.
- We need two way bike lanes so people can bike and chat together
- Pathways can be great - but it's beyond not okay to be abandoned at every intersection. eg. no multi use crossings, priority, etc.
- In the interest of reducing cars on the road, I'd rather keep a bike lane in place to preserve safety than add more parking spots.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

- north side is preferred for walkers for sun exposure, with more families now in Renfrew. this is likely more a commuter's route than a leisure route (bike faster) - and crossing a school. as a commuter i would prefer not go up and down with the curve at every intersection: there are many.
- I don't like the mixing of user speeds in this one. Better than current, but would prefer bikes to be physically separated from both cars and pedestrians. When going EB, crossing to the pathway would be less than ideal.
- Please do not remove tree, we need them
- A multi-use pathway would need to be very carefully planned especially around intersections. Something like 37th Street SW but with raised intersection crossings might work well
- Need parking !!!!!!!!!!!
- This seems like a solid downgrade for pedestrians and cyclists.
- As a tax payer and senior citizen parking should stay on south side of road
- We need parking in front of my house on the front street. I have 4 children and with school, activities and community events we cannot afford mortimer or money by parking blocks away.
- As a home owner here for many years I do not think it fair that on street parking be taken away. I want to keep the parking on our street.
- We as home owners should not have to park 1 or 2 blocks away from our own home. We have been here all our lives paid our property taxes and should not lose front parking.
- Remove parking to make space for cyclists and pedestrians. Too much parking is maintained int his plan
- Please do not restrict parking on the south side of 8ave as there is already very little room. Additionally, school buses on the North side need to be restricted from parking on the south side of 8th ave. Easier access and increased transportation across Deerfoot raises crime and safety concerns.
- Will lampposts be retained on the North side? Happy that parking (that is needed in this residential area) is maintained.
- Working from home for 2.5yrs and i can count on 1 hand how many people have used the bike path that we currently have. Waste of money! Start using those funds that Council is so eager to waste on FIXING THE ROADS. STOP THE INSANITY!! Council needs to be replaced!!!
- Too much potential conflict for pedestrians / cyclists. How to get safely on/off the cycle lane from/to south side streets?
- Having experience using shared pathways in downtown as a both a pedestrian and wheeling user, I have found this type of pathway to be inconvenient and potentially dangerous for both parties, especially children who often don't know how to avoid cyclists correctly.
- Parking and access for emergency vehicles.
- This is clearly the most obvious concept. It allows for snow clearing, it's a medium cost option, and the trade-off risks are very high "ifs" at best. This clearly should be chosen to not disrupt the homeowners parking and street house access, especially since we're the ones paying the taxes.
- The Map icon is in the wrong place



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- City of Calgary wants to remove our rights to park in front of our homes because of “protected bike lanes” that are rarely used in this neighborhood due to the 6/7 months of WINTER. You are disrespecting the elderly and the disabled Calgarians who rely on that parking in front of their homes.
- "I live on 8 Ave and not being able to load or unload my car on the street would impact my home life and also loading my vehicle for work.
- Changing the intersection at 8St and 8Ave is a must, especially if you are trying to make it safer to walk or wheel on 8th ave."
- This is not the busiest of roads anyway.... cycling can be maintained in the regular travel lanes could it not? I would be more inclined just to cycle on the road.
- As a cyclist and bike commuter with kids who bike to Stanley Jones school, I feel we need improvement in the for of a protected lane. Raised would be best like the one on 24th Ave NW which I also ride to work.
- I would feel much safer using a raised wheeling path.
- I think a north side MUP from Edm Tr. to McKinnon Dr. would be really cool as it would be consistent even across the Deerfoot bridge. Would be easy for City to clear snow as well.
- Mixing pedestrians (plus children and strollers) with bicycles, especially if they are commuting is a really bad idea. I ride my bike on that stretch all the time and there are frequently many people around. It would create a risk for people and cyclists. Why do you need so much parking on street?
- This option allows pedestrian, bikes and cars to share the road with min. impact and makes seasonal sense. Bikes on this route are seen regularly in the spring/summer only with min. winter use. Easing snow clearing, maintaining parking has more benefit than cycling considerations year round.
- I strongly object to traffic signals at the intersection of 8th Ave and Centre Street. People in the 100 block of 8Ave NW are already overrun with vehicles cutting through to Rosedale and heading to Crescent Rd NW to party. How much more traffic do you want to force on us? Climate emergency? Joke
- I find switching over from biking on the proper side of traffic to the side where both bike lanes are, or vice versa, to be dangerous and risky.
- How will cyclists connect to the North/South roads all along 8th Ave?
- Mixed use has potential for bike-pedestrian conflict. Intersections & crossings rarely well-designed or regulated for cycling. May not appeal to confident cyclists. Also MUP in residential context is counter to Complete Streets and 2000 Pathway & Bikeway Plan guidance.
- Keep cyclists and pedestrians separate. Multiuse pathways don't work well, especially with many people going to ebikes.
- The south sidewalk does need replacing in some sections between Edmonton trail and 10st.
- I really like this concept as a driver, and if there is a denoted path for walking/cycling lanes, then I would also appreciate it as a wheeled user, and even a pedestrian.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- We need to prioritize separate bike lanes. I'm so tired of engagement being about parking. It takes up a disproportionate amount of questions. Prioritize kids, health, multi modal transportation. I'm unsatisfied with parking because it KEEPS TOO MUCH OF IT!
- Existing set-up would be better.
- Please do move the cycling infrastructure to the boulevard. This would be a major downgrade. The lanes function much better on the roadway. Moving it to the boulevard will only create new conflicts with pedestrians. Just physically separate the existing bike lanes with concrete barriers.
- Don't do this, do on street wheeling lanes with buffers from cars. Do the same treatment the entire length of the study area. Constant changes in treatment of bike lanes is terrible (e.g. the new lane on 11 Street SW which is different on the east and west sides and is very confusing).
- I have lived in this neighborhood for more than 30 years and I drive along 8 Ave NE daily (often 2-3 times each day). I rarely encounter a pedestrian, or cyclist (aka wheeling user) when I'm driving. I am fundamentally opposed to this project. I believe it is a poor use of city capital.
- This is my second favorite option but it is the one likely to be most acceptable to the broader audience. I would not be disappointed if it was chosen.
- too much parking retained, need bike path on both road sides
- Like the pathway, but make sure there are curb extensions to daylight the corners (don't want to pop out from the pathway into an intersection from behind vehicles stored too close to the corner. This would be a great candidate for continuous sidewalk/pathway (like in Nanaimo or the Netherlands).
- This concept prioritizes parking over active mobility and trees. It is not compliant with City policy. Separated walk and bike facilities should be provided to reduce conflicts. Parking should be consolidated to enable tree planting.
- It is unclear how a cyclist travelling East along 8th ave gets onto the bike lane. I do think that the boulevard separating cyclists and cars is a big improvement.
- Having clear walking section (on the side closest to the park) with clear distinction/markings for biking section would be important. Also to have enforced biking speed limits.
- I would have thought concept 3 could maintain parking since all you're adding is the 0.6 wide concrete divider, and swapping the parking for the bike lanes. I like the low cost, but think locals will not accept the lost parking.
- Again, the City is trying to push an initiative as user friendly and calming and eliminate parking for both those that live there and businesses. We are not California nor Netherlands where you can wheel your bikes 12 months of the year. We have winter 7 months of the year. This is unfeasible.

Segment 2 - Edmonton Trail NE to Bantry Street NE

Concept 2: Raised One-Way Wheeling Paths

Do you have any additional comments for this concept?



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

- There are absolutely not enough cyclists to warrant this costly option. Parking will become a big issue.
- These comments are for Concept 3, since there's no comment box for it. The onstreet bike lanes are nice, but can be awkward at intersections. North pathway is the better option, and more consistent with the concepts for the Mayland side.
- Raised cycle tracks are nice, but one is unbuffered next to a driving lane, and the other is unbuffered next to a parking lane. The bi-directional pathway seems like the better choice here, since both sidewalks remain narrow in this option too.
- Where are the trees? People scale and softness is not there. All paving! This is not humane. Who are we serving? The trucks?
- Plant lots of trees between walk path and bike path
- We need two way bike lanes so people can bike and chat together
- We don't need 3.5m travel lanes... Parking as a road narrowing device helps. Concept doesn't answer if citizens will be abandoned at intersections.
- option2/3: hard to comment on parking w/o knowing the current/projected demand. biking routes w/same traffic direct. are preferred. up/down at every intersect. is not great for commuters - but better for rec/younger riders. overall option 3 prefer.
- Best one of the bunch! 2m width on the wheeling lanes is good but one always worries about being doored by a passenger getting out of their parked vehicle in this arrangement. Comment for concept 3: Concrete divider must be high enough that it isn't easy to drive over.
- Please don't remove trees
- I would fully support this concept if it is a continuous treatment across the bridge and through Mayland Heights. I do not support this at all if people wheeling have to switch back and forth to different facilities.
- In my experience, raised bike lanes can be a bit of death trap in winter if there are driveways that go through them.
- I do not want to lose parking at the front of my home.
- We do not want on street parking to be taken away.
- There is too much parking. We need to stop prioritizing car storage over pedestrians and cyclists
- Parking cannot be removed or altered on the south side. This construction would greatly affect Stanley Jones business, a historical building who relies on the South side customer parking. Homeowners are already very limited in our parking due to densification.
- STOP FORCING RESIDENTS OUT OF THEIR HOMES AND TAKING AWAY THEIR RIGHT TO PARK IN FRONT OF THEIR HOMES, this is the WORST CONCEPT ever introduced by our CORRUPT COUNCIL. BAD enough that Council used TAX PAYER's Dollars to pay for their home security???
- I appreciate the separation of cyclists from both pedestrians and traffic in this design, it seems functional and safe for all parties, however the additional construction required to extend the curbs makes it less ideal to me than concept 3.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- Rated the highest of three concepts, but only because concept 3 flagged snow clearing as an issue (which reads like it won't be usable in winter) - otherwise concept 3 would be better
- Drastically reducing parking is hard for the people who actually live on 8 Avenue, for example, personal parking and having friends over to visit.
- Leave it as is
- Parking is bad as is this would be the worst
- This is stupid. There's ZERO cons to concept 1.
- Dont need more cycle space on the roads
- City of Calgary Council would rather focus on "protected bike lanes" rather than FOCUS ON urgent matters - C-TRAIN crime rate has been 47 per cent higher than the 3YR average, from 287 crime occurrences to 422 - Regular transit users don't feel safe. REPORTED BY CBC
- "I live on 8 Ave and not being able to load or unload my car on the street would impact my home and work life. The main intersections with conflicts are at 8St and 10St. There is never any other issues in the 30km zone."
- losing parking for residents would be pretty brutal. I feel dedicated bike lanes here is overkill....
- I'm a cyclist who rides this corridor most days. This is the best option but I understand if the community doesn't want to give up that much parking. Concept 1 is a good compromise.
- Do not sacrifice vehicular access. Parking for people who use vehicles should not be sacrificed.
- This is the best design, but I still prefer the north side MUP as we could do it from Edm Tr. to McKinnon even across the bridge over DF. Also, the City could clean snow off the path much easier if it was a MUP on the north side.
- Can we count the duty cycle of the number of bikes that actually use this infrastructure daily. What are we connecting. We still need cars. Get groceries. etc.. Getting rid of a bunch of parking is just going to cause congestion parking problems on other streets and alleysl.
- This seems to meet the objectives of the project quite well. It protects cyclists and pedestrians from the cars. It provides the venue for cycle commuting as well.
- This concept doesn't seem practical for all year use. It removes a lot of parking and costs more. I don't see why bike lanes are needed on either side, the amount of seasonal use of the paths do not justify the loss of parking, construction interruption and limited space for snow removal.
- This is perfect, great job
- "Why remove parking on the South side instead of the North? There are more homes on the South side, which seems like this option is just going to anger a lot of people. Concept 3:How high are these concrete curbs? I feel like they would need to be quite tall to offer any soft of protection from cars"
- Probably the best option within blocks. Wider, which could allow for passing. May be less prone to debris accumulation. Definitely will need to consider intersections & accommodation of all turn movements, especially left turns. Note. No place to comment on Concept 3.
- Better, still not separate enough
- Best option for sure, but option 2 is ok if this is too expensive.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- Separated biking corridors are so critical to health and safety for all ages and increased multi modal adoption. Do more of this!!!
- Raised wheeling paths are awful for cyclists. The curb cuts make raised lanes very non-user friendly
- south parking required with the additional multi family zoning and units coming into this corridor
- Raised bike lanes are awful and not easy to use. The ups and downs at curb cuts are not enjoyable as a cyclist.
- I have lived in this neighborhood for more than 30 years and I drive along 8 Ave NE daily (often 2-3 times each day). I rarely encounter a pedestrian, or cyclist (aka wheeling user) when I'm driving. I am fundamentally opposed to this project. I believe it is a poor use of city capital.
- This is my favorite option but it is likely to be opposed by those losing their parking spaces.
- Like the pathway, but make sure there are curb extensions to daylight the corners (don't want to pop out from the pathway into an intersection from behind vehicles stored too close to the corner. This would be a great candidate for continuous sidewalk/pathway (like in Nanaimo or the Netherlands).
- This design is compliant with City policy. Parking should be compromised to enable separated walk and bike facilities, which is done here. This would be a good option, but 3.5m travel lanes are unnecessary.
- It seems like it would make more sense to maintain parking along the south side as that is residential and has more parked vehicles. This concept does make me feel safer as a cyclist than the current configuration.
- Disruption to property owners on already small lots and limited boulevard would have to absolutely be approved and all homeowners made explicitly aware, and majority approval.
- if this is high cost, it should be removed from consideration, esp considering pushback to be expected from Edm trail businesses and local residents in what already seems to be a high demand parking area (not all houses have garages perhaps?)

Segment 3

Bridge Section Concept: Multi-Use Pathway on the North Side

Do you have any additional comments for this concept?

- "Wider pedestrian cyclist path across bridge is desirable for W bound cyclists However will cause conflicts with E bound cyclists & high speed vehicle's on roadway Cyclists will not use bike path on N side of road due steep grade / speed + conflicts with cyclists struggling up steep grade"
- This will ruin the access to homes when elderly family come to visit as they will not be able to get out of the car in front of the house. They will have to park who knows where and walk potentially quite far. My Mom uses a cane and in the winter this will be dangerous for her to access my house.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- This is the obvious fix for this bridge, can it be done right away? I think the barriers will need to be replaced, let's replace them with skinnier barriers to maximize space for the pathway, get it up to 3.0m.
- The 8 Avenue bridge lanes should be further narrowed for speeding control - 3.9m is too wide. At least a gutter pan or a rolled curb should be considered for the shoulder space instead of only paint which wears off (and isn't visible after snow).
- As long as the new multi use pathway is wide enough for pedestrians and bikes to safely pass this would be a good option.
- Much better than previous. SNIC needs to be addressed.
- understanding there is more constraints this is likely the best option - but connecting with segment 2 - which two sides-routes might be the preferred option - what is the transition like?
- Much, much, much better than existing! I would want to squeeze a little more space into the pathway from the driving lanes however.
- The pathway is way too narrow for shared use in this concept. Narrow the roadway by reducing the lane widths and shoulders, and make vehicles slow down. The pathway should be at least 3.5m wide.
- I have travelled on the south side across the bridge in the bike lane. It does not feel separated enough and too close to vehicles. I prefer the proposed multi use lane.
- A multi use pathway put pedestrians and cyclists/scooter uses in conflict. I do not support this design.
- I think the pedestrian and bike traffic is low enough that there wouldn't be very many negative interactions between the two, but I see this as an improvement for bike traffic, but not for pedestrian traffic.
- Businesses, hospitals, schools, etc. are struggling and our City Council's plan to foolishly spend money on re-doing bike paths. Restricting homeowners their right to park in front of their homes. I'm disgusted by what our City Council's are doing to this city....SHAME ON ALL OF YOU!!!!
- As a cyclist, it is dangerous to keep having to switch sides (from single bike lane on both sides to multi-use pathway) - how does it connect to the other sections? Multi-use is usually too narrow for cyclists going in opposite directions.
- Worried a little bit about the crossover required for wheel users to get from the right side to the left. Why not just add a barrier to protect east bound wheel users so they won't have to cross traffic twice to use the bridge
- How is the City ensuring the pathway is wide enough for wheelchairs? How is the city engaging equity deserving Calgarians to ensure the design is reflective of their unique needs and concerns?
- A bike path joining the north side of the 8th Ave bike path on the west side of the bridge down to the nose creek pathway. alleviates crossing 8th Ave to use the path on the south side to access the nose creek pathway



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- There's an opportunity here to use this corridor connection as a way to recognize the need for truth and reconciliation. My idea is to plant indigenous plants and medicines along the corridor in recognition of the racism faced by Indigenous Peoples.
- I agree this is the best option. They mentioned that the barriers could be replaced with thinner ones which I think would be better. Also making the barrier open like on new zoo bridge would be better for melting snow and clearing the path way.
- As long as there are clear lines indicating where pedestrians need to be walking this could work.
- This is the best solution for 8th ave bridge. It makes it safe for bikes, pedestrians and keeps traffic moving. It utilizes the existing path and walkway making it wider and easier to share. The guard rail on the south side of the bridge is not tall enough to feel safe for a person on a bike.
- Great idea.
- I think that if there is the opportunity to make the multi-use pathway wider that would be great because I don't believe any of these designs are accommodating for the role that electrified small vehicles will play in how people move around the city.
- I do NOT want to share the road with cars
- The speed difference between wheeling commuters and pedestrians is always an issue on a multi-use pathway. 2.81 M is not wide enough for safety. Wider is better.
- What will be done about the incredibly steep hill between the bridge and Bantry Street? A cyclist coming down this road can easily be travelling 60km/h, and no number of "SLOW 10km/h" signs will prevent that. Going up the hill is very difficult for the majority of users.
- Switching infrastructure types from cycle tracks on both sides, to a pathway on one, will create challenges in how the two connect. It can be done, but it should place a way higher priority on how active travelers transition. The design should force vehicle traffic to defer to active modes.
- Unpredictability by pedestrians / cyclists. Should not share the same path. This is 2 directions X 2 different traffic types, this is already a problem on the shared pathways along the river.
- Don't like multiuse. How would this connect with other sections if they're separated?
- Shared pathway would be a downgrade from the existing setup.
- The barrier adds protection for pedestrians and keeps drivers in their lane. I think this will be effective but cyclists need to be using the multitude pathway and not the lanes.
- I think this is better than the current situation. Also, there should be a crosswalk going into 13a street/7 ave NE so that people coming from that side of the street (or 13 street) can access the bridge or St Georges Drive safely.
- How about separating bikes and pedestrians too. So there isn't any conflict between the two
- The other option is better in my opinion. Jersey barriers are very big and probably safer but unsightly
- Do it asap!
- Separated facilities would be better, but this is an acceptable design for the bridge. Better than on-street painted bike lanes.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- It is unclear how someone travelling eastward along 8th avenue would transition to the bike lane on the north side. I can anticipate some pedestrian-bike conflict as cyclists can get going quite fast after the hill and may scare some people walking.
- maintain the jersey barrier separating the multiuse pathway and westbound traffic.
- There aren't measurements for the existing, but it looks like the proposed is slightly narrower than the existing sidewalk/bike lane combined. Could the multi-use pathway be a bit wider?
- Again where is the need to create this bicycle lane? There is none. We have winter 7 months of the year. This is ludicrous and hugely expensive to maintain. Ridiculous

Segment 3

16a Street N.E. to 19 Street N.E.: Multi-Use Pathway on the North Side

Do you have any additional comments for this concept?

- "Bridge section comments continued Potential Solution is new W bound bike lane with reduced grade up hill (switchbacks?) to allow for high speed cycle traffic down hill
- Westbound High speed westbound cycle traffic will stay on road but must be given easy access to bike path before bridge"
- "It is importante to reduce the bike crossing from the south to the north. 3.00 pathway for pedestrian and bikes is very narrow. Please add more plants"
- Buffered pathway is good, and a huge improvement on the door-zone bike lanes. Seems like the south sidewalk could be widened here too. This cross section is the only thing that makes sense with widening the bridge walkway, let's do it ASAP. Parking is rarely used in this area.
- The cross-section does not address whether cyclists will need to dismount at each of the 5 crossings on the north side of 8 Avenue between 16a St and 19 St if there is a multi-use path. Doing so will make the corridor slow and unwieldy for cyclists. Not doing so is unsafe.
- Add pedestrian blinking light for crossing 8 th ave at 16A st NE. Also have warning signal up the hill to notify westbound vehicles that pedestrian lights is flashing
- plant the new boulevard on the southside please to further provide visual traffic calming. liking the fact that this also eliminate the "narrow sidewalks" right against the traffic. existing painted bike lanes (esp. with low use) can be perceived as part of a wide driving lanes in practice.
- I like it. Concern is mainly about intersection at 19 st. Maybe a button activated bike/pedestrian scramble would allow users go to in 3 directions from pathway? If you have to cross 2 ways on a bike to continue EB that's a failure.
- Again, 3.5m is much too wide for vehicle travel lanes. This cross-section does not meet the intent of the project to prioritize people walking and wheeling. Too many concessions are being made in favour of the status quo - motor vehicle convenience.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- The wider multi use lane is preferred.
- Neither of the designs provided are acceptable. The City of Calgary needs to step outside of its comfort zone. Why not consider something link single lane alternating vehicle traffic with lights and both end of the bridge to make space for pedestrians and cyclists.
- I'm not sure that this is an improvement, except that it lines up with the multi use pathway going over the bridge.
- Council needs to focus on attracting business to this city, help the Oil Sands, etc. Calgary has always been strong and the only home i've known, but Council is making a JOKE out of this city with their ignorant projects like this one.
- Multi-use is usually too narrow for cyclists going in opposite directions. It is also more dangerous for cyclists going in the 'counter traffic direction' and to connect to side streets.
- keep wheeled users as is (flowing in same direction as lanes of traffic) but give them protection
- Work with Indigenous communities to incorporate art and spaces for healing along the corridor.
- I like how the Sidewalk has been moved to a separate facility to provide more distance between traffic. I like the MUP being on the north side.
- Again, I think this is the way to go to be consistent and keep cyclists from criss-crossing 8th Ave. Keep everything on the north side from Edm Tr. to McKinnon Dr. I would put a separate path east of the bridge to 16a St., though to avoid bus stop/shelter
- I like that pedestrians can use the south sidewalk if they are nervous with cyclists moving fast on the north side.
- As a resident that uses this road daily and crosses this bridge 4X a day the multi use path make sense in this area for the cost, level of impact and the seasonal use of the paths by bikes. It also makes it safe as a cyclist to keep the cars separate.
- Great idea
- I think this is good and I wish the project would consider the school in Mayland on 8th Avenue and the need for students to bike to school safely. The school is located on the south side of 8th Ave NE
- Switching sides is risky
- The road design is still too wide to slow cars down. They go too fast because the road is designed for higher speeds. Signs don't slow traffic down, design does. Slow the cars down and it will be safer for all users. The multi-use path should also be wider for safety.
- Cyclist and pedestrians should absolutely be separated and the cycling accomodation should provide opportunities for safe and efficient travel.
- "Unpredictability by pedestrians / cyclists. Should not share the same path. This is 2 directions X 2 different traffic types, this is already a problem on the shared pathways along the river. There would be a cycle transition from road level to sidewalk level, will this be cleared of gravel/snow?"
- Please separate pedestrians and cyclists
- parking need to be considered by the apartments. already not enough street parking



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- Don't do this, do on street wheeling lanes with buffers from cars. Do the same treatment the entire length of the study area. Constant changes in treatment of bike lanes is terrible (e.g. the new lane on 11 Street SW which is different on the east and west sides and is very confusing).
- It is a busy street so some parking by the apartments is reasonable, but maybe we can get rid of the parking going down the hill more (from 16a to 17 street) so that the sidewalk can be wider since bikes might go really fast down the hill and scare the pedestrians
- This section experiences significantly more turning traffic on the north side. Especially on the hill, the north side is home to several residential streets, and the south to merely a few commercial lots. I'd love to see more detail for these intersections, as they'll need to be very well-designed!
- I would still recommend a barrier between the pedestrian/wheeling and the road for increased safety. Or those poles that stick out of the ground with reflectors
- How about separating bikes and pedestrians too. So there isn't any conflict between the two
- This is the better option of the two. If there was an option to add a small blvd between the vehicle and multi use pathway to increase the visual difference between the two.
- Appreciate the continuity between this and the treatment on the bridge; it's good not to have to shift between sides of the street too frequently. Suggests merit for a similar pathway treatment west of Bantry, for consistency.
- This concept is not compliant with City policy. Multi-use pathways in the roadway context are not supported by the Complete Streets guide. They are less safe than separated one-way facilities.
- too many local street intersections on the north side of 8th Ave to make this a viable option. The bike lane needs to be on the south side of 8th Avenue
- Where is the parking?

Segment 4 – 19 Street N.E. to McKinnon Drive N.E.

Concept 1: Multi-Use Pathway on North Side

Do you have any additional comments for this concept?

- "Option1 is far superior Residential Parking on N side of road must be maintained Overall road is wider than 8th ave east of Ed Trail where road design accommodates parking and boulevards on both sides Major potential for pedestrian vehicle conflicts at corner of 8th ave & 19th street not addressed"
- This make a lot of sense, continuing the north side pathway from segments 2 and 3.
- The cross-section does not address how intersections will be handled. Requiring Cyclists to dismount is problematic, not requiring it is unsafe.
- Leave my parking on 8 Ave alone, I need it. Leave it alone , if it ain't broke don't fix it.
- It would make more sense to have the multi use pathway on the south side. This would connect with any path on McKinnon, as well there are fewer crossings needed on the south also, the parking is used more by the residents on the north side, as opposed to the field on the south. Provide drop off.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- Parking should be maintained on north side due to more residences. South side should be bike and pedestrian due to proximity to school and playground areas & reduce need to cross 8th ave. Plus if going to Barlow access, you continue eastward on southside, easier to turn southbound onto McKinnon Dr NE
- hard to say without parking count. plant boulevard please.
- Ignore my comment on segment 3 about pedestrian scramble. Didn't realize it was continuing. This is great!
- I live very close to Eighth Ave and McKinnon Drive. I don't see any wheeled traffic to warrant the removal of parking on the North-side, seems a frivolous use of taxpayer money to install a multi-lane pathway.
- Too much parking is maintained. Multi use paths put users in conflict and are not an acceptable design.
- I think it's time that we shuffle the waste that we have representing us and start VOTING council that understand what Calgarian's need and want to see. This is disgraceful, the public has no say nor do our rights matter.
- Again, I think we should go with the north side MUP to be consistent from Edm Tr. to McKinnon Dr. so cyclists aren't criss-crossing 8th Ave especially at the bridge where cars are moving very fast
- dumb. please stop coming up with new a wonderful ways to waste our tax dollars.
- Multi use paths make the most sense for the cost. I don't see any data that shows a great need for any of the proposed projects. Does this section require this, how many bikes/pedestrians benefit from these projects. Did the residents request these projects?
- I'm an active cyclist and pedestrian on this section. Due to the low amount of traffic there currently is minimal safety concerns for cyclists. Therefore changes will provide minimal safety improvements but very significant impact on parking.
- It is easy to cycle from McKinnon to 19st as is. There is not much traffic and the road is wide. Improvements from 19st to Deerfoot will have a bigger impact.
- why not consider the south side for the bike path since the majority of the route would be along the school and existing park?
- Once again, I have lived in this neighborhood for more than 30 years and I drive along 8 Ave NE daily (often 2-3 times each day). I rarely encounter a pedestrian, or cyclist (aka wheeling user) when I'm driving. I believe the solutions presented are a poor use of city capital.
- better safety for bikers
- Like concept one; keep a consistent north side pathway along the entire route. Make sure curb extensions daylight pathway at intersections; do a continuous pathway across intersections like in Nanaimo and the Netherlands.
- This concept is not compliant with City policy. The Complete Streets Guide does not support multi-use pathways in the roadway context. They are less safe than separated one-way facilities.
- 8th avenue is very wide and has ample room for bikes and cars. this proposal takes away tons of parking from residents along 8th avenue, may of which don't have driveways.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

- Unfeasible. This is hugely expensive to maintain. We have snow 7 months of the year. Unsustainable. Where is the parking? No where. You will create pressure to park on the other streets, pushing the misery to other areas where you will permit the parking and pit people against each other. No.

Segment 4 – 19 Street N.E. to McKinnon Drive N.E.

Concept 2: Two On-Street One-Way Wheeling Lanes on North and South Sides with Concrete Curbs as Buffers

Do you have any additional comments for this concept?

- "Option 2 is unacceptable city must directly engage with all residents living on this section as there is no alternative street parking available See above Major conflict with cyclists and E bound vehicles on 8th turning N @ 19th St and with S bound traffic on 19th street turning W on 8th ave"
- The bike lanes as shown are very narrow, as are the sidewalks. The pathway seems like the better option here.
- This option looks safer and less confusing at intersections.
- I live on 8 Ave. I use my parking out front on 8 AVE. Leave my parking alone, I need it or compensate me heavily for it you morons. Stupid project.
- as above. Parking should be maintained on north side. Prefer single wider multiuse pathway; increases potential for snowremoval as a bike lane
- myself as a commuter will always preferred traveling with traffic, does city's data indicates this is more of a commuter or a rec route? (my guess is commuting) - rec prefer option1, commute prefer option 2. both better than now
- Concerns about conflict around school with this. If bike lane isn't sufficiently protected I expect school pickup traffic will use it for parking.
- This is making everything narrower. Why not keep as is? Remove parking and do all this for maybe ten bicyclists a day?
- Too much parking is maintained. We need to stop prioritizing car storage over cyclists and pedestrians
- City Council will never learn their mistakes. "Insanity: doing the same thing over and over again and expecting different results." Albert Einstein. City Council thinks that incorporating "downtown's" bike path will work in residential areas. NO IT WILL NOT, IT WILL ONLY MAKE HOMEOWNERS' ANGRY.
- We dont need wheeling on both sides of the road. One is enough
- Too dangerous
- This is the safest design, and I would be fine with it, but I think snow clearing would be awkward



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- dumb. please stop coming up with new a wonderful ways to waste our tax dollars.
- What is the data driving the need to remove 50% of the parking, hinder snow removal to prioritize bike lanes/curbs? As a resident here for over 20 years and do not see an overwhelming need for these lanes. The seasonal use doesn't justify the need. How many people utilize these paths currently?
- I'm an active cyclist and pedestrian on this section. Due to the low amount of traffic there currently is minimal safety concerns for cyclists. Therefore changes will provide minimal safety improvements but very significant impact on parking.
- This concept would allow for children to bike safely to school.
- If some of 8th Ave has 2-way paths on one side of the street, and other parts have 1-way paths on 2 sides of the street, how are those different section connected when the design changes?
- Snow and ice in the wheeling lanes and roadway would lower my ratings.
- It is easy to cycle from McKinnon to 19st as is. There is not much traffic and the road is wide. Improvements from 19st to Deerfoot will have a bigger impact.
- Leave as us right now.
- on road bike paths kill cyclists every year
- Based on 2 Street SW, this concept will perform poorly in winter and is not as safe at intersections.
- This concept is appropriate because it has separated walk and bike facilities. However, the cycling facility is narrower than the allowed standard. Given the 3.5m travel lanes are excessive, they should be reduced to 3.3 or 3m, with the remaining space given to cycling.
- same comments as above. I don't think it's acceptable to remove so much resident parking when there is lots of room on this road for bikes already. Also, parking gets very crowded in this area with school pickups.
- Unsustainable. You will move parking to other streets and pit citizens against each other for surely you will put in a permit system to make money from parking. Shame. No this is not viable. We have snow 7 months of the year. Now the city is going to clear snow...who pays for that? Me, right?

Segment 5 – McKinnon Drive N.E.

Concept: Multi-Use Pathway on West Side

Do you have any additional comments for this concept?

- I don't understand this concept. There is no existing sidewalk on the west side, but there's a wide grass strip (over 5m) between the schoolyard fence and the streetlights. Why not put the pathway there? Seems much cheaper than moving curblines. The monopath is not great practice, let's not do that.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- this only seems to make sense financially if the other segment moves the bike lane from north side of 8th ave to the south side, thus connecting 8th ave to mckinnon dr ne without needing to cross the street
- I would prefer bike lanes for the safety of pedestrians and cyclists, and to encourage less cars on the road.
- sidewalk of 1m is never going to be great - is there room to add .5m? need parking data to back up reduction.
- If the multi use path is on the west side, please include no left turns for vehicles travelling north. Or have a left turn signal only.
- Multiuse pathways put users in conflict and are not an acceptable design. Stop prioritizing car storage over cyclists and pedestrians.
- WASTE OF TAX PAYERS MONEY
- No one wants any development in the area. Seriously the whole neighbourhood is against this
- There is no existing sidewalk on the west side currently like your proposal shows. Parking is needed because families pick up children on this road.
- Parking is a challenge along this road already....removing all parking on the west side will cause problems for all who live in the area especially since you rarely see anyone riding a bike in the area.
- There are many multi family units along the east side of McKinnon drive where a majority of the parking will be removed. The west side has more residents that have garage parking. This will greatly effect the ally way and cause issues when it comes to snow removal or general residential parking.
- This is great and I like the addition of trees and some infrastructure (benches) along the pathway.
- I'm an avid walker and cyclist on this section. There is minimal traffic on this section so as a cyclist I'd still use the road and this concept reduces the available road space. As a pedestrian I currently walk on the grass/sidewalk so this concept doesn't add value either. Big impact on parking.
- How does this connect to 8th Ave? Crosswalk? Something better to provide priority for pedestrians and cyclists over cars?
- There are proposed signs for multiplex in area. I'm not against high density (4 plexes) but if city is approving this could be a bit of pain for parking. I'm not a huge fan of the trees. It blocks the nice view of downtown/mountains you get when out walking.
- Don't do this, do on street wheeling lanes with buffers from cars. Do the same treatment the entire length of the study area. Constant changes in treatment of bike lanes is terrible (e.g. the new lane on 11 Street SW which is different on the east and west sides and is very confusing).
- separating all 3 modes of transport is essential. Clear separation of bikers and peds needed, too
- Great idea. Shift the curb east to narrow McKinnon in proximity to the school, to reduce speeds. Include trees between pathway and curb (shifted east) or between fence and pathway. Consider gating the south end of McKinnon/23 Street south of 3A Avenue to reduce volumes/industrial traffic.
- Multi-use pathways in the roadway context are not supported by the Complete Streets Guide. They are not as safe as separated single direction cycling facilities. The 3.5m travel lanes are excessive.



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard
October 2022

- Your existing shows a sidewalk where there is none, on the west side. a lot could be gained by just putting a sidewalk on the west. Parking on the east is not practical. most of the houses on the east side have driveways and there is very little viable street parking. School pickup will be a prob.

Segment 6 – Maunsell Close N.E.

Concept 1: Multi-Use Pathway on South Side

Do you have any additional comments for this concept?

- "Alignment is unacceptable There are 9 residents on S side of road with no street parking Parking must be maintained on S side of road Consider swapping parking to S side Have all affected residents been personally engaged by city regarding realignment?"
- The monopath is not ideal, why not put the path on the north side instead? There's no existing sidewalk, and no front doors or driveways on that side, plus the parking isn't really used or needed, so seems like the ideal place to put a pathway without disrupting residents on the south side.
- How will crossing from Maunsell to McKinnon on a bike be handled (to reach the new multi-use path)?
- Maunsell Close is a quite residential cul de sac that is quite high density, parking is already challenging. Also as a pedestrian sharing a pathway with bikes is less ideal.
- opening at Barlow Trail needs to have a gate (w/spring door). I use this corridor alongside Barlow Trail as a dog walking path. An opening decreases safety for the animals as well as the residents as more traffic will 'cut through' the neighborhood or park their 'homeless tents' in the green space.
- I would prefer bike lanes over multiuse pathways for the safety of pedestrians and cyclists, and to encourage less cars on the road.
- why not a sidewalk on north side? no matter how low the traffic is, having no sidewalk on both side of the street is never great. this option is preferred.
- I'm actually delighted to see this being presented. Having a continuous link is excellent, not kicking anyone out onto a road? -Chef's kiss-
- I believe this is a waste of tax payers money as there is an existing pathway/access opening only 400 M south that already allows all wheeled and pedestrians to safely cross Barlow trail to access the industrial area to the East.
- Multiuse pathways are not an acceptable design. Stop prioritizing car storage over cyclists and pedestrians
- NO - JUST NO
- Parking needs to stay on south side of road. No to development period.
- Parking is more important then wheeling lane



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- The majority of the residents here have a back lane and garage for parking. This concept makes sense for the types of homes along this street and addresses the pedestrian/bike safety.
- If cyclists used the road it would be safer for both pedestrians and cyclists.
- Crossing from a north MUP to a south MUP will unnecessarily inconvenience wheeling users
- It makes no sense to put this on the South side of the road - it's a worse connection to McKinnon, and will need to cross many driveways. The North side of the road is all side yards and seems a much better choice.
- Don't do this, do on street wheeling lanes with buffers from cars. Do the same treatment the entire length of the study area. Constant changes in treatment of bike lanes is terrible (e.g. the new lane on 11 Street SW which is different on the east and west sides and is very confusing).
- better than on road biking
- Pathway seems like overkill here; consider just calming/creating gateways at the McKinnon Drive intersection, and at the east end where the pathway would lead to the Barlow Trail crossing.
- Multi-use pathways in the roadway context are not supported by the Complete Streets Guide. Separated and single direction cycling facilities are safer. Will there be a new walk/bike crossing of Barlow? There should be.

Segment 6 – Maunsell Close N.E.

Concept 2: Shared On-Street Wheeling Route

Do you have any additional comments for this concept?

- "Street parking must be maintained on S side Only option if street parking is to be maintained on both sides of the road. City must commit to cleaning removing snow From the street during the winter"
- Paint is not cycling infrastructure, let's not do this, please. A north side path would need a crosswalk/ride to get to the Barlow crossing, but seems like a much better option overall. No driveways or frontage lots to contend with, just the flanking lots and back lanes.
- Maunsell is a very low volume road. Crossing McKinnon is a larger safety concern than riding on Maunsell.
- Cars fly down Maunsell in the morning and run the stop sign at McKinnon. Separate divisions for bike/vehicle preferred. Cars don't share well in Mayland Heights.
- sidewalk of 1m is never wide enough. hard to pass anyone, esp. with stroller, wheelchair. etc. this option improves basically nothing - only painted and signage does not really improve the condition for cyclists as drivers will behave largely the same as before.
- Don't break the chain! You've got this! Too much parking! Needs more pathway!



Unite The Heights – 8 Avenue N. Functional Planning Study

Community Report Back: What We Heard

October 2022

- I believe this is a waste of tax payers money as there is an existing pathway/access opening only 400 M south that already allows all wheeled and pedestrians to safely cross Barlow trail to access the industrial area to the East.
- Separated bike lanes
- Sharrows are not an acceptable design.
- Waste of money - no development. There are no wheeled users at all about.
- How is this different than how the road is utilized today? Realistically this plan will not change car or bike habits with road painting or signs. Cars will pass bikes regardless making it not safe.
- I think that this defeats the purpose of having a protected pathway system that supports equity in transportation for people who have disabilities, children, vulnerable or marginalized people.
- There is minimal traffic on this section so this concept is still very safe.
- Not 5A standard and should not be built.
- No! This is unsafe and irresponsible.
- This is not all abilities mobility. Don't do this!!! Shareows kill.
- completely unsafe for bikers
- This seems more appropriate than a full pathway. But create some calming/gateway treatments at either end (and maybe speed humps on SB approach at the east end) to make it a more low-speed feel. Plant a tree in the middle of the middle intersection (where Maunsell Close loops back on itself)?
- Sharrows are shown to be less safe than doing nothing at all. Painted lanes would be acceptable for this section if separated single direction cycling facilities are not provided. Will there be a new walk/bike crossing of Barlow? There should be.