



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Usage Map: How do you travel in your community? Show us where you like to walk or wheel to in your community (now or in the future if improvements were made).

This pathway behind old Coop is full of garbage and not well maintained. Homeless people sleep here and I do not feel safe walking this path to access library and High School.
Need a path here to cross 68 St NE to get to Coop store and scotia bank. Also to cross 16ave NE to ride bike to Save-on-Foods in Marlborough.
I'd like to see a circle route pathway for bicycles near the temple area also would like to see a bike way from Temple to the bull River pathway system right now we drive on the road and there is no Circle route in the area if we go Eastern trail bike path it's north and southbound only no Circle route thanks
Can you add a short-cut walk way, the have an easier time get to the #38 Buss Stop
cars don't stop, here; if they see you crossing. They speed up
Please add one trash can, there is some trash
Can you add a side-walk here?
I walk here to get my nails done and walk back to station which take me home
Signage would help, for not getting lost
There a tiny wall so can you add a walking path
The cars will drive through the red lights

Please add stairs and walking path in the mall; after work, so can enter the mall and get home easier
Please add trash cans here; there is a ton of trash
Please add a short-cut walking pathway for people working here
Can you a short-cut walking path here for people heading to work
Please put a stop sign or some way to have people cross without worrying about cars
There are stairs here but if you input a Wheel-chair friendly way to reach the business up the hill would greatly help. My friend get a cone
A Pathway from this way marker to the #57 & #38 Buss stop; would be helpful for people living in these houses.
Wheelchair person use this pathway
Myself and few allot of people use this as the pathway for events at Temple Community Association
Some signage about where you are and the next exit to avoid getting lost with your friend
This area is a bit scary at night, after work. Lights would help but I know allot of house are here.
I wish there was a walking pathway
The pathway to walk here is a bit awkward, the entrance giant fences are a bit hard to enter
The sideway is a bit narrow but okay.
I wish people won't smoke walking between Superstore and Safeway, it makes going to the bank and getting milk, very hard on the lungs
A ton of Cyclist, kids/teens with bikes, wheel over here. I wish it was separated from people walking and people on bikes; if the city use painted lanes a ton of folk won't follow it.
Bike over to my eye doctor.
Grab some Dumplings on my bike
I walk over here to grab a Corndog
Good connections to get downtown
Need more safe and accessible connections across Stoney Trail
Prefer to walk to playground's through this area
This is where I cross McKnight
I bike to work at the Walmart logistics center
I bike to the Greenway
I bike to the mall
I bike to work at the hospital

I bike to the LRT Station
The pathway goes on the west side of 64 st N&S of 32 ave but the crossing light across 32 ave is on the east side of 64. Either you cross without the light/crosswalk- very dangerous or you have to go off the pathway to cross with the light.
The main issue there is the amount of dog poop there in the summer, maybe extra trash can spots can help with it. Though dont get me wrong people might illegal dump things into those ones. Secondary issues is the amount of mosquitos that are there turns me away from these spots, so maybe if they planted flowers or something there to get those mosquitos away could be nice even though it might drive away other bugs so I am unsure what could actually help.
The bike route on 52st doesn't connect to 17th ave in Forest Lawn so you end up riding on the sidewalk which isn't legal.
A walking path on 52nd Street NE that goes over the Trans Canada and connects Marlborough and Rundle/Pineridge would be very useful. It's walkable all the way from Forest Lawn to Marlborough and again from Rundle to Castleridge and beyond. This is a real gap that should be closed.
Extend McKnight pathway from 68 st to 36st along McKnight
Whitehorn LRT - you can bring bike on C-train which is great / I work downtown and typically cycle all the way but sometimes take the train
Safe bike pathways in every direction.
This pathway is great to get to the Sunridge Mall and the Sunridge LRT
I am a senior. I really appreciate the pathway being cleared of snow in the winter so I have a safe place to walk. I use the pathway all the time, often to get to Village Square library
My suggestion is on bicycle routes ,is to reduce speed limits to 40kmh. Example would be Marlborough drive.
This is where I live. It's difficult to get to businesses/places to spend money because of how long the light at 36St takes, and how the current paths near commercial are ill maintained and full of holes. I have been almost hit at a marked crosswalk multiple times, people speed far too much.
grocery shopping, but currently a bit dicey to get to
Having traffic lights to cross here instead of flashing signals has really cut down on near misses and aggressive behavior for me
Not a design element, but the view from here is just wonderful.
Not having to deal with the intersection and slip lanes at McKnight is great, love this bridge.
I bike ride on the Rotary Matame Greenway from the north down to Peigan

My wife and I walk all of Temple & Whitehorn with our dog.
I suggest that the City of Calgary makes the walk between St. Wilfred and back have a sidewalk that is much larger. This is because many people take that sidewalk home, so it gets crowd tremendously. So I am asking for a wider sidewalk or better yet, a bike path so it is also smooth to bike and walk across. Also because it's safer because there is a lower chance to trip and fall.
Bridge to the falconridge fenced dog park
This pathway is a good core for a pathway network for Whitehorn, but it lacks connection to Temple and the commercial area to the west, and beyond to the rest of the city.
A pathway in the green area along 32 Ave could connect 68St to 12st and then south to the overpass over Deerfoot, making a really good commuter route to downtown and the bowriver pathway
Walk to this plaza to pick up a treat at 7-11 or dinner at one of the restaurants
This pathway need to be complete to follow Mcknight across Deerfoot and connect to the Nose Creek pathway
Great to be able to walk to a convenience store to pick up a treat - makes for a nice destination
Nice to have a shopping plaza in the neighbourhood. Great to be able to walk to pick up a few groceries, etc
Walking to Whitehorn Station rather than taking the bus
The pathway along Whitefield drive need to be repaved.
The better route thru the properties communities is to connect the green spaces via the quieter residential streets rather than the busy connectors. I will on ride the on road cycle paths as the street is too narrow and it is too dangerous.
There is a good pathway thru Whitehorn and Temple (in the parkway), it is safer to complete and improve this route, than putting Bike paths on the streets shown. The shown streets are not wide enough for safe cycling and vehicle traffic.
There must be connect to the pathway on 68st
I walk to Starbucks every morning with my boy(dog). Then we walk back up 32 Ave to the bike path and home.
A path east/west down McKnight BLVD would be a great benefit for those of us that want to commute to work without having to meander via an indirect route through neighborhoods
End of commute
Bike path close by

I'd love to be able to connect to prince's island on bike paths. We can't get there from pineridge without riding on the roadways. I feel the NE is lacking in bike paths compared to other quadrants in the west
The nearest bike trail to me is quite a distance away in Monterey. We have to drive on the street to get there.
Why can't we have a nice path to the crosswalk on 16ave ne and 68 st NE Marlborough park?
We need a biking lanes that goes from the existing bike paths in whitehorn to the PLC hospital, sundridge mall and the train stations.
We bike on 24 avenue from 68 street to this pathway that gets us to Village Square.
This road is used to access the Stoney Trail pathway and one of the only forested spaces in the area.
Improved cycling access to the shopping centre, include an easy way to connect to the Stoney Trail Pathway
A sidewalk is required next to The Sangam Temple at the four way stop to support safe walking.
Safer crossing at 48th and 32 would be nice
This is an important area where people cross to get over to the seniors home, the shopping plaza, bus stop and mailbox. While they have redone the pavements to make them accessible, I think this spot really needs a pedestrian crossing.
There are bike pathways along Stoney trail. However they cannot be accessed through McKnight Blvd.
The shopping plazas and employment centers - Freshco, Sunridge, PLC etc. need to be connected to the communities on the east of 32nd. The traffic on 32nd along with the train tracks makes it very unsafe to share the road with the traffic. A dedicated bike lane is needed.
Bikeable pathway from Whitehorn to Sunridge Mall and PLC.
Access to the grocery and other stores by a bike pathway will be convenient to residents of nearby communities.
The sidewalks are wide enough to walk with my daughter
There definitely needs to be permanent signage in and around this park, known as Pinecliff Park, indicating that this is NOT an off leash area. Dogs, particularly large dogs, and sometimes 2 of them at a time, are constantly being let off leash to run along the top of the green area above the storm water collection pond and near the playground area. The pathway around the stormwater collection pond is frequently used by seniors, families, children, dog walkers with their dogs on leash and cyclists. Loose dogs are a huge problem and safety concern. I like to walk here with my small dog however we have been charged by big dogs that people insist on having off leash to "exercise". I have tried to politely tell some of them that this is not an off leash area and where there are a couple of off leash places nearby, but they ignore me or tell me there are no signs so it's okay. I sometimes need to alter my route simply

because of this issue. It is stressful to see the large dogs running loose around here. PLEASE PUT PERMANENT SIGNAGE IN THIS AREA.

I walk my dog on leash along Pinetree Road which borders the off-leash area that is on the berm along 16th Ave. There is a fence along the top of the berm to keep dogs from running onto 16th Ave but there is no fence along the bottom to keep them from crossing Pinetree Road. This is not good because several times I have had large dogs leave their owners in the off leash area and come down the hill and across the street to where I am walking my small dog. It is scary. I feel this is a valid concern because it affects how I feel about walking along Pinetree Road which is a route I like to take because of the greenery and trees. A fence would make many people feel safer walking along there and would keep the off leash area contained as I believe most in the city are or should be.

If I choose to walk on the Greenway to head towards 32 Ave or McKnight Blvd to walk my dog along the Greenway, I am prepared to walk on the right side as I realize that this is a bikeway/walkway. However, I have found that cyclists do not announce their approach from behind me - either with a bell or verbally. I also find many run their dogs loose alongside of them or maybe on a leash. I think signage on the Greenway is lacking and more should be added to lay out the rules around cycling and dog walking. This is not an off leash area and both cyclists and pedestrians need to be aware of this.

If I walk up from 32 Ave to Temple Dr and then choose to walk either west or east along Temple Dr I encounter many cyclists on the sidewalk that do not give way to pedestrians and in particular coming from behind they have no bells or give no verbal notification that they are coming up behind you. I think there needs to be more education about where bikes should be traveling and what they should be doing when approaching pedestrians. I am not sure how this can be done since it seems more difficult to get this information out to people. But somehow it has to be a priority to educate people on rules and regulations. There are a number of schools along Temple Dr and the number of children out and about is also concerning.

Walking on the sidewalk along Rundlehorn Dr. is sometimes difficult as cyclists use the sidewalk as well. It is dangerous because they come up behind walkers and most do not have a bell or give a verbal notification that they are coming up behind you. If you have a dog on a leash this is even worse. There should be more education around where bicycles are allowed to ride and what they should do to let pedestrians know they are present.

Road can get busy.

This area needs a better pathway for cyclists, all along 36st from 16th to 32nd ave, W or E side doesn't matter but it needs it, W is more developed for it right now.

This area needs a better pathway for cyclists, all along 36st to 32nd ave, W or E side doesn't matter but it needs it, W is more developed for it right now.

This area needs a better pathway for cyclists, all along 36st to 32nd ave, W or E side doesn't matter but it needs it, W is more developed for it right now.

Agree with other comments, this corner needs a pathway for walking and wheeling down to this corner of 16th ave/68st. Also need to improve visibility for cars turning from southbound 68st to the 16ave W on ramp, where the current "pedestrian crossing" is here. It's a corner taken quickly by vehicles and they can't see you until you're already in the road (vice versa).
Not safe to bike as no bikepath if you want to head north on 36st across Mcknight blvd
There is lots of foot and bike traffic on Temple Drive. Vehicles leaving the school zone heading West past Father Scollen School accelerate quicky as the speed changes and the road straightens A protected bike lane would be safer and narrowing the street would naturally slow down traffic.
Kids cross this narrow path to go to any of the 3 schools and the road is curved. there is no sign for road crossing here. i have seen so many times cars go fast here and it's not safe for kids
There is no way of reaching the Stoney Trail bike path, the only way is shared roads and this is getting risky as there is a lot of traffic on them now
Need a path to reach till Deerfootbiking path, there is no straight path till there. It mostly on busy roads
Would like to see a bike path along McKnight from 36 connecting the paths along Stoney trail. Getting from whitehorn to those paths is difficult, especially with kids.
This spot is dirt that turns to clay when it rains and in order to reach the button to cross 52nd st you have to walk right into the muddy dirt it is very challenging for pedestrians but near impossible for moms with a stroller or a person with a wheelchair
Need to have a biking lane or a marker to let driver know its a share a road
Please connect this bike path toward deerfoot footbridge towards downtown.
From monterey park to deerfoot foot bridge going to downtown and from monterey park to McKnight crossing deerfoot towards NW Countyhills.
Right now Rundle is dangerous to get around by wheeling/walking where you need to. You need to understand people's needs. There is a HUGE industry cluster on the west side of 36 street (PLC, Sunridge mall, Costco, home hardware stores, ALL grocery stores, access to downtown). However, all the residences are on east side of 36 street. I am surprised to this day that There is no unhindered bike pathway/walking route to connect residences to industry (east to west). Freshco and Costco are walking distance from my house but instead of biking I always use my car to get there because it doesn't feel safe with C-train and its time consuming. At a rush hour time, I literally had to wait 10 minutes to go across 36 Street. You are wasting money connecting neighbourhoods where you should actually be connecting neighbourhoods to industries and places of employment, groceries, and amenities.

Add curb extension here to slow down drivers.
Add curb extensions here to slow down drivers and reduce crossing distance for students.
People cross this road all the time to access Village Square and other businesses, but there is a no crosswalk or anything. Perhaps something like a curb extension can help people cross safely.
There is no sidewalk on the north side of 22 AV NE, all the way from 56 ST NE to St. Patrick School.
There is a single crossing signal AND painted crosswalk at this intersection. For those trying to cross NB or SB from the NE or SE corner of this intersection, they either jaywalk or have to cross several times to activate the crossing signal. Not ideal and definitely dangerous, especially since drivers usually speed through this intersection because the road is so straight and wide.
There is no sidewalk on the east side of this road, on the school side.
Drivers always drive past the 30km/h speed limit. Extremely dangerous, especially since there are tons of playgrounds and parks here.
This pedestrian signal is shared with cars turning left from the shopping centre, onto SB 68 ST NE. It is an extremely dangerous situation since drivers almost always ignore people crossing and cyclists. The pedestrian signal should activate first and give ample time to cross, before the green light is given to cars.
There is a missing curb ramp at this T-intersection.
There ought to be a multiuse pathway connection along 22 AV NE that connects to the system in Monterrey Park and the Rotary Mattamy Greenway, which can also connect to Rundelhorn DR NE.
People cross here all the time, mostly because they are trying to access the businesses in the strip mall. It's a long walk to 52 ST NE and an even longer wait to get the crossing signal, which makes sense. There is no crosswalk, no curb ramps, and very poor lighting at this specific spot. This is an extremely dangerous situation, especially because there are many families crossing with their children. It's a natural desire line, but it's an accident waiting to happen.
There is a missing cycling connection from this intersection onto the NE corner of this area. There are pathways on all the other three corners except this one, which deposits people into grass.

There is no curb ramp between the catawlks on 65 ST NE. People who bike must dismount the raised curb and either dismount and go up the raised curb on the other side, or jump up it.
The catwalks in this area have crossing guards, which severely limit people on bikes or on mobility devices to easily go through.
There is a multiuse pathway network in Monterrey Park that suddenly gets cutoff when crossing into Pineridge. If there was a multiuse pathway installed along 26 AV NE, Rundelhorn DR NE, and then 28 AV NE to Village Square, it would give people an opportunity to cycle from Monterrey Park, to Pineridge, to Rundle, and to other employment centers west of these communities.
This is one of the only locations along Rundelhorn DR NE that doesn't have sidewalks on both sides of the road. I am assuming the sidewalk will be completed at the new townhouse development, but it is still missing from on the block north of this complex.
I normally ride down Rundelhorn DR NE by bike, to get to work. However, the intersection at 36 ST SE is challenging. To get across the tracks, you either ride on the road with motor vehicles (not safe, dangerous unless you're a confident rider), cross the tracks with pedestrians (very narrow, limited mobility due to tracks and crossing guards), or take the overpass at Rundle LRT (a long detour if you are simply trying to cross the tracks at this intersection).
I usually cross this intersection to use the multiuse pathway on the west side of 36 ST SE, adjacent to the Superstore. A safer crossing is absolutely essential, especially since people not only bike across the tracks, but countless people walk across the tracks or use other mobility devices. The sidewalk being so constrained, and being constrained further by the crossing guards PLUS the unpredictability and scare factor of oncoming trains make this a hazardous situation for pretty much all pedestrians.
I bike to work. When biking, I take two different routes. I either take the multiuse pathway running from the Pineridge Community Association to Deerfoot Trail, or I bike directly down Rundelhorn DR NE.
I vastly prefer route 2. However, there is 0 bike infrastructure going up and down this road. It's dangerous on this road and unsafe. But, it's the most direct route to the Sunridge area. A multiuse pathway on one side of the road would alleviate this issue for commuters and people who cycle recreationally.
School pick up
live Rundlelawn area it's good to Calgary ' s pathway and bikeway network for future have it
The pin is not accurate because map can't scroll to very end of bike path along Mcknight blvd. Bike paths needed to connect westward across Deerfoot Trail so we can access Nose creek pathway. Also needed to keep heading west to better connect with bike path along John Laurie blvd. The whole NE is terribly connected East-west. Another bike lane is needed under runway on Airport trail, or allow bikes on that shoulder. The only alternative is scary narrow road on Country hills Blvd north of the runway, or ride waaaay south to cross Deerfoot at Vista Heights, by Uhaul. Ridiculous!!!!

This crossing needs a pedestrian crossing only signal. Cars leaving the Monterey shopping centre and turning left onto SB 68th st ignore pedestrians.
Pineridge has become a food desert now that we lost our Co-op grocery store. A better link to Monterey Co-op is needed. A sidewalk or bikepath to cross 68th st is needed from the very SE corner of Pinetree Rd. Yes, I know there a scary (because cars turning left out of the shopping centre onto SB 68st do not pause for pedstrians crossing) at Pinetree Cres, but that adds over 500metres of walking and my milk will spoil with that extra distance, not to mention groceries are heavy. This path will also allow better access by bicycle into Marlborough Park if I decide to go to Save On Foods.
Needs a connection here to cross 68th st, or cross 16th ave NE.
Need to connect Pineridge yo Monterey and Marlborough Park better. A sidewalk to no where needs a path into Pineridge like how Marlborough Park had one added.
I can't see the map to add markers or comments. I use a white cane so I walk and use transit. Walking to the 43 Chinook bus stop along 44th the side walk is extremely rough and makes it difficult and dangerous to use my cane. It gets caught on the cracks and rough spots and kicks back causing injury to me
There is no proper sidewalk.there are so many children's going to the park or trying to catch the school bus in the morning
pedestrian lights at 28 ave and 56 street so people don't get run over?
Roots breaking path needs repair
there needs to be a four way stop sign at 28 ave and 56 street so that pedestrians can cross 56 street safely. People in cars race on 56 street and it is dangerous to walk across the intersection here
Would be nice to see pathways re done here
Good for biking but too much trash
No pathway in the green space between the catwalk and the street but it is great for walking and hanging out
Asphalt pathway is good for biking
Catwalk is paved and good for biking
Asphalt pathway
Pathway between the green space and the street.
Pathway between 200 and 300 pineset place
Catwalk
Catwalk between 100 pineset pls and the condos.
There is a catwalk here connecting to 200 pineset place
Good path to cross over mcknight



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Good pathway to cross over mcknight
Shortcut
Good place to bike
Love walking here
Shortcut for walkers
Lots of traffic here
Strip mall gets a lot of walkers from the neighbourhood.
A good small space to walk and hang out.
Extend this to the grocery store!
Why does the route dead end at the interchange? I'm not complaining, if anything what we need is a series of nice, completely separate bridges at regular intervals along the 16th Ave corridor. They don't need to be close to the car bridges.
We need connections to these businesses! The only way to facilitate more trips by bike and on foot is to provide viable alternatives to driving. Even to horrible car oriented parking lot shopping centres.
This project is pointless if it dead ends at the industrial/commercial area. Some of the major destinations need to be connected. The hospital is a great example. It is a huge employment centre but is very hostile to walking or biking. I bike through this area frequently and the whole part between 36 ST and Deerfoot is very dangerous, uncomfortable riding. Any route should be integrated directly into the C-Train stations and the hospital at the least.
I walk to Village Square but some of the crossings here could be improved

Concerns Map: Where should we consider making walking and wheeling improvements?

DROP A PIN TO:

The green line on the map below shows the route this project is considering.

Let us know where your areas of concern are along the marked green route relating to:

- where vehicles drive too fast
- where the sidewalk is too narrow or uneven
- where its hard to cross the street
- where a bikeway or pathway feels too dark
- where it is difficult to bike
- where there are missing links / gaps in pathway or bikeway connections



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Please tell us why.

Can you add a cross walk here?
Sometimes drivers will cut you off and almost hit you enter the Village Square
The buss driver, wouldn't let the students cross the street; at lunch, after school, before school, during the evening.
Driver won't let the Person students cross
The driver won't let the kids cross
If pedestrians are crossing, some drivers will try to rush pass them; but it cause a allot pedestrians to stop crossing in the middle of the road.
Drivers respect the stop sign but if they are trying to turn the drivers won't stop for pedestrian; especially in the early morning.
Drivers won't stop at this apart of the intersection
If a pedestrian uses this cross-walk drivers will speed up instead of stopping
Can a pedestrian walk-way be create, to allow drivers and pedestrians pass by each other, safely?
Drivers speed up if you try to walk into the road when even if you the farthest away a pedestrian can be.
Driver won't let pedestrians cross here; Drivers focus pedestrians to wait with them for their chance to turn left or right.
Cyclist and kids use this pathway and a bike way, but sometimes it hurts people just walking
Driver won't stop when anyone is crossing; they will also speed up.
Better visible for the road
Adding a walkway to the businesses here would make, getting to work easier
This area would benefit from a Cross walk here
If you have to get things from multiple businesses getting to Wholesale would be easier
A Street lamp pass the parking lot would help the kids and teachers feel safer
The sidewalk is a bit narrow but I understand there are house already



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

A Cross walk would help allot of the teens; who go to DQ regularly
Can you extend the walk to allow people access these businesses
Can a Stop sign be add to allow people to cross
Drivers won't stop here to allow people to cross; even though they have to get to the mail box
Please add a walkway here so it would be easier to get to work
If you walk from Superstore to Tim Horton's here, the left turning drivers will speed up and try to get you to stop while you're cross the street.
A pathway here going into the building would help to get home from work
Maybe just one more street lamp
If you add a walkway here it will help people get to the #57 and #38 bus stop
The big tree is pushing on of the steps up; making the sidewalk uneven in one spot
There is a broken step on the side walk around; which makes it a bit uneven
Some lighting here would help others to find their way
Some knee height lighting would be great here as well
It is very dark here, but I understand there are houses here
A Stop sign would help driver to actually stop
I wish driver didn't speed here, there is a daycare.
Some driver won't stop and they will speed up when crossing
There is a pre-school in Village Square and many cars fail to yield to children crossing the street
Cars tend to speed through the intersection, not being considerate of the presence of pedestrians, bicyclists, and sometimes other cars too!
I 2nd the lights and they sould be over head this is a blind crosswalk going west the single side dinky blinking won't cut it it's right at the event horizon. Of the sun. At speed it's hard to stop for the crossing crossing DONT remove the trees there nice to look at infant there should be more added to the system
There's supposed to be a sidewalk here. There's a wire Rope spaneng the entire west side of the park
Extend this pathway to the park to the west
Extend this pathway to 52st

This is just a chunk of the fence cut out and is very narrow to bike though
I'm not too sure what side of the street the pathway is on. it's just a regular sidewalk allong Whitehorn drive from 36st to 52 st
I'm not too sure what side of the street the pathway is on. it's just a regular sidewalk allong 44th from 36st to 52 st
Consider elephant's feet for at-grade intersections along Mattamy Rotary Greenway
People spped in the playground so often
This intersection at 36 ST NE and 32 AV NE is unsafe. For users visiting the Peter Lougheed Hospital and Sunridge, they have to cross the intersection to catch the northbound Route 43 bus to return NB. Taking the train to Westwinds and connecting to the 23 bus at their loop to connect to another bus to get to the community is more comfortable than crossing 36th St NE.
All pathways should have better lighting
Replace dead trees with new ones on pathway, add benches, waste and recycling bins
Desire to provide and east west connection to the Mattamy Greenway Trail in Monterrey Park from Whitehorn
Conflicts with sharing the road and parking on these main roads
Difficult crossing here as a pedestrian
Speeding along here
Snow clearing issues in winter - used to have a snow fence but it got removed - lots of people get stuck here by the school
safety and speeding concerns on 44th Ave NE
Connect pathways to greenway - tie into 32nd
All the pathways in this area should be connected and have directional signage
This is a good N-S pathway but it should be fully connect to an E-W pathway
Pathway should connect through here to the Greenway
Pathway system should continue east to the Greenway through Temple
Pathway dead ends - no signage
Parents cut into the crescent for school access at speed - needs traffic calming here
Pick up and drop off to schools is bad here - parents speed around the crescent - needs speed bumps

Pathway should be connected to main commercial to the west with a separated bike lane
crosswalk needed to the park here
Signage saying "pathway" is hidden by trees along here
This existing pathway needs repair
Whitefield Dr has speeding concerns
A better crossing is needed here
This needs a separated bike lane from the pathway along Whitehorn Drive to connect to hospital, mall, LRT
This needs a safe crossing - daycare pick up
Avoid this intersection - too busy
This route is most direct to schools to the north and Genesis but have to bike far around to access Falconridge Blvd
Can't cross McKnight here to get to commercial from Whitehorn safely
Missing link between pathway and 52nd
This pathway needs repair
Very often people speeded and miss the stop sign
Very often people speed there
Vehicles are always speeding on Templemont Drive
It would be nice to have a bike path that goes from Rundle to the bike path on 68th street. I have travelled numerous times to the abbeydale path & end up on the roads with cars & drivers that don't know the rules with bikes.
I am almost hit here daily, I have to stand on that corner for over 10 minutes everytime I try to cross
Dark catwalk
Dark. No lights with lots of trees
I love this pathway but afraid to go on it because so many off leash pitbulls are on it. It's a school field. Very dangerous
School zone but so many speed
Hard to cross. Cars speed here and do not stop, even if you're halfway across the crosswalk!
Takes a long time to get a pedestrian crossing light here
Takes such a long time to get across- please bring back flashing pedestrian lights instead of traffic lights
There aren't any safe pedestrian and cycling options to access Value Village. If you're coming from 32nd Street the only options as a pedestrian are to cut through a series of parking lots or walk on uneven grass. If a pedestrian is coming from whitethorn Station their only option is to cut through the plaza and cut through an uncontrolled intersection. Cyclists have no way of safely accessing the site, being forced to take the road or navigate a series of parking lots and businesses that might or might not be connected.

have been almost hit by a car here multiple times, despite slowing down, looking both ways. People are always speeding from the off-ramp.
I never ride right on high volume roadways as the curbs prevent safe exits. Riding designated pathways is ok but signage is lacking as the path fades and the connection is not clear. More signage about safe riding and respecting those walking. It is not a racetrack nor peleton. Bells need to be used more often. Slow down when passing people on foot. I'm both a rider and walker. Many electric powered assist bikes, scooters, even motorized wheel chairs seem to think they have the right of way.
Add curb extensions, low visibility to drivers if you are walking or biking across this intersection. Drivers usually stop at the very last second.
Why is there no crosswalk on the south side of 20 AV NE? Should have one.
Advise adding another connection at this site across 68 ST NE to Monterey Park. It's unsafe and steep on the grass embankment down to the intersection, which people have to wait ages to cross at.
The bushes next to this pathway are usually overgrown and jut out into the pathway.
This pathway drops down into the slip lane into the Superstore parking lot. It's not safe. The hill obscures the visibility of cyclists from drivers, and drivers rarely yield here. This road is also in bad condition. Lots of potholes or cracks. The curb ramps are also not the best. They are angled weirdly, and most times when people bike they have to take wide turns to cross the road and end up in the opposite cycling lane. Advise to either make this intersection safer by making pedestrians more visible to drivers, repaving road, or having a bridge or something that carries people over this slip lane.
There is no sidewalk here at all so then you have to walk on the road which is very unsafe.
Right here in this road was were my dog was hit by a fast traveling car. The car didn't slow down even though this is a school zone. There should be a screen that tells you if you are speeding and you need to slow down just like on 49 ST.
People cross the sidewalk to go to this park
The pathway along the east side of 52 Street ends at the cross walk half way between the Temple Drive intersections. There is a clear path along the grass as people still follow 52 Street south from the crosswalk, but to stay on the pavement, you have to cross to the side walk along Temple wood Drive and then cross back again where Templewood Drive curves around. Doesn't make that portion of the route accessible.
Cars, motor cycles, mopeds, beach cars do doughnuts here and rip out the grass. Again I have almost been hit.

It is very dark here in the winter months before 5 pm.
The cars fly through here like it is the Indy 500 and they don't stop. I have come way to close to getting hit.
Green way need more enforcement of users. Often treated as an off leash area making cycling risky.
Worst crossing lights in city. Push button and wait for 3-5 minutes everytime. Cars stop when light is still green as they see pedestrians, increasing accident risk
Should have crossing lights hear. I commute by bike and most days at least 1 car fails to stop
Why is the crosswalk on the opposite side of the road then the bike path. To cross 32nd involves 3 crossings.
Cars drive to fast on Temple dr to ride bike on road comfortably
Better connection going west around 32nd ave NE to access grocery stores and other businesses. There is too much car traffic to ride safely on 32nd ave crossing 36st NE.
Lots of speeding , cars passing on the left to get around turning cars on Whitehorn Dr
The bike pathway along 52nd from Village Square to McKnight and also to the south has many missing links and changing sides.
Access to cycling tracks along Stoney through McKnight would be useful.
This is a busy crossing, with a "no left on red" sign which no one seems to follow. During rush hour the traffic is backed up, and I have been almost hit by a car turning left on more than one occasion.
Crosswalk needed as this is an important access point to get across to the seniors home, shopping plaza, bus stop and mailbox.
Drivers drive too fast in a school zone. Also enforcement for the bus parking at the school during drop off and pick up. I have witnessed a child be hit by a car.
Vehicles drive too fast and it is not safe to cross especially in winter.
A crosswalk is needed here as this is also a bus stop.
There is a paved alley along this edge of this park/stormwater collection area, which is used by a lot of pedestrians to walk to the bus stops on Rundlehorn and 28 Ave. It is very dark at night and should have at least some lighting to ensure safety of these pedestrians.

Cycling access is cumbersome at best, especially from further into the north-east
Similar to the other comment here, there is a pedestrian crossing the NW corner of this 68st/16th ave junction, but it leads to no where. Need to install a pathway up and over the hill here to Pinetree Rd
This area needs a better pathway for cyclists, all along 36st from 16th to 32nd ave, W or E side doesn't matter but it needs it, W is more developed for it right now.
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This area needs a better pathway for cyclists, all along 36st from 16th to 32nd ave, W or E side doesn't matter but it needs it, W is more developed for it right now.
The LRT ramp is an okay way to cross 36 Street, but the connections to the east and west sides don't lead anywhere for cycling. Additionally, the bridge and area are too narrow for cyclists (riding or walking). Given the volumes of people it can be hard even dismounting and walking through this area.
People from the St Wilfred school cut through this back alley. Going way too fast and causing damage to the paving in the back alley
Busy area where the sidewalks could be improved and widened.
There's no easy way to get to these paths from whitehorn
Very bumpy side walk that has broken sections and very high pedestrian traffic on it due to a main bus stop and access to shopping centre
Cars go wildly fast down whitehorn dr
Too dark
Too dark. Feels unsafe
This is a four way stop and some motorists dont even wait for there trun and one time i saw a crash with a cyclist crossing this four way stop and the motorist just run him over
Most of time im riding my bike in this area most driver go close to us even there is no in coming traffic and get mad to us cyclists
Lots of younger motorists with modified cars speeding along this route
Feels like they motorist at this area dont know what to do when they see cyclist on the road

Is it possible to have a flashing pedestrian light in here as an early warning for incoming motorists that are speeding coming off 16th Avenue.
drivers blow right thru this 4 way intersection. it's also a busy bus route.
No sidewalk on the north half of 26 AV NE
no sidewalk on Pinetree CR NE on the east side.
No sidewalk on the south half of this road.
There is no sidewalk on the northern half of Pinepoint DR NE from the west cul-de-saq to the east cul-de-saq.
Completely agree with the other comments about this intersection. Just way too dangerous for anyone - pedestrians, cyclists, mobility device users, transit users, even other drivers.
The slip lanes and pork chop crossing islands should honestly be removed. Makes everyone prone to getting struck by one irresponsible or distracted driver to shut down the road and ruin someone's life.
Tracks are way too scary to cross as person. You never know when a train will come careening down the tracks.
To top it off, there's only one way to cross east-west at this intersection.
There has to be substantial upgrades to this intersection that prioritizes people, not cars speeding way over the limit going on 36 ST or taking dangerous turns into Rundle.
There has to be way wider pathways, definitely suggest doing something about the slip lanes and pork chop crossing islands, add cycling infrastructure for those on bikes or wheeled options, and give way more visibility to people crossing (whether that's lighting, curb extensions, etc.). The hospital and other businesses are RIGHT there across the intersection, but people have to put their lives on the line to simply cross the road.
an extremely tight corner to take with a bike, especially when the bus stop gets busy.
Like the other commenter suggests, many cyclists take Rundlehorn DR NE between 52 ST and 36 ST. There is no safe cycling infrastructure on this road, and there is certainly no adequate infrastructure at this intersection to cross the tracks. this intersection should honestly be completely redone to be way, way more people friendly. It's only beneficial if you're on a train or taking a car going north-south on this road.
Many students take 56 ST NE to get to their schools or the businesses at Village Square, mix of walking and cycling. Should add a multiuse pathway connecting to these locations AND the multiuse pathway behind Village Square.
There is a cycling connection on every corner of this intersection except the NE one, leading to the off-leash park. Why not extend this connection the threeway intersection further north on 68 ST NE?

people jaywalk across this road all the time. No one uses the pedestrian signal light at 61 ST SE. most people are trying to get to the businesses in the strip plaza or catch the 34.
Tons of young teens speed down this road or rev their engines loudly when police aren't around. It's a nuisance to everyone in the neighborhood and just insanely dangerous for all the people walking around.
The tree root has damaged the sidewalk on the SW corner of this intersection.
Suggest adding a multiuse pathway on the southern half of 26 AV NE. This can connect to the pathway in Monterey Park all the way to a future Rundlehorn DR NE multiuse pathway. There is currently nothing on the southern block adjacent to 26 AV NE. This would provide bike commuters another option to connect to other destinations safely.
The curb ramp is way too small at all four corners of this intersection for the amount of people who use it. The curb ramp also directs people into the middle of the intersection.
There is no crosswalks at this intersection. People think the front driveways are ramps, but they aren't.
There are no crosswalks here. People have to either jaywalk or go to a further crosswalk up or down the street.
Drivers always cut through the gas station if there is congestion at the intersection or if a bus is waiting to drive ahead. Super risky for people getting off the 48.
Many drivers occupy the bus-only lane still and drive straight through.
There is no sidewalk on the northern side of 22 AV NE from 56 ST NE all the way to St. Patrick School.
Suggest removing the crossing rails here.
Install curb ramps here, remove the crossing rails, and potentially curb extensions. Cyclists have to dismount and walk around these rails, people with strollers have to struggle walking through them, people walking with their dogs get their leashes caught on the rails. People then have to hop the curb and hope that there is no oncoming traffic (parked cars pretty much block the sightlines from the west corner of 65 ST NE and the east roadway).
Install curb ramps here, remove the crossing rails, and potentially curb extensions. Cyclists have to dismount and walk around these rails, people with strollers have to struggle walking through them, people walking with their dogs get their leashes caught on the rails.

There's no curb ramp connecting this catwalk/green pathway to California PL NE and the green corridor further west.
Pedestrian signal for people crossing east-west should go before the car signals do. Drivers routinely ignore people or stop short of hitting them.
Drivers either barely notice people walking across this intersection going east-west or stop just short of hitting them. Suggest giving people a very generous crossing signal to prevent this from happening.
There is only one curb ramp on the NE and SE corner of the eastside of this intersection. These ramps direct people into the middle of the intersection. Both curbs should be built out so that there are ramps directing people directly east-west, north-south.
Suggest adding a cycling path on 22 AV NE that connects to the Monterey Park pathway system and a future Rundlehorn DR NE pathway. It would be extremely beneficial for people who cycle for recreation or to commuting.
The crossing rails are outdated infrastructure. Not helpful at all and just slows everyone down. Suggest add bollards on both ends of this pathway.
There is a missing sidewalk on the east side of this road. People end up trudging through snow or mud.
Missing a crosswalk on the western side of this intersection, going north-south. Due to the speeding on this road and the number of families and kids, suggest installing curb extensions at all four corners with much better lighting. Just not safe or efficient at all when kids have to cross several times to press a button to activate a light (hoping drivers actually yield to them), or jaywalking.
Drivers always speed here, whether intentionally or not. The road is completely straight and is very wide, which takes up way too much space for 95% of the day (unless it's pick-up, drop-off time for schools) and is conducive of drivers speeding pretty much 24/7.
People cross the street here all the time, from the housing across the street to the strip mall. Obviously, it's where the desire lines are and it's the quickest way to get across instead of going west to the controlled intersection, but it's extremely dangerous because drivers speed and there is tons of car traffic from people turning left onto southbound 52 ST NE, which in turn prevents traffic going straight from going into the adjacent lane because there is also tons of cars parked on street.
Pedestrian signals should always be activated regardless of whether or not people press them. Often times, people get stuck waiting for minutes because they didn't press the button in time.
The curb ramps on the north side of this intersection direct people into the middle of the road. Extremely bad design for people with mobility devices or low/no vision.

No sightlines between pedestrians and drivers. The fence of the house completely blocks out the view and leaves everyone blind to whoever or whatever is coming around the corner. Not safe at all.
Extremely poor sightlines. People walking on this sidewalk and drivers coming out of this alleyway can't see each other. It's an accident waiting to happen.
There is a single crosswalk at this intersection, and it isn't good enough. Ramps direct people into the middle of the intersection and drivers turning right almost never yield to oncoming pedestrians.
There is only one crosswalk at this intersection, and even this one is not safe. It forces families to cross the road several times, and drivers definitely speed thru this road since it's downhill and straight coming westbound. Suggest curb extensions, better lighting and better crosswalks at this spot.
This intersection could be more efficient and safer for pedestrians if it were replaced with a dutch roundabout.
This intersection could be more efficient and safer for pedestrians if it were replaced with a dutch roundabout.
We are in dire need of a pathway that bypasses train tracks. Its dangerous right now. If I am cycling or walking with my young kids. There is overpass to the mall but we need another ones by 32 Ave to go across the 36 St without obstruction (i.e. train/vehicle traffic). Surprising no one planned for this yet. Access to downtown is not there for Rundle/Whitehorn/Pineridge/Temple residents via dedicated bike pathway.
Drivers speed here every day, there has to be traffic calming measures.
Needs pathway
Speeding and accidents on 50th in school zone - car drove right into the school
Intersection and navigation is confusing
St Rose of Lima pick up and drop off time buses squeeze and traffic - no parking for pick up - people don't use sidewalks properly
Road crossing needed-school area population increase
28th Ave and 60th St No handicap access on the NE Corner - put in 3 in last year but didn't do this corner
Needs crosswalks - pick up and drop off issues
Needs traffic calming
speeding here
Add pathway lighting here
speeding in school zone
Speeding concerns on this route to school - needs speed bumps
Rundlehorn Dr speeding concern

No sidewalk on north side - makes me have to walk on the road which is dangerous
Traffic calming and crosswalk needed on 23rd Ave
Traffic calming and crosswalk improvement needed on 26th between school and Village Square
There should be more and better bike racks at malls and businesses
There should be more pedestrian and biking overpasses across 16th Ave to create more neighborhood connections. Major roadways should not be the only neighborhood mobility access
High speed and dangerous driving along Rundlehorn drive on a daily basis. People passing drivers who have slowed down for the playground zone. See parked cars smashed between 36 street and 52nd far too often.
Bicyclists are commonly spotted in this area, yet they often opt for the main road due to bumpy or uneven sidewalks. Rundle horn Drive NE serves as the fastest link from 36th St NE to 52nd St NE, connecting various communities and offering a smoother ride for cyclists. However, it is also known for erratic car traffic
Not many drivers pay attention to this spot; honestly, we need the lines repainted, cones, or something that could alert oncoming drivers to yield to pedestrians.
Bicycle riders are frequently seen in this area, but due to the bumpy sidewalks or uneven, they sometimes prefer to use the main road. Rundle horn Drive NE is the quickest route from 36th St NE to 52nd St NE, which is smoother for cyclists, but it's also a road where cars drive erratically and there is not a lot of space for bicycles and cars
For years, I've observed that some drivers behave inappropriately when police are not present, especially near schools. Cars often speed beyond the limit and fail to yield to pedestrians. We need law enforcement units in this area, particularly on weekends. Thank you.
for kids and for families in this spot is gem in summer but peoples often that walk or use their bikes in day or night time there more likely to have an accident because there is so much gravel on the pathway , grass and other areas near by in addition with lack of lighting in this open green place through the night all resident feel unsafe to walk run or do any other types of activities.
My first pin 📌 and comments were put in an incorrect spot (slightly NE). 18th Ave is a straight ave, used for speeding loud vehicles, endangering walkers, bikers, pets, etc. Too fast to even trigger cams! Parked truck was sideswiped, totalled, and towed away. Never caught the speeder. Other incidents of damage to legit parked vehicles have occurred.

18 Ave NE straight road, playground zone included, has many cars speeding/racing above all speed limits. Mostly evenings/nights, very loud, too fast for cams to even be triggered. Risk to pedestrians, children, walkers & bikers, pets, delivery vehicles. Our parked truck was sideswiped, hit & run, totalled by insurance and towed away.
Speeders rip along here most summer nights.
This intersection is rather hostile to pedestrians given that it is a major connector for the community. Could we make some changes to make it safer/more accommodating?
I would love to see this intersection redesigned to reduce speed and give better visibility to pedestrians.
So many kids and parents cross in the middle of the road with no crosswalk
Broken paving stones on the sidewalk
Broken paving stones
Uprooted tree roots in the middle of the sidewalk
Uprooted trees on this sidewalk
Sidewalk is too difficult to walk for the vision impaired
Sidewalk is too difficult to walk for the vision impaired
Sidewalk is hard to walk for the vision impaired
Walkway is too dark
The sidewalk in front of the mailbox is not flush. It's a tripping hazard
lots of people take rundlehorn drive and onto this side street to fast. they always pass the yield sign on the corner and always hug the sidewalks. very dangerous, i have kids. 2 of my neighbours have kids that live near me. so scary
people always rip down rundlehorn drive
where is a link up to the RotaryMattamy Greenway trail for biking and walking
Path being broken by roots from trees
people speed along Rundlehorn Drive and I would not be comfortable riding a bike on Rundlehorn Drive with other traffic.
people in cars speed along 56 street and there needs to be a four way stop at 28 ave and 56 street.
These playground zones mean nothing to many drivers. The sign that tells you your speed is a test for them to see who can get the fastest speed.
People turning left off of 32nd don't watch for people crossing. I was?almost hit twice.

needs better lighting in this pathway. the fences are run down and have holes in them due to vagrants trying to cross mcknight.
Frequent speeders here
Speeding and double parking of parents of school children.
Speeding here especially during school pick ups and drop offs
This is where suspicious cars tend to go and hide after hours.
Speeding here including back alleys
Collisions and people getting run over
Lots of accidents with pedestrians casualty.
Short pathway is missing
Entrance to the pathway
Entrance to the catwalk
Catwalk here is missing.
There is a catwalk here.
No pathway between pathway, catwalk and street.
Missing link in the greenspace between the pathway in this green space.
There is an asphalt pathway here.
No pathway between catwalk, pathway and green space
A pedestrian bridge here would help reduce the barrier effect of McKnight Boulevard NE and connect well with pathways and local residential streets. Crossings at large high volume intersections are not 5A quality.
Please provide a pedestrian bridge here; 16 Avenue NE is a barrier and the crossings at interchanges are not 5A quality. An overpass at this location would connect well with pathways and residential streets.
Please provide a pedestrian bridge here; 16 Avenue NE is a barrier and the crossings at interchanges are not 5A quality. An overpass at this location would connect well with pathways and residential streets.
There needs to be a connection to the train station and hospital. No one will use this if it is a lane to nowhere.
This area around Village Square and the school is bad. People speed, and there are a huge number of ingress/egress points for cars from 52 St and 26 Ave. Any protected bike lane needs to have clear right of way. I wonder if it may be smart to close some of the car driveways for safety.
This is a scary road. This can't just be a painted bike gutter, to be viable it needs to be grade or barrier separated the whole of 52 St. The barrier also needs to be more substantial than plastic bollards. I've seen too many cars run over the bollards.
This totally cuts off Monterey Park from the bike network. Why not add a link at least to Catalina Blvd? The roads in here are pretty quiet but getting across 68th on 32 Ave is not nice. This would potentially allow kids to bike to school safely, or go to Village Square.



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Missing bike link to this shopping centre.
How will this tie into the commercial area? Seems pointless if it just ends at the intersection.
There needs to be a clear, marked, direct connection to the train station from any bike route. Make it easy!
Where to start? This is a scary intersection for anyone outside a vehicle. Virtually no one stops at the slip lanes. There is not enough time for mobility impaired people to cross the long walks (hospital remember?). Snow clearing in winter can be very slow. You are not allowed to cross on the south side of 26 Ave, which is ludicrous given that it is the most direct way to the mall. This whole crossing is emblematic of the bad design Calgary needs to start fixing. Forget traffic flow. Make it human scale. Ensure it is safe, comfortable, and quick for non-motorists to get to the hospital, mall and C-train station.
No right turn on red - people backed up and impatient and confused during rush hour
Street too wide. No stop signs so people speed through school zone here.
School pick up and drop off has people not following rules. There is no parking here not sure why parents can't pick up here.
Narrow older sidewalk, feel unsafe crossing Temple Drive
Add sidewalk

What else do you want The City to consider when improving the area for walking, biking and wheeling?

NE needs SAFE bike path connections over Deerfoot Tr at 16ave NE, McKnight Blvd NE, Airport Tr NE under runway, Country hill blvd NE.
The NE bike pathways need to be connected to the rest of the city including city centre, the airport, and other parts of the city.
Colour-code the Bike-paths and walk-paths; put up sign of "please do not touch pedestrians; when on bikes".
Bicycles are considered vehicles under highway traffic act, as such would like dedicated bike lanes all over Whitehorn
I live in Whitehorn and work at the airport. There no direct safe trails to get to the airport from east of 36st NE. Please help with this
Were was the option to thumb up or down on the mobile. The entire ne from memorial dr to micknight needs signs I lose the path often
Garbage / recycling enclosures at major entry/exit points.
Address connectivity gaps in major pathway systems - 50th Ave SE is incredibly dangerous as it forces you onto heavy industrial street
Plan the complete system like roads - all connections must safely lead to the skeletal pathways: Greenway, TC Trail, River paths.
Please add more waste bins and benches where possible on the pathway system. Example between 28 ave north to temple drive, there are none.
The sidewalk on the south side of 32 ave is disjointed. Consider pathway along the boulevard from 56 -60 st and 64-68 street.
At the corner of 28th and 60th en route to Clarence Sansolm school, cars routinely drive fast down both roads. It needs to be a 4 way stop.
Replace dead trees with new ones, provide benches along pathways and garbage bins
Provide longer crossing signal duration at major roads
All pathways should connect to the Greenway.
Please consider NE communities have a high density of family & cars / house, which means street parking is crucial. Do not copy Marlborough
Why not put the money where it's really needed. The roads in Calgary are a disgraceful mess, potholes, deep strips on the roads, etc.
It would be great to have a bike lane along Temple Drive
Please take out traffic light from pathway / 52 street intersection by Whiteside rd - flashing pedestrian lights worked much better
We need sound barriers along 68th, the amount of traffic noise is deafening and no one can enjoy their yards. Its just a race track!
Best idea I appreciate

Showcase Calgary's pathways mobile app map. Rotary International Convention June 2025 has 12000 registered Contact Rotary Dist 5360
More benches on cycle path between 32ave and McKnight blvd and crosswalk lights at 44ave
Stop creating new paths were popular trees are near by. Doesn't seem your not learning from city residential sidewalks what damage it does
I always use Greenway bike path. Construct alternate bikepath route pegain to 114th ave, avoid 52st. Canal pathway, Bern up flooded areas 2x
More rest areas and benches for seniors to relax. Add portable washrooms for seniors
It would be nice to have a bench to sit on to catch your breath. Maybe have a section of the path for the electric scooters and bikes
What about the rest of ward 10
On 44 Ave between 36 street to 52 street need walk way repair because it's completely damaged and unable to walk in any direction
We need better access to Monterey Co-op by walking or bicycling, or even transit now that Co-op in Pineridge closed.
Path on 68st NE is disjointed. Please connect pieces so I can safely walk or ride to the Co-op, especially now Pineridge has no Co-op.
52 st NE pathway is disjointed. Please connect all the pieces. And maintain in winter.
Pathway along 52st NE is great but disconnected between Maryvale Dr and 17 ave SE. I illegally stay on westside sidewalk.
We need to move homeless people off bikepath behind old Co-op (east side). Not safe for people walking or cycling.
We NEED a fancy Calgary Flames pump track. Why can't we have one when our tax money goes to the Flames owners? Are we not worthy in NE??
We are trapped in NE. Please connect Rundle to Vista Heights, Nose Creek better. Dodging lane changes on 20ave NE is fun but I will get hit.
Please connect Nose Creek path to NE like the way Renfrew has. Vista Heights and Mayland Heights needs one each down to 16 ave NE.
Someone needs to update Google Maps' bicycle pathways. So many great new paths not showing up so I don't my option for bicycle routes.
Your Add marker function is useless. 64 ave NE needs a connection over Deerfoot tr and connect to Nose Creek pathway.
Riding in circles in NE is not useful. Please connect NE McKnight Blvd pathway to John Laurie Blvd pathway, especially over Deerfoot tr.
Bike lanes on Country Hills blvd north of runway do not connect. Riding across very narrow road north of runway is dangerous.

I don't need to travel within NE as much as accessing the rest of the city. Airport tr needs a dedicated bike lane to the airport.
We need safer east - west connections at 16 ave NE from vista heights over Deerfoot tr.
The NE is trapped and isolated from the rest if Calgary. We need better east - west connections by bicycle to Nose Creek pathway.
Connect the communities to the west of 32nd where a lot of businesses and workplaces are Connect pathways to Stoney through McKnight
Would like to see a bike path made which would connect the NE to the Bow River pathways.
More education either signage or media to inform cyclists and pedestrians on how to share pathways. Dedicated bike paths are too expensive.
More signage to let dog owners know that parks & green spaces are NOT off leash areas. Off leash areas should all be enclosed with fencing.
I can't add a marker south of 16th ave
Sidewalks in Temple area need to be fixed as there are areas that are tripping hazards.
Please put a bike path along 68 Ave and 16th ave in the fence in the open air park. To connect 52nd to the Stoney trail bike path.
I think the walking, biking and wheeling to other communities and those connections are just as important. Safe protected bikeways for all.
Using open green space for some picnic benches and maybe some fire pits, so people can gather in the community
More nature instead of grass. The paths don't seem as inviting as other areas of the city. Maybe a pond feature where open space is not used
Lots of modified cars speeding along Laguna way. Very unsafe for kids crossing, biking around the playground areas.
To much speeding on Whitefield drive and sidewalks starting to heave
Please connect west side of 36 St (PLC, grocery, access to downtown) to east side (neighbourhoods) via unhindered bike pathway and walkway.
Pineridge needs safety - lighting and more pathways - people scared to go out at night, people yelling, pull or knocking on doors + running
Wayfinding and signage would help newcomers - especially to transit stations and key destinations like the hospital
Lighting at night, especially in winter
People not obeying traffic laws - need more education!
Mattamy Greenway is a hot spot!
Scooters = no helmets law shouldn't be on roads. No speed control. Dangerous. Imposing. Accidents.



Ward 10 Connections

Report Back: Phase 1 Verbatim Comments

August 2024

Seasonal use of bike lanes- not permanent fixtures. Use a chain barrier that can be removed in winter for transit and vehicles.
Businesses have to provide parking for cars, they should also include good modern bike racks in front of their business
I think that instead of using concrete for sidewalks, the city of Calgary could use asphalt as it is smoother and can adapt to the ground
Need better lighting maybe low level lighting. This is due to the wide canopy trees that prevents light shining down from light posts.
we have pathway/bikepaths that go nowhere, is it possible to have a connected path system linking other path systems, like other communities
Need more signs indicating no dogs on school grounds. Dog walkers do not clean up from dogs that should not be there.
I would be comfortable riding a bike if there was a dedicated bike path like there is in some many other communities.
Please consider extending this network into the commercial area. It looks great but needs to connect where people are trying to go.