



26 Ave Mobility Improvements:Phase 2

Report Back: What We Heard

Summer 2023

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Project overview

This project is Phase 2 of the 26 Avenue S.W. Mobility Improvements. Phase 1 of the project included safety improvements to three intersections between Sarcee Trail and 37 Street S.W. The construction for Phase 1 was completed in 2022. Phase 2 covers 26 Avenue S.W. between 37 Street and 14 Street S.W.

26 Avenue S.W. is an important corridor that connects multiple established communities in the southwest. With Phase 2, we want to make 26 Avenue S.W. better for you, your families, and your communities. It is one of the few roads that provides continuity over Crowchild Trail in the southwest quadrant north of Glenmore Trail S.W.

This avenue is also a part of the 5A (Always Available for All Ages and Abilities) network, which is a city-wide mobility network consisting of off-street pathways and on-street wheeling lanes. People use 26 Avenue S.W. in different ways including walking, wheeling, taking transit or driving. We want to make this road safe and convenient for everyone.

The three goals for Phase 2 were:

- to improve safety for everyone,
- increase travel choices,
- and enhance the experience of using the road.



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Engagement overview

During Phase 2, our goal was to collect feedback from local residents and the general public on three proposed options for the corridor. From June 1 to 22, 2023, The City of Calgary hosted an online survey on its engagement portal at engage.calgary.ca/26AveSW. Input collected is to help determine the final option designs for the mobility improvements on 26 Avenue between 37 and 14 Streets S.W. The engagement was designed to solicit feedback on the options developed to address the goals identified in Phase 1.

The public were invited to review the options and provide feedback on the comfort level of each option for each of three identified user groups (Walking, Wheeling, and Driving) and were asked if they had any specific suggestions to improve each option.

Participants were also asked to rank the three options presented and provide the key reasons for their top choice. Although the ranking exercise is not to be considered as a vote, the feedback helped to inform the decision-making process, along with other factors such as, technical studies, feasibility and The City of Calgary input.

The three options are:

- Option 1: Multi-use pathway
- Option 2: On-street wheeling lanes
- Option 3: Blend of Option 1 and 2 with on-street wheeling lanes west of 22 Street and multi-use pathway east of 22 Street S.W.

Who did we talk to?

Phase 2 focused on 26 Avenue mobility improvement between 37 and 14 Streets S.W. Engagement postcards were mailed to each household in the area (12,340 postal addresses) and contained engagement details and contact information. Engagement took place from June 1 to 22, 2023. In total, there were five virtual information sessions offered. There was also one in-person session with students from Richmond Elementary School (Grades 5-6) students to learn about their experiences and perceptions of 26 Avenue SW.

The virtual sessions were targeted as follows:

- 1 – Community Associations Boards
- 1 – Local Businesses
- 2 – General public
- 1 – Bike Calgary

Additionally, 22 days of online engagement (engage.calgary.ca/26AveSW) for the broader public and targeted participants were offered.



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We also developed a communications plan to inform the community about the project and all engagement opportunities.

In total nearly 15,000 people were made aware of the project through our engagement and communications program. We connected with over 270 participants online and received over 1560 individual comments across this phase.

The following is an overview of all the channels The City employed throughout Phase 2:

- Six large format signs placed throughout the communities and at high-traffic intersections.
- Email updates to Community Associations. Email updates to Ward 8 and Ward 6 Councillors and ward offices. Engagement postcards mailed to 12,340 addresses.
- Social media posts on The City’s Facebook, Twitter, Instagram and NextDoor accounts, targeted to surrounding communities.
- Email newsletters sent to 100 subscribers – 2 newsletter issues sent.
- Letter sent to 57 businesses located on or adjacent to 26 Avenue S.W. between 37 Street and 14 Street S.W.
- Email invitations and reminders sent to local businesses with email access.

The following is an approximate number of individuals reached through all the channels during our Phase One of engagement.

- Direct mail (engagement postcards): 12,340
- Social media (Facebook, Instagram, Twitter): 68,154 impressions and 1,277 link clicks
- Email subscriber updates: 100
- Community newsletters / websites / emails (distributed) = unknown
- Bold signs & information boards = unknown

Virtual Engagement Sessions with the Public and targeted interest groups	Metrics
<p>We hosted five online Microsoft Teams events:</p> <ul style="list-style-type: none"> • 1 - Pre-engagement launch with Community Associations (Killarney/Glengarry, Richmond/Knobhill, Bankview and SouthCalgary) • 1 – Local businesses • 1 – Bike Calgary Members session? • 2 – Public Q&A sessions with community members. 	<ul style="list-style-type: none"> • 5 online sessions • 67 individuals registered for these sessions
Engagement & Communications	Metrics



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<p>The project launched June 1, 2023 with online and marketing tactics used to share information with the public aimed at increasing awareness about the 26 Avenue Mobility Improvements.</p>	<ul style="list-style-type: none"> We received 1,1967 unique website visitors and had 251 online engagement contributors. In total, 1560 individual comments were collected and reviewed.
<p>Targeted Stakeholder Engagement</p>	<p>Metrics</p>
<p>Community Associations Prior to Phase 2 of the project and launch of public engagement, we hosted a joint meeting with community associations to discuss the proposed options.</p>	<ul style="list-style-type: none"> We offered one Community Association meeting on May 24, 2023. 5 registrations received.
<p>Local Businesses 57 local businesses in the area were contacted by both mail and email with the offer to meeting to discuss the project with the team.</p>	<ul style="list-style-type: none"> We offered one online session for local businesses on June 14, 2023. No registrations received – meeting cancelled.
<p>Bike Calgary One session was held with representatives on Bike Calgary on May 30, 2023</p>	<ul style="list-style-type: none"> We met with two representatives of Bike Calgary on May 30, 2023.
<p>Richmond Elementary School In-person engagement with Grade 5/6 Classes</p>	<ul style="list-style-type: none"> Grade 5/6 students took part in quantitative and qualitative exercises designed to help understand their perspectives of road and traffic safety in the area. A brief summary of the engagement can be found in Appendix C.
<p>Social Media Overview</p>	<p>Common themes</p>
<p>Overview:</p> <ul style="list-style-type: none"> This campaign achieved 68,154 impressions and 1,277 link clicks. Overall, positive sentiment was expressed through the likes, while negative sentiment was expressed in the comments. 	<ul style="list-style-type: none"> Support for repaving/filling potholes in the area. Some feel the area is fine as it is. Concerns that providing space for walking and wheeling will reduce space for vehicles. Some anti-bike lane comments. Need to review intersections – some need lights. Some not a fan of traffic calming narrower streets and curb ‘bulbs’.

What we asked

Engagement sought public input through questions structured around the identification of the benefits and trade-offs of the three options. Participants were asked to assess the comfort level of each option based on



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the three identified user groups (Walking, Wheeling, and Driving) for each option and provide the key reasons for their top selection. The specific questions asked for each option were:

For each user group in the left-hand column (Walking, Wheeling and Driving), please indicate your comfort level using this corridor as shown in each option.

What are the key reasons for your ratings of Option X?

Do you have any suggestions on how we can improve Option X? Please be specific. (What, Where, Why)

Additionally, participants were asked to rank the three options and provide a brief explanation of their top choice. The specific questions asked for each option were:

Please rank the options (Click on each option and drag it to the right-hand column with your first choice at the top)

- **Option 1:** Multi-use pathway
- **Option 2:** On-street wheeling lanes
- **Option 3:** Blend of Option 1 and 2 with on-street wheeling lanes west of 22 Street and multi-use pathway east of 22 Street S.W.

Why have you chosen your first option? (Briefly explain)

What we heard

Targeted questions were asked regarding the three options that the project team had provided. The top themes that emerged for each option are listed below.

Feedback summary

The feedback collected on all three options, combined with questions submitted during the online information sessions and by email to the project team, highlighted several common themes among all options.

The major themes identified included:

- **Greater physical separation of modes of transportation** (buffers/ physical barriers, etc.) – participants reported that the separation of the various user group should be maximized for safety and comfort.
- **Increased visibility** (signage/lighting/traffic controls, etc.) – participants expressed interest in measures to increase visibility for all user groups.



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- **Continuity of travel lanes** – participants reported that it was important to maintain consistency throughout the corridor.
- **Reduction of vehicle speed**– participants either supported any measures that would reduce vehicle speed or were opposed to changes that would slow vehicles.

Participants also took the opportunity to express their views on:

- **Parking as priority** – Participants reported concern regarding the removal of on-street parking, while others reported that it would improve visibility and safety.
- **Driving as priority** – Participants reported support regarding the concerns that the impact of proposed changes might have on vehicle speed and congestion. Others reported support of measures to reduce vehicle speeds along with additional signage, lighting, traffic controls, etc. to improve safety.
- **Walking / wheeling as priority** – Participants reported that they were in favor of the proposed changes to improve the livability of the street. Others were concerned about how the changes would impact vehicle use and storage, resulting in a negative impact on properties facing the corridor.

These comments and opinions were also reviewed by the project team and are available in their entirety in the Verbatim Responses section.

Additional minor themes identified included:

- Accessibility, Aesthetics & Landscaping, Cost, and Snow Removal considerations were also reported by participants.

Although the minor themes are not reported on within this document, all comments and suggestions are presented in their entirety in the Verbatim Responses section. They have been reviewed by the project team and will help to inform the selection of the final option.

Option comfort level summary

Participants were asked to rate the 3 options presented from the viewpoint of three identified user groups. (Walking, Wheeling, and Driving) rating each option from Very Comfortable to Very Uncomfortable. In general, participants indicated that they felt both option 1 and 2 would be considered very comfortable with option 3 being regarded as comfortable.

- Participants who ranked Option 1 higher reported that it better met the goals outlined in Phase 1 and appreciated the efforts to preserve some on street parking east of 22 Street S.W. They also reported that the broader multi-use pathway on the north side of the avenue would better increase sightlines and allow wheeling users space to pass slower users without entering traffic lanes.



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- Participants in favour of Option 2 reported that they felt this option better met the goals identified in Phase 1, citing wheeling and walking protection on both sides of the avenue and the suggested lower costs associated with implementation.
- Participants in favor of Option 3 reported that the option was seen as a compromise between Options 1 and 2 and were in favor of preserving on street parking east of 22 as much as possible.

Response rate charts can be found in Appendix B.

Option key reason and suggestion examples

All example key reasons and suggestions below are as received. They are unedited, including spelling, grammar, use of contractions, etc. The only exception is where there is profanity or personally identifying information, this is indicated in brackets [removed]. Examples are presented in whole or in part to best reflect the theme they address.

All feedback submitted is captured in the Verbatim Responses section of this report and have been reviewed by project team.

Option 1 – Multi-use pathway

Participants who ranked Option 1 higher reported that it better met the goals outlined in Phase 1 and appreciated the efforts to preserve some on street parking east of 22 Street S.W. They also reported that the broader multi-use pathway on the north side of the avenue would better increase sightlines and allow wheeling users space to pass slower users without entering traffic lanes.

Option 1 key reason examples

Major theme	Example key reasons/feedback
Physical separation of modes of transportation	<p>Participants reported that the separation of the various user groups should be maximized for safety and comfort.</p> <p>Examples</p> <p>Option one provides a physical separation from cyclists and cars (path and road) opposed to a lane on the road. A wide pedestrian path also means that walking will have more space so cars aren't passing by so close. When I drive down this road I feel like I can't give cyclists enough space</p> <p>People walking may feel less comfortable in the east section where cyclists and pedestrians share the path. This same situation would arise in option 3 though. I think option 1 provides the most amount of comfort to the highest number of people.</p> <p>Buffer between bikes/walkers and vehicles, keeps all bikers to one side of the street which seems safer, barrier between drivers and bikers/wheelers, walkers can choose opposite side.</p>



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<p>Increased visibility</p>	<p>Participants expressed interest in measures to increase visibility for all user groups.</p> <p>Examples Multi-use pathway easy for pedestrians to share with bikers as seen in the downtown paths. For cars, less likelihood of turning into the bike lane or having a collision with the bikers.</p> <p>As an area resident, I am extremely keen on this option as it seems to provide the best balance of accessibility, safety and traffic calming.</p> <p>I drive on 26th Ave everyday for work and I find it not safe for cyclists and pedestrians. I would like to see more space added on the shoulders like 37th Street SW upgrade that was completed recently.</p> <p>Multi-use pathway is predictable and gives lots of space. The main drawback is the mixing of cycling and walkers - especially down the hilly parts where the bikes will be going fast.</p>
<p>Continuity of travel</p>	<p>Participants reported that it was important to maintain consistency throughout the corridor.</p> <p>Examples An issue is that the pathway keeps raising and dropping from the curb, making cycling slow and bumpy.</p> <p>Multi-use lane is best bi-directional so that you do not have to cross the road to change direction. Seems to have the best continuity. Easy and predictable path without having to switch sides would be a big upgrade for all users.</p>
<p>Reduction of vehicle speed</p>	<p>Participants either supported any measures that would reduce vehicle speed or were opposed to changes that would slow vehicles.</p> <p>Examples YOU ARE MISSING THE POINT! 37TH st to 22Ave is A VERY DENSE FAMILY FRIENDLY NEIGHBOURHOOD. We live in Killarney and my kids go to Killarney School. They CANNOT walk to school safely. PEOPLE SPEED, there are no proper crosswalks between 25th st and 29th st SW. Will help people to slow down on 26 ave (having speed limit reduced along with this initiative would also be ideal) This is going to slow down traffic. You should be looking to increase the driving speed here.</p>
<p>Parking as priority</p>	<p>Some participants reported concern regarding the removal of on-street parking, while others reported that it would improve visibility and safety.</p> <p>Examples As a resident of 26 Ave with a townhouse that fronts on the south side of the Ave removing the street parking creates a problem for us. The nearby side streets are often full of vehicles and removing the South side street parking will only make this worse. Option 1 provides safer opportunities for each user. It is thoughtful and while it reduces parking it maintains half of the available options which is crucial to this neighborhood. it is an improvement Parking is crucial on the East end! As a resident of this street I am not a fan of any of these specific options as they all reduce parking on the street which is necessary for most residents who do park on the street. This option at least leaves some parking.</p>



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<p>Driving as priority</p>	<p>Some participants reported support regarding the concerns that the impact of proposed changes might have on vehicle speed and congestion. Others reported support of measures to reduce vehicle speeds along with additional signage, lighting, traffic controls, etc. to improve safety.</p> <p>Examples More people drive on this road than any other mode of transportation. All of these options make it more difficult for the driver. All three of these options make driving less efficient. No one is wheeling from november to april. Drivers drive all 12 months. Left hand turns (especially into back alleys) will restrict traffic flow with zero ability to go around turning vehicles. I very much appreciate the need to manage this ability to "go around" to ensure pedestrian crossing safety, but would advocate for limited flexibility. There is too much focus on cars in the city. Add in protected bike lanes. Narrower driving lanes encourage slower speeds.</p>
<p>Walking / wheeling as priority</p>	<p>Some reported that they were in favor of the proposed changes as a means improve the livability of the street. Others were concerned about how the changes would impact vehicle use and storage, resulting in a negative impact on properties facing the corridor.</p> <p>Examples The shortened N-S pedestrian crossings make crossing 26 Ave much more comfortable for pedestrians by reducing the crossing distance and improving visibility for drivers. Multi-use pathways are generally more comfortable than street-level wheeling lanes and allow easier and safer passing for cyclists 26th avenue, especially past 18th street, I don't think it's wide enough to accommodate a side walk and a wheeling lane and a driving lane on both sides. With option 1, it at least lends a bit more room to drivers and provides a specific and dedicated space for pedestrians. This is an high density residential area, with lots of people (including kids) walking and biking. It also includes a school on the corner of 22nd St. Given the location near a school, and the ability to make a much needed connection in cycle infrastructure, this option is the best for all users. Being off the road makes riding a bike more comfortable for kids and seniors</p>

<p>Option 1 suggestions</p>	
<p>Theme</p>	<p>Example suggestions/feedback</p>
<p>Increased visibility</p>	<p>Examples <i>Different coloured pavement for the cycling path to visually differentiate the spaces for cyclists and pedestrians</i> <i>Reduced parking extending further past intersections to increase visibility. Traffic signals at some of the cross streets. Blinking pedestrian lights at multiple intersections to alert drivers of people crossing.</i></p> <p><i>The portion east on 26th Ave. would benefit from more lighting. With more apartments on that portion of the street, I find that drivers are not able to see me when I am on my bike even though I have lights and other visible clothing.</i></p>
<p>Physical separation of modes of transportation</p>	<p>Examples <i>I would suggest having separation between bikes and pedestrians, or at least ensuring that if there is a shared facility that the path is wider to allow bikes to pass easily and give plenty of room to pedestrians</i></p>



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	<p>Would be nice to keep the bike and walking lane separate east of 22 street but if there is not room for that it is understandable I like the boulevard barrier on the north side. I think this supports good dog walking habits/room</p>
Continuity of travel	<p>Examples ensuring wheeling at intersections is safe while maintaining movement, stopping at all intersections is a hassle.</p> <p>Ensure that bike traffic is separate from car traffic with barriers.</p> <p>Wheeling only path on the north, walking only path on the south. Full stretch from 14th-37th.</p>
Reduction of vehicle speed	<p>Examples Speed limit should be 40km. Remember many kids here, many strollers, many daycares. School bus route as well and city bus.</p> <p>Put 30 zone in playground area on 26ave between 26a and 26 ave to slow down traffic as drivers go very fast down 26ave and this area should already be a slower zone given park/playground. Also several accidents have happened recently as drivers are Speeding</p> <p>The section of 26 Ave from 29th Street East to the crowchild overpass creates a long section of road without any stop lights or traffic calming. This seems to encourage drivers to significantly increase their speed, as a resident facing the avenue at the 25th street intersection. I witness collisions and pedestrian near misses weekly.</p>

Option 2 – On-street wheeling lanes

Participants in favour of Option 2 reported that they felt this option better met the goals identified in Phase 1, citing wheeling and walking protection on both sides of the avenue and the suggested lower costs associated with implementation.

Option 2 key reason examples

Major theme	Example key reasons/feedback
Physical separation of modes of transportation	<p>Participants reported that the separation of the various user groups should be maximized for safety and comfort.</p> <p>Examples Distinct separation of wheeling lanes from driving lanes and the walking lanes are further from the driving lanes, reducing chances of collisions with motor vehicles. As long as key intersections are correctly redesigned to accommodate the new cycle lanes this is the best choice by far. It keeps pedestrians, cyclists, and motorists separate which is key to safety and efficiency. Although an improvement to existing infrastructure, given the high amount of use this will get from kids and families in the area Option 1 seems like money well spent.</p>
Continuity of travel	<p>Participants reported that it was important to maintain consistency</p>



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	<p>throughout the corridor.</p> <p>Examples</p> <p><i>intuitive, easy to transition in and out of wheeling lanes (e.g. from adjacent roads)</i></p> <p><i>Separated bike lanes nice and probably ideal for east end where bikers are slow up hill and fast downhill. Drivers will have to be more aware of bikers when turning off of 26th. Not ideal to cross at 14a when eastbound biking.</i></p> <p><i>This is the easiest-to-understand-rights-of-way option and that's critical for the typical users (all modes). Reducing/eliminating parking on 26 will also improve sightlines and be safer for all. Not sure about the dog leg at 14aSt, as a cyclist I would just go to the signaled intersection at 14.</i></p> <p><i>Seems safer for all bikes/wheelers to be on the same side of road. Less distractions for drivers also.</i></p> <p><i>Raised crosswalks/MUP crossings at every intersection with a side street.</i></p>
<p>Increased visibility</p>	<p>Participants expressed interest in measures to increase visibility for all user groups.</p> <p>Examples</p> <p><i>Proper infrastructure separates users by speed. Doesn't result in conflict between pedestrians and wheelers. Walking and cycling becomes MUCH safer due to sightlines from eliminated parking. Driving remains very comfortable. The best option.</i></p> <p><i>Having mode separation makes everyone safer and their travel more pleasant. There is almost no risk of wheeler-pedestrian collisions. Wheelers are more visible to drivers than if they were on a MUP. Win-win-win.</i></p> <p><i>mutiluse can be difficult share between wheels and pedestriates. Think its safer to have those divided and dedicated. Also removing parking from the street would open up visibility and well as remove the risk of ppl trying to enter and exit their driver side door onto the road.</i></p>
<p>Reduction of vehicle speed</p>	<p>Participants either supported any measures that would reduce vehicle speed or were opposed to changes that would slow vehicles.</p> <p>Examples</p> <p><i>The biggest obstacle to more people cycle commuting is safe separation from vehicles and pedestrians.</i></p>
<p>Parking as priority</p>	<p>Some participants reported concern regarding the removal of on-street parking, while others reported that it would improve visibility and safety.</p> <p>Examples</p> <p><i>The lack of parking makes this my least favourite option. It will not be good for drivers with lanes on both sides.</i></p> <p><i>Parking is already a huge concern on 26th, even near businesses on 33rd and soccer fields along the route.</i></p> <p><i>I live in this area in a single family home with no garage & 1 car, have to park on street, and</i></p>



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	<p><i>NO permits on my street. Would need permit parking allowed on st. Parking is ALREADY a problem on 26th [both sides] parking too close to the corner (no enforcement) and making it hazardous to enter 26th</i></p>
<p>Driving as priority</p>	<p>Some participants reported support regarding the concerns that the impact of proposed changes might have on vehicle speed and congestion. Others reported support of measures to reduce vehicle speeds along with additional signage, lighting, traffic controls, etc. to improve safety.</p> <p>Examples</p> <p><i>26th Avenue, from a driving perspective, is too narrow with too much on street parking. Wheeling from 22nd st to 14th would take up too much space.</i></p> <p><i>We don't need more bike lanes, reduce parking, narrower driving lanes, 26 Ave is one of the only direct routes from 14 street that is not congested! Repave, repair the road! What do we do in the winter for plowing and snow removal!</i></p> <p><i>This is going to slow down traffic. You should be looking to increase the driving speed here.</i></p>
<p>Walking / wheeling as priority</p>	<p>Some reported that they were in favor of the proposed changes as a means improve the livability of the street. Others were concerned about how the changes would impact vehicle use and storage, resulting in a negative impact on properties facing the corridor.</p> <p>Examples</p> <p>Having separate walking and wheeling lanes is awesome. Also no parking would really help street crossing and vehicle turns onto 26th ave.</p> <p>Keeping pedestrians, cyclists and cars separated in their respective areas is the safest option and has the most visibility. Reduced parking is an inconvenience for vehicle storage but does not impact comfort of driving.</p> <p>Option 2 complies with The City's Complete Streets Policy and represents global best practice in street design. Unidirectional facilities are shown to be safer and safety is the most important consideration for this project.</p>

Option 2 suggestion examples

Theme	Example suggestions/feedback
<p>Increased visibility</p>	<p>Examples <i>Make sure to add those white or green rubber delineators/reflectors that stick up for</i></p>

	<p><i>increased visibility between the driving and wheeling lane.</i></p> <p><i>I would like to see illuminated cross walk lights on pinch intersections.</i></p> <p><i>All options could be improved by adding stop signs to intersections to further reduce traffic speed.</i></p>
Continuity of travel	<p>Examples</p> <p><i>All crosswalks should be raised, giving pedestrians and cyclists/wheeled travelers right of way. Cars should have to enter the pedestrian path, slowly, and not the other way around. Would prefer to see the cycle tracks continue to 26ave and 14st intersection rather than detour, with proper infrastructure to cross 14st safely.</i></p>
Physical separation of modes of transportation	<p>Examples</p> <p><i>Wheeling lanes should be at the same EL as the sidewalk, similar to Opt 1. This creates a more clear delineation between driving and wheeling lanes; see 8th St. SW revitalization. Transit users can feel safer crossing wheeling lane when at the same EL as sidewalk. This point cannot be stressed enough!</i></p> <p><i>North and South crosswalks at side streets should be raised to the same EL as the sidewalk. Drivers can know that they are transitioning onto side streets and can reduce complexity at corner ramps. See the proposed design for the crosswalk at 8th St. and 16th Ave. SW Shorter crosswalks across 26 Ave.</i></p> <p><i>Stepping down from the curb at bike lane edge feels safer than at sidewalk edge.</i></p>
Reduction of vehicle speed	<p>Examples</p> <p><i>Reduce speed along 26ave. Especially in areas such as between 26a and 28 street where there is a playground/green space. Drivers tend to exceed speed on this street.</i></p> <p><i>Lower speed limit to 30. Increase size (height and strength) of physical barrier between driving and wheeling. Widen the wheeling part so faster bikes can pass slower wheelers.</i></p> <p><i>Add speed flashing signs east and west of Richmond road school and keep existing flashing beacon across 26 ave near Richmond road school or move slightly east to corner of Richmond road.</i></p>

Option 3 – Blend of Options 1 and 2 with on-street wheeling lanes west of 22 Street and multi-use pathway east of 22 Street S.W.

Participants in favor of Option 3 reported that the option was seen as a compromise between Options 1 and 2 and were in favor of preserving on street parking east of 22 as much as possible.

Option 3 example key reasons	
Major theme	Example key reasons/feedback
Physical separation of modes of transportation	<p>Participants reported that the separation of the various user groups should be maximized for safety and comfort.</p> <p>Examples</p> <p><i>Protected travel for walking and wheeling. Requirement to cross 26ave (depending on direction of travel) when wheeling is less ideal for wheeling.)</i></p> <p><i>not as good as option 1 for bikes or cars, not as good as option 2 for pedestrians</i></p> <p><i>I am not a fan of the pinch point where cyclists heading East are forced to cross at 26 Ave to continue. I think this would be an accident prone spot between drivers and wheelers.</i></p>
Increased visibility	<p>Participants expressed interest in measures to increase visibility for all user groups.</p>



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	<p>Examples</p> <p><i>This option feels somewhat confusing for all parties. Bikes would need to essentially cross the road (going eastbound over the bridge). Drivers would still have limited visibility, and pedestrians would still suffer due to the visibility issues caused street parking east of 22st. Traffic is heavy! Not enough control or pedestrian safety. Too much speed and low visibility. Cars are parked on street and it lowers visibility for pedestrians to cross and bikers in bike lane. 33rd st sw at 26th Aves has very LOW visibility of bike lane users during high traffic times.</i></p> <p><i>Make sure there is a clear and obvious transition from the multi use pathway to the wheeling lanes and vice versa. Separate signal phases, accessible sensors in the pavement and push buttons, etc.</i></p>
<p>Continuity of travel</p>	<p>Participants reported that it was important to maintain consistency throughout the corridor.</p> <p>Examples</p> <p><i>From 22 to 14 Street, 26th Ave is a vital thoroughfare, and does not have the width to support a full wheeling lane without displacing on street parking into neighbourhoods</i></p> <p><i>The bike lane transition at Richmond road will add congestion to an already busy intersection</i></p> <p><i>I would say at least shift the changeover from 22st to 21st. The 22nd street intersection is already complicated (school zone, expanding road, side traffic, etc). If you add in that change over there too (likely causing lots of crossing pedestrians), it will become even messier.</i></p> <p><i>Consider the exact location between Richmond Road & 22St of the transition of the bike lanes to MUP and the interaction with the alley on the north side, crosswalk, and two bus stops. Along the focus route, this particular intersection combination is currently the place where I have witnessed or been involved in the most close calls as a car driver, walker/runner, and bicycle rider. Suggestion for transition from (south side) eastbound bike lane to (north side) MUP to go under Crowchild - there are sidewalks that could be widened into MUP with 'rounder' corners.</i></p>
<p>Parking as priority</p>	<p>Participants reported concern regarding the removal of on-street parking, while others reported that it would improve visibility and safety.</p> <p>Examples</p> <p><i>Parking should not be relocated to the side streets, this will cause more congestion on these side roads.</i></p> <p><i>Please consider the residents and the accessibility for everyone and the impact that removing parking from the front of people's homes will have on their lifestyle, with the hardship falling on the people with accessibility issues, people with young children, etc.</i></p> <p><i>I think this would be a decent compromise between the two options, but again I have concerns of removing that much parking from a multi-household building heavy areas. Especially when a lot of them rely on that on-street parking.</i></p>



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<p>Driving as priority</p>	<p>Participants reported support regarding the concerns that the impact of proposed changes might have on vehicle speed and congestion. Others reported support of measures to reduce vehicle speeds along with additional signage, lighting, traffic controls, etc. to improve safety.</p> <p>Examples</p> <p><i>Sounds good for biking and pedestrians but concerned of impact on drivers</i></p> <p><i>This is horrible for drivers who use this route by far the most out of anyone. This is inefficient and nonsensical. Drivers use this at full capacity 12 months a year. Probably used by vehicles 100 times or more than any wheeler. This is anti-driver. It penalizes drivers.</i></p> <p><i>Not much different than Option 2 but more expensive and as a driver I wouldn't like the narrower lanes.</i></p>
<p>Walking / wheeling as priority</p>	<p>Participants reported that they were in favor of the proposed changes as a means improve the livability of the street. Others were concerned about how the changes would impact vehicle use and storage, resulting in a negative impact on properties facing the corridor.</p> <p>Examples</p> <p><i>It's not a bad compromise between walking and wheeling.</i></p> <p><i>Eastbound wheeling lane users would have to cross the street at 22nd</i></p> <p><i>Remove all on-street parking</i></p>
<p>Option 3 suggestion examples</p>	
<p>Theme</p>	<p>Example suggestions/feedback</p>
<p>Increased visibility</p>	<p>Examples</p> <p><i>Would be nice if there were 30 zone at green area of Killarney Community hall along 26Ave</i></p> <p><i>You have to clarify how the transition at 22 St will be done safely (signalization + phase separation)</i></p>
<p>Continuity of travel</p>	<p>Examples</p> <p><i>Consolidate bus stops to improve bus travel times and less stopping.</i></p> <p><i>All crosswalks should be raised, giving pedestrians and cyclists/wheeled travelers right of way. Cars should have to enter the pedestrian path, slowly, and not the other way around. Ensure that the crossing is quick, such as having a crossing light that activates as soon as a bike approaches or have flashers where bikes are allowed to ride across</i></p>

Option Ranking

Participants were asked to rank the three options and provide the key reasons for their top selection. Options 1 and 2 were mentioned as a top choice by an equal number of participants, while option three was



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chosen significantly less often than the others. Feedback ranged from positive to negative for each of the options. In general, the reasons offered aligned with the participants' current usage and desired priorities of usage along the corridor.

Option 1 – Multi-use pathway

Participants in favour of Option 1 reported greater community integration and perceived safety as the key reasons for their choice. Those not in favor of Option 1 focused on the reduction of parking and potential impacts on traffic flow.

Option 1 – example key reasons

Favorable response examples

Accommodates all users. Preserves parking options for future densification. The blocks on the East end of 26th Avenue are very long and accessibility to residences will be restricted by no parking. Without a multi-use lane cars frequently just park in the bike lane anyway (as seen on 20th street).

Pathway on 37st sets precedent and is appealing for youth cycling specifically. Shorter 26Ave crossings all along improve pedestrian safety (26A Street crossing specifically). Retain south side parking east of 22 reasonable.

It preserves some parking for people that live in 26th ave. Also separating walkers from the drivers with parked cars can be beneficial. Option 1 seems like a good combination of to allow the best for walkers, wheelers, and people parking on 26th. The drivers are fine with all options (I drive)

Unfavorable response examples

Option 1 is the least bad option from a resident perspective who drives, bikes, and walks. All of these options will directly impact me and the ability to enjoy my residence. Increased density in the neighborhood approved by the City, only increases pressure on parking, restricting mobility.

I hate all options but had to rate them. Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!

Because all of the options involve removing the street parking for my home I can't support any options but I'm required to click on them to submit a response. My concern is that as one of the few people who actually live facing 26 Ave my living situation will be decided by others.

Option 2 – On-street wheeling lanes

Participants in favour of Option 2 reported continuity with traffic flow patterns, perceived safety, and cost of implementation as the key reasons for their choice. Participants who did not favor this option commented that any mobility upgrades are unnecessary, too costly, and will impact traffic flow and parking.

Option 2 – example key reasons

Favorable response examples

Best option for long-term community mobility - so many bicycles and walkers in the area, need to separate and dedicate the space. Would also accept an on-street version of the two-way multi-use pathway so that sidewalks remain (12 Ave SW example works well).

Option 2 is the least expensive, it is the safest (because it separates cyclists and pedestrians), it encourages a modal shift away from car centrality by removing parking, and I like that cyclists can ride on the right side of the street the whole way.

On street wheeling lanes on both sides of the road are the most predictable and safe option. They best follow the 5A network



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principles - separate users by their speed (no shared pathway between walking and wheeling), make it easy to use (one consistent facility throughout the corridor).

Unfavorable response examples

None of these options are ideal. Stop impeding the flow of vehicles and removing parking. We live in a climate that requires vehicle travel for a good part of the year. 26 Ave is a major avenue for travel from 14 Street westward.

Where is the option for not wrecking 26th ave? All these [removed] choices seem designed to make drivers miserable. Why can cyclists not use the less busy side streets? Why is the city so intent on making our roads less functional and convenient? Designing city transport around cyclists is idiotic.

because it's the least [removed] of all of them. honestly all three are a useless idea for "improving the area" because they actually do nothing to improve road efficiency and safety for drivers, cyclists and pedestrians. removing parking and adding large sidewalks is a horrible idea. its a nightmare

Option 3 – Blend of Options 1 and 2 with on-street wheeling lanes west of 22 Street and multi-use pathway east of 22 Street S.W.

Participants in favor of Option 3 reported that the hybrid approach to the corridor seemed to be the most beneficial to the two inherently different 'zones' (west of 22 St S.W. = short blocks and east of 22 St S.W. = long blocks). Unfavorable comments focused on the impact of changes to residents and concerns regarding the perceived lack of choice.

Option 3 – example key reasons

Favorable response examples

The residential use closer to 14th Street is denser and I feel there is a greater need to maintain some of the on street parking there than there is further west. I like that this approach balances the interests of pedestrians with cyclists.

Pathway on 37st sets precedent and is appealing for youth cycling specifically. Shorter 26Ave crossings all along improve pedestrian safety (26A Street crossing specifically). Retain south side parking east of 22 reasonable.

Option 3 is a good balance of using existing infrastructure and adding new infrastructure in a critical area (esp. 22St & Richmond Rd). Where there are more alleys West of Crowchild, MUP is less effective. Where there is more on-street parking and more hills East of Crowchild, MUP is more effective.

Unfavorable response examples

I support none of the three options, but would rank options #3 and #1 as slightly less harmful than #2 to area residents.

Because I have no other option. I HAD to rank it I would not have chosen ANY option. So this would leave many people to believe you really DO NOT WANT HONEST FEEDBACK ! As well as the wording for your survey . This is ALBERTA you will never be able to force People to give up there vehicles.

I do not understand why no option has parking on the south side of 26th west of crowchild. There is enough room for the current bike lanes/sidewalks/driving lanes.

Next Steps

The next step for the project is to produce the recommended plan based on the feedback received from this engagement as well as technical studies, feasibility, and input from The City of Calgary business units.



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Once the preferred design is selected and refined, we will inform the public about the preferred design and expected period of construction. The results of this engagement are available on engage.calgary.ca/26avesw.



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Appendixes

Appendix A: Verbatim responses

All comments below are as received. The comments are divided into questions asked. They are unedited, including spelling, grammar, use of contractions, etc. The only exception is where there is profanity or personally identifying information, this is indicated in brackets [removed].

Option 1: Multi-Use Pathway on North Side of Avenue

Option 1: Please indicate your comfort level using this corridor			What are the key reasons for your ratings of Option 1?
Scale :1- Not very comfortable to 4- Very comfortable			
Walk	Wheel	Drive	
2	1	4	Traffic speed is out of control
3	1	2	Walking seems like it would be fine on this path. Biking also seems like it would be okay. There is less parking which is not ideal.
2	2	2	the esthetics of a multiuse lane though looks good on paper in reality it is a lot of concrete for something that is not used as much as it is portrayed to We are urbanizing ourselves with this look and in 20 years we will be paying to remove the massive amounts of concrete that will go in landfill
3	3	1	I 26ave regularly (from 16st). The road situation isn't safe for anyone. As a driver, parked cars make it hard to turn onto 26ave, side streets are steep and narrow, so crossing pedestrians are at risk from inattentive drivers turning. This solution doesn't address the visibility issue.
1	1	4	Not enough space for walkers and wheelers (parking and driving are the priority).
4	4	4	I like the large sidewalks for kids, it's a safer option.
2	3	3	Walking on only one side seems annoying. Bike lanes may be too close to cars.
1	1	3	Cycling and pedestrian traffic should be separate
3	4	4	Wider pathway, well separated. Also both directions of bike lane are on sunny north side of street for natural snow melting.
3	4	4	walking on south side facing east of 22 st is next to traffic. Walking and wheeling shared on north side.
4	4	4	As a cyclist it keeps me away from autos. As a motorist it keeps me away from cyclists. win-win. As a transit user this is also my preferred choice because of ease getting on and off the bus.
4	4	4	current bike lanes are great for riding and connect well.
2	4	4	Walking would be less comfortable due to crossing the street to get to the lane. Keeping parking reducing visibility for those walking and needing to cross 26. A bike lane separate from vehicle traffic is really important for safety. Many people rely on parking, maintaining some on 26 is good
1	1	1	This is going to slow down traffic. You should be looking to increase the driving speed here.
3	4	3	Sometimes its hard for people to feel comfortable walking with fast bikes.
4	4	4	I am comfortable no matter mode of transportation
2	3	4	There needs to be a division between cars and side walk on south side. The south sidewalk



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			must be improved for comfort and safety. The bike path would be an improvement.
1	1	4	Setup would encourage slower driving. Shared pathway risky for walkers and riders
1	1	1	Way too much additional cost. Keep what is there.
3	1	1	I hate the idea of riding eastbound on the MUP worrying about an EB car turning NB. The up and down and up and down at each of the short block intersections would also be terrible and inconducive to efficient travel. Commerce (& Marda/Currie) is located on the south side, requiring another crossing
4	2	2	Clear separation of uses makes it very comfortable for pedestrians. However, having cyclists/wheelers going in both directions on one side of the street presents a safety risk, since drivers will need to be aware of both flows of traffic when they make a turn.
3	1	1	there is a sidewalk in place, this doesn't solve any issues currently facing 26th ave, the street needs access to Crowchild, the neighborhood needs more parking, not less. Stop wasting money catering to the 8 people in the city who bike to work 3 months of the year.
3	3	4	Multi-use pathways tend to be a problem with pedestrians walking in the bike lane and causing danger for less competent cyclists, who may have to swerve off the pathway to avoid. Also it promotes cycling in the wrong direction in regards to traffic.
4	4	4	Two-way cycletrack
4	4	4	Separated cars from bikes
3	1	3	n/a
4	4	3	Walking and cycling/wheeling are separated. There is a small penalty for wheelers who want to access streets on the south side of 26th since they are forced to cross the street. Driving lanes are still generous and small reduction in comfort associated with the different alignment.
4	4	4	Appears to give most benefit to all users.
2	2	3	Walking is largely unchanged except for sharing the MUP with wheelers. Wheelers would have to be very alert and/or stop at every intersection (dozens) to prevent right-hook collisions. Wheelers will be less visible to drivers than if they were in a cycle track.
3	3	4	Shared pathway can be dangerous for pedestrians but annoying for cyclists
1	1	1	Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
4	4	3	The shortened N-S pedestrian crossings make crossing 26 Ave much more comfortable for pedestrians by reducing the crossing distance and improving visibility for drivers. Multi-use pathways are generally more comfortable than street-level wheeling lanes and allow easier and safer passing for cyclists
4	4	4	Makes wheeling and walking the safest.
3	3	3	Similar to 37th and that seems comfortable for all
1	2	4	Depending on the usage, having bike paths combined with walking paths can be dangerous.
4	3	4	26th avenue, especially past 18th street, I don't think it's wide enough to accommodate a side walk and a wheeling lane and a driving lane on both sides. With option 1, it at least lends a bit more room to drivers and provides a specific and dedicated space for pedestrians.
3	3	3	26th Ave west of 22nd street already has width to accommodate multi use pathways
4	3	4	Wheeling: the need to cross the road, unintuitively drive against traffic to be in the two-way wheeling lane, is the only drawback.
4	4	4	Having separated lanes for biking greatly improves safety.
2	2	2	This is a route that will be used by a lot of commuters. Multituse pathways limit the speed of commuter cyclist and put them in conflict with pedestrians. They also make for awkward intersections as Calgary does a poor job of educating/enforcing intersection right of way.
1	1	2	Multi-use pathways in the roadway context are proven to be less safe than unidirectional



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			cycling facilities due to increased conflicts between all users, especially at driveways and intersections. A two-way facility on a two-way street is also not best practice, with even more conflicts.
3	4	4	Clearly separates active modes from driving to limit conflict. I can appreciate that people walking would prefer to be predictably separated from bikes. I prefer this option for biking with my child.
1	1	2	I do not like the removal of parking, this area has alot of people and there are not enough stores in the area to walk to. So you need to have a car, and then if you remove parking, people just have to walk longer. Also people on bicycles I have observed, tend not to follow any traffic rules.
3	2	4	Multi-use pathway is predictable and gives lots of space. The main drawback is the mixing of cycling and walkers - especially down the hilly parts where the bikes will be going fast. Also an issue is that the pathway keeps raising and dropping from the curb, making cycling slow and bumpy.
1	1	1	East end mix of multi use and pedestrians dangerous. Narrow roadway fro drivers makes me very uncomfortable
3	2	2	I drive on 26th Ave everyday for work and I find it not safe for cyclists and pedestrians. I would like to see more space added on the shoulders like 37th Street SW upgrade that was completed recently.
3	3	2	Retention of parking on 26th Ave
4	4	4	Option one provides a povides a physical separation from cyclists and cars (path and road) opposed to a lane on the road. A wide pedestrian path also means that walking will have more space so cars aren't passing by so close. When I drive down this road I feel like I can't give cyclists enough space
3	4	4	People walking may feel less comfortable in the east section where cyclists and pedestrians share the path. This same situation would arise in option 3 though. I think option 1 provides the most amount of comfort to the highest number of people.
3	4	4	Interaction between cyclists and walkers are a small concern.
4	4	4	Any buffer space is appreciated when walking/wheeling
4	4	4	No
4	3	4	Separated bike and walking for west side is ideal. I can see some issue on east with multiuse as there are many steep hills where bikers could be going fast. That is my only issue with this. Not crossing street when eastbound at 14A is nice feature for this option.
2	1	4	This option forces cyclists to ride on the wrong side of the road and to share the space with pedestrians (for the East portion). This in turn makes the space on the multi use pathway less comfortable for pedestrians. Drivers' comfort remains as they get to keep their parking.
4	4	4	I love the idea of making bike lanes an extension of the sidewalk rather than the road. I used bike lanes like this in Germany and it felt so much safer. I like that transit does not cross the bike lanes, so there's uninterrupted cycling.
3	2	2	Bidirectional is not best practices and has to many conflictt points at intersections.
1	1	4	Since people walking will have to share space with people cycling, both groups will suffer discomfort. with the cyclists out of the sight lines of drivists turning, drivers will be free to use the "he came out of nowhere" defence when they hit people
3	3	3	room for everyone
4	4	4	Walking separate from biking, separate from driving. Driving lanes still give accessible access for those who need it. No need to cross over driving lanes when biking
4	4	4	Will help people to slow down on 26 ave (having speed limit reduced along with this initiative would also be ideal), buffer between bikes/walkers and vehicles, keeps all bikers to one side



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			of the street which seems safer, barrier between drivers and bikers/wheelers, walkers can choose opposite side
4	4	4	Multi-use lane is best bi-directional so that you do not have to cross the road to change direction. Seems to have the best continuity.
4	4	3	Provides the most consistent and safe experience for all user groups aka not fully removing parking for drivers but not making wheelers and walkers change sides or only be partially protected
4	4	4	Separation of users and managing conflict between walked, wheelers and drivers.
4	4	4	More space for people and bikes
3	3	3	I feel it is the least intrusive option.
4	4	4	It seems to provide the most safety to cyclists and pedestrians which in turn is better for vehicles
4	4	4	Minimizes impacts to existing users
3	4	3	better cycling to have a designated pathway.
2	2	4	Sharing walking and biking in the same pathway inevitably leads to conflict and reduces cycling speed to less than commuting speeds.
4	4	1	More people drive on this road than any other mode of transportation. All of these options make it more difficult for the driver. All three of these options make driving less efficient. No one is wheeling from november to april. Drivers drive all 12 months.
3	3	3	Quit spending taxpayer money in frivolous and wasteful initiatives like you did on the 37th area. Bikes can and should use side streets, walkways are perfectly functional and driving corridors are currently practical and sufficient. A modest paving upgrade would suffice.
4	4	3	No specific reasons
3	3	4	Driving is separated. Wheeling is separated, however you are closer to pedestrians. Walking is closer to wheeling, which can cause challenges.
4	4	2	.
3	4	3	Concerned with bike traffic for pedestrians
4	4	3	With parking still being available on the portion East of 22nd it will still be possible for my wheelchair using family members to park near my apartment when they visit. Improved corner ramps will also be very beneficial.
1	1	4	This is just status quo and favours drivers
4	4	2	No wheeling lanes.
4	2	3	Walkers would have opportunities for conflict with cyclists which is not ideal Cyclists will need to navigate intersections and street furniture in some areas
2	2	4	Shared space of cyclists and pedestrians would be stressful. There are a lot of cyclists on this route
4	4	4	I like separation of vehicles and bicycles / scooters. I personally am more scared riding my bike on the street even if there is a bike lane.
3	4	3	Pedestrians in same area as very fast moving bikes. Are these pathway lanes cleared of snow/ice in the winter?? (And who clears them??) Increased parking concerns near multi unit residential.
4	4	3	A dedicated space for walkers and wheelers is ideal
1	3	1	If you insist on adding bikes you must remove parking for safety. Pedestrians are not safe sharing a space with bikes.
2	4	4	Mixed use east of 22 on steep hills not good for pedestrians
2	2	2	Not great when people walking and biking have to share space. There are also so many street and lane crossings in the Killarney section that will create conflicts with the multi-use pathway users



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3	3	3	I think that the mixing of walking and cycling traffic in the MUP won't be as nice for everyone involved
4	4	3	Safe bicycling walking on a separated pathway like there is on 37 st from Richmond rd to bow trail. Makes me feel safe as I commute to work
4	4	4	I think mixed use paths are effective
3	3	4	It's not a risk to drive.
4	4	4	It's the best option for all groups being considered (walking, biking, driving, buses)
2	4	3	Shared space with faster moving bikes
4	4	3	Driving rated a little lower as harder to find parking with this option.
2	2	4	I cycle commute frequently and do not like multiuse pathways. They are safer than painted bike lanes on the road but cyclists and pedestrians still create risk and uncertainty when sharing a path
4	4	4	Great use of space and a open area for cyclists and pedestrians to safely travel and coexist without issues.
3	3	1	Parked car + bike lane + driving lane is very dangerous for anyone turning onto 26 ave (today and with this proposal). Unfortunately you have created a situation where it is safest to not allow parking on 26 ave. This is very unfortunate for those living on this street.
2	3	4	Pedestrians and cyclists in shared lane may make it uncomfortable for pedestrians. Limited impact to drivers. Cyclists more comfortable as more separated from vehicle traffic.
4	3	3	Non wheel users don't understand bike pathways. Proper road bike lanes are better. Keep walkers out.
3	4	4	Fully protected travel for walking and wheeling, particularly with separation from motor vehicles.
4	4	4	Multi-use pathway easy for pedestrians to share with bikers as seen in the downtown paths. For cars, less likelihood of turning into the bike lane or having a collision with the bikers. Street parking may affect intersection visibility between 22nd and 14th. Better exiting from busses.
2	4	4	Separate pathway for biking - both lanes will be the safest for biking. Parking maintained near 14 st.
4	4	4	separation of users, no crossing of users (eg no walking across wheeling lane to board bus)
1	2	4	MUP's still leave room for conflict between cycles and pedestrians. The divide from traffic is easily crossed.
4	1	2	It may be required but the system is not allowing me to submit the answer pasted to next question.
3	3	4	Efficiency for all impacted
2	1	2	These multi use lanes, although a bit better for a bike, are dangerous as cars now have to look for bikes flowing in both directions while searching for cars. Ie, if I'm travelling S turning right a fast moving bike travelling E may appear after I've looked to make sure any WB cars have cleared.
3	4	4	Bike commuters need separate space as they are going faster than pedestrians can.
4	4	4	Encourages all types of wheeling and walking users to use these transport options, incl. bikes and kids walking/biking to Richmond Sch (I do both). It's a safer option for non-motorized transport options and still allows for some parking for residents. Worth the investment for long-term benefits.
4	2	4	Separated but not dedicated biking lane which lowers the profile of bikers to autos. Maybe not as safe through intersections?
1	1	4	There is too much focus on cars in the city. Add in protected bike lanes
3	3	3	Option 1 provides safer opportunities for each user. It is thoughtful and while it reduces parking it maintains half of the available options which is crucial to this neighborhood. it is an



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			improvement Parking is crucial on the East end!
3	4	4	Anything separating the cars and cyclists better will provide much greater use of this road for people cycling and that's my main hope. I think walking where a cyclist can be going past you could be a little uneasy based on how few people know how to exist on foot and on the wheels together.
4	4	4	- Narrower driving lanes encourage slower speeds - Shorter crosswalks - Separation between people walking, wheeling and driving
1	1	1	As a resident of 26 Ave with a townhouse that fronts on the south side of the Ave removing the street parking creates a problem for us. The nearby side streets are often full of vehicles and removing the South side street parking will only make this worse.
4	4	4	These ratings depend on the pathway having wide directional curb ramps, like the City just built on 37 St SW, and not corner/diagonal ramps as on older pathways (17 Ave SW between 35 and 69 St SW) PLUS commitment by the city to do snow removal on the entire MUP instead of leaving it to owners.
4	4	4	Being off the road makes riding a bike more comfortable for kids and seniors
2	3	4	Multi-use pathways make it difficult for people on foot because they are forced to mix with moving bicycles.
4	4	4	Wheeling travel continuity
2	2	4	Keeps cars parked on 26th which means people cant see traffic and traffic cant see people. I've seen the #6 get into accidents on 26th because of this. Doesn't fix the core problem and I think there will be issues between bikes and pedestrians.
4	4	4	More predictable layout, less transferring from one side of the road to the other for cyclists, shorter crosswalks and more opportunities for other improvements.
4	4	4	The most amount of parking remains
3	3	3	This option is decent and has benefits for pedestrians. It would be nice to have a more urban feel than a simple paved path trail closer to 14th, so that is why I only gave 3 points.
4	4	2	Larger vehicles will have difficulties maneuvering but I hope that actually slows them down as they are the typical speeders and road hogs. There is a lot of construction in the area so construction vehicles will not be that comfortable but everyone will be better served.
2	1	1	Bi-directional bike lane on one side creates a priority conflict at every intersecting - who has the right of way when turning? The poor sight lines and tight intersections at the east end of the zone could be especially difficult. The 24AveNW and Montgomery builds illustrate the issue.
4	4	4	Makes the most sense to have all the cyclists and foot traffic to a multi use walkway instead of all over the place. Parking is unnecessary on that street.
4	2	4	Conflict of pedestrians and bikes
2	2	3	As a cyclist, drivers may not be expecting to see cyclists come from the direction they aren't expecting. As a pedestrian I would prefer to be separated from cyclists.
4	3	3	Protected wheeling lanes should be separated from both walking paths and the main road. Limitation of this option is you'd have to cycle in the reverse direction of traffic if cycling westbound which isn't ideal for anyone
3	1	2	When walking you are slower and pay attention more. Not a problem facing on coming traffic.
4	3	3	I prefer option 1 to the other two. It looks nicer in the neighborhood, it encourages walking, it provides an opportunity for landscaping.
1	1	3	I walk this daily and having a mixed use space isnt safe for people walking or walking with dogs constantly having to watch for cyclists.
4	4	3	Separate space from cars is much safer than unprotected(painted lanes), more room for



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			pedestrians as well. Cars have slightly less room to drive in.
4	3	3	walking still gets own sidewalks. wheeling is separate from the road but users will have to be careful at intersections. Parking is reduced by half, the least of the options.
3	4	4	I believe a consistent approach for both east and west of 26 Ave SW would be the least confusing, and it preserves parking on at least one side of the road, which is necessary given the increased density of housing over the last few years.
1	1	1	It is SO DANGEROUS to turn onto 26th avenue on the streets between 14 and 22nd. You can't see a thing with the parked cars combined with the hills. Dangerous for cars, bikes, and pedestrians alike.
1	2	3	Potential conflict between pedestrians and wheelers. Drivers may not anticipate bikes in the former sidewalk area and cause conflict. Constantly moving from raised pathway to road makes for a more difficult biking experience. Remaining parking means sightlines for drivers are still not great.
2	4	4	Bike use is not controlled by a user license or rules and as such is generally disruptive to walkers on multi use pathways. Many young children and bikes using the same path is an accident waiting to happen.
4	4	3	Less space for driving, but safest walking and cycling option.
2	2	4	Multi use allows collision between pedestrian and cyclist
4	4	4	Safety. Walking, wheeling, transit.
3	2	1	I live in this area in a single family home with no garage & 1 car, have to park on street, and NO permits on my street. Would need permit parking allowed on st. Parking is ALREADY a problem on 26th [both sides] parking too close to the corner (no enforcement) and making it hazardous to enter 26th
3	3	4	There needs to be protection from vehicles.
3	2	3	Less safe options for cycling and walking
4	4	4	Best of the options here. An on street protected cycle track would probably be just as good
4	4	4	na
4	4	4	Separated bike lanes feel safe for the rider Additional improvement to the cross walks makes the street narrow and easier to cross
4	4	4	As an area resident, I am extremely keen on this option as it seems to provide the best balance of accessibility, safety and traffic calming.
3	3	4	Multi use pathway does include some friction between transport cyclists
4	4	3	Safer for neighborhood
4	4	4	best bike lane option
3	3	4	Shared biking and walking pathways are not ideal for either
4	4	1	I believe traffic will be slower and more congested. Not worth spending the money.
1	1	1	This design will result in clashes between user groups. Wheelers could be forced to go on the road or pedestrians could get hit on the pathway.
4	3	4	A MUP like what was done on 24th Ave NW is a compromise so long as there is actual SNIC in the winter. Separation is good, but causing conflicts at every intersection is bad for safety. 26th Ave's existing lanes may as well have never existed.
4	4	4	Drivers have more parking options. The area has relatively low traffic so bikers and walkers can share the 2-lane path easily, with both being segregated from cars.
2	2	2	Pedestrians and cyclists sharing a multi-use path increases the chance for accidents. Also only have this on the north side, means visibility on the south (where people will park) will be low for those turning onto 26th.
3	4	3	Pedestrians have to share with wheelers BUT have improved crosswalks to increase comfort somewhat, drivers have narrower lanes, wheelers have a protected & consistent lane across



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			the corridor
4	4	4	Keeps parking on the southside available. Separates riders from traffic.
1	2	3	If find these types of pathways dangerous as there is always unclear right of way at side streets.
3	3	4	Multi-use pathways are excellent but can surprise drivers who aren't used to their presence. They can become congested during high traffic times. I appreciate the physical separation from the road, which adds comfort.
2	3	3	Combining foot and bike traffic on such a hilly stretch will lead to a lot of conflict. If you do this, most people will bike on the road regardless.
3	1	4	2 problems with this: 1 - Pedestrians will walk on the bike paths (instead of the sidewalks) creating dangerous situations for them and people wheeling. 2 - Winter maintenance. I can already see problems with winter maintenance of this path. Contractors will lift their blade/brush at every roadway
2	2	4	multi-use pathway creates confusion between walkers and cyclists
4	3	3	When jogging, it provides lots of space for passing other walkers versus a smaller sidewalk. Potential for walkers to spread out 3 or 4 wide across the sidewalk making it harder for bikes to pass safely
2	2	3	Difficult to use this as a biking commuter route, will be dodging pedestrians. Also is unsafe for pedestrians.
2	2	3	Multiuse pathways don't scale well as users increase
4	3	4	Frequently drive or walk and walk on 26th between 20th St and 14th St. This option provides sufficient separation between modes of movement.
3	3	3	I prefer as a bicyclist and as a driver to consolidate both biking lanes on the same side of the street as it increases the lane size when biking.
3	3	3	Cars seem to have difficulty with understanding right of way for bikes on multi-use paths.
1	1	4	Wheeling and pedestrians have to share space
3	3	4	This option is just OK to me. If you're on wheels and need to access a business or laneway on the opposite side it can be challenging because you're potentially heading the opposing way of traffic. It's also a pain in the rear for walkers to get to the bus stop across bi-directional bike lanes.
4	2	2	Walking along 26 Avenue S.W. is fine with or without change. The trade-off this proposal envisions between cycling and car ownership is unworkable. See my suggestions comments.
3	4	3	I like that one side of the road I'd dedicated to bikers. It seems safer for them.
2	2	3	Tight parking on the side streets. Condition of the road makes it unstable to ride with great confidence. It is however a great downhill access route from 37th to 14th Street
2	2	1	- Walking: I usually walk with a dog who is reactive and in training. Separation from vehicles is wonderful, but shared pathways would also be very difficult and potentially unsafe. We would be restricted to one side of the road - I wouldn't like driving in that close proximity to parked cars
2	3	4	Shared bike and walking lanes leads to discomfort for both parties
4	4	4	Kids don't have to change sides or cross busy intersections for biking.
4	4	4	Complete separation of wheels, pedestrians and cars, in my view makes this option the most comfortable for all. One consistent multi purpose trail is easier to navigate than combined off and on road options.
2	1	3	I walk my kids to school along 26th Avenue (they go to Richmond School). It's a very busy road and it would be nice if we could have some bumps close to the school. Even on 22nd Street by the school crosswalk
1	1	4	Bikers & pedestrians don't mix. Nor do ebikes & scooters or skateboarders & pedestrians.



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4	4	4	Easy and predictable path without having to switch sides would be a big upgrade for all users.
4	4	4	This is an high density residential area, with lots of people (including kids) walking and biking. It also includes a school on the corner of 22nd St. Given the location near a school, and the ability to make a much needed connection in cycle infrastructure, this option is the best for all users.
2	2	4	Mixing dogs/people/bikes does not really increase those users' safety. Biggest driver of safety is separating users by speed.
4	4	4	Provides a balanced approach - high quality wheeling environment, and some space maintained for parking. Like the option for enhanced corner ramps.
4	3	1	Removing parking on the south side of 26th Ave SW (especially east of 22nd St SW) is very important. Streets on the north side "drive down" to 26th Ave SW; whereas, streets on the south side often drive up to 26th Ave SW (e.g. 16th St SW) making it tricky to see oncoming traffic when trying to turn.
4	4	3	Different elevation for bike/wheel path is safest and most comfortable way to travel.
4	4	3	Most safe option. Having wheels on one side of the road improves their safety (turning vehicles watch that side of the road more). Raised pathway is more safe, especially for younger age groups (kids w/parents, teens). Drivers are less likely to speed (visual barrier of raised pathway).
4	2	4	pedestrian safety and convenience
3	3	2	Where do we enter opinions for "living" - current resident of 26Ave. I'm very concerned about the loss of parking / loading zones in front of higher density buildings on the east end of 26 Ave.
1	1	1	This road is way to narrow as it is !! Its ridiculous to pile bikes on a road with moving vehicles. WE DO NOT NEED BIKE LANES ..FIX THE ROAD INSTEAD !... MY MONEY, MY DECISION.
3	2	4	Wheeling lane separated from the road is dangerous for biking because at intersections/alleys cars entering 26Ave roll into this space. The bike lane infrastructure from 22St to 37St is adequate and the focus needs to be on driving road quality & bike/walk infrastructure from Crowchild to 14St.
3	3	3	This is most easy option , straightforward and cost effective option . however streets from 18 to 14th on both sides will be most effected due to this option .
3	3	4	When cycling, it's inconvenient and slow to have to cross the street to access a bi-directional pathway
3	3	3	I like the separation that will protect people who are walking and wheeling from drivers and parked cars who have been a hazard.
4	3	4	As a resident of this street I am not a fan of any of these specific options as they all reduce parking on the street which is necessary for most residents who do park on the street. This option at least leaves some parking. There are no specific voting buttons that relate to impact on residents.
1	1	1	This is a major corridor that for vehicles and requires parking.
1	1	1	*YOU ARE MISSING THE POINT! 37TH st to 22Ave is A VERY DENSE FAMILY FRIENDLY NEIGHBOURHOOD. We live in Killarney and my kids go to Killarney School. They CANNOT walk to school safely. PEOPLE SPEED, there are no proper crosswalks between 25th st and 29th st SW.
3	3	4	Mixing walking and wheeling East of 22 St. SW is poorly done. Design West of 22 St. SW is reasonable.
2	2	4	Pedestrians and cyclists need their own space, multi-use pathways are a great temporary solution but to be effective we need to give pedestrians, cyclists, and motorists their own



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			separate infrastructure.
2	4	3	Sharing a path with bikes and pedestrians east of 22 street might be problematic
2	1	3	Driving doesn't change much. Walking experience unchanged from existing. Having 1 side two direction bike traffic on one side is awkward for turns and dangerous at beginning and end. With this options, I would take my chances with sidestreet riding. Paths will remain uncleared in the winter like now
4	4	4	Seems like a good combination, that allows people that are not comfortable walking on the same side as wheeling people, but also preserves parking on one side. It's nicer to have parked cars separating drivers from walkers (at least on one side)
3	3	4	The limitations on road visibility aren't grand when the full amount of cars are parked. There is enough space between where cars can park and the cross walks for people to cross safely. Cycling safety is no different than 14th Street, which is arguably a busier street than 26 Ave.
4	4	4	Based on the picture it looks like walkers/bikers would have separate areas. This works effectively in areas downtown (as long as people follow the rules) so is a great option to make everyone safe.
1	1	1	It doesn't address south side of the street
1	1	1	We do not need more pathways and narrowing driving lanes, reducing parking and what happens in the winter with plowing? 26 Avenue needs to be repaved, as stated it is one of the only roads direct access from 14 street.
4	4	4	We are looking for more security for pedestrians on crossing the 26 Ave and for cars to have the visibility to stop for pedestrians crossing and respect the wheeling line.
4	4	2	Walking on the S. side of the street isn't enjoyable now, upgrades needed for walking on both sides. Increase beauty (trees, etc) to reduce noise and speed. Still hard to see pedestrians crossing from south side. Wheeling would be a drastic improvement.
3	3	4	Mixing pedestrians and cyclists on a commuter route can reduce comfort for both.
4	4	4	Cars drive very fast on this stretch of road, so I think we need distinct separation for cyclists and pedestrians for their safety.
1	1	2	mutiluse can be difficult share between wheels and pedestriates. Think its safer to have those divided and dedicated. Also removing parking from the street would open up visibility and well as remove the risk of ppl trying to enter and exit their driver side door onto the road, so an option 2 better
1	1	3	Single use pathways are better for pedestrians and cyclists. The river pathways are a great example of where separation provides a better experience for both,
4	4	3	Left hand turns (especially into back alleys) will restrict traffic flow with zero ability to go around turning vehicles. I very much appreciate the need to manage this ability to "go around" to ensure pedestrian crossing safety, but would advocate for limited flexibility.
4	4	4	Seperated lanes makes it way better for riding a bike. Driving would also see a reduction in safety concerns as no parked car doors could swing open into the active lane. No bikes on the road.
3	4	3	For pedestrians, a raised bike path at same level allows them to wonder into bike path. This can create discomfort w/ bikes. For wheeling, this is the best option. Separating them from cars. This will be less comfortable for drivers, and will cause them to drive slower. This is a good thing.
1	1	1	Hard to drive with some options. Dangerous to walk with bikes in the same spot. Parking causes slow downs and the potential for swerving of other vehicles into oncoming lanes or path.
4	3	3	Ideal for pedestrians. Good for cyclists but will need to navigate through intersections which



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			seems more dangerous.
3	3	4	Having a pathway for bikes will make it easier to drive
3	3	1	As a homeowner, the biggest issue is lack of appropriate infrastructure to support crossing 26 Ave between 22 and 14 St. either by bike or walking. Removing half of the parking however, creates mobility issues and would impact my family directly.
4	4	4	I like the fact that walkers, wheelers and drivers are separated. Also, safer for bus users to enter and exit buses. Easier to cross 26th Ave
4	4	4	This option appears safe for all
2	2	3	Living on the south side of 26 Ave, I feel it will be awkward to have to constantly cross 26 Ave to use the multi-use pathway. Since cyclists typically use 26 Ave as a commuter corridor, they are going at high speeds and a multi-use pathway will be dangerous due to the mix of walkers, cyclists, etc.
3	2	3	as 26th currently stands it not really good for walking riding or driving, the east section on bike feels very tight, driving, the sight lines are terrible, and it feels at odds with riders and drivers
2	3	4	Don't like how sidewalk gets replaced by shared pathway. Too messy and risks accidents happening from people stepping out onto the path.
4	4	4	This option is the only one that provides better pedestrian and cycling infrastructure that is buffered from traffic while not impeding the traffic flow. Also removing the never used parking lane is a good idea, it is always completely empty all day and night.
3	3	3	There is a section where pedestrians and bikes have to share the same path which may result in less comfort for both, especially if bikes are traveling at higher speeds. Bikes are also travelling in a direction that drivers may not expect
2	1	3	Cars looking to turn onto 26th Ave SW North or South are often not paying attention to pedestrians as they are trying to see traffic, which is often blocked by parked cars on the street.
2	3	4	Hard to share with different speeds of walkers vs wheelers. What size is the shared pathway? How easy would it be to pass?
2	1	3	Small improvement of experience for pedestrians by providing a wider multi-use path to walk on, however it will be shared with bicycles/scooters. Buffer zone seemingly used just as concrete rather than adding trees is a missed opportunity. 2-direction travel on one side of the road is a poor design
3	3	4	I like the separation between people walking, wheeling and driving.
2	2	3	Having walking and wheeling on the same path can be dangerous, or at a minimum requires vigilance to reduce risk of collision. As a driver, having to remember that the walking/wheeling configurations are different on each side of the street may lead to errors.
4	4	4	This looks like a clearly designated wide space where motorized vehicles would not be tempted to go around another driver into the multi-use lane.
4	4	3	Seems like the best
3	2	4	No physical separation between walking and cycling lanes can cause user conflicts. Cycle lane is 2 way on 1 side of street so turning onto side streets crosses other cycle lane or 2 lanes of traffic.
4	4	4	Keeps cyclists off the road and helps traffic flow by not disrupting lanes too much
3	3	4	Walking + wheeling users are sharing a space, which for fast wheeling users may feel slower than it needs to be while walking users may be intimidated by faster wheeling users. Generally I think all groups are feeling safe with a distinct path system for non-drivers. Drivers
4	1	1	I live south of 26th Ave on 16th street. Due to the hill on 16th street I find it uncomfortable to turn onto 26th ave as the parked cars make it difficult to see.



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4	1	4	parking obstructions
4	4	4	Provides safe bike lanes and leaves the side walk on the south side of the street for walking.
4	4	4	This option is TERRIBLE!! Probably the worst one and they're all bad. The city ruined 37th St SW by doing a similar option. It's so much worse now.
3	3	3	Shared use between pedestrians and cyclists is very manageable, but requires more attention. Substantial improvement over the existing. Driving this route can be challenging with the number of blind intersections and parked cars east of crowchild.
1	1	1	Annoyed that only anti-car options are presented. Give us a real choice, let people vote on this site for a functional road vs the cyclist lobby. Reduced parking space and narrower lanes are obviously not benefits. This is road not playground or park.
2	2	1	There will be bad visibility (like it is now)
1	1	2	Difficult to turn on and off of 26th Ave walking or biking if only on the one side. Then you must cross 26 at some point or twice
3	4	4	Safest most accessible option.
4	4	4	It's a balance between all three movement options without removing all street parking for a densely populated area.
1	1	1	Cannot understand what is planned, very confusing, Hope not doing what you did on 20 street, switching bike and parking lanes at top of hill is confusing and doesn't make sense. Not sure what you did between 37 Str & Sarcee, except for pavement lumps sticking out in the road which is frustrating.
2	2	4	Multi-use pathways create interaction with cyclists and pedestrians that would be uncomfortable.
1	1	1	I am against this option because of the High construction costs, and the removal of parking. I was not aware this was a highly unsafe road
3	2	4	I prefer to bike to work on a flat grade at ~ 25 km/h. This can be very tricky when dealing with pedestrians, and I'm especially worried about dealing with regular ups and downs at each intersection. I'm also a walker and driver, but I think I would be happy enough there.
1	1	4	It prioritizes cars above all other users

Do you have any suggestions on how we can improve Option 1? Please be specific. (What, Where, Why)

Added use lanes will just make out of control speed on 26th even more dangerous as the road width will be tighter. Main goal should be to calm traffic, then decide on added use.

Keep the parking on south side of 26Ave for both the east and west sides of 22st.

reduce the amount of concrete

I would say removing the parking on east side from 14st-22st would go a long way for improving the experience of option 1. The improved visibility would mean that turning traffic can see pedestrians better, and wheeled riders would have a wider protected area where they can be clearly seen. If parking must remain on the east side, then there should be a large buffer put in place to prevent cars from parking so close to the intersection (large enough that turning traffic can safely gauge road condition). I've personally witnessed many close calls in this area due to the poor visibility caused by parked cars (especially large vans & pickups).

Consistent walking lanes in both sides (west/east)

Ensure north/south crossings, particularly on bike routes, are well thought out.

buffer between south side walking and traffic.

some areas have city trees that encroach onto the sidewalk, stop buses from leap frogging cyclists. (passing, stopping then passing again.) This is ideal as the cycle lane is past the stop line so cars can see them and the cyclist has the right of way. physical barriers would be helpful.

Ensure that bike traffic is separate from car traffic with barriers, not just painted lines. Sidewalks need to be fixed to ensure walkability for those with limited mobility. Ensure sidewalks don't just end out of nowhere.

Increase speed limit and separate walking path entirely from the road, relocate it to a side street.



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Maximizing option 1 is likely best solution for most in my opinion
Wider sidewalks. Barrier between cars and wheelers on the south side. (People will still bike there even if you make the path only on the north). Speed limit should be 40km. Remember many kids here, many strollers, many daycares. School bus route as well and city bus.
Leave what is already in place. Parking is needed and we don't need to keep throwing away money unnecessarily.
Do option 2. Improve infrastructure west of 37th St.
repave the sidewalk(s) other than that its fine.
Signage to signify where pedestrians must walk separate from cyclists. Or multi-use pathways on both sides of the street.
Make this road 30km/hr
Raised pathway crossing intersections to privilege active modes and further reduce turning speeds of vehicles.
Raised crosswalks at every intersection with side streets. The MUP should be continuous and not broken up into block-long chunks. The right-hook collision danger is high.
Option 3...
Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
Raised crosswalks should be considered for the E-W crossings to make using the pathway much more comfortable considering the frequency of crossings. Having to dip down to street level makes the experience for both pedestrians and cyclists more uncomfortable, and having raised crossings would present a physical delineation for drivers to respect.
No
I would like to see more crossing lights put in on 26th avenue, especially from Richmond Road to 14th street. The amount of times I've almost been hit by cars while trying to cross the street is ridiculous.
Cut out curbs at intersections to reduce parking at corners from 22 st to 14 st Parking on one side of street only
If you're going to do multi-use pathways, significant effort will need to be made at every driveway, intersection, and laneway intersection to provide conflict management. Such as conflict paint and signal upgrades. Multi-use crossings must also be installed at every intersection.
Adding paint to the multi-use pathway to aid in the separation of people walking and using bikes.
This is a fairly busy street, why not shift this to 27 or 25 avenue. having cyclists on major roads is a safety issue.
Keep the sidewalk but add the pathway to the parking lane at the existing road height with a new curb, like 12 Avenue. Takes the same amount of space but is better separately, smoother for cycling and less weirdness at the intersections with mounting and dismounting the curb ramps.
Keep sidewalk separate the entire length of 26th. Widen roads - setback can be less
I would concentrate on traffic pinch points along 26th Ave. For example, intersections at, 26th Street (leads to Shaganappi Train Station), Richmond Road, 20th Street (playground zone)
Different coloured pavement for the cycling path to visually differentiate the spaces for cyclists and pedestrians
The only improvement I would suggest is to add a separate pedestrian sidewalk on the east side of the plan to provide additional comfort to pedestrians. I do understand that this comes with additional costs in the for of concrete and land/space requirements.
Entirely separated walking and wheeling
Just ensure that pedestrians and cyclists have separate spaces on both sides of the street, even if it means removing parking.
narrow the road further to help slow down cars, add a second path on the North side of the road, have a continuous link across 14th street
Put 30 zone in playground area on 26ave between 26a and 26 ave to slow down traffic as drivers go very fast down 26ave and this area should already be a slower zone given park/playground. Also several accidents have happened recently as drivers are Speeding
Would be nice if there were 30 zone at green area of Killarney Community hall along 26Ave
Adding greenery and bollards or barriers
I'm unsure about how intersections are for driving. 26th Ave at 29th can get backed up when someone is turning left and there is no way to get around them.



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Seperate cycling and walking along the entire way
Do not use option 1. Pave the roads and put up cross-walk lights at every second or third intersection if need be to help with pedestrian visibility and safety. Better yet put pedestrians and wheelers off of 26th all together and put them on 25th away from traffic all together. This is safest for everyone and cheaper. I am sick to death of paying for these ridiculous scenarios.
Parking capacity and proximity is critical in a city where temperatures regularly drop below 10 and snow is a factor for 6 months a year. Quit social engineering for the 500 people who like to bike to work. Motorized transport will always be essential in our city and therefore should be prioritized.
Size of path may provide room for everyone
All options could be improved by adding stop signs to intersections to further reduce traffic speed. In the case of option 1 this would also make it more comfortable for people using wheelchairs to cross the street to access the multi-use path.
Less parking, slower speed limits, more cross walks, photo radar, HOV lane
Widen the street.
I think having some kind of signage ahead of time if the route changes to on-street lane from a multi use pathway. For example, I don't ride my bike downtown from my home in Killarney, down 26 ave, to 14th, because then I'm downtown and I don't know where to go and how to not bike on the street.
What parking support would be given to people between 22nd and 14th in this option?? How does this tie to the parking permit changes in the city? Many people have no other option because there is not enough off street parking.
Choose between bikes and parking.
Seperate walking and wheeling
Raised crossings at intersections to improve visibility and slow down turning traffic.
Reduce traffic posted speed limit to improve safety of all users
Add more flashing light pedestrian crossings throughout 26th Ave. Cars go too fast and often don't stop for pedestrians.
Have 2-way segregated bike lane separate to walking area, like 12th Ave SW
Remove all parking or remove the bike lanes. The roadway is not wide enough to safely accommodate all three.
Addressing snow removal in wheeling lanes.
Ensure line are maintained on the multi-use pathway. We may need to remove some street parking options from 22nd to 14th to have enough room for a multi-use path.
Add speed flashing signs east and west of Richmond road school and keep existing flashing beacon across 26 ave near Richmond road school or move slightly east to corner of Richmond road.
Bigger barriers and make it a wheeling lane only. Especially considering the sidewalk parallel to it.
Multi use pathways work well when there are long blocks alongside major roads eg. 37 St. As a cyclist I find I am required to stop at all intersections and frequently walk my bike across the intersection or risk being hit by a turning driver from literally any direction. It is near impossible to cycle while rotating the head in all directions for a fast approaching driver who generally is not watching for a cyclist on what they consider a sidewalk. I would not use a multi use pathway along 26 ave as a cyclist.
No, I don't support this option after seeing it in action on 12th ave sw
I notice that the road surfaces at interfaces from sidewalk to road most often include a bump which is very annoying to bike over.. can we get builders to smooth those out please.
I don't have really any feedback and it seems like the ideal plan. This corridor is used by road bikers going at fast speeds who would likely prefer other options but I think it's a minority user group. Should be catering to kids, users that have safety concerns, etc. Should also think about where to put flashing light crossings like at 25th Street so that pedestrians can cross the road at critical intersections. Thought should be given to designing the turns so that the chance of car/other user collisions is reduced, as other users are "out of sight, out of mind" until vehicles turn. Think about how wheeled users would transition from the separated lane on 26th Ave to the bike lane on 20th Street.
Natural/local non-grass species breaking up the hard scape.
I think the proposal should extend the complete distance not cease at East of 22nd. East of 22nd is extremely congested. a multipath will be very busy on the north side of 26th due to the new highrises. its also typically the sunny side of the street and people tend to walk that side more.
The section of 26 Ave from 29th Street East to the crowchild overpass creates a long section of road without any stop lights or traffic calming. This seems to encourage drivers to significantly increase their speed, as a resident facing the avenue at the 25th



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street intersection. I witness collisions and pedestrian near misses weekly. To the extent I often feel unsafe walking my children down the avenue. Over the years I have seen a lot of wreckless driving including vehicles driving on the sidewalks as well as inexplicably on my front lawn. At this point we tend to stick to the South sidewalk as the parking setback and cars seem to offer some degree of protection from vehicles.
By having separate signal phases at busy intersections; by having the City do snow-removal (not owners/occupiers); by using wide directional ramps like on 37 St SW.
Remove street parking east of 22 ST like option 2 and continue the separation for sidewalk and pathway for entire length
Take space away from automobiles rather than mashing pedestrians and cyclists together
Wheeling only path on the north, walking only path on the south. Full stretch from 14th-37th. Unfortunately there are too many houses in the way and the bridge over crowchild is too narrow and would need upgrading. It could use upgrading as it is, but that's a different issue.
The cycling lane would be so much more convenient on the south vs Northside of 26th ave. Almost all neighbourhood amenities we cyle to (Richmond school, Killarney community center, Richmond community center, lukes & surrounding plaza, 7/11, etc.) are all on the south side, so that means less crossing the road to get in and out of the amenities you need once you're on the pathway. It would also be easier to get into Marda Loop, again because you turn right and head south down 20th or 22nd st. I can appreciate that this may also increase motor vehicle and wheeling interactions with more traffic crossing the cycle lane... So tradeoffs for sure.
The road quality is horrible. Pave the road before you do anything else
Consider the pedestrian flashing lights at every other intersection. These often work better than overhead lights and could hopefully work on solar power? It is challenging to cross 26th avenue at most intersections during the winter and fall after 4 pm so the flashing light posts for pedestrians would be an excellent addition.
Don't build this option. The current bike lanes between 37 and 22 streets work just fine, mostly, when people don't park in them. Insisting on the dog-leg at 14aStreet is also debatable.
Option 2 is better in my mind.
There needs to be clear way for cars at intersection to see oncoming bikes and people.
ensuring wheeling at intersections is safe while maintaining movement, stopping at all intersections is a hassle.
Would love to see the eastbound bus stop at 26 Ave SW and 22 St SW moved west to in front of the school. My property has seen significant damage and littering as a result of the bus patrons over the last several years.
Increase distance cars have to park from curbs to slightly improve sightlines. It probably wouldn't help much though, without a total parking ban.
I think it's better to focus on other options.
Don't use multi-use pathways. Parking on side streets to be by permit and visitor to residents permit. 22nd St has a school where parents park across resident access and alley access.
Keep painted lines until there is restricted street parking from residents of medium density units along 26th - use provisioned parking with building.
As a road cyclist, the road surface is more of a problem. Utility access cuts by developers have not been resurfaced satisfactorily, either a depression or raised bump.
There needs to be protection from vehicles.
Continue it to 45 ST SW please.
na
Add trees along the road to improve the corridor and to increase perception of speed. Straight wide open avenue creates a feeling that one can go faster.
I believe that controlled crosswalks should be considered at some intersections that don't have traffic lights. With several elementary schools nearby, along with parks and daycare facilities, crossing 26th can be daunting. I've personally witnessed a lot of close calls with pedestrians and inattentive/discourteous drivers. As the proposed pathway runs along the north side of the street, improved crossing options to access the south side are needed.
It's perfect, just make sure there is some parking on the west section, it doesn't need to be everywhere.
Put a wheeling lane on each side of the street and get rid of on-street parking for the whole route.



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Don't do a MUP. Do a proper separated 2 way cycle track.
Ensure the transitions from path to road are smooth for cyclists at intersections. Consider how cyclists will move from the path to the south side of 26th Ave efficiently.
if the multi-use path is demarcated into pedestrian and cyclist "lane" via a change in height (not just a painted line) this will improve safety. I think bowness has this.
Do no approve townhome developments on North side with less than 1 parking space per unit, because this already causes parking issues in the bike lane on the south side.
Why not build a 2-way cycletrack on the north side of the street, like we see on 12 Ave SW?!
<ul style="list-style-type: none"> - wide enough so winter maintenance machines can work effectively and free of ice and snow - wheeling traffic is not "suddenly appearing" at every intersection, dodging drivers who don't look for other users - generally speaking pedestrians do not walk in cycletracks - cycletracks are safer and we know are very cheap and easy to install
26 Ave also has some significant elevation and steep uphill/fast downhill. Mixing users in asking for collisions.
Separate cyclists and walking pathways
Paint a yellow line down the middle to divide the multi-use path and hopefully promote leaving space for passing
Separate travel modes by speed - one for pedestrians, one for cyclists.
Separate lanes for peds and wheeled users
I believe reduction of the boulevard width to be common with the buffer dimension would provide valuable space for the traffic lanes east of 22nd St. In the winter as snow builds up along the curbs parked vehicles begin to move into the traffic lanes as they are unable to park immediately next to the curb. While they will be only on the south side this additional road space would be very valuable in the winter.
I would remove the parking on the north side between 22 street and 14a street to allow for the widening of the multi use pathway
Take space from cars. Have a specific space for pedestrians and the dual cycle track for the entire length of the road. 37th to 14th. Stop trying to jam pedestrians and wheeling into the same spaces
All of options 1, 2 and 3 involve removing at least half the parking east of 22 St. S.W., a distance of about 1.3 km. Presentation slide 17 proposal to "relocate accessible parking spots to nearest location on side street" is not a realistic plan, given the high residential density already present here. Therefore, options 1, 2 and 3 are non-viable east of 22 St. S.W.. "Do-nothing" is the most viable option, at this stage of City development, east of 22 St. S.W. As an area resident who alternately walks, drives and rides my bike, I suggest that cyclists who don't want to ride on 26 Ave. east of Crowchild head north on Richmond Road or 20 St. S.W. and go through Scarboro to get downtown. This is what I do.
Marked bike lanes
- I like the boulevard barrier on the north side. I think this supports good dog walking habits/room
Separate walking path and multi use path from each other past 22nd St.
In all options there should be turning lights added , 26th ave and 29th street particularly is dangerous on left turns also 33 street is bad.
No
It's a very busy road and it would be nice if we could have some bumps close to the school. Even on 22nd Street by the school crosswalk.
Move the bike lane OFF 26th Ave onto an adjacent Avenue.
I prefer the pathway to remain at regular street level so it makes the intersections less awkward. Reduce the width of the buffer between the road and the pathway - it's overly wide. Could be storm water opportunity with shrubs and trees too. Consolidate the bus stops as so many are too close together too.
More clarity on how this cycling route connects to Mount Royal, and crossings across 22nd needed.
Not viable as it introduces new conflicts.
Seems like the best choice.
Removing parking on the south side of 26th Ave SW (especially east of 22nd St SW) is very important. Streets on the north side "drive down" to 26th Ave SW; whereas, streets on the south side often drive up to 26th Ave SW (e.g. 16th St SW) making it tricky



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to see oncoming traffic when trying to turn.
26th ave needs to be repaired and paved ..first and foremost. No room for bike lanes ! As you are asking for feedback.. you need to listen..I AM THE TAX PAYER, THIS IS MY MONEY AS WELL ..FIX OUR ROADS Look at the MESS Toronto is in now, with all the "bike lanes" And they dont know how to fix it !! They are sorry they put these bike lanes in as it is causing nothing but trouble, traffic and accidents with more and more pedestrians being hit. ENOUGH
Green on-road paint at transitions between road & MUP to give guidance to all users how to participate safely within the space, whether shared or separate.
Option 1 , can be improved by giving all wheeling lanes to EITHER north side or south side of 26th AVE , so all wheelers will be on one side and all parking will be on other side of 26th Ave throughout 26th ave . it is SAFE FOR WHEELERS and drivers as well . since they will watch only on that one side for wheelers . also it will be cost effective and faster . there are many places in down town where such option os offered .
The portion east on 26th Ave. would benefit from more lighting. With more apartments on that portion of the street, I find that drivers are not able to see me when I am on my bike even though I have lights and other visible clothing.
Please consider the residents and the accessibility for everyone and the impact that removing parking from the front of people's homes will have on their lifestyle, with the hardship falling on the people with accessibility issues, people with young children, etc.
Make it a vehicle-only street with parking.
WE NEED LIGHT UP CROSSWALKS 29TH STREET TURN SIGNAL LOWER SPEED LIMIT
The walking and wheeling modes should be separated East of 22 St. SW similar to the section West of 22 St. SW. This area will continue to densify and redevelop in the coming years. The design should account for future growth.
Ensure the pathway is sufficiently wide enough (3m minimum) in order to accommodate both pedestrians and cyclists safely. As well as ensure proper markings are laid to keep everyone where they need to be.
Leave east of 22 street as is
Do not install traffic control at intersections, it causes too much traffic and backups for cars
Stay away from designs like this and the cycletrack. connections at either end will not be compatible and will make commutes less efficient. The city has a hard enough time of keeping the existing situation clear of snow and ice and this option will make the road more useless in winter.
None
Rather than having wheeling lanes and removing parking on the west end of 22 St on both North and South sides, have markers that the road is to be shared with both cyclists and cars, allowing cyclists to ride in the middle of the road freely.
I think the plan is great but foresee opposition (as I'm sure you all do as well) based on cost and parking which we've all seen in the past can become extremely vocal. Unfortunately I don't have any suggestions but just wonder if this option would represent the perfect being the enemy of the good. Is it too risky to go down this route for optics and political reasons? Not much help but just things that come to mind even though this is a fantastic option.
Don't do anything except repave, repair the road!
A lot of signalizations, adding speed limits radar and adding traffic lights for pedestrians crossing. I don't feel safe crossing the Avenue every morning with my son, many cars don't stop even when you are already crossing, and I see many kids and teenagers using the same intersection to go to bus stops or other schools in our neighbourhood. I've opened this request some time ago: Service Request Confirmation - Roads - Signs - Traffic and Roadmarking - SR Number: [removed]
add trees/vegetation to 1.5m between road and path. My house is on 14A, would like more details for that path
Left hand turn signals at 26Ave/37St would improve flow and safety.
Bulbed crosswalks would make it easier to cross 26th
All crosswalks should be raised, giving pedestrians and cyclists/wheeled travelers right of way. Cars should have to enter the pedestrian path, slowly, and not the other way around.
Throw it out.
Only implement crossing upgrades, as all other changes are worse than what currently exists.
For improved safety, separate pedestrians and cyclists instead of combining them in a multi-use pathway



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Being one of the most direct commuter cycling corridors, I don't think multi use paths are the most efficient use of space for the road
Doesn't address the awkward intersection of Richmond Road and 26 Ave. This is a busy intersection in front of a school and needs to be addressed.
I would suggest having separation between bikes and pedestrians, or at least ensuring that if there is a shared facility that the path is wider to allow bikes to pass easily and give plenty of room to pedestrians
Reduced parking extending further past intersections to increase visibility. Traffic signals at some of the cross streets. Blinking pedestrian lights at multiple intersections to alert drivers of people crossing.
Ensure wide enough so easy to pass.
Addition of trees in the design. Honestly I hate the multi-use path design. While it would improve experience for cyclists between intersections it will undoubtedly increase conflict and collisions at every intersection along the corridor. Specifically near Richmond School where all road users are currently having conflict issues. Additional complexity in roadway design should be avoided. The only reason this design is workable on 12th Ave (through the beltline) is because it has 1-way vehicle travel.
If the City of Calgary (CoC) actually wants to improve safety for pedestrians and cyclists (particularly children), the posted speed limit of 26th Ave should absolutely be reduced to 40 km/hr. How is it that 26th Ave is posted at 50 km/hr. while 17th Ave, a 4 lane, 14m wide major road that does NOT go through a residential neighborhood is now posted at 40 km/hr. b/w 14th St. S.W. & Scarth St.? This makes no sense if the CoC is actually concerned about pedestrian safety. Beyond this, the CoC needs to stop your two-tiered pedestrian safety system, whereby only communities such as Upper Mount Royal, Elbow Park, Rideau Park, Roxboro have no roads posted at 50 km/hr. Children should be protected regardless of their parents' wealth & influence.
Lots of good signage would help, I don't know how to get to the path once you cross 14th street
None.
If the multi use pathway was on the south side of the street with parking on the north, it would improve the visibility. As well, crossing 14th street on the south side of 26th Ave would allow driving traffic to turn left while bikes go straight across 14th street to get into the bike lanes in Mount Royal. During busy times there would be minimal people turning right onto 14th street from 26th Ave which should make it safer for bikers crossing 14th street.
This is a horrible plan. Eliminating parking isn't the answer. It's going to force people to park and walk blocks to their own homes. STOP jamming bike lanes down our throats. You ruin the flow of traffic and parking for lanes that are used 4-5 months a year by a small handful of people. Then you pat yourselves on the back thinking you've made our city better. You're not making it better. You're making it so much more difficult to get around. It seems like the people that make these designs have literally never driven in Calgary. STOP with the bike lanes! Stop eliminating people's parking!
Suggest 26 Ave be 40km per hour zone east of Crowchild
Don't eliminate parking, don't make lanes narrower on important roads, direct cyclists to side streets.
No
Needs to be biking lanes on both sides
Make sure there's space for pedestrians (e.g. Montgomery MUP is good)
I would multi use pathway the whole 37st - 14st section so cyclists and pedestrians aren't adjusting to a different pattern at 22nd street.
Without being able to figure out what you are doing it is hard to comment - all I know for sure is that the roadway needs to be repaved, and maybe change those silly crosswalk signs that are set back on the sidewalks where you don't see them till the last minute, and put in overhead crosswalk lights, so they can be seen in advance.
Don't remove parking, don't make it harder to travel on this road
Be very careful at bus stops (top label E in diagram 1). Very sharp turns at frequent intervals can make biking extremely unpleasant and drive me back to my car.
Don't consider it



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Option 2: On-street wheeling lanes

Option 2: Please indicate your comfort level using this corridor Scale :1- Not very comfortable to 4- Very comfortable			What are the key reasons for your ratings of Option 2?
Walk	Wheel	Drive	
2	1	4	Same as above
3	1	1	Waking seems fine. I don't think it's beneficial to have wheeling lanes on both sides of 26Ave. I live on 26Ave and don't see enough people biking to believe it would be beneficial to remove more parking for two bike lanes that will only be used by a handful of people for 4 months if the year.
3	3	3	what about other bus stations that do not have a have dedicated bus stops that do not impact bike or vehicles
4	3	4	I like that pedestrians and bikes are separated, while also having a nice buffer between them and cars. It allows both sides of the street to have a walking path for dog walks, and it keeps the view clear for drivers, while also providing a natural direction for wheeled users.
4	4	4	Best option available, has the most consistent and is inclusive to all.
3	3	3	There is a lot of commuting and it's safer for bikers and drivers.
4	4	4	Safe lane for biking, lots of pedestrian lanes.
4	4	3	Separation of cycling and pedestrian traffic
2	2	4	Narrow walks, bikes still very exposed.
4	4	4	provides separation between groups (wheeling, driving, walking) and consistent on both sides of the road.
4	4	4	It is not that any part of Option 2 would make me uncomfortable, I just don't think it's as good as Option 1 and it leaves those living on the eastern part of 26 ave with no on-street parking at all, which seems a bit harsh
4	2	1	this is similar to 37 street south of 26 av. No signage telling cyclist to dismount and cross at intersections. No signage telling cars cyclists could cross unexpectedly.
4	3	3	This would be good for walking be removing car parking. Crossing 26th would be less sketchy. Bike lanes need to be separated from traffic for safety. Having lanes on both side would be nice for bikes. Driving would be less comfortable because of lack of parking but less risky with pedestrians.
1	1	1	This is going to slow down traffic. You should be looking to increase the driving speed here.
4	4	3	Having separate walking and wheeling lanes is awesome. Also no parking would really help street crossing and vehicle turns onto 26th ave.
4	4	4	Comfortable no matter the transport
2	2	4	Barrier needed between cars and wheelers.
4	4	4	Safest for all users
2	2	2	Keeping costs down. Enough money is being wasted all over the City. Better yet, keep what is currently there.
4	4	4	Predictable, better flow, faster, safer, cheaper, better access to commerce. Improves walking experience on south side with a buffer to traffic. I would still use 25th Ave between 20 St and 14 St as I currently do as it is far more pleasant (and could be made moreso with a bit more traffic calming)
4	3	3	I prefer when the cycling/wheeling lane goes with the flow of traffic; it's safer for both cyclists and drivers. The reduction of parking may be an issue initially, but there is plenty of street parking in the area.
1	1	1	Same as above, you people are idiots.
4	4	4	Separated cycling tracks with dedicated lanes and in the same flow as traffic promote safer cycling



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			and are less likely to cause danger points from careless drivers and pedestrians.
2	1	1	Limited separation between cycling and driving
3	3	4	These must be fully separate no paint. Homeowners always shovel snow into the bike lanes
3	3	3	n/a
4	3	3	Big issue is the quality of the on-street bike facility. If the facility is newly paved and not crowned excessively, it can be comfortable. If not, will be awful. Closer to vehicles at same level reduces comfort.
3	3	3	More significant cons than option 1.
4	4	4	Having mode separation makes everyone safer and their travel more pleasant. There is almost no risk of wheeler-pedestrian collisions. Wheelers are more visible to drivers than if they were on a MUP. Win-win-win.
4	3	3	On road not as safe for really little ones cycling
1	1	1	Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
2	3	3	Street-level wheeling lanes can be slightly less comfortable than multi-use pathways and generally don't allow passing. Doesn't provide extra space for wheelchairs/strollers. Crossing distances remain long and don't have space for pedestrians to wait to cross ahead of wheeling lanes.
2	1	4	Makes wheeling and walking safer.
4	4	3	Mostly cost but also visibility of everyone using all forms of transportation. Safest option is to eliminate all parking
4	3	4	I'll feel more comfortable as a walker being separate from the bikes. As a biker I'll feel better having a designated lane, better than the painted line currently. As a drive I will also appreciate this separation from bikes.
3	4	1	Again, I don't think 26th avenue, especially between 18th street and 14th street is wide enough to accommodate a road, a dedicated wheeling lane and a side walk. Additionally, this will get rid of a lot of parking in an apartment/ multi-household building heavy area.
4	4	1	26th Avenue, from a driving perspective, is too narrow with too much on street parking. Wheeling from 22nd st to 14th would take up too much space.
4	4	4	intuitive, easy to transition in and out of wheeling lanes (e.g. from adjacent roads)
4	3	4	Biking is less safe than a fully separated lane.
4	4	4	Best option by far. Makes travel safer for pedestrians (by creating a buffer and increasing visibility at intersections) and cyclists.
4	4	4	Option 2 complies with The City's Complete Streets Policy and represents global best practice in street design. Unidirectional facilities are shown to be safer and safety is the most important consideration for this project.
4	4	4	Clear separation from all users. I worry, as a person who bikes, that people in cars would think this encroaches on "their space". Nice that bikes can access both sides of the street
1	1	2	removal of parking and adding additional traffic makes the road less safe and less effective.
4	4	4	Great option - keeps the cycling and walking separated, but also keeps the cycling lane at the height of the existing roadway. Makes all modes safer and less conflicts.
4	4	1	Walking and wheeling are separate- this is good. Driving lanes still need to be wider, especially with inability to change corners in this scenario. Reduce setback to accommodate
4	4	4	I like to see dedicated lanes for cyclists, Pedestrians and vehicles for safety and visibility. Parking should not be allowed.
3	3	1	The lack of parking makes this my least favourite option. It will not be good for drivers with lanes on both sides.
2	2	3	I often see cars parked in on-road cycling lanes, so with this option I know that it will still be a common occurrence to have to swerve into traffic to avoid misparked cars. Walking will feel similar to how it



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			does now with too narrow sidewalks
4	2	4	Pedestrians are the most comfortable in this option as they are fully separated from cyclists from the east to the west. Cyclists are less comfortable as they are not grade separated from motor vehicles.
4	3	4	Unclear if and how this will be maintained in the winter. If permanent and plowed, I would prefer this. But if the lanes can be removed (either during the winter or down the road by an anti bike government) then I'm not as excited about it.
3	3	3	Lack of buffer space between cars and wheeling
1	1	1	No
4	4	3	Separated bike lanes nice and probably ideal for east end where bikers are slow up hill and fast downhill. Drivers will have to be more aware of bikers when turning off of 26th. Not ideal to cross at 14a when eastbound biking.
4	4	3	Having separate infrastructure for cycling and walking on both sides of the street is very comfortable. Drivers are effected only in that they lose some parking, but that is worth it in my opinion!
2	2	3	Even with a raised bumper, it feels less safe for bike to be so close to the road. I don't like the trade-off of not being able to improve corner ramps. Those are essential for accessibility for wheelchairs, mobility scooters, strollers.
4	4	4	Best practices followed.
1	3	4	as always, drivers will be free to turn recklessly into pedestrians and cyclists
3	3	3	Don't like bike lanes on both sides of the street. Too crowded
3	1	2	Bikes have to cross traffic to continue past 14 ST. No accessibility access
4	4	3	Seems safer for all bikes/wheelers to be on the same side of road. Less distractions for drivers also.
4	2	4	Crossing the road for cyclist especially younger ones is not ideal and less safe.
4	4	1	No parking at all on the street would actually make it more difficult for drivers with mobility issues.
3	3	3	Potential for walkers to cross bikeway crossing street or accessing transit; cautious about vehicle and wheeling conflict
4	2	4	As a cyclist I would feel less safe then on a multi use path
1	1	1	I feel like it is extremely intrusive
3	2	4	Cycling and walking I feel would be a little less safe because of cyclists having to use roads more (which causes more cyclists to ride sidewalks imo)
3	4	2	Minimizing driving lanes
3	3	3	on-street cycling doesn't seem safe, unless there is a substantial barrier.
4	4	4	Everyone is separate
4	4	1	More drivers than any other mode of transportation and this makes it most difficult for them which makes no sense at all. 100% of drivers use this route 12 months a year. Wheelers not even close. There may be 20 people that ride to work for 6 months a year and 1 person that does 12 months a year.
3	3	3	Would you donate a portion of your city paycheck to making this happen or embrace it if you lived in our neighborhood? Yeah, I didn't think so. Quit. Wasting. Taxpayer. Money.
4	4	3	No specific reasons
4	4	3	Walking is dedicated. Wheeling is dedicated area and so is driving. Driving does have more proximity to cyclists, however there is still a barrier. Also much lower cost to get most of the benefits.
2	3	2	.
4	4	1	26th is already very narrow to drive on. Concerned this will make it worse. Concerned parking will be taken away as well
4	2	4	Accessible parking option for wheelchair users would be greatly reduced.
3	3	4	This is still just a highway for cars.
4	1	1	Wheeling lanes - 2 of them.
4	4	4	Separated lanes for all users is optimal



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4	4	4	Safety for all
4	1	1	I don't like biking on bike lanes in the street. I also don't like driving near bicycles it's just too close for comfort.
4	4	2	Parking is already a huge concern on 26th, even near businesses on 33rd and soccer fields along the route. Do not understand why parking would be taken out between 37th and crowchild-there is sufficient room for bikes and sidewalks now with the current set-up
3	3	3	NA
4	4	4	No parked cars.
4	4	4	Keeps all users separate
3	4	3	This is my favourite option as it separates faster and slower users
4	4	2	The separation of modes (walking, cycling and driving) makes things better for everyone. Taking the parking space away from the roadway will hopefully slow traffic down on 26 ave to a more appropriate level
4	4	3	Like option 1, this design allows for safe separation from traffic and shorter exposure to turning cars as you go over the cross walk
1	1	1	Take up too much space and eliminate parking
3	3	4	It's not risky to drive
1	1	1	It seems ineffective for the money being spent. Less street parking for residents to use.
4	4	3	Good balance of safety and access for walking, wheeling and car traffic
1	4	1	For walking it doesn't reduce the cross walk lengths, and for driving it eliminates all parking.
4	4	4	Safest option. As a cyclist seriously injured when a vehicle hit me on this exact corridor in 2022 I strongly recommend this route. The biggest obstacle to more people cycle commuting is safe separation from vehicles and pedestrians.
3	2	4	Cycling lane would feel much less safe and would discourage cyclists from using this path
2	4	4	Safest for driving and wheeling. Bike lane makes it dangerous for walkers.
4	2	3	No change to walking. Wheeling - unclear how much of a physical barrier there would be between drivers and cyclists. Driving - no change to moving traffic but there is medium-density housing between 22 St and 14 St that feeds a lot of on-street parking.
3	4	3	It's good, see below
4	3	4	Protected travel for walking and wheeling. Requirement to cross 26ave (depending on direction of travel) when wheeling is less ideal.
3	3	1	Bike lanes are really only usable in fair weather months. Passing other user can be congested as compared to a multi-use path (more room to pass if no pedestrians). Cost of maintenance to plow a bike lane and sidewalk would be greater than multi-use path. Exiting busses might be dangerous.
3	4	2	Best option in terms of safety for walking and wheeling. I like the no turning lane onto Richmond road, this should slow people down a bit.
1	1	1	all user types are too close to one another, with too many crossing
4	3	4	Better separation of walk/ wheel/ car.
1	1	2	What is a wheeling lane? I support a separated bike lane along 26 Ave combined with wheeling curbs for wheelchairs/strollers etc at each intersection. A separated lane keeps drivers and excess gravel out of the bike lane in all seasons. Drivers expect to look both ways for cycling traffic.
3	1	1	I'd be a nervous driver with lanes so close
4	4	4	Predictable, physical separation between bikes and cars, not just a painted lane. Provides better visibility with parking reduced
4	4	4	3 different modes of transport each have their own space
3	2	2	Doesn't really cater to all users that are more safety focused, including walkers, wheelers, and drivers. Has lots of parking drawbacks. I appreciate allowing cyclists to be able to safely bike to the east of Crowchild, as it's not currently a safe option for wheeled users.



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4	4	4	Dedicated biking lane
1	1	4	There is too much focus on cars in the city. Add in protected bike lanes
4	4	4	This is the safest option for all.
4	4	4	Completely separate lanes are probably ideal for Canadians who are less familiar with sharing spaces with those on foot and on wheels like other places around the world. So this is likely ideal.
2	3	4	- Crosswalks across 26 Avenue S.W. remain the same and are not shorter
1	1	1	This adversely affects my living situation on 26 Ave.
4	3	4	Consistent, smooth - and as this is on-street, the City will be responsible for snow removal, which is good (otherwise even a single owner not clearing the MUP renders it impassable for all). Accessing 14 A St NB will be awkward for EB cyclists.
4	3	4	Being able to travel at higher speeds while biking/wheeling is nice but being on the road is not as comfortable for more vulnerable users
4	4	4	It feels safest for all users and is most intuitive for everyone,
2	4	4	Walking is undervalued in this option. Yes there are sidewalks, but the crossing a bike lane on both side for a bus stop is not great.
4	4	4	This is the best, bikes have their own space and pedestrians have their own space. Cars have good visibility
4	2	4	Felt like compromises were being made to other improvements.
4	4	1	zero street parking left over. will cause problems
2	2	3	This option has hardly any improvement for pedestrians. I also feel that for cycling the proximity to the street with only a separator line is less ideal than a separate path.
2	3	2	Without the multi use lane, walking/riding/strollers, etc. would feel too close to "traffic" and not have high comfort. It just feels like this option is very specific to wheelers without enough consideration to walkers and drivers.
3	3	3	This is the easiest-to-understand-rights-of-way option and that's critical for the typical users (all modes). Reducing/eliminating parking on 26 will also improve sightlines and be safer for all. Not sure about the dog leg at 14aSt, as a cyclist I would just go to the signaled intersection at 14.
1	1	1	Dangerous to have cyclist lanes competing with vehicle traffic.
4	4	4	This is the best option
4	4	4	The jog at 14A St doesn't work here. I would keep along 26 in all modes, regardless of the preferred option.
4	4	4	Best option as it keeps all modes of transportation physically separated and keeps cycling traffic flowing the same direction of traffic at all times. No need to cross 26th on a bike if cycling westbound and wanted to turn onto a northbound street. Makes cyclist behavior predictable as a motorist
4	3	4	Lane goes with the flow of traffic. Drivers pay more attention.
1	2	3	The bike lanes are ugly. They don't make walking a pleasurable experience, you are just walking next to concrete.
4	4	3	Driving can be risky depending on the cyclists staying in their zone.
3	2	2	Puts cars and wheeled active transport in spaces that may not help either avoid conflict or collision.
4	3	1	Walking and wheeling seem almost the same as option 1. Drivers lose all parking, ouch!
3	3	3	Driving might be less comfortable with cyclists being so close to the driving lane. Parking removed all along 26 Ave SW, which doesn't align with the increased housing density shift in the neighbourhood.
4	4	4	It's safe
4	4	4	Proper infrastructure separates users by speed. Doesn't result in conflict between pedestrians and wheelers. Walking and cycling becomes MUCH safer due to sightlines from eliminated parking. Driving remains very comfortable. The best option.
4	4	4	Better for all users
2	2	4	Pathways are rough on 26th avenue for both walking and cycling, but would keep driving space.



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4	4	3	Consistent across 26 Ave not changing and reducing safety
2	2	3	Better, but transit vs. wheeled need to interact.
3	2	1	I live in this area in a single family home with no garage & 1 car, have to park on street, and NO permits on my street. Would need permit parking allowed on st. Parking is ALREADY a problem on 26th [both sides] parking too close to the corner (no enforcement) and making it hazardous to enter 26th
1	1	4	This is the most dangerous of the three. Drivers do not pay attention to other drivers let alone other users like cyclists and pedestrians.
4	4	4	cycling, walking and cars are more separate, seems safer
1	1	1	Unless this is being upgraded to a protected lane, this is basically the current condition. As someone who cycles along part of this route twice a day, its very uncomfortable and dangerous.
2	2	2	na
4	2	3	The cars are passing very closely and there is no separator
1	3	3	The existing sidewalks along 26th Ave are very narrow and do not provide a comfortable pedestrian experience.
4	4	4	Separation between cyclists and pedestrians, protected bicycle lane
2	2	3	No right for either pedestrian drivers
4	4	3	it's good, but option 1 is better
4	4	4	Narrower streets and less parking sounds great for the area
4	3	4	Hopefully traffic will not become more congested. Very comfortable on all counts If it has more space between cyclists and cars than it does currently. I like that you will remove parking as it is difficult to see when crossing at 25st SW.
4	4	4	This will result in the least number of potential clashes between user groups. This is the safest option.
4	4	4	Separated lanes are great. If SNIC is like 2nd St. in the Beltline, please just close the road instead.
4	4	2	The loss of all parking on 26th will create conflict in the adjacent side streets that are mostly full already.
4	4	4	Keeping pedestrians, cyclists and cars separated in their respective areas is the safest option and has the most visibility. Reduced parking is an inconvenience for vehicle storage but does not impact comfort of driving. Also "through roads" shouldn't have street side parking.
3	3	3	Pedestrians don't have to share with wheelers BUT don't have improved crosswalks, drivers have narrower lanes, wheelers have a protected & consistent lane across the corridor
3	3	3	Still physically separated. Just not as good as option 1.
4	4	4	This is the best solution. Clear right of ways for everyone. Separates all modes of transportation best.
4	4	4	This is my preferred option because of visibility, the aesthetic of the street, and overall safety. Drivers can expect cyclists and other mobility options, and if the lane is kept clear could provide a boost to cycling over driving year-round.
4	3	4	Physical separation between modes is a huge plus. One of my top concerns is the east end and how it will be set up for EB bikes to cross 26th
3	1	4	Residents will go crazy if you remove all the parking along this route, especially between 20 st and 14 st as there are a lot of multi-unit residences along this section. Removing the parking might make the road seem wider and will make drivers feel like they can drive faster
4	4	4	Clear pathways for all users
2	4	3	smaller sidewalk for walking reduces the space available for passing as a runner
4	4	4	Most safe option, as the bike lanes are physically separated from cars and pedestrians.
4	3	3	Good separation of modality
4	4	2	Again, as a frequent user of 26th, I would find reduction in road width very problematic in winter.



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4	2	2	I don't feel comfortable with the bicycle drive lanes being split on opposite sides of the street as it doesn't seem as intuitive for me as a bicyclist and as a driver it is not as comfortable either.
3	4	3	Winter used of this road for cyclists would be improved from current state (provide sidewalks are not shovelled into pathway)
4	4	4	Pedestrians, wheeling and cars all get their own space. Much safer. Removes parking, which is good for the city
4	4	3	I prefer option 2 for walking/cycling. I have used systems like this in Victoria and prefer that each lane of cycling follows the direction of traffic. It is also MUCH safer for bikes when cars have to cross bike lanes to enter driveways because drivers are conditioned to only look one direction.
4	2	2	Walking along 26 Avenue S.W. is fine with or without change. The trade-off this proposal envisions between cycling and car ownership is unworkable. See my suggestions comments.
3	3	2	I'd rather have all bike lanes relegated to one side of the road. This way parking also stays for one side.
2	3	2	The addition of a bike lane on either side of the road will narrow the already narrow street.
4	4	4	No parking reduces the risk of being doored while cycling, and would help me feel safer biking with young kids (we could ride together) - Walking my dog is safer with better traffic separation in both directions
4	4	4	Distinct separation of wheeling lanes from driving lanes and the walking lanes are further from the driving lanes, reducing chances of collisions with motor vehicles.
2	2	2	Being on the street with kids just isn't great
4	2	2	Wheels and cars although separated are still too close for a 50km speed limit. I believe it would be harder to cross 26 ave at crosswalks without traffic lights due to wheel lanes.
2	1	3	??
4	4	4	Safety !! Gets bikes off the road. Reduces congestion around parked cars.
4	4	4	Consistency and predictability will be great with this option.
4	2	2	Although an improvement to existing infrastructure, given the high amount of use this will get from kids and families in the area Option 1 seems like money well spent.
4	4	4	Road uses separated by speed. Contiguous and proper infrastructure - not a patchwork - more likely to increase use. Removal of parking drastically improves visibility.
4	4	2	Driving is compromised due to removal/relocation of parking on 26th ave.
4	4	4	Driving north up the hill on 16th Street SW to 26th Avenue SW is an accident waiting to happen with many near misses. In a regular car, I cannot "see around" the parked vehicle along the south side of 26th Avenue SW to see oncoming traffic in both directions.
3	4	3	Good access to both sides of the street
4	3	2	wheels on both sides of the road are harder to spot
4	2	4	pedestrian safety
2	2	1	Where do we enter opinions for "living" - current resident of 26Ave. I'm very concerned about the loss of parking / loading zones in front of higher density buildings on the east end of 26 Ave.
1	1	1	You CANNOT NARROW 26th Ave ANYMORE. It is a major road way. There are enough, sidewalks, pathways and shortcuts for pedestrians and bikes already!
4	4	3	Biking on the same side as and direction of traffic flow on the main road feels safer than MUP on one side because of separation to the side roads & alleys.
2	2	2	parking from 22nd ave and east of it till 14th ave parking will be lost . that is very big for those people . and lanes are really short there too.
4	4	4	When cycling, it's inconvenient and slow to have to cross the street to access a bi-directional pathway
4	4	4	This certainly addresses safety but it might present challenges for the surrounding areas given that people will be parking cars on side streets which will create other safety issues. Though is a good user option for those on 26th Ave, I don't think it's a viable option.



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1	1	1	As a resident of this street I am not a fan of any of these specific options as they all reduce parking on the street which is necessary for most residents who do park on the street. This option removes the most parking. There are no specific voting buttons that relate to impact on residents.
1	1	1	This is a major corridor that for vehicles and requires parking.
1	1	1	PUT IN CROSSWALKS FOR OUR CHILDREN PUT UP SIGNS LOWER SPEED Pedestrians have been hit Big car accidents have happened in RESIDENTIAL area!! People speed everywhere and don't stop at stop signs.
4	4	4	The best option presented. This design as is, is the most cost-effective and is a compromise solution. The design is out of date. See below for some recommendations to modernize the design. As well, see the proposed design for the 8th St. SW revitalization, as well as, existing design in Bowness.
4	4	4	As long as key intersections are correctly redesigned to accommodate the new cycle lanes this is the best choice by far. It keeps pedestrians, cyclists, and motorists separate which is key to safety and efficiency.
2	3	3	Hard to cross street with bike path plus cars
2	4	3	Driving doesn't change much. Walking experience unchanged from existing. This option seems to be the best way to solve the east issue and may be the least costly to implement.
3	3	3	Seems excessive to have wheeling lanes on both sides
1	1	1	Removing parking on all sides on 26 Avenue is not a viable option for residences - it will make all the surrounding residential streets busier, which fuels the issue elsewhere.
4	3	4	Some increased risk for cycling because of street level placement and additional crossings. However, still a huge improvement over the current setup. Would still be a win.
4	4	3	Protected cycle lanes; commercial on street level; residential above; no parking on 26 ave SW from 37 St to 14 St; street is too congested particularly from 20 St to 14 St. Developers should have to provide off street parking in the designs of their projects
1	1	1	We don't need more bike lanes, reduce parking, narrower driving lanes, 26 Ave is one of the only direct routes from 14 street that is not congested! Repave, repair the road! What do we do in the winter for plowing and snow removal!
1	2	3	I dont see the increase in safety with this option.
3	3	2	Wheeling pathway W. of 22nd often has gravel and pushes bikes into car lane. On street with protected wouldn't solve that issue, raised feels safer for those wheeling.
4	3	4	Dedicated space for everyone. Unclear how seperate (protected) the bike lane is
4	2	2	The road is too narrow for this option.
4	4	4	mutiluse can be difficult share between wheels and pedestriates. Think its safer to have those divided and dedicated. Also removing parking from the street would open up visibility and well as remove the risk of ppl trying to enter and exit their driver side door onto the road.
3	3	3	Single use pathways are better for pedestrians and cyclists. The river pathways are a great example of where separation provides a better experience for both,
4	4	3	Left hand turns (especially into back alleys) will restrict traffic flow with zero ability to go around turning vehicles, but still need to ensure pedestrian crossing safety. Physical barrier between bike/vehicle not good use of space.
2	1	2	when driving you naturally want to move away from the bike on the road, which pushes you into oncoming traffic. As a bike it sucks having cars flying past you kicking up dust into your face. As a bike you also have to yield to busses and it is very difficult to try and make a left hand turn.
3	2	2	For pedestrians, a street level bike path allows them to not worry about bikes. For wheeling, this is the worst option. Separating them from cars, but only if protected. This will be less comfortable for drivers than a raised path. Forcing them to worry about cyclists.



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4	4	4	Dedicated spots for walkers, bikers, and cars. No congestion with parked vehicles. Safest option around.
4	4	3	Pedestrians retain dedicated path (sidewalk); Cyclists have dedicated bike lanes; Narrower drive lanes make driving less comfortable but that is a good thing to reduce speed.
4	4	3	Separated pathways for pedestrians and bikes will be safer
3	2	1	As a homeowner, the biggest issue is lack of appropriate infrastructure to support crossing 26 Ave between 22 and 14 St. either by bike or walking. Removing all of the parking however, creates mobility issues and would impact my family directly.
2	4	4	Do not like that I would need to cross a biking lane to enter the bus. It is nice to have the bike lane going with the flow of traffic
4	3	3	The proximity of riders to drivers is closer making some uncomfortable
4	4	4	Having both sidewalk and cycling options on both the north and south sides of 26 Ave that allow for a split of pedestrians (sidewalk) and cyclists (wheeling lanes) feels like the most convenient and the safest.
3	4	1	The lack of parking just does not work in an area with this density, off street parking is very challenging for many drivers and larger trucks with the steep hills the flank the road in the east section.
4	4	4	This is my preferred pick. I use my bicycle exclusively to commute and I always feel the most safe when I am in a protected bike lane. I think it is the safest option for everybody, including drivers and walkers.
1	1	4	This changes nothing from what it is today. Improves nothing for pedestrians or cyclists.
3	4	4	Bikes travel consistently without having to worry about pedestrians as much, and travel in the direction of traffic. This is safer and more predictable to cars. The removal of parking would further encourage the use of this bike lane. The only issue is pedestrians, who have to cross the bike path
2	4	2	Would increase bike accessibility, however may cause more chaos with pedestrians and vehicles attempting to monitor bike traffic.
4	4	4	Each group is separate.
2	4	4	This design provides good improvement of cycling lanes and makes for better sight-lines for vehicles driving along and entering the roadway. However, it provides no improvement and even takes away from pedestrians.
3	3	4	I like the lower construction cost than the other options.
4	4	4	Having physical separations for walking and wheeling and driving gives me a sense of safety. When driving, the situation is uniform in both directions which reduces stress when making turns off 26 Ave in either direction.
4	2	4	I worry that the barriers will not be as clear for motorized vehicles and some of them will come into the bike lane - they often do already, so I'm more skeptical about this option without having a very clear, visual and physical barrier.
3	3	3	Not as good
4	4	4	Separation between all modes of transportation. Cycle lane moves in same direction as cars. Cycle right turns onto side streets only cross sidewalks, not car lanes. Removal of parking is safer by not having car doors swing into cycle lane.
4	4	1	It reduces lanes and makes driving in the area more difficult
3	4	3	Protected lanes for wheeling users increases comfort and safety from driving users Walking users shouldn't see much change Drivers must be aware of both wheeling lanes (same as now)
4	4	1	no parking on either side of the street will make everything more visible. However, I am worried about removing that much street parking as it might make driving on the other streets and avenues more difficult.
4	1	4	same as above



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1	2	2	Having wheeling lanes on the south side seems dangerous because there are so many intersections to cross.
4	4	4	Another terrible option
4	4	4	Reduces blind intersections for drivers while also providing cyclists with a protected dedicated route
1	1	1	Annoyed that only anti-car options are presented. Give us a real choice, let people vote on this site for a functional road vs the cyclist lobby. Reduced parking space and narrower lanes are obviously not benefits. This is road not playground or park.
4	4	3	Safe for cycling and walking
3	3	2	Not necessary to cross 26th Ave if turning since you can be on left or right
4	3	4	It's fine, I guess. Please repave 26th. Current bike paint signage on road east of crowchild is barely visible anymore.
4	4	4	Clear delineation of lanes for all.
1	1	1	Same as given for previous option, not sure what you are planning
4	4	4	Dedicated bike lanes separate all 3 major modes of transportation (car, bike, walk) that maximize comfort and efficiency for all.
1	1	1	Dont narrow driving lanes, I believe there is more road rage lately because you are taking away driving access. Taking away parking doesnt help the neighbourhood
3	3	4	Walking gains by not having to share with bikes, but loses for lack of expanded intersections. I would prefer this as a biker, but still have reservations about changes to bus stops (see below).
4	4	4	All users get safe access
2	1	4	Traffic speed is out of control
3	1	2	Walking seems like it would be fine on this path. Biking also seems like it would be okay. There is less parking which is not ideal.

Do you have any suggestions on how we can improve Option 2? Please be specific. (What, Where, Why)

Same as above (Added use lanes will just make out of control speed on 26th even more dangerous as the road width will be tighter. Main goal should be to calm traffic, then decide on added use.)
If you're going to put a multi use pathway I believe the most useful would be to only have a multi use pathway on one side of 26Ave and reduce the speed limit of this road. It could be dangerous for bikers on this road, however I don't think there's enough bike traffic to justify taking away parking on both sides of the road. This road gets so icy in the winter that you couldn't bike it if you wanted to, so I think 2 pathways would be more wasted space after the warmer months.
Personally this feels like the nicest solution for this area. I don't have any suggestions expect maybe ensuring proper crossing infrastructure in more spots east of 22st (since the road really isn't suited for sign-only crossings).
No.
Make it more like Option 1 :-). Would suggest mimicking 2 St SW in Mission, but the RoW here doesn't appear to allow for a lane of parked cars to shield the bike lane from moving traffic.
Make sure to add those white or green rubber delineators/reflectors that stick up for increased visibility between the driving and wheeling lane.
This is really unsafe and confusing for both cyclist and drivers.
Separate the bike lanes with barriers. These are really important for bike safety! Make cross walks more obvious with painted lines across 26th. Reducing parking on 26th will be problematic for residents along 26th.
This is going to slow down traffic. You should be looking to increase the driving speed here.
I love dedicated bike lanes, but not everyone does. Multi use is best chance of avoiding complaints
Make sidewalks and bike lanes extra wide, or more barriers rather than a painted line. Speed limit 40km.
Keep what is already in place.
Move to 25th Ave between 20 St and 14 St where you wouldn't even need protected lanes, but simply traffic calming to ensure local traffic only.



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Improve infrastructure west of 37th St.
Dedicated separation of bike lanes from traffic - "shared" lanes are not safe.
Improve transit access and reliability in the area. Numerous people/families have 2+ cars in Marda Loop/Beltline, which is not necessary. We need better transit.
Throw this plan in the trash.
Bump out islands at transit stops so cyclists don't have to deal with pedestrians standing in bike lane waiting for bus.
Curb extensions would be great
New pavement on wheeling lanes
Raised crosswalks at every intersection with side streets. This will slow down vehicle turns and make them safer for everyone, especially wheelers and walkers.
No
Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
Use setback to widen sidewalks to improve access for pedestrians, especially wheelchair and stroller users.
No
If this is the ultimate option, maybe putting the wheeling lane on only one side to still provide some parking options and maximize the width there is to work with.
Cut out curbs at intersections to reduce parking at corners from 22 st to 14th st Parking on one side of street only
Lanes should not be painted but rather actually separated from traffic.
Great work on including bus stop bypasses. These are best practice. Removing parking is also completely reasonable given walking and cycling are priorities on this classification of street. Off-street parking is also plentiful along the whole street.
Do not remove parking and leave the street the way it is. There is no egress on 14th ave, so you will not have people using this.
Can you add more sidewalk bump-outs/crosswalks to cross 26th? That's a main issues is the road is a barrier to cross with so many un-marked and poor visibility corners.
Parking is not an issue in this area - almost every block has garages off the alley and is empty most of the day. Private vehicles should be stored on private property.
Reduce setback to accommodate wider roadway.
I would like to see illuminated cross walk lights on pinch intersections.
I think option 2 could be very viable if there are physical barriers in between the car and bike lanes, i. e. Concrete walls or bollards
My favorite part about this option is the cost. Would there be anyway to further separate the cyclists from the motor vehicle traffic? Even plastic bollards would help to provide an additional sense of separation.
Permanent curbs and protection from traffic. Clear buffer zones at transit stops.
No. This is the direction we should be going. This is the most affordable option and it prioritizes the right things.
protected intersections and roundabouts to help vulnerable users avoid getting run down by drivers.
again, the gap between 14a and 14 streets if for the convenience of drivists, and would not exist in a world where we cared about protecting vulnerable road users.
Make barrier between bikes/cars something to actually protect bikes.
Reduce speed along 26ave. Especially in areas such as between 26a and 28 street where there is a playground/green space. Drivers tend to exceed speed on this street.
Would be nice if there were 30 zone at green area of Killarney Community hall along 26Ave
Add greenery and make sidewalk bigger
No
Do not use option 2. Leave as is. Move pedestrian traffic and wheelers to 25th away from traffic all together. This is safest for everyone and by far the most efficient and cheapest solution. Since it is a major roadway for vehicles make it efficient for drivers. Maybe put up a few more crosswalks with lights for pedestrian visibility and safety. Especially near bus stops. Paying for this



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nonsense is getting ridiculous as well as the disruption the construction of this madness entails.
All options could be improved by adding stop signs to intersections to further reduce traffic speed.
Make 26th Ave one way traffic only
Widen the street.
No
How do parking zones on surrounding roads change if parking is removed on 26th, particularly around any business area. Where do customers park if there is a tiny lot for new retail areas, no spots on 26th and all side streets are permitted?
Introduce a user fee to reimburse affected residents if parking permits are eventually introduced. Speed limit on multi use.
Winter snow clearing must be included
Make sure the protected barrier between roadway and wheeling lanes is visible and secure. I don't like the temporary barriers and flex posts as much as hard concrete separators
I love the note for painted crosswalk lines at ALL intersections. I live near the west portion of 26 Ave (at 49 St) and the improvements there are not effective because cars regularly block the new ramps, or blow through the crosswalks to get to the intersection because there is nothing in the road to guide them.
Add flashing light pedestrian crossings to help encourage drivers to stop for pedestrians. Also add street parking along 26th Ave for residents.
Better protection for turning cars onto adjacent streets which may impact cyclists
If a bike lane is a must on this road then this is the best option.
Have a physical barrier on cycle lanes similar to downtown bike lanes.
Address snow removal and drainage in wheeling lanes, particularly as they will have a lower surface.
We may need to remove some street parking options from 22nd to 14th to have enough room for a wheeling lane to ensure visibility at intersections are not blocked.
Add speed flashing signs east and west of Richmond road school and keep existing flashing beacon across 26 ave near Richmond road school or move slightly east to corner of Richmond road.
Make the bike lane 2-way but all on one side of the road. This allows parking to continue on one side.
See above. Safer intersections for cyclists. Fewer surprises for drivers. Better all weather transportation options for all users.
No, this option is the best
Not a fan of the extra turns to get to 14th St... In winter, snow accumulates and turning is dangerous
Doesn't address safety issues west of Crowchild for wheeled users (e.g., I remember seeing a cyclist get hit on 26th Ave just west of Crowchild and it made me think twice about using that access route). I used to bike on 26th Ave on my daily commute but now avoid it altogether for a back route due to continued safety issues (i.e., close calls) between east of Crowchild to 20th Street.
Eliminating parking on 26th ave completely is insane and truly disrespectful to residents. It is extremely distressing trying to park already after heavy work days. the side streets especially to the north offer next to no options.
Two way wheeling lane on one side of the street would be better
Signal phase separation or advance ped/bike signals are critical for safety at intersections, otherwise right and left hooks will be a common occurrence (drivers not looking for 20-30 kph wheeling traffic when they turn right or left across the wheeling lane).
Raised wheeling lanes
Narrow the driving lanes so the cars slow down.
Somehow make 26th avenue wider than it is between crowchild and 14th. Can't be done unfortunately without unhousing hundreds of people
It's weird that the bike lane ends all of a sudden close to 14st and forces users into the community. Should make that connectivity smoother
No.
Lower the hills... if this option proceeds, keeping the road lines painted will be essential.
This option makes the most sense to me
Add pullouts for truck deliveries (Ubers, moving trucks and food deliveries) similar to bus pullouts. Many buildings on 26th front onto 26th. 24th st NW does this fairly well.
Make the lane protected. Permanent protected barriers to keep everyone safe.



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Do not build them out of those cement divider things. Be creative and make it visually appealing. This also seriously won't address speed and noise on the road.
A barrier or some sort between the bike lane and road, might be difficult to maintain in the winter though.
No
No
Would prefer to see the cycle tracks continue to 26ave and 14st intersection rather than detour, with proper infrastructure to cross 14st safely. Long-term, consider extending the cycletrack into Bankview with an ultimate path to connect to the 11ave cycle track in Sunnyside.
Parking on side streets to be by permit and visitor to residents permit. 22nd St has a school where parents park across resident access and alley access.
Keep painted lines until there is restricted street parking from residents of medium density units along 26th - use provisioned parking with building. As a road cyclist, the road surface is more of a problem. Utility access cuts by developers have not been resurfaced satisfactorily, either a depression or raised bump.
Use option 1 with protection from cars.
If this option is selected, they need to be protected cycle lanes.
na
It's hard to cross 26 ave sometimes because it's wide, enlarging the sidewalks around the intersection would make it easier to cross and for cars to see pedestrians better before they start the crossing Add trees along the road to improve the corridor and to increase perception of speed. Straight wide open avenue creates a feeling that one can go faster.
I believe that controlled crosswalks should be considered at some intersections that don't have traffic lights. With several elementary schools nearby, along with parks and daycare facilities, crossing 26th can be daunting. I've personally witnessed a lot of close calls with pedestrians and inattentive/discourteous drivers.
use option 1
Put a wheeling lane on each side of the street and get rid of on-street parking for the whole route.
Two stage turning comfort stations when crossing blue routes.
Encourage developers to build parking underground all the new buildings going up.
Maybe determine a way to maintain some parking. 26 Ave seems to be a hotspot for parking.
Would prefer a single 2 way wheeling lane. Sight lines for the EB lane will be key due to the steepness of the hill.
Put good signage on the entry to the pathways from 14 ST SW
Leave several breaks in the concrete which allows bikes to enter the bike lane at places other than just the intersection. To promote the flow of car traffic, sometimes it's easier to make a left hand turn across traffic when there's a break in vehicles instead of waiting for the intersection and needing to stop and wait for another break in traffic or have traffic stop for you
Please ensure good connection points at either end (i.e. don't just dump cyclists into a busy street with no biking infrastructure).
Trees in between road and bike lane, and in between sidewalk and bike lane
Bike lane north bound at Richmond road instead of current unusual configuration of 20th street bike lane.
- post the correct detail for the east side from 22 to 14. - Make each cycling lane 2 ways
All of options 1, 2 and 3 involve removing at least half the parking east of 22 St. S.W., a distance of about 1.3 km. Presentation slide 17 proposal to "relocate accessible parking spots to nearest location on side street" is not a realistic plan, given the high residential density already present here. Therefore, options 1, 2 and 3 are non-viable east of 22 St. S.W.. "Do-nothing" is the most viable option, at this stage of City development, east of 22 St. S.W. As an area resident who alternately walks, drives and rides my bike, I suggest that cyclists who don't want to ride on 26 Ave. east of Crowchild head north on Richmond Road or 20 St. S.W. and go through Scarboro to get downtown. This is what I do.
- Transit users should have some buffer room to safely wait for crossing
This option is the best.
No



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??
Where do residents living along 26th Ave leave their cars if Street parking is eliminated??
Consolidate bus stops to make fewer of them. This will make the bus go faster.
Bike connection continues down 26th to 14st, rather than detouring into the neighborhood on the east end.
Go with option 1.
Driving north up the hill on 16th Street SW to 26th Avenue SW is an accident waiting to happen with many near misses. In a regular car, I cannot "see around" the parked vehicle along the south side of 26th Avenue SW to see oncoming traffic in both directions.
FIX THE ROAD.. IT IS IN TERRIBLE SHAPE. STOP WITH THE BIKE LANES
If traffic-calming pedestrian corners will be in place, the ramps could be used as part of wheeling lane space so riders don't get pushed into the traffic at intersections.
i dont like this option at all though it feels easy .
Please consider the residents and the accessibility for everyone and the impact that removing parking from the front of people's homes will have on their lifestyle, with the hardship falling on the people with accessibility issues, people with young children, etc.
Make it a vehicle-only street with parking.
Crosswalks are needed!!!!!! WITH LIGHTS! I walk my three kids (dog and stroller) to Killarney School daily. PEOPLE DO NOT STOP TO ALLOW US TO CROSS 26TH AVE SW. WE ARE HIGHYL VISIBLE.
1. Wheeling lanes should be at the same EL as the sidewalk, similar to Opt 1. This creates a more clear delineation between driving and wheeling lanes; see 8th St. SW revitalization. Transit users can feel safer crossing wheeling lane when at the same EL as sidewalk. This point cannot be stressed enough! 2. North and South crosswalks at side streets should be raised to the same EL as the sidewalk. Drivers can know that they are transitioning onto side streets and can reduce complexity at corner ramps. See the proposed design for the crosswalk at 8th St. and 16th Ave. SW. 3. Combining points 1 and 2 can allow for shorter crosswalks across 26 Ave. Stepping down from the curb at bike lane edge feels safer than at sidewalk edge.
Ensure that terminus' have correct connections and that key intersections are redesigned to prioritize the safety of pedestrians and cyclists over the convenience of motorists.
Existing setup is better than this option
Spend some of the budget that is going into the roads and paths on equipment and manpower to snow and ice clearing. This route is traditionally the worst for winter riding
Permitted parking on all sides of the street to reduce the number of cars and guest cars.
Are there options to make the barrier more effective such as making it higher or wider? Or adding flexible posts on top of the barrier for increased visibility? Can there be improvements to the crossings at 14th street to make that sacrifice safer?
Could this option also allow for expanded scope of the improvements? For example, could we extend this all the way past 37th to Optimist Athletic Park? Would make for some excellent continuity between downtown and communities west of Sarcee. Also lots of young people using the athletic parks and schools would benefit.
See above
Don't do anything, except repave and repair the road!
No.
add trees/vegetation to 1.5m between road and path. My house is on 14A, would like more details for that path
Ensure strong seperation and protection for the bike lane.
Physical barriers not good use of space and impede road maintenance/snow clearing. Consider continuing painted or visual barrier only. Left hand turn signals at 26Ave/37St would improve flow and safety.
If the lanes have to me on the road for cost concerns please put the two way traffic on the same side. That way parking is preserved, and when biking you can pass.
All crosswalks should be raised, giving pedestrians and cyclists/wheeled travelers right of way. Cars should have to enter the pedestrian path, slowly, and not the other way around.



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None. This is the best option.
No.
Only implement crossing upgrades, as all other changes are worse than what currently exists.
I do not like that the crosswalks are not shorter in this option
More parking!
Not do it. Option 1 is the best option.
I would suggest ensuring that there is a quick and safe method for crossing the road by 14th street. On example could be a traffic light with a sensor to detect approaching bikes and immediately turn green for bikes upon their approach. Also acceptable is a pedestrian flasher, as long as bikes are allowed to ride across. A third option would be to cross 14th street and have a bike path, possibly making that section of the road narrower to accommodate.
Only issue is lack of parking. And that's a big one. Side streets cannot handle number of cars, especially as area becomes more dense.
This option provides great improvement improvement for cycling but fails each other user in some way. First pedestrians. This design gives absolutely nothing to pedestrians and takes away the (very necessary) bump-outs at intersections such as at 25th St, 26th St SW, 28th St, and so on. This design is not for pedestrian safety. Second cyclists. The cycle lanes do not need to be more than 1.5m in width, that extra 60cm (30cm each direction) should be used to expand sidewalks or for some other use. Also, a 70cm buffer is overkill, just utilize the green pylons that have been effectively used all over the city already. Third drivers. Where did all the space from the parking lane on the south side of 26th Ave (West of Crowchild) go?
If the City of Calgary (CoC) actually wants to improve safety for pedestrians and cyclists (particularly children), the posted speed limit of 26th Ave should absolutely be reduced to 40 km/hr. How is it that 26th Ave is posted at 50 km/hr. while 17th Ave, a 4 lane, 14m wide major road that does NOT go through a residential neighborhood is now posted at 40 km/hr. b/w 14th St. S.W. & Scarth St.? This makes no sense if the CoC is actually concerned about pedestrian safety. Beyond this, the CoC needs to stop your two-tiered pedestrian safety system, whereby only communities such as Upper Mount Royal, Elbow Park, Rideau Park, Roxboro have no roads posted at 50 km/hr. Children should be protected regardless of their parents' wealth & influence.
Make sure division between drivers and walkers/wheelers is clearly visible with for example reflector poles as is done in some other parts of the city.
What kind of physical barrier are we talking about? If it's something like the cycle track downtown, then I'd be supportive, but if it's just lines painted on the road, then I would not support that at all.
With the car lane shifted further into the road, cars making turns from side streets will be hazardous to cyclists and pedestrians if they pull out across the sidewalk and cycle lanes. No right turns on red lights would help at controlled intersections, but I'm unsure how to improve the safety at uncontrolled intersections. Perhaps curb bump outs on the side streets to constrict the side street forcing cars to slow as they approach the intersection.
Without widening the road I don't know how this can be done without causing havoc for drivers or transit users
Walking users would benefit from increased crosswalk signage.
PLEASE don't use ANY of these options
Don't eliminate parking, don't make lanes narrower on important roads, direct cyclists to side streets.
No
Barriers (more than just a line) for bikes, and also cycling lights at lights.
N/a
Leave the parking and the size of the road.
The real danger here is for bikes in the winter (yes, some of us do that). I have already voiced my frustration if bikes are forced to make frequent sharp turns, but curvy bike trails often become skating rinks in the winter. This design reminds me of 76 Ave NW in Edmonton, which underwent a similar redesign in 2018. The bike lane became literally unusable for ~5 months of the year, which forced me to bike on the road and compete with drivers (and receive verbal abuse for not using the bike lane). Although weather here is different, I anticipate the wheeling curves behind bus stops would become similar death traps for much of the winter.
Extend it further to connect to more cycling infrastructure



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Option 3: Blend of Options 1 and 2 with on-street wheeling lanes west of 22 Street and multi-use pathway east of 22 Street S.W.

Option 3: Please indicate your comfort level using this corridor Scale :1- Not very comfortable to 4- Very comfortable			What are the key reasons for your ratings of Option 3?
Walk	Wheel	Drive	
2	1	4	Same as above (Traffic speed is out of control)
3	2	2	Walking and biking will be easier with double multi use paths on the west side of 26Ave. Keeping the denser part of 26Ave as only one multi use path on the north side will help with biking and walking but will only take up half the parking. The parking is a major challenge on this road already.
2	2	2	too similar to Mainstreets on 37th street too much concrete looks like a city horrible greenery
1	1	1	This option feels somewhat confusing for all parties. Bikes would need to essentially cross the road (going eastbound over the bridge). Drivers would still have limited visibility, and pedestrians would still suffer due to the visibility issues caused street parking east of 22st.
1	1	4	The change on 22st SW in terms of the make up of the road could cause driver and biker confusion. I would prefer option 2, where there is consistency in the road make up all the way until 14th ST SW
1	1	1	I think the same pathway should be used for the entire length.
4	3	4	Might be difficult with many people merging from the streets onto 26 ave to see bikers coming.
2	1	3	Confusing as cyclist when type of separation changes through corridor
2	2	4	My property is West of Crowchild so this feels like Option 2. Also, the transition at Richmond Rd between the two designs feels awkward.
4	4	4	this option is a great middle ground for all users.
4	4	4	It is not that any part of Option 3 would make me uncomfortable, I just don't think it's as good as Option 1
4	2	1	this is similar to 37 street south of 26 av. No signage telling cyclist to dismount and cross at intersections. No signage telling cars cyclists could cross unexpectedly.
3	2	3	Walking would be better along 26th by reducing parking east of 22nd. Wheeling would be annoying needing to cross over to the north side of 26 when the bike lane ends and moves into a multi-use pathway. Driving in this area would be sketchy. Bike lanes need to be separate from traffic by barriers.
1	1	1	This is going to slow down traffic. You should be looking to increase the driving speed here.
4	3	3	It's not a bad compromise between walking and wheeling.
4	4	4	Comfortable no matter the mode of transport
2	1	4	Bikes should not have to move across road. It's too complicated and frustrating as a commuter.
4	4	4	Safe for all users, except for shared portion east
1	1	1	Cost prohibitive. Disrupts the roadway and parking.
3	3	3	A decent compromise that reduces the clumsiness to get to 25th Ave and cross 14th. The signalled crossing at 22nd is the best way to get to the north side (compared to option 1 that is clumsy at the western terminus)
2	2	2	Not a fan of the path of travel switching, which would require east bound cyclists and pedestrians to



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			cross the street.
1	1	1	My utter contempt for the city planning department and their near goldlike ability to waste money on ill conceived projects.
4	4	4	Best of both worlds - where it's less pedestrian heavy, having a dedicated lane works and in the more dense area, having a MUP is better for families with younger cyclists.
1	1	1	Uncomfortable traveling in city where staff don't understand official mode hierarchy policy; is safe cycling to be encouraged only unless you're east of Crowchild Trail?
1	1	4	Stick to one or the other
2	2	3	n/a
4	2	3	Crossover for wheeling near 22nd Street is inconvenient for cyclists
3	3	3	More trade offs than option 1.
3	3	3	Well... in the MUP section, the same comments apply as from Option 1. In the cycle track section, the same comments apply as from Option 2. The transition between MUP and cycle track will be tedious and impractical at best and dangerous at worst, depending on the specific design.
4	4	3	Variety in the right places
1	1	1	Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
2	2	3	Not enough benefit to warrant splitting the corridor in two for wheeling users. Creates an extra unnecessary annoyance to using 26 Ave
1	1	4	Disorganized and creates pinch point/confusion and potential for accidents at transition point.
3	3	3	I like that it's more cost effective while still creating a safe road
3	2	3	Not much different than Option 2 but more expensive and as a driver I wouldn't like the narrower lanes.
3	3	3	I think this would be a decent compromise between the two options, but again I have concerns of removing that much parking from a multi-household building heavy areas. Especially when a lot of them rely on that on-street parking.
4	4	4	This is my preferred option. From 22 to 14 Street, 26th Ave is a vital thoroughfare, and does not have the width to support a full wheeling lane without displacing on street parking into neighbourhoods
3	3	4	The transition from wheeling lane to MUP can be confusing and lead to conflict with other users (strollers, wheelchairs) that Option 2 better avoids.
4	3	4	Biking is most safe when there are fully separated lanes.
3	3	1	The wheeling lanes are good, but multiuse paths do nothing good for cyclist or pedestrians.
2	1	2	This option makes no sense. Transitioning from a high safety facility (unidirectional cycle tracks) to a low safety facility (multi-use pathway) only creates more conflicts and more unmet expectations.
3	2	4	It's probably fine, but there is a lack of predictability for active modes. I would hate to be biking on one side of the road and then have to switch sides half way through the route.
1	2	2	The mixture of the two approaches is not ideal. People transitioning from one section to the other will need to cross the street, and would be the likely area for incidents.
3	3	4	A reasonable compromise - but same issues at #1. The main drawback is the mixing of cycling and walkers - especially down the hilly parts where the bikes will be going fast. Also an issue is that the pathway keeps raising and dropping from the curb, making cycling slow and bumpy.
1	1	1	Use lanes should be consistent. Roads too narrow
4	3	3	I prefer the cost of the project and the dedicated bus stops along the street.
3	3	3	This option gives the most flexibility for all users.



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3	2	2	One of the main reasons I don't often walk on 26th Ave is because of the poor pedestrian infrastructure. Option 3 feels like a compromise which allows for neither stress free walking nor consistent protection for cyclists.
3	3	4	This option is a bit odd to me as it makes the cyclists a bit less comfortable in the west section and the pedestrians less comfortable in the east. I would think about flipping the allocation and put the MUP in the west and the wheeling lanes in the east....
4	3	4	I only use the west side so I'm not familiar with the east side. But forcing people to cross the road is dangerous and wouldn't really fit into a 5A street
3	3	3	N/A
4	2	4	No
4	3	4	Multiuse on east end seems potentially problematic if busy with bikers and walkers. Again bikers are slow up these hills and fast going down. This is nice not having to cross at 14A tho.
3	2	4	Cyclists may have to cross the street and share space with pedestrians. Drivers keep their precious parking.
3	3	3	I think this is an okay compromise. Option 2 compromises too much for cyclists and pedestrians. This still has bikes nearer to traffic, but is safer than the current situation. I like that it still has improved corner ramps, shorter crosswalks, better visibility.
3	1	1	Bidirectional is not best practices and has to many conflict points at intersections.
1	1	4	combining inconvenience to cyclists with discomfort for walkers makes this the worst possible option for people outside of cars
3	3	3	it's fine
3	1	2	Bikes have to cross traffic to continue past 14 ST. No accessibility access
3	3	3	Would make sense to install this path all the way along 26ave for consistency and safety.
3	2	4	Could be confusing to change layout of multi use path half way down 26Ave for some
2	3	3	Not a very good option but better than 2
3	4	4	What is the rationale behind 22 Street SW as the divider? Open to this option. As a user 26th does feel wider west of crowchild; feels much more constrained east of crowchild
4	3	4	I will not feel continuous fro people using the path, wheelers and skateboarders will be confused
2	2	2	I feel like it is somewhat intrusive
4	2	2	I think it wouldn't be bad it would just be another source of possible confusion for riders
3	4	3	Multiuse pathways should be included throughout
3	2	3	A mixture makes cycling confusing.
3	3	4	Mostly separated
4	4	1	This is horrible for drivers who use this route by far the most out of anyone. This is inefficient and nonsensical. Drivers use this at full capacity 12 months a year. Probably used by vehicles 100 times or more than any wheeler. This is anti-driver. It penalizes drivers.
3	3	3	See comments on option 2. Why do you want to make improvements to 26th in the first place? There are so many more worthwhile infrastructure improvements in the city that require attention than wasting millions on pathways that are already perfectly functional.
4	4	3	No specific reasons
3	3	2	Changes to the setup can cause challenges navigating for all parties. In this option, both wheeling and walkers need to change their approach during commute. For wheelers they need to cross.
2	2	3	.
4	4	2	Sounds good for biking and pedestrians but concerned of impact on drivers
4	3	4	Eastbound wheeling lane users would have to cross the street at 22nd
1	1	4	This is status quo
4	1	1	Wheeling lane.



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2	2	2	Changing the road treatment halfway through is suboptimal for all users If I am a cyclist and suddenly have to switch from using the tracks on the south side to the multi-use pathway on the northside that is disruptive. I'm more likely to continue cycling on the road in that case.
3	3	4	Decent separation and safety for all
3	2	2	Prefer multi use pathways always
3	4	4	Pedestrians and fast moving bikes in same very congested area. Who cleans the path of ice and snow?? Who removes scooters from path as they will certainly be left there?
4	4	3	NA
2	3	2	Mixing bikes and pedestrians unsafe. Bike transition at 22st. Uncontrolled and hazardous to drivers and pedestrians.
2	4	4	Mixed users east of 22 disadvantage walkers
3	3	3	The section of 26 Avenue in Bankview is very busy and has higher parking use. I would prefer if the wheeling lanes could be extended at least to 20 Street.
3	3	3	The east portion of 26 "feels" narrower when walking (my main mode of transportation) than the west. Mixing walking and cycling feels like it would get crowded, particularly when bikes are working at getting up to the hill at 20 st.
2	2	2	There is no continuity of the pathway
4	4	4	Compromise
2	3	4	It's not a risk to drive
1	1	1	This seems like the worst option, the switch between the two sections is disruptive and inefficient.
2	2	2	I understand the compromise but it doesn't seem worth the split on lanes either side of Crowchild
4	4	4	I like this option best as it seems to be the most balanced approach taking into account all users of the road.
4	4	4	Also a good option, less cycling traffic takes this route east of 22nd St so it is a reasonable compromise.
3	2	4	Cyclist would not feel as comfortable as option 1. The multi use path does not appear as appealing to a cyclist or a pedestrian.
2	2	2	It's dangerous to mix walking and biking.
3	3	3	Combines best features of 2 options above.
4	3	4	See below
3	3	4	Protected travel for walking and wheeling. Requirement to cross 26ave (depending on direction of travel) when wheeling is less ideal for wheeling.
3	3	2	Preference for multi-use for entire section for safety and usability.
1	1	1	Do not support this option.
1	1	1	too many changes and crossings in a short distance (most users will use the entire 14st to 37orSarcee corridor)
2	2	4	Mixed use offers potential conflict
4	1	2	Again, not sure what a wheeling lane is vs a separated bike lane. I support a separated bike lane (eg. 12 Ave) and graduated curb cuts for other wheeling sidewalk users.
3	3	3	Efficiency for all impacted
3	3	3	Don't like the interrupt in bike flow. As a cyclist I will likely just cycle into traffic than deal with having to stop and cross the street
3	3	4	The east shared bikeway is on a holy section where bikes need more space when pedaling hard going up and flow going down hill. Pedestrians will be jostled.
3	2	2	Doesn't really cater to all users that are more safety focused, including walkers, wheelers, and drivers. Has lots of parking drawbacks. I appreciate allowing cyclists to be able to safely bike to the east of Crowchild, as it's not currently a safe option for wheeled users.



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4	3	4	Blend of the two.
1	1	4	There is too much focus on cars in the city. Add in protected bike lanes
3	4	4	Safe-ish
4	4	4	I think all pretty good options! Would be happy with all of them and hope to see the project get moving. Great work!
3	3	4	- East of 22 Street S.W., there are shorter crosswalks across 26 Avenue S.W. - People wheeling are required to transition at 22 Street S.W. between on-street wheeling lanes and the multi-use pathway
1	1	1	This adversely affects my living situation on 26 Ave. As one of 11 rowhouse units that face 26 Ave between 25 street and 26a street. Removing the South Street parking presents and issue for us and the other residents.
4	3	3	The transition for EB wheeling lane users from south to north at 22 St will create many potential issues for people wheeling and people driving who will have cross traffic. I don't support this option unless there will be full signalization and phase separation for this transition at 22 St.
4	3	4	Similar to option 2, being able to travel at higher speeds while biking/wheeling is nice but being on the road is not as comfortable for more vulnerable users
2	3	3	I find this design unpredictable for pedestrians and cyclists. You shouldn't have to think so hard about the infrastructure. It should just work continuously, not switching up at random places.
2	2	4	Seems like a poor amalgamation of both options.
2	2	4	Why does Bankview get the downgraded pathway version and Killarney gets the proper infrastructure? The reason Killarney has those bike lanes now is because parking was already removed from there. Why would you keep parking on 26 in Bankview and create a worse outcome. Treat both communities equally
4	1	3	Biggest concern with this one is having to transfer for the south to north cycle lane at 22nd when heading east. That intersection gets crazy during rush hour and before and after school, adding more need to be crossing and entering traffic there as a cyclist would not instill any sense of safety.
4	4	2	resurface the road between 22 st and 14 st
3	3	3	Similar to 1, but more parking retention W of 22 street. Feel existing section W of Crowchild functions well as is.
2	3	2	It should be a multi use path all the way. There are businesses on the west side of Crowchild trail that would benefit from higher foot traffic between 35 Street and 29th street. This option does not contain the multi use trail on this key stretch, missing the opportunity.
1	1	2	Same as in Option 1. Bi-directional lane on one side of the roadway is too confusing. This also requires cyclists to cross 26Ave at the crosswalk/bus stop at 22St, so not very efficient - riders have to stop and so do cars.
1	1	1	Parking is not required on this street.there is ample parking down the side streets.
4	2	4	Mixing path types creates confusion and conflict
1	1	1	It seems illogical and confusing to mix the designs up
3	2	2	bad idea. Forces a choke point where cyclists need to physically cross 26th at a relatively highspeed intersection (cars westbound coming down from bridge are typically going 60kmh)
2	1	3	For ease of flow when commuting all wheeling lane should be separated.
2	2	3	I don't like bike lanes. I think they are super poorly done here. Communities should look nice and be visually appealing. Bike lanes also cut off pedestrians form interacting well within a community.
3	2	3	Not a fan of mixed use again for reasons that the pedestriars always have to be on the look out for cyclist especially if you have a dog.
2	2	2	Transition zones are the most dangerous places for pedestrians and cyclists. Uncertainty introduced at transition zones.
2	2	2	As a wheeling user who travels the whole length or none or it, i don't like it switching half way.
3	3	3	It might be confusing to have two different configurations along 26 Ave SW, but at least it preserves



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			some street parking.
1	1	1	I find that the section between 22nd street and 14 ave is more dangerous (for cars and cyclists) due to the lack of visibility, so the wheeling lanes should be in that section rather than west of 22nd.
2	2	4	A bit of a hodgepodge. Most of the downsides of Option 1, all concentrated in the area with the worst sightlines (Bankview). Better to eliminate parking on 26th as in Option 2. Changing between pathways and cycletracks is disjointed and creates new possibilities for conflict.
2	4	4	Bike use is not controlled by a user license or rules and as such is generally disruptive to walkers on multi use pathways. Many young children and bikes using the same path is an accident waiting to happen.
2	2	4	Again pathways very rough and narrow for pedestrians and cycling
2	2	4	Changing pathway means walkers have to cross the street. Multi use create potential pedestrian and cycle conflict
4	4	4	Safety. Reasonableness of on-street parking in a high density neighbourhood east of 22 St.
3	2	1	I live in this area in a single family home with no garage & 1 car, have to park on street, and NO permits on my street. Would need permit parking allowed on st. Parking is ALREADY a problem on 26th [both sides] parking too close to the corner (no enforcement) and making it hazardous to enter 26th
1	1	4	This is the most dangerous of the three. Drivers do not pay attention to other drivers let alone other users like cyclists and pedestrians.
3	3	3	less safe option for cycling and walking
1	1	1	Having a transition between the two is not desirable, Cyclists east will have to cross over two lanes of traffic
2	2	2	na
3	2	3	Crossing the street to continue bike journey along 26 ave is not ideal
1	3	3	The existing sidewalks along 26th Ave are very narrow and do not provide a comfortable pedestrian experience.
3	3	4	Compromise between options 1 and 2
2	3	2	Not right for either
4	4	3	it's good, but option 1 is better
3	3	4	Multiuse pathways create conflict
3	3	1	Same reasons as option 1. I prefer option 2 for the cost and benefits.
1	1	1	Like Option 1 this results in clashes between user groups east of crowchild.
1	1	1	Forcing folks from one side of the street to the other will result in salmoming, those comfortable enough to ignore the infrastructure entirely.
4	4	3	26th East retains some parking, which is good for the higher density in this area.
3	3	3	Second best option. Same issues with multi-use path though between 22nd and 14th (loss of visibility where people park on south side, pedestrians and cyclists not being separated etc.)
3	2	3	Pedestrians have to share with wheelers for some of the corridor, drivers have narrower lanes, wheelers have to transition between types of travel lanes increasing risk of conflict between them and vehicles
3	3	3	see option 2 reasons.
2	2	2	East bound, likely to just stay on the road with a bike at 22nd st. This would be an awkward place for a crossing? Would cyclists have to dismount?
3	2	1	Swapping from the south lane to the MUP would be a pain probably. Expectations for drivers might become confused. I like the feel of a consistent approach to travel.
2	2	3	Same reasons as option 1, it throws in the towel on the steepest, busiest part.
1	1	4	This is the worst option. Mixing people walking and wheeling on the steep ups and downs between 22 st and 14 st is a terrible plan.



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2	2	3	Awkward crossings for cyclists at 22nd ST
3	2	2	As a bike travelling east bound, it's not preferred to have to cross the road at 22nd ST to get onto the multi-use pathway. This makes it more difficult for cyclists as well as drivers
1	1	2	Why not just make this infrastructure consistent and using the gold standard of physically separating speeds (e.g. pedestrians, cyclists, cars).
2	2	2	Bad separation for parts
2	2	3	Very concerned with the transition zone between east and west stretches of roadway. As you come down the hill from the Crowchild overpass a significant percentage of vehicles make the left turn onto Richmond Rd. These vehicle tend to ignore the 30km zone. Significant danger in the transition.
2	1	2	this option would be the worst as it would require bicyclists to cross the street at 22 street to continue on the pathway which causes an additional crossing risk for both wheeled users and car drivers.
3	3	3	I find crossing from one side of the street to the other during rush hour can be challenging in this neighbourhood.
1	1	4	Wheeling and pedestrians have to share space
4	4	3	Feels safe, but potentially confusing for drivers.
4	2	2	Walking along 26 Avenue S.W. is fine with or without change. The trade-off this proposal envisions between cycling and car ownership is unworkable. See my suggestions comments.
3	3	3	I think that changing from one bike lane into two would be less efficient for traffic when compared to just having the bike lanes on one side.
2	3	3	This is relatively unchanged from the existing circumstance. Improving the road conditions will significantly enhance the experience on a bike.
2	3	2	<ul style="list-style-type: none"> - I don't like the crossing required while cycling - I do not like walking on multi-use pathways - I would not like driving east of crowchild and parking on the south side of the rode
2	3	4	Shared bike and walking lanes leads to discomfort for both parties
1	1	1	Having to cross over to the other path is going to congest traffic and still be risky
4	3	3	Combination of wheeling lanes and multi use is better but all multi use is best.
2	1	3	??
1	1	4	See option 1 above.
4	2	4	Only issue is these side switching - makes the route awkward for no real benefit to anyone. Keep the pathway more predictable.
4	2	2	Although an improvement to existing infrastructure, given the high amount of use this will get from kids and families in the area Option 1 is preferable. Preference for consistent mobility infrastructure along 26th, and not to have to cross the street, especially when cycling with my kids.
2	2	4	Same issues as option 1 in Bankview. Bankview would get the short end of the stick infrastructure-wise. The only reason the separated lanes are easier to implement in Killarney is because parking has already been largely removed there. The same needs to happen on 26th east of Crowchild.
3	4	3	This option also seems OK. Still loses parking option west of 22 street.
4	4	1	Driving north up the hill on 16th Street SW to 26th Avenue SW is an accident waiting to happen with many near misses. In a regular car, I cannot "see around" the parked vehicle along the south side of 26th Avenue SW to see oncoming traffic in both directions.
3	3	3	N/a
3	3	2	on-street parking reduces visibility of pedestrians crossing, badly parked cars unnecessarily narrow the road
1	2	4	pedestrian safety



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3	3	2	Where do we enter opinions for "living" - current resident of 26Ave. I'm very concerned about the loss of parking / loading zones in front of higher density buildings on the east end of 26 Ave.
1	1	1	The road ways in this area are to narrow to force any pedestrians on bikes on the road
4	4	4	The area with the biggest hill & therefore greatest speed gap between cars & bikes is the best location for MUP. Existing infrastructure from 22St to 37St is sufficient; the focus needs to be on the section from Crowchild to 14St - this area requires more parking than the stretch Crowchild to 37St.
4	4	4	i like this option the most though it is costly . only thing is that why are residents mandatory made to pay for it where we are already paying huge property taxes ?
3	3	4	When cycling, it's inconvenient and slow to have to cross the street to access a bi-directional pathway
3	2	2	It provides physical separation of those walking and wheeling with those driving but not in the stretch that needs it the most.
4	3	4	As a resident of this street I am not a fan of any of these specific options as they all reduce parking on the street which is necessary for most residents who do park on the street. This option at least leaves some parking. There are no specific voting buttons that relate to impact on residents.
1	1	1	This is a major corridor that for vehicles and requires parking.
1	1	1	Traffic is heavy! Not enough control or pedestrian safety. Too much speed and low visibility. Cars are parked on street and it lowers visibility for pedestrians to cross and bikers in bike lane. 33rd st sw at 26th Aves has very LOW visibility of bike lane users during high traffic times.
2	2	2	The design is a futon, unable to be competent in either function. It has no coherence to it. The transition can cause confusion for drivers and is poorly located near a school.
3	1	3	Creating an award crossing halfway along the right of way simply shows that cars are the priority and that the safety of everyone else is not a real concern. While this is better than no protected bike lanes, I have concerns over the traffic and safety issues this design creates.
2	1	1	Unnecessary bike cross over intersection at 22 street will be problematic. It is not needed and will create lots of chances for collisions.
2	1	3	A cyclist eastbound will be expected to stop at 22 st to get off and cross to go on the wrong side of the street. Awkward. The junction for the crossing will be a pile of windrow ice from plowing so cyclist will need to dismount. Car drivers will be confused and wont stop.
3	4	3	Seems excessive to have wheeling lanes on both sides. Same as option 2 on the west side.
2	3	4	I like keeping the south side parking east of 22 St, but not placing loading zones and accessibility parking at the end of the streets isn't ideal to accessible individuals who live in the area.
4	3	4	Wheeling is slightly less safe for the reasons discussed in Option 2 but again still a huge, welcome improvement.
1	1	1	From Crowchild Tr to 14 St is the most congested; the least friendly and the least safe - potholes everywhere
1	1	1	NO MORE BIKE LANES! This reduces parking, narrows driving lanes, and limits snow removal! Repave and repair, save our tax dollars!
2	3	3	We are looking for more security for pedestrians on crossing the 26 Ave and for cars to have the visibility to stop for pedestrians and respect the wheeling line. The cars will continue to invade the wheeling bike line to pass a vehicle that stop to a pedestrian crossing which can cause a tragedy.
3	3	2	w. of 22nd pathways often have gravel and not clean, raised pathway better. E. of 22nd would increase enjoyment. While driving, pedestrians from South side will still be difficult to see.
3	3	3	Changing conditions may be confusing. Having to cross from south to north side could be difficult.
4	3	3	This is a fine alternative if budget is an issue.
2	2	4	mutluse can be difficult share between wheels and pedestriates. Think its safer to have those divided and dedicated. Also removing parking from the street would open up visibility and well as remove the risk of ppl trying to enter and exit their driver side door onto the road, so an option 2



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			better
2	2	3	Although this is an improvement on Option 1, single use pathways are better for pedestrians and cyclists. The river pathways are a great example of where separation provides a better experience for both,
4	4	3	Left hand turns (especially into back alleys) will restrict traffic flow with zero ability to go around turning vehicles. I very much appreciate the need to manage this ability to "go around" to ensure pedestrian crossing safety, but would advocate for limited flexibility.
2	1	3	It would make sense to upgrade 26 west of 22. East of 22 doesnt have anything so going right to a seperated bike path doesnt make sense. There is clear demand on the west side that would justify it.
3	2	2	For pedestrians, a street level bike path allows them to not worry about bikes. For wheeling, this is the second best option. Separating them from cars, but only if protected. Blue paths will be less comfortable for drivers than a raised path. Forcing them to worry about cyclists.
2	2	2	This still doesn't address the safety concerns for the section of 26th between Crowchild and 14th. It will cause congestion and issues in the most densely populated area of the stretch.
3	3	3	Pedestrians have to deal with cyclists; Cyclists have to transition from protected bike lanes to pathway and motorists must deal with transitioning cyclists
3	3	3	It could be confusing for some when the pathways switch, so it would need proper marking
3	2	1	As a homeowner, the biggest issue is lack of appropriate infrastructure to support crossing 26 Ave between 22 and 14 St. either by bike or walking. Removing half of the parking however, creates mobility issues and would impact my family directly.
4	1	4	Bike lanes in with car lanes
4	3	3	Similar to option 2, the proximity of riders and drivers is closer
2	2	2	This option will be chaotic when pedestrians and cyclists are crossing over from south to north to link to the multi-use path at 22nd street. Same safety concerns as Option 1 for mix-use trail that has cyclist commuters going fast alongside pedestrians and other cyclists going at a slower speed.
4	4	4	I think the blended options is the best choice, the it reflects how the road use changes west of crowchild and adds the additional parking in the east section. I really like this idea
3	2	2	I am not a fan of the pinch point where cyclists heading East are forced to cross at 26 Ave to continue. I think this would be an accident prone spot between drivers and wheelers.
1	1	4	This doesn't do anything for pedestrians or cyclists west of 22 Street. Also it forces a cyclist to cross to the regional path right at a busy and dangerously awkward intersection. Very bad option.
4	3	4	The requirement to cross halfway along the route is inconvenient for cycling, unless a quick crossing is made. The shared path is worse for both bikes and pedestrians as there may be increased conflict and bikes flow in the wrong direction. There is also inconsistency which may increase confusion.
2	2	4	The section chosen is the busiest for bikes, pedestrians and cars due to increases in multi-storey building structures. This option focuses solely on ease of vehicles in this area.
2	3	4	This helps with the parking issue because east is higher density.
2	1	1	This design has all the problems of both Option 1 and Option 2 while in the process making the corridor more difficult to navigate for both cyclists and drivers. As presented this option should not even be considered.
3	3	4	More expensive to implement vs. Option #2.
3	3	3	Similar to answers for the other options - west of 22 St I would feel very comfortable as a walker/wheeler/driver, but east of 22 St I would have the same issues as for Option 1 - potential collision of walkers/wheelers, and more confusing for drivers to have a sudden change in the



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			configuration.
4	2	4	I'd rather not need to cross from one side to another to access a safe pathway.
4	4	3	Second best
3	2	3	Splitting the options causes confusion in the transition and creates a dangerous situation for cyclists having to cross the road to access the shared lane.
4	1	1	Way too convoluted and not very clear how this would be done in a way that doesn't look awful and misdirect people halfway through the route
3	3	3	Although it is a good mix of options, I think it creates inconsistency for all users of what to expect as a mix of where to be looking for different user traffic.
4	1	1	I live south of 26th Ave on 16th street. Due to the hill on 16th street I find it uncomfortable to turn onto 26th ave as the parked cars make it difficult to see.
4	1	4	same as above
3	1	1	This option will remove parking from our area. Unless the city has a plan for more parking in our area this is a poor plan.
4	4	4	Please stop jamming bike lanes down our throats. I ride my bike all over the city without the bike lanes and I've never had a problem.
3	3	3	Crossing from the dedicated lanes to the shared pathway east of crowchild is likely to result in cyclists opting to just stay on the road if traffic timing doesn't work out.
1	1	1	Annoyed that only anti-car options are presented. Give us a real choice, let people vote on this site for a functional road vs the cyclist lobby. Reduced parking space and narrower lanes are obviously not benefits. This is road not playground or park.
1	1	1	Worse visibility in Bankview (due to hills and parked cars). Bike lanes should be in Bankview. Killarney visibility not as bad currently
2	2	3	Bikes would have to switch from right side to left side when it switches from blue to red. Not ideal
3	4	4	Possibly best of both worlds -- lanes west of Crowchild are still in decent condition. East is more dire need.
4	4	4	It's fine.
1	1	1	Same as for previous options.
2	2	4	Multi-use pathways create interaction with cyclists and pedestrians that would be uncomfortable.
1	1	1	Transit users shouldnt have to cross a bike lane to access the bus. Dont narrow the road, I didnt know this was a high dangerous road. Dont take away parking.
3	3	3	I don't understand the nuances of this proposal. It seems a bit needlessly complicated to me.
3	3	3	It is mediocre for all users

Do you have any suggestions on how we can improve Option 3? Please be specific. (What, Where, Why)

Same as above (Added use lanes will just make out of control speed on 26th even more dangerous as the road width will be tighter. Main goal should be to calm traffic, then decide on added use.)

Parking should not be relocated to the side streets, this will cause more congestion on these side roads. Making bikers transition from 14Ast to 14st could prove useless if the bikers decide to not use this and continue using 26Ave. At that point 26Ave would be more risky for the bikers if they decided to use it because the street would be narrower. The worst option is narrowing 26Ave to make drivers go slower. It's already narrow and people still speed. You should reduce the speed limit to 40km and enforce the no parking within 5m of crosswalks sign. I see vehicles parked right up to the crosswalks and there are never tickets issued. Also add more cross walk buttons so drivers are better able to see pedestrians wanting to cross.

If this had to be implemented, I would say at least shift the changeover from 22st to 21st. The 22nd street intersection is already complicated (school zone, expanding road, side traffic, etc). If you add in that change over there too (likely causing lots of crossing pedestrians), it will become even messier. But overall I think the option itself is the worst of both worlds.

No.

Build out as much of the frontage under Option 1's design and leave the balance as-is until funding becomes available.



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same as option 2 recommendations - Just make sure there are delineators on the curb btw the bike and driving lanes.
This is really unsafe and confusing for both cyclist and drivers.
The change over to on 26th and 22nd would need be to thought out well so bike traffic doesn't end up crossing over causing sketchy situations with traffic. Parking west of 22nd doesn't seem to be an issue as much as 26th so I don't see an issue with removing parking along that area. However, maintaining parking along east of 22nd doesn't completely solve the issue with crossing over 26th.
This is going to slow down traffic. You should be looking to increase the driving speed here.
Best of all worlds
I don't think this is a good option.
Keep what is already there.
I'd skip the MUP east of 26th altogether and use 25th with traffic calming. Let the Roads budget fix their own speed problem on 26th! Improve infrastructure west of 37th St.
Start over, come up new plans. better yet, hire all new competent employees. Stop trying to solve climate change by making people bike to work, its not going to happen.
Just do a multi user patj
The location of the crossover near the school is a sea of asphalt. A lot depends on what is being done to improve the safety and usability of that complex intersection
Raised crosswalks/MUP crossings at every intersection with a side street.
No
Not every wider street in the city needs to have a bike path. You have ruined 33rd and many people in these neighborhoods use 26th to avoid the absolute mess the city has created for traffic on 33rd ave. Leave 26 ave alone!
No
Cut out curbs at intersections to reduce parking at corners from 22nd st to 14th st Parking on one side of street only
Just don't do this. Pick one option and stick with it.
This option makes the least sense, kind of the worst of both worlds. I do not like the removal of parking for this area, and the additions do not seem to provide any benefits.
Keep the sidewalk but add the pathway to the parking lane at the existing road height with a new curb, like 12 Avenue. Takes the same amount of space but is better separately, smoother for cycling and less weirdness at the intersections with mounting and dismounting the curb ramps. Consider changing the end-point of the uni-directional lanes until 20th Street. That has a signal and keeps the protection for hill climbing bikes coming up from Richmond School.
Widen road, keep wheeling lanes for entirety
I would like to see bike lanes on one side the street along 26th Ave. Make the bike lane dual traffic like you see in downtown, 12th Ave SW.
I would think about flipping the allocation and put the MUP in the west and the wheeling lanes in the east.... That would ensure maximum pedestrian comfort.
See above.
this is an option purely designed to convenience drivers at the expense of all the other humans, scrap it in favour of one of the less [removed] options
Make barrier between bikes/cars something to actually protect bikes.
Keep consistent all the way along. Put 30 zone in playground area on 26ave between 26a and 26 ave to slow down traffic as drivers go very fast down 26ave and this area should already be a slower zone given park/playground. Also several accidents have happened recently as drivers are Speeding Consistently
Would be nice if there were 30 zone at green area of Killarney Community hall along 26Ave
Adding greenery
Option 2 is better



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Do not use option 3. Leave as is. Move all wheelers and pedestrians to 25th to keep them safe. Put up crosswalks with lights near bus stops. Do not restrict traffic flow with bumped out sidewalks. All of these options are anti-driver, inefficient and a waste of tax payer money. Thousands of people drive on these roads 12 months a year to commute to work, get around to major arteries and just live. How many people ride on these roads to commute to work for 12 months a year...maybe 5? This is inefficient and a terrible waste of tax payer money. No one rides their bike from November until May anyhow. Everybody still drives.
All options could be improved by adding stop signs to intersections to further reduce traffic speed.
Traffic calming measures
Widen the street.
Don't do a partial solution that changes midway through the road
NA
Parking should remain on south side of 26th from 37th to Crowchild. There is no reason to remove parking here. Current lane/sidewalk/driving lanes work well. No reason to compound parking issues in this area when the current set up has enough space.
Introduce a user fee to reimburse affected residents if parking permits are eventually introduced. Speed limit on multi use.
Make sure there is a clear and obvious transition from the multi use pathway to the wheeling lanes and vice versa. Separate signal phases, accessible sensors in the pavement and push buttons, etc.
Pick either option one or two.
Consider adding a path connecting the wheeling lane to the pathways that cross under 26th at the Crowchild overpass. Turning left from 26th to take Richmond Rd towards Scarborough has been my preferred route heading downtown on a bike, but this intersection is risky and requires a lot of attention to avoid drivers.
Where there are cycle lanes, have a physical barrier like the cycle lanes downtown.
Address snow removal and what traffic controls will ensure safety in crossing 26ave at 22st.
No notes.
The bike lane transition at Richmond road will add congestion to an already busy intersection.
Don't do this as it is disjointed.
Go with option 2
For cyclists, it will be hard to transition from one pathway to the other and may discourage users that aren't comfortable with traffic. Doesn't address safety issues west of Crowchild for wheeled users (e.g., I remember seeing a cyclist get hit on 26th Ave just west of Crowchild and it made me think twice about using that access route). I used to bike on 26th Ave on my daily commute but now avoid it altogether for a back route due to continued safety issues between east of Crowchild to 20th Street.
Again east of 22nd is too crowded for a multiuse path only on the north side of the ave.
You have to clarify how the transition at 22 St will be done safely (signalization + phase separation), and that the City must commit to snow removal on the MUP, not leave it to homeowners. Plus MUP must have wide directional ramps like 37 St SW.
Remove all on-street parking
Don't mix up routes for pedestrians and cyclists just to preserve driving lanes. Prioritize humans, not cars.
Multi use on the south, cycling on the north
Option 2 has better outcomes and treats both communities fairly
Could the south curb be moved back to enable angled parking to increase parking supply east of 17 Street on the south side? It is also a nicer pedestrian environment due to boulevard but does not look like it would be upgraded? These sidewalks are worse than north side. I am assuming facility is on the north side due to sun-snow?
The dog leg needs to be removed from all options, again it requires cyclists to stop, get off their bikes, walk across 14 and resume. Or illegally ride across the pedestrian corridor.
just don't even consider this option. Bad idea. Don't compromise option 1 or 2
Wheeling lanes all the way.
No.
Keep sidewalk for walking and bike path separate from sidewalk west of 22 Street.
No



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Put the bike lanes east of 22nd street instead
I think Option 2 is preferable.
Parking on side streets to be by permit and visitor to residents permit. 22nd St has a school where parents park across resident access and alley access.
Keep painted lines until there is restricted street parking from residents of medium density units along 26th - use provisioned parking with building. As a road cyclist, the road surface is more of a problem. Utility access cuts by developers have not been resurfaced satisfactorily, either a depression or raised bump.
Use option 1 with protection from cars.
Avoid having to cross over two lanes of traffic to keep going.
na
It's hard to cross 26 ave sometimes because it's wide, enlarging the sidewalks around the intersection would make it easier to cross and for cars to see pedestrians better before they start the crossing Add trees along the road to improve the corridor and to increase perception of speed. Straight wide open avenue creates a feeling that one can go faster.
I believe that controlled crosswalks should be considered at some intersections that don't have traffic lights. With several elementary schools nearby, along with parks and daycare facilities, crossing 26th can be daunting. I've personally witnessed a lot of close calls with pedestrians and inattentive/discourteous drivers.
use option 1
Put a wheeling lane on each side of the street and get rid of on-street parking for the whole route.
No. It's a terrible compromise not worth entertaining.
I think option 3 is improved by option 2.
Mixing bikes and e-bikes with pedestrians is a terrible way to go these days. Not good for bikes or walkers.
Install a 2-way cycletrack -just like 12 Ave SW from 37 st to 14 st.
Pick one type of pathway option and stick with it throughout
Stick to one type of cycling lane/multi-use pathway. Transitioning half-way through creates confusion and possible safety issues for all users
Just go with Option 2, it will stand the test of time. Option 3 will eventually be upgraded to all wheeling lanes, so just start there!
No Multiuse pathways
Don't choose this option please.
Take space from cars. Have a specific space for pedestrians and wheeling lane for the entire length of the road. 37th to 14th. Stop trying to jam pedestrians and wheeling into the same spaces
All of options 1, 2 and 3 involve removing at least half the parking east of 22 St. S.W., a distance of about 1.3 km. Presentation slide 17 proposal to "relocate accessible parking spots to nearest location on side street" is not a realistic plan, given the high residential density already present here. Therefore, options 1, 2 and 3 are non-viable east of 22 St. S.W.. "Do-nothing" is the most viable option, at this stage of City development, east of 22 St. S.W. As an area resident who alternately walks, drives and rides my bike, I suggest that cyclists who don't want to ride on 26 Ave. east of Crowchild head north on Richmond Road or 20 St. S.W. and go through Scarborough to get downtown. This is what I do.
Separate walking path and multi use path from each other past 22nd St.
No
??
Move bike lanes to an adjacent avenue.
Consolidate bus stops to improve bus travel times and less stopping.
Go with option 2 - keep bike infrastructure contiguous
Driving north up the hill on 16th Street SW to 26th Avenue SW is an accident waiting to happen with many near misses. In a regular car, I cannot "see around" the parked vehicle along the south side of 26th Avenue SW to see oncoming traffic in both directions.
I DONT WANT MY TAX MONEY GOING TO ANYMORE BIKE LANES..UNTIL THE ROADS AROUND THIS CITY ARE FIXED.



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<p>Consider the exact location between Richmond Road & 22St of the transition of the bike lanes to MUP and the interaction with the alley on the north side, crosswalk, and two bus stops. Along the focus route, this particular intersection combination is currently the place where I have witnessed or been involved in the most close calls as a car driver, walker/runner, and bicycle rider. Suggestion for transition from (south side) eastbound bike lane to (north side) MUP to go under Crowchild - there are sidewalks that could be widened into MUP with 'rounder' corners.</p>
<p>Please consider the residents and the accessibility for everyone and the impact that removing parking from the front of people's homes will have on their lifestyle, with the hardship falling on the people with accessibility issues, people with young children, etc.</p>
<p>Make it a vehicle-only street with parking.</p>
<p>CROSS WALK WITH LIGHTS NEEDED AT 26A St Sw and 26th Ave SW!! More the better SIGNS NEEDED OUR KIDS ARE IN DANGER ON THEIR OWN STREETS</p>
<p>Eliminate this as an option.</p>
<p>Unless a Dutch-style roundabout is used where the cyclists cross the road near 22nd st sw, this route is going to awkward and unsafe.</p>
<p>This is way worse than the existing setup</p>
<p>Stay away from designs like this and the cycletrack. connections at either end will not be compatible and will make commutes less efficient. The city has a hard enough time of keeping the existing situation clear of snow and ice and this option will make the road more useless in winter.</p>
<p>Keep parking as is, but make it permitted.</p>
<p>I'm not sure about this option as a middle ground between 1 and 2. Ideally, I would choose Option 1 as is or Option 2 with the expanded scope (if this is even possible). Perhaps the extra money used for only getting half of the multi-use pathway could be repurposed to add additional protected lanes elsewhere as discussed above.</p>
<p>See above</p>
<p>DON'T DO ANYTHING EXCEPT REPAVE AND REPAIR! Bike lanes ate a waste of tax dollars!</p>
<p>I see the Option1 as the improvement for the Option 3.</p>
<p>add trees/vegetation to 1.5m between road and path. My house is on 14A, would like more details for that path.</p>
<p>Left hand turn signals at 26Ave/37St would improve flow and safety.</p>
<p>Option three should have the two modes swapped. 14th street isnt a destination, or a place i want to bike.</p>
<p>All crosswalks should be raised, giving pedestrians and cyclists/wheeled travelers right of way. Cars should have to enter the pedestrian path, slowly, and not the other way around.</p>
<p>The 22nd street intersection when bikes must cross to continue their journey, must be signaled with at least a HAWK beacon.</p>
<p>Throw it out. 2nd Worst option.</p>
<p>Only implement crossing upgrades, as all other changes are worse than what currently exists.</p>
<p>Make the crosswalk shorter</p>
<p>For improved safety, separate pedestrians and cyclists instead of combining them in a multi-use pathway</p>
<p>My only concern is how the transitions will work at 14a street and 22 street, they need to work for both drivers and cyclists, those intersections can be tough to navigate as driver, as cars are often accelerating though them and the sight lines are poor. from a cyclists perspective they are challenging as it is tough the be seen</p>
<p>Maybe some kind of bike dedicated traffic light at that specific intersection that gives priority to the cyclists.</p>
<p>Ensure that the crossing is quick, such as having a crossing light that activates as soon as a bike approaches or have flashers where bikes are allowed to ride across</p>
<p>Have consistent travel for wheeling along the entire corridor. If a design with two different designs for wheeling were to be considered, absolutely do not have it change designs at the one place where there is currently the most conflict between different users. This design, as presented, will result in higher levels of conflict, slower travel times for all users, and will most likely kill somebody.</p>
<p>If the City of Calgary (CoC) actually wants to improve safety for pedestrians and cyclists (particularly children), the posted speed limit of 26th Ave should absolutely be reduced to 40 km/hr. How is it that 26th Ave is posted at 50 km/hr. while 17th Ave, a 4 lane, 14m wide major road that does NOT go through a residential neighborhood is now posted at 40 km/hr. b/w 14th St. S.W. &</p>



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Scarth St.? This makes no sense if the CoC is actually concerned about pedestrian safety. Beyond this, the CoC needs to stop your two-tiered pedestrian safety system, whereby only communities such as Upper Mount Royal, Elbow Park, Rideau Park, Roxboro have no roads posted at 50 km/hr. Children should be protected regardless of their parents' wealth & influence.
I'd prefer that if both sides of 26th Ave start off having a bike lane, then they continue past 22nd street, as well.
Don't do it
If the multi use pathway was on the south side of the street with parking on the north, it would improve the visibility. As well, crossing 14th street on the south side of 26th Ave would allow driving traffic to turn left while bikes go straight across 14th street to get into the bike lanes in mount royal. During busy times there would be minimal people turning right onto 14th street from 26th Ave which should make it safer for bikers crossing 14th street.
Most people in the city use 10th Ave sw not the 12th Ave bike lane because the extra lights that slow down traffic and ruin parking makes it way too slow. The city could've made 13th Ave a one way and added a bike lane there. But it has to be on a major road so it's on display. Then the idiots that put in there in the first place can be proud of it, even though it's ruined traffic. People aren't impressed when they visit our city by our stupid bike lanes, they're frustrated and confused why they're being forced on us at the sacrifice of any traffic flow.
Cyclists are traveling faster going east than west. May be more functional from an uptake perspective if the shared path is on the south side
Don't eliminate parking, don't make lanes narrower on important roads, direct cyclists to side streets.
Put the cycle tracks in Bankview and mixed use path in Killarney (reverse of what you have now)
No, I dont see a way to improve this option
3rd time's a charm. Forcing bikes to go around bus stops may make things marginally better for transit drivers. It makes things significantly worse for bikers (other wheelers may be going too slowly to care and ~ never "wheel" in the winter)
Don't consider it. Drivers will be mad about losing parking and cyclists/pedestrians will be mad about sharing space.

Emailed Questions

In addition to the specific questions asked regarding each of the three options, participants were also afforded an opportunity to submit questions regarding the project via email. In total, eight questions were submitted, reviewed, and incorporated into the Frequently Asked Questions document to by the project team.

Please note: All questions below are as received. They are unedited, including spelling, grammar, use of contractions, etc. The only exception is personally identifying information, this is indicated in brackets [removed].

Do you have any Questions?

Emailed Questions
<p>I am a patient at Life N Balance Wellness Centre. I am disabled and use an electric cart to move around. I have had Two conversations with two owners .. Lukes Drugs and Life in Balance. Then I have had 5 conversations with 311, Development and Building, and also Addressing .. over 3 hrs just to find out who is responsible for said parking lot .. a very frustrating experience to say the least. The Parking lot is in Fact the City of Calgary's responsibility. Thus I would like to suggest that when doing the 26th project could please help fix the parking lot .. put lines so people stop banging doors ... and puting handicapped spaces large enough for wheelchairs and electric carts. But if you look, this mall is not handicapped accessible .. so many stairs .. thus you must take your life in your hands and use said parking lot to get from one store to the other. In front of Lukes is handicapped parking in which is not enforced. The people that park in the handicapped space state it is not marked .. which if they would look at the building it is but not on the parking lot. Lukes put in a brand new sidewalk which I can use to get to Life N balance .. but when people park in the handicapped spots ..</p>



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I can not get out nor into / from the sidewalk to the parking lot .. There is a problem. To top it off Lukes keeps putting up sandwich boards on their sidewalk that they own .. aaaahg.

Can you please take a look at this parking lot? Our community needs Access for ALL .. not just the able body .. just do not put an busy road between the doors and the parking lot. Like so many malls have done. It's dangerous.

Please do not get me wrong .. I love what you have done so far .. it's great .. maybe the other city roads departments will stop bolting signs on the side walks around Calgary .. It's really highly ignorant. People walking with strollers and walking dogs .. with people in wheelchairs and electric wheelchairs is already hard enough.

Sincerest Regards,
[removed]

Good morning

We received one of your flyers in our mailbox yesterday. We live several blocks off 26th but use it frequently to get around the city since 33rd and 34th Aves in Marda are now such a horror show. PLEASE leave 26th Ave alone. If you make it as impossible to get around as the city has made Marda Loop we will have no way of leaving the neighbourhood. All Marda needed was several advance traffic lights, instead multiple lights are going in where they are not needed. This used to be a wonderful neighbourhood - easy to reach other parts of the city and a quiet, peaceful neighbourhood to live in - no more. It takes as long to get from Crowchild to 20th Ave as it does the rest of my commute from Barlow Trail. Please stop trying to improve things that work just fine. [removed]

Hello,

Thank you for your email. One thing I would like bring up is the increase in traffic to the intersection of 37st and 26 ave. In the last year I have noticed it is a lot busier and people are making unsafe turns. It also has lots of pedestrian traffic which adds to the dangers. This will only get worse as the housing projects along 37st are built/ completed and I fear it will result in accidents or injuries.

I was wondering how to go about getting a traffic flow study done and possibly having turning lights put in or change the light sequence? I think there is even a turn signal on the traffic light bar but it's not active.

I will try and attend your online meeting but if not, that is my only topic for now.

Thank you very much,
[removed]

If 37th street is an example of these changes my opinion is leave 26 ave as it is and save the tax money. [removed]

Hello City staff / lead of 26th Ave project ,

- 1)what is the statistic of other mobility improvements projects in the city where local impacted residents paid for those projects
- 2) what is the timeline of this projects ,planning - execution
- 3)What kind of Property structures will be seen on / allowed on both side of 26th Ave where these improvements will take place
- 4) payment timelines for residents
- 5) Taxes will increase for residents (direct or indirect impact)?

thanks [removed]

I've just received a copy of your latest stakeholder report from another person that lives in the condominium in which I own a property. I'll be blunt. Are you people completely insane? The city keeps talking about densifying despite the obvious catastrophic results. 26th in the proximity of 14th Street is already a mess, not as bad as your accomplishments with Marda Loop, but given what I have seen, will rapidly approach a comparable disaster. The vast majority of inhabitants in the area own and drive cars. The vast majority of people transiting through the area do so in cars, whether your desired EVs or the good old fashioned dinosaurs that the regular 99% of the normal population uses. Did all of you geniuses graduate from the Bloor St School of gridlock? Just save everyone a lot of money and just maintain the roads you have.

Hello! I'm a resident of South Calgary/Marda Loop (since 1974). I drive on 26th Avenue on a regular basis, and cycle on the designated bike lanes west of 22nd Street. I'm not the most tech-savvy individual, but have generally perused the proposals by visiting the Calgary Library to access the internet and visited the following website: <https://engage.calgary.ca/26AveSW>

I unfortunately was unable to find the feedback

May I respectfully say, STOP WITH THE WASTEFUL EXPENDITURES!! Just because some money has been thrown into a



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budget for this proposal, please question why perfectly good infrastructure is being replaced in some make-work project to further your own careers at the expense of City taxpayers. Much of this work is not only unnecessary, but the removal of parking spaces along 26th Avenue -- PARTICULARLY east of 22nd Street and PARTICULARLY along the multi-family apartments east of 18th Street -- will only EXACERBATE ALREADY LIMITED PARKING on the side streets!

The existing bike lanes along 26th Avenue west of 22nd Street function just fine AS IS!! The roadway was re-aligned many years ago (I'd say 20+) from the traditional "centre line in middle of road" to accommodate the bike lanes. DON'T PUNISH residents along 26th Avenue by taking away any further parking spaces!! Furthermore, if you know the answer to this, I would be interested to know just how does eliminating parking spaces (as was already done on 37th Street SW recently) "increase" the property value for those who lost parking spaces in front of their residences? (as my City Councillor suggested to me in a past correspondence).

The website indicates that 26th Avenue is designated as part of a "5A Network", but unfortunately, there is no global map showing what roadways constitute this Network. Specifically, this proposed work supposedly extends a bike network east to 14th Street, but then what?

Please, PLEASE, stop and question what tax-funded expenditures are a NECESSITY (fire, police, transit, waste collection, etc) versus discretionary "nice-to-have" projects that don't significantly improve quality of city life and add to our tax burden!! I would welcome any contact from a City Representative as to the necessity of this work, but I sadly suspect that no such follow-up contact will be forthcoming as the City appears hellbent on pursuing this work despite any pushback or concerns. I feel for the residents about to lose their parking (particularly east of 18th Street), and moreover, for the taxpayers paying for such elaborate discretionary projects.

[removed]

Hi,

I've reviewed the work plans for the above project - and my only request would be to ensure that this project is carefully coordinated with the Marda Loop Main Streets Project occurring now through 2025. 26th Avenue has become an important access route for Marda Loop residents living north of 33rd Avenue given 33rd Avenue is going to be significantly disrupted for this Main Streets Project. For example, the work proposed at the Richmond Road to 26 Avenue to 22 Street SW will be important to coordinate carefully with anything happening on the 33/34 Avenue project.

Thank you for the opportunity to submit feedback.

[removed]

I am a resident at [removed] and I missed the deadline for engagement on the street improvements. I am writing on behalf of my family and my neighbours at [removed] to implore the city NOT to take away our north side street parking on 26th Ave. Please, please, please do not do this as part of the mobility plan. I have a family of four and my partner is disabled. We are low income renters and our ONLY option for parking is on the street. Our landlord does not offer any alley or other parking options as part of our rental agreement. I have two small children in addition to my partners brain injury and we cannot cross the busy street everyday to load into our vehicle. When the snow falls this would become nearly impossible. Our neighbours have a severely disabled household member who has only five years left to live and their ONLY accessible parking option is on the street. They also DO NOT have access to alley parking. Widening the sidewalks, including bike lanes, slowing traffic, and making sidewalk crossings more accessible is very important to us, but as some of the last poor people in our community, the plans the city outlines would be catastrophic to us in terms of OUR mobility and access. Please, I am begging the city not to take away our parking on the North side of the street.

Thank you for your time,

[removed]



26 Ave Mobility Improvements: Phase 2

Report Back: What We Heard

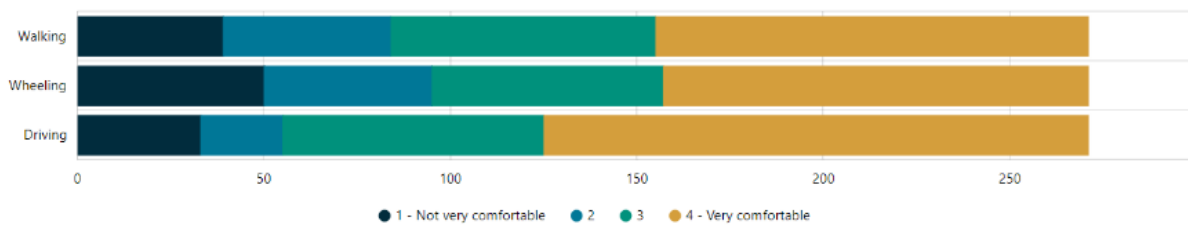
Summer 2023

Appendix B: Charts

Comfort level by option

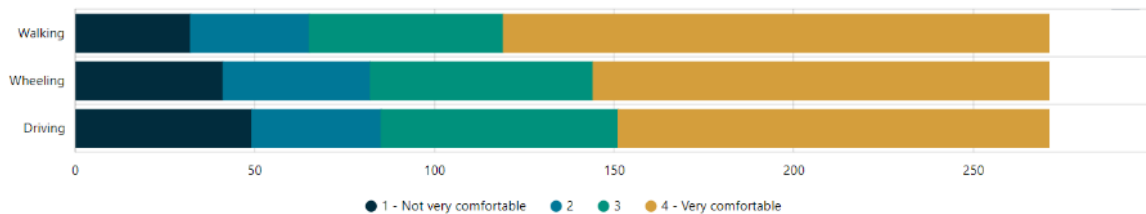
Participants were asked to consider each option from the perspective of three identified user groups (Walking, Wheeling and Driving). The charts below reflect the responses submitted for each option.

Option 1: For each user group in the left-hand column, please indicate your comfort level using this corridor as shown in each option.



	1 - Not very comfortable	2	3	4 - Very comfortable	Count	Score
Walking	14.39% 39	16.61% 45	26.20% 71	42.80% 116	271	2.97
Wheeling	18.45% 50	16.61% 45	22.88% 62	42.07% 114	271	2.89
Driving	12.18% 33	8.12% 22	25.83% 70	53.87% 146	271	3.21

Option 2: For each user group in the left-hand column, please please indicate your comfort level using this corridor as shown in each option.



	1 - Not very comfortable	2	3	4 - Very comfortable	Count	Score
Walking	11.81% 32	12.18% 33	19.93% 54	56.09% 152	271	3.20
Wheeling	15.13% 41	15.13% 41	22.88% 62	46.86% 127	271	3.01
Driving	18.08% 49	13.28% 36	24.35% 66	44.28% 120	271	2.95

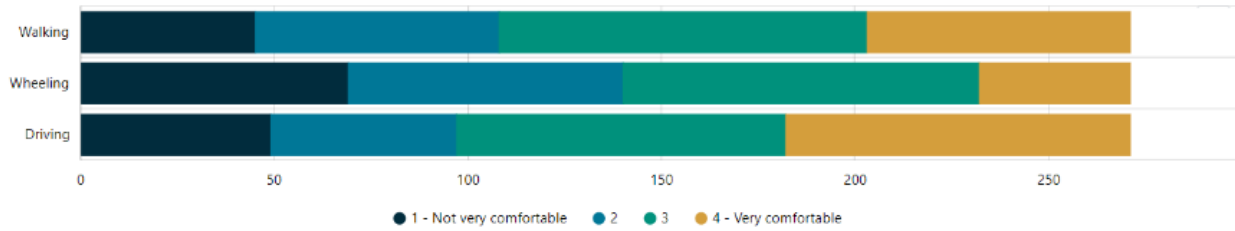


26 Ave Mobility Improvements:Phase 2

Report Back: What We Heard

Summer 2023

Option 3: For each user group in the left-hand column, please indicate your comfort level using this corridor as shown in each option.



	1 - Not very comfortable	2	3	4 - Very comfortable	Count	Score
Walking	16.61% 45	23.25% 63	35.06% 95	25.09% 68	271	2.69
Wheeling	25.46% 69	26.20% 71	33.95% 92	14.39% 39	271	2.37
Driving	18.08% 49	17.71% 48	31.37% 85	32.84% 89	271	2.79



26 Ave Mobility Improvements:Phase 2

Report Back: What We Heard

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Appendix C: Richmond Elementary School (Grades 5/6) engagement summary

In May 2023, The City of Calgary project team met with Grades 5 and 6 students to learn about their experiences and perceptions of 26 Avenue S.W. We conducted one quantitative activity and one qualitative activity with the students.

In the quantitative activity, we asked them to guess and record the speed of passing cars as they stood on the 26 Avenue south sidewalk. They were also asked to indicate how comfortable they felt on a scale of 1 to 5. Then the students were told the actual speed of the car. This activity helped students assess their numerical understanding of car speeds and reflect on their comfort level. In general, the comfort decreased with higher vehicle speeds.

In the qualitative activity, we asked three questions about 26 Avenue S.W. to guide the discussion. We asked the students to share their funniest story of walking on this street, scariest story of walking on this street and their best wish for the future of this street.

Below is a summary of the themes we heard for each of the question.

Question	Themes
Funniest story on street	Seeing friends
Scariest story on street	Fast speeds, near miss accident
Best wish for street	Speed bumps, trees, protection from cars

Given that students use 26 Avenue to make trips between their home and school, it was important that their voices were captured in the process of improving 26 Avenue S.W. for everyone. The information we collected from students through the above activities will be an important consideration in the selection of the recommended option. In summary, students wanted a more pleasant street that made them feel safe.

Appendix D: Bike Calgary Submission



26 Avenue SW Improvements Phase 2

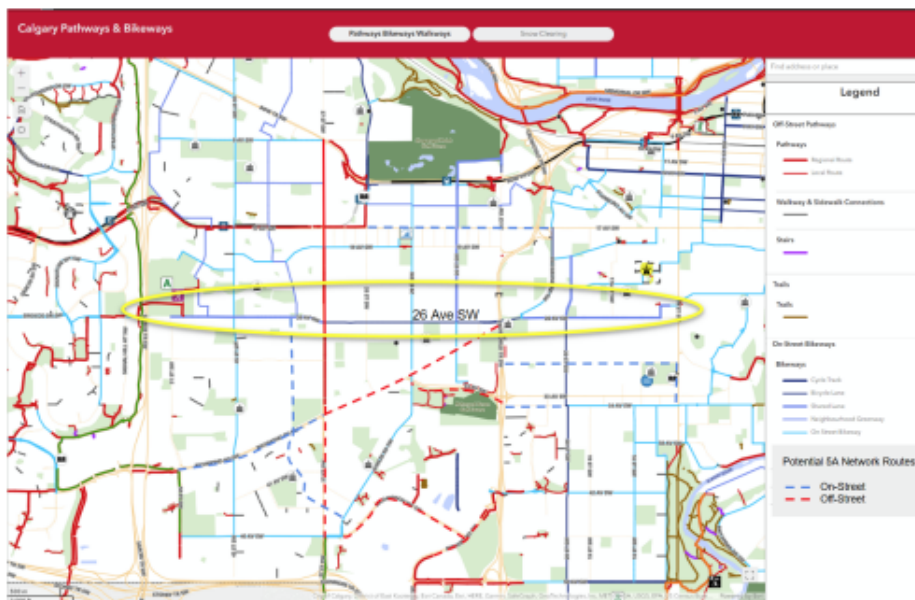
Comments for Design Options - Bike Calgary Infrastructure Committee:
Prepared by Doug Clark and Jon van Heyst, June 2023

According to the City's Engage project website (<https://engage.calgary.ca/26AveSW>), the main concerns that this project is trying to address are:

- Cycling safety
- Visibility at crossings on 26 Avenue S.W. and side streets (due to density of parked cars)
- Road condition and speed (Project team stated that the design speed and posted speed of end result street is 40Km/hr)

The city also states that this corridor forms part of the 5A (Always Available for All Abilities and Ages) Network. Figure 1 highlights exactly how 26th Ave SW fits into the broader 5A network. Note that this mobility corridor constitutes a key east-west route through this part of the city and provides critical crossing locations over Crowchild Trail and Sarcee Trail. The primary goals for this project are to:

- Improve safety for pedestrians, cyclists and drivers.
- Increase transportation choices for different modes.
- Enhance the experience of using the street.



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Figure 1: 26th Ave SW (circled in yellow) in the context of the existing pathways/bikeways and potential future 5A Network routes.

With the above concerns and goals in mind (along with the requirements for quality 5A infrastructure), here are some comments on the 3 proposed solutions developed by the project team (Please find detailed plan options at: <https://engage.calgary.ca/26AveSW>):

Option 1: Multi-use pathway

- Provides maximum separation between vehicles and people wheeling
- Snow and Ice Control (SNIC) is problematic since it will largely be the responsibility of adjacent property owners (Requires policy/by-law updates to resolve this)
- Requires extra effort to create safe intersections (driveways, alleys, cross-streets) due to bi-directional use. Enhanced visibility, signage, traffic control devices, signal timing, etc. Based on feedback from the City project team the current budget does not have room for interventions like raised crossings.
- Potential conflicts between pedestrians and wheelers (does not separate them by speed (E of 22 St). Several hills where speed could be high.
- Does not require a cross-over at 22 St. as in Option 3, or at 14A St as in Option 2

Option 2: Protected, uni-directional on-street lanes

- SNIC will be handled by City mobility operations and perform similar to downtown cycletracks. Use of bus islands should avoid the issue of buses moving snow into cycling lane - this is an issue for the current infrastructure. Provisions for snow storage have been made.
- Does not require a cross-over at 22 St. as in Opt 3. However, a cross-over will be required at 14A St to accommodate the E bound cycling lane.
- Provides good separation between vehicles, wheelers, and pedestrians
- Conflicts at intersections reduced due to uni-directional cycling lanes.
- Does not provide as much width to allow for people wheeling to pass each other, or to ride side by side.

Option 3: Hybrid of Options 1 (E of 22 St) & 2 (W of 22 St),

- Require a cross-over at 22 St. Similar points to Option 1 apply east of 22 St. Note that east of 22 St there are fewer street crossings on the north side than on the south
- May be more desirable to continue the uni-directional lanes up to 20 St to allow people wheeling to more easily connect to the 20 St on street route

Bike Calgary's preferred option is 2, with the following suggestions:

- Consider adding raised crosswalks in place of curb extensions (a feature of Options 1 & 3 only) to improve pedestrian crossing safety and encourage reduced vehicle speeds - beyond just posted limits and narrower lanes.
- Integrate wayfinding into this project and all new 5A network projects. This can start with interventions as simple as noting wheeling routes on the street name signs - see below Figure 2 example from Winnipeg
- Ensure that the crossover at 14A street is user friendly and convenient - meeting the 5A network principle "Make it easy to use". Consider users with bike trailers,

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recumbent, and cargo bikes. Integrate bicycle advance detection and accessible push buttons. Do not require wheeling users to dismount or ride on the sidewalk.

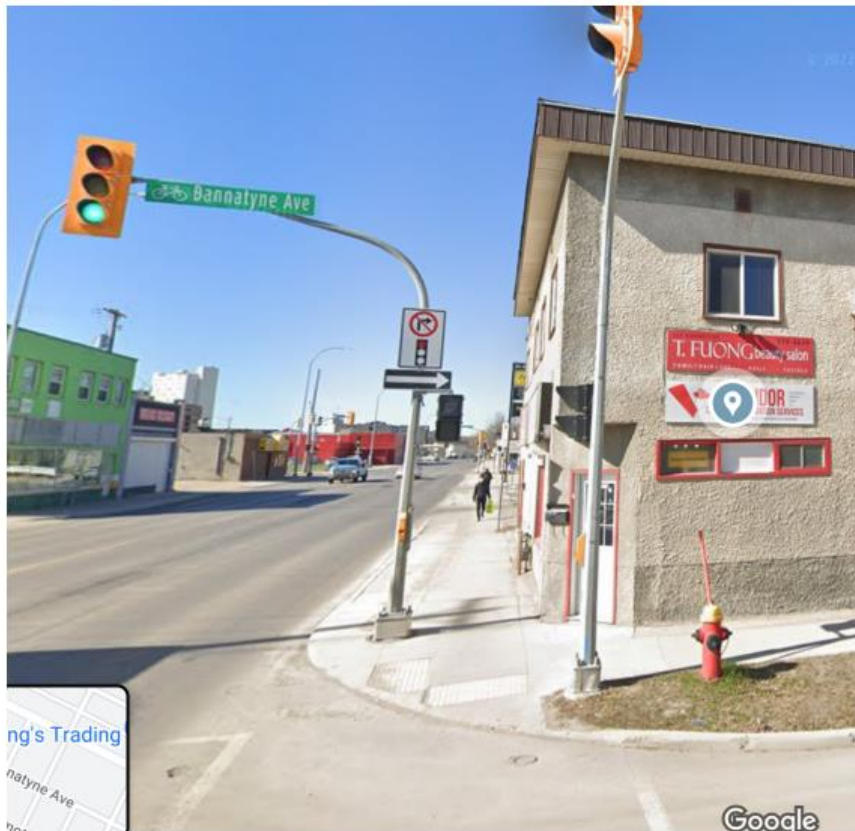


Figure 2: Bike route wayfinding included on street signs