



West Hillhurst Community Association

Response to the Riley Communities Mobility Plan June 2024

From: West Hillhurst Community Association Transportation and Mobility Committee

Comment#1: Priority Projects

The plan identifies 20 priority projects, but only 3 are in West Hillhurst.

This is not equitable and there is no prioritization criteria given.

Only 1 of the 3 identified priorities overlaps with our committee's desired priorities (see note 1).

We note it's unlikely any projects other than priority projects will be built.

We request that prioritization terminology be changed to "near term, medium term and long term". All of the projects identified are important, and several designated "low priority" projects are actually high priority to the community, but will be expensive and take years to complete.

The Riley Plan identifies West Hillhurst Priority Projects as:

1. Kensington Rd. Main Streets
2. 19 St. Streetscape
3. Parkdale Boulevard River Access

Recommend:

1. Community Wide Transportation Study, including analysis of cut-through traffic
2. 19 Streetscape including Dairy Laneway Improvements (at 3 Ave NW) and 19 + 2 Ave intersection improvements.
3. 5th/6th Ave NW protected bike lanes
4. Sidewalk remediation of legacy (sloping) sidewalks

Comment #2: Road Speed Strategy Missing

The issue of road speed is not mentioned in the Riley Plan despite conflict analyses showing danger of critical injury at 50 km/ph per hour or more.

19 St., identified by both the community and Riley Plan as a priority, is 50 km/ph. The conflict analysis for 19 St and 6 Ave NW makes no speed recommendations.

Memorial Parkway is 70 km/ph at the West Hillhurst border creating dangerous conditions.

Recommend: Consider road speeds and reduce them.

- Reduce all roads to 40 kms in the project area except Crowchild Trail and Memorial Parkway
- Reduce Memorial Parkway road speed to 50 from 70 km for consistency with Hillhurst Sunnyside. Our evaluation suggests there is no justification for a 70 km speed.

Comment #3: Sidewalks and Pedestrian Strategy Missing

The City of Calgary states the pedestrian is at the top of the mobility hierarchy. However, there is scant attention to sidewalks in the Riley Mobility Plan.

West Hillhurst has dozens of unremediated curb cuts and legacy driveways that are sloping sidewalks. These present a mobility challenge and dangerous conditions especially in the winter months, Our residents have experienced pedestrian falls: including broken bones and concussions.

Alberta cities have triple the slip/fall injury rates of Ontario cities (see <https://www.cbc.ca/news/canada/calgary/alberta-falls-ice-serious-injuries-rate-cihi-data-1.4460651>) and the Riley planning area is one the most dangerous areas in Calgary, given the common failure to remediate legacy driveway cuts. This is a very serious public health issue that must be addressed.

Recommend: Align with the City of Calgary Step Ahead and pedestrian strategy to:

- Identify and remediate sloping all sloping sidewalks
- Identify and remediate hazards such as cracked sidewalks and those with hazards such as metal bases for poles.
- Evaluate widening sidewalks in strategic areas, for instance around 14th Street and 6th Ave.

Comment #4: Intersection Studies

The consultant hired by the Riley Plan undertook the conflict analysis of 3 West Hillhurst intersections in the month of July 2022 when schools were not in session and overall pandemic

traffic volumes were lower. This makes the data not as useful as it could be. Road speed is also not mentioned.

Intersection Study: 19 St and 5/6 Avenues NW

- Reduce speed on 19 St. to 40 kms.
- Study implications of No Right on Red upon 6 Ave NW, 7 Ave NW and 8 Ave NW. We are concerned about increased cut through traffic as traffic may back up.
- Install protected bike lanes on 6 AV from 19 St. to 10 St.
- Oppose density proposed for corner of 6 Ave and 19 St. as a

Intersection Study: 19 St. and 7 Ave NW (priority attention)

Addendum: 7 Ave NW (Note#2)

Safety

We agree with the proposed RRFB (flashing beacon crosswalk) at 7 Ave and 19 St but it must come with ways to mitigate 7 Ave cut-through traffic between 7 Ave and 23 St. and into the alley between the homes bordering Grasshopper Hill.

- Rather than wait for pedestrians, cars are likely to turn right on 7 Ave to avoid the RRFB, the playground zone and the 19 St. intersection.
- We suggest also studying safety at that intersection including cars driving straight through from 7 to 8 Avenues across 19 St. at the bottom of the hill and cars turning from 7 Ave NW onto 19 St. southbound.
- Cars turning from left onto 8 Ave from 19 St. northbound also cause back ups on the hill which are especially dangerous on icy days.

Cycling

- Residents do not want to lose parking on 19 St; given the .5 parking developments nearby and likelihood. There should be engagement on this type of decision.

Intersection Study: 18 St and 5/6 Ave NW

- Install protected bike lanes with developer-funded improvements from the Legion building.
- Install protected bike lanes to Queen Elizabeth as part of Safe Routes to Schools goals

Crowchild Trail

- Unclear what the planned intersection improvements are; we request more clarity here
- Any other road centric expansion needs come with all the previous promised improvement (see attachment): improving crossings/improving the sound wall/improving landscapes. The short term plan called for a sound wall. These are not currently mentioned in the medium and long term improvements. Again, these are not lower priority improvements for the community.
- We oppose widening Crowchild Trail or more property loss. The community has suffered increased noise and air pollution with none of the promised improvements.

- Evaluate increased noise and air pollution of interchanges and mitigate
- Improve pedestrian safety on Kensington Rd. between Crowchild Trail and Parkdale Boul. in front of Lion's Village Seniors Home.
- Painted on-street Bike lane on 5 Ave between 23 St. and Crowchild is too narrow.

Not mentioned in Riley Plan: 19 St and 6 AV crossing (near the West Hillhurst Community Centre)

We request:

- Sidewalk bump out
- Lower road speed on 19 St. to 40 kms.
- Accessibility sidewalk access on east side of 19 St. to community association
- Extending 30 kms park zone to include the crosswalk
- Raised sidewalk on the crosswalk across 19 St.
- Move speed sign from Briar Hill to 19 St. playground zone (this is infrastructure from the West Hillhurst traffic calming study)

Comment #5. List seniors homes on Map 1.1.

There are 5 non-market income-tested seniors apartment buildings in West Hillhurst. These are a unique feature of West Hillhurst and necessitate planning. There have been many requests to the Riley Plan team to add them to the Plan maps. There is no mention of this concentration of low income seniors in West Hillhurst.

Members of our committee are concerned that failing to account for hundreds of these seniors as permanent residents of our community is a form of erasure that confounds the need to plan for and invest in senior-oriented services and infrastructure.

Recommend:

- Add the 5 seniors homes to the urban form map. (there is a 5th on 8 Ave in what is technically Hillhurst)
- Add the population numbers to the West Hillhurst Community Profile population count.
- Provide recommendations for transportation planning for these seniors.

West Hillhurst Income Tested Seniors Homes (residents not counted in our community profile)

1. [General deLalanne Manor](#) (113 18A St.)
Resident Count: 40 (min)
2. [Ephram Bouvier Manor](#) (2012 2 AV NW) Metis Seniors and Non Seniors
Resident Count: 10 (min)
3. [Lions Village](#) (2528 Bowness Rd.)
Resident Count: 110
4. Kiwanis Senior Citizens Apartments (2403 2 AV NW)
Resident Count: Unknown

5. [Parkdale Manor](#) (2420 2 AV NW)
Resident Count: 50 minimum
(Note: Dream Haven is on 8 AV/14 St. in Hillhurst)

Comment #6. Reference to 5A and cycling infrastructure.

We disagree with the statement that West Hillhurst is well served by 5A (p. 13). The report itself acknowledges that there is no 5A infrastructure present, so this claim seems contradictory.

Further, it is clear to us that all ages are not cycling in the plan area. Painted bike lanes and sharrows are not protective cycling infrastructure, and there is no plan or evaluation of where protected bike lanes should go.

We request a plan that aligns with Safe Routes to School, as more than 2000 students attend schools in the plan area.

Recommend:

- Recommend where protected bike lanes should go.
- Recommend where painted bike lanes could be added.
- Develop a plan cycling strategy for Safe Routes to School.

Please note the community has identified 21 St/7 AV and 5th Avenues (10 St. to Helicopter Park) and 18 St. between 6 Ave and Kensington Rd. as best places for protected bike lanes.

Comment #7. 7 AV NW between 19 St NW and 23 St. NW

The plan area once had streetcars. This means a series of overly wide streets between busy roads that are structurally dangerous as they encourage speeding. While some have been remediated in Sunnyside, none have been in West Hillhurst, other than two blocks of Bowness Road east of 17 St.

This means 7 Ave NW especially (between 19 St. NW and 23 St.) has been allowed to become a cut through to Crowchild Trail and is unsafe. Speed tables were incorrectly installed too low. In light of global hearing and the need to reduce heat island effects, we request a study to identify where green medians (such as the above mentioned two block stretch of Bowness Road) would be an appropriate solution to overly wide streets.

Recommend:

- Reclassify from collector to residential road.
- Add painted bike lanes
- Add elements to reduce width of road such as green medians
- Evaluate and Mitigate cut through routes especially 5 Ave/21 St/7 Ave/ to 19 St. and vice versa
- Add stop signs such at 7 Ave to 21 St.

Comment #8. Dairy Laneway

Dairy Laneway looms large in the hearts of West Hillhurstians. This is mentioned in Chapter 3 and is an important pathway for the community.

Recommend:

- Make this a priority project in the Riley Communities Mobility Plan.
- Redesignate from road to pathway/park

Comment #9a. Pedestrian connections to Bow River 19 St./Memorial

Our community position is that any changes at this intersection necessitate a thorough analysis of the traffic impact on roads throughout the community.

Recommend:

- A traffic analysis of impacts in the community especially of the new Anthem development
- We issue an urgent recommendation for speed reduction from 70 to 50 kms on Memorial Parkway.

Comment #9b. Pedestrian connections across Crowchild Trail

These are harsh and unsafe crossings. Crowchild medium and long term websites do not include earlier promised improvements. We append that document and ask that they be integrated into the current LAP.

Recommend:

Improve pedestrian bridges at 10 Ave and 14 Ave to make them suitable for cyclists as well as pedestrians. Similarly improve the pedestrian bridge at 21A Street and 16 Avenue to make it cycling friendly.

Improve pedestrian and cycling crossings at Kensington Rd. and 5 AV intersections.

Review Crowchild Trail Commitments (ALL unrealized to date as they were shunted without consultation into medium phase)

Comment #10. Transit

The plan does an insufficient job at studying and improving transit. We note that West Hillhurst does not have primary transit or direct transit to the Lions Park LRT. The new bus stop at 19 St. and 2 Ave NW has no bus route. All references to BRT in West Hillhurst and along Kensington Road should be removed – there is none. (There are some bus stops with BRT signage, despite the absence of BRT infrastructure).

Recommend:

- Re-evaluate transit service levels.
- Plan and Implement primary transit routes.
- Run a small bus up 19 St. to Lions Park LRT
- Restore transit service along 5 Ave connecting directly to the University of Calgary main campus.

Note #1

Our committee's top 3 submitted priorities:

1. **19 St. Streetscape** from Memorial Drive to 7 Ave NW (including wider sidewalks and Dairy Laneway redesignation to a park or pathway; improved intersection at 19 St and 2 Avenueus)
2. **5th / 6th Ave NW** for development as a safe active mobility corridor, connecting 4 communities across Riley Area (Sunnyside, Hillhurst, West Hillhurst and Parkdale). Also serving as a Safe Active Routes to Schools corridor.
3. **Community Wide Transportation Study.** Our committee seeks the completion of a comprehensive transportation study to provide a cohesive and systemic approach to addressing transportation issues, as opposed to a series of individual solutions that may inadvertently create or exacerbate other problems.

7 AV NW Note #2

Cut Through Traffic and Speed

- 7 Ave is experiencing significant cut through traffic owing to the overly wide road status and quick access to Crowchild Trail via 21 St./5 Ave and 23 St/5 Ave. especially.
- Cars avoid the 19 St. park zone and 19 St./5 Ave intersection by turning right onto 7 Ave. from southbound 19 St. We request the city mitigate this.
- The 19 St. to 7 Ave to 21 St. to 5 Ave has no stop signs and is being used to avoid the 19 St./5/6 NW Intersection. Suggest adding a stop sign at 7 Ave and 19 St.
- Speed tables were rebuilt too low after repaving in 2023. Need to rebuild and to slow speed to 40 km speed limit.
- Recommend adding another speed table closer to 19 St. (Note: in a new one off, another speed table was added west of Crowchild to a street with **much, much** less traffic volume).
- Consider interventions used in other areas; no right turns on to 7 Ave and left turns onto 8 Aves from southbound 19 St. during rush hours for instance.
- Install speed markers in the middle of the road as are being used in school zones.

Road Classification

- Reclassify road classification from Collector to residential road status with lower volumes and reduced truck traffic. This has been an ongoing request since 2005 and we request it as a clear Riley Plan recommendation.

- Install no truck route signs.
- 7 Ave is a bike route in need of painted bike lanes. During EAGCS consultation, the community identified the 7 Ave/21 St. connector as the preferred bike route. It connects to 21 St. and the river pathway.

Road Structure

- Restructure the wide road to encourage cycling and lower road speeds and discourage cut-through traffic. Green boulevards.
- Liveable streets plan

(West Hillhurst CA comments end)

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